RESOLUTION NO. 2098

A RESOLUTION ESTABLISHING AND IMPOSING JUST AND EQUITABLE STREET SYSTEMS DEVELOPMENT CHARGES FOR ARTERIAL, COLLECTOR AND CONNECTIVITY STREETS AND TRAFFIC CONTROL FACILITIES, AND ESTABLISHING ADMINISTRATIVE REVIEW PROCEDURES.

WHEREAS, on June 27, 1991 Council adopted Resolution No. 842 establishing and imposing a Street Systems Development Charge (SSDC) for arterial, collector and connectivity streets and traffic control facilities and establishing administrative review procedures; and

WHEREAS, the capital improvement plan for Resolution No. 842 included $19,152,894 in projects which provided increased capacity for 11,539 new P.M. peak hour trips; and

WHEREAS, the unit cost of service for the additional capacity was allocated to single and multi-family dwelling developments by dwelling unit and to other developments by the number of employees; and

WHEREAS, in 1994 the capacity as provided with the Capital Improvements Plan for Resolution No. 842 was determined to provide insufficient capacity through the Wilsonville Road Interchange area; and

WHEREAS, Council adopted Ordinance No. 430 and Resolution No. 1123 which amended Resolution No. 842 to establish a Supplemental Street Systems Development Charge (SSSDC) for the improvements at the intersection at Town Center Loop West and Wilsonville Road and Boones Ferry Road and Wilsonville Road and the I-5/Wilsonville Road Interchange on August 1, 1994; and

WHEREAS, on February 6, 1995 Council adopted Resolution No. 1161 to add additional projects to the street capital improvements plan; and

WHEREAS, on March 3, 1997 Council adopted Resolution No. 1361 which amended the SSSDCs in accordance with Resolution No. 1358 which authorized settlement of a lawsuit which in part involved SSSDCs; and

WHEREAS, on September 20, 2004 Council adopted Resolution No. 1886 which revised the SSSDCs by adding a separate Supplemental Street Systems Development Charge (SSSDC2)

for developments approved because of capacity from an additional $3.5 million project for Wilsonville Road Interchange improvements; and

WHEREAS, on June 2, 2003 Council adopted Ordinance No. 552 which approved the Transportation Systems Plan with an update of capital improvement plan (CIP) of projects and P.M. peak hour trip requirements; and

WHEREAS, staff has further updated the CIP projects from the 2003 Transportation Systems Plan to 2005 (discussed further below) and has determined that of the total cost of $216.25 million in the CIP there are growth related projects totaling $68.82 million; and

WHEREAS, from 2005 to 2020 there will be additional projected growth of 11,666 net new P.M. peak hour trips from new development; and

WHEREAS, the city has contracted with HDR/EES to complete a street systems development charge study; and

WHEREAS, HDR/EES completed and filed with the City Recorder as part of the record herein a report titled City of Wilsonville Oregon Systems Development Charges for The Transportation Systems and has determined that the new street and intersection cost per net new PM peak hour trip rounded to the nearest dollar is $5,899 and that the compliance cost will be $45 for a net new trip giving a total SSDC of $5,944 in 2005 costs; and

WHEREAS, Staff and Council have reviewed the advantages and disadvantages of consolidating the SSSDCs as compared to maintaining one overall SSDC with either one or two SSSDCs for the improvements at or near the I-5 interchange with Wilsonville Road and at or near the Stafford Interchange. The conclusion was that the most equitable method of charging SSDCs was to have one overall composite called the street systems development charges; and

WHEREAS, the funds that have been collected in the SSSDC account and the SSSDC2 account now apply to projects in the overall street capital improvements plan subject to credit reduction as set forth below; and

WHEREAS, to ensure that street capacity would be available when projects could be developed, some developers have prepaid SSSDCs through the Wilsonville Road interchange area; and

WHEREAS, the cost for the capacity is now included in the street capital improvement plan; and

WHEREAS, the unexpended funds collected under provisions of Resolution No. 1123 for SSSDCs and Resolution No. 1886 for SSSDC2 will be used to pay for part of the costs for the Wilsonville Road interchange area capacity improvement included in the street Capital Improvements Plan; and

WHEREAS, Council desires to credit/reduce street SDCs for developers by the amount they previously paid but not used for SSSDC or SSSDC2 prepayments when the project develops; and

WHEREAS, the HDR/EES SDC study was based on 2005 costs to be compatible with Metro population, job and trip reports; and

WHEREAS, the cost per trip were adjusted upward by an estimated 8.4% to reflect change in construction costs from 2005 to 2008 for the purposes of illustration; and

WHEREAS, the estimate was adjusted to actual of 5.62% following receipt of the March 2008 Engineering News Record in the Seattle Area Construction Cost Index; and

WHEREAS, Council desires to phase the new rates in over a three year period to minimize the immediate impact of the rate increase; and

WHEREAS, the Council desires the first rate to be established at 75% of full costs with increases over a three year period to full costs including projected increases in costs as adjusted by the Seattle Construction Cost Index; and

WHEREAS, Council desires to establish an added category for industrial development with much lower employees than are included in The Trip Generation, 7th ed., vol. 1-3, published by the Institute of Transportation Engineers (ITE) to ensure an equitable application of this Resolution; and

WHEREAS, a flexible industrial category has been included to reflect this anticipated difference in development; and

WHEREAS, PM peak hour trip generation for some categories in the HDR study would result in high street systems development charges that would make it highly probable to preclude development and be detrimental to an overall, diverse and sound economic base for the community; and

WHEREAS, Council desires in balancing the public's interest to establish a trip generation cap for the aforementioned developments to minimize high street systems development charges from precluding such development within the City; and

WHEREAS, City covered storage requirements in commercial facilities are in excess of the covered storage used in the ITE Manual for traffic trip generation and results in gross square footage which is different than that used in ITE manual; and

WHEREAS, Council desires to charge SDC's based on impacts on the transportation system; and

WHEREAS, the 2003 CIP has been updated in the HDR/EES study to 2005 to delete completed projects, add projects needed for Villebois Development, add a project for improvements at the intersection of 95th Avenue and Commerce which had required added study when the TSP was approved and to reflect changes in construction costs; and

WHEREAS, ORS 223.309 requires that an approved CIP be used as a basis for SDC methodology; and

WHEREAS, approval of the CIP included in this Resolution provides an approved CIP.

WHEREAS, on December 16, 2007 staff distributed a letter announcing that the methodology for calculation of street SDC's would be available on January 16, 2008 and a Public Hearing would be conducted on March 17, 2008; and

WHEREAS, the methodology was available on January 16, 2008 and distributed as requested, and

WHEREAS, the Public Hearing was held on March 17, 2008 and the adopting Resolution was carried over to April 7, 2008.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

ARTICLE 1
PURPOSE

Section 1. Purpose

A. The purpose of this Resolution is to provide a uniform framework for the imposition of a Street Systems Development Charge (SSDC) for arterial, collector and connectivity streets and traffic control facilities, including, but not limited to, administrative review procedures, SSDC credits and capital improvements providing added capacity which may be funded with SSDC revenues.

B. This SSDC is adopted to ensure that new development contributes to extra-capacity transportation facilities and improvements needed to accommodate additional traffic generated by such development.

Section 2. Definitions

A. **"Applicant"** means the person seeking to obtain a building permit.

B. **"Building official"** means that person, or his designee, licensed by the state and designated as such to administer the State Structural Specialty Code for the city.

C. **"Building permit"** means that permit issued by the city building official pursuant to the Uniform Building Code. In addition, building permit shall mean the mobile home placement permit issued by the Director, or his representative, on a form approved by the Department of Commerce of the state and relating to the placement of mobile homes in the city. For those uses for which no building permit is provided, the final approval granted by the city approving the use shall be deemed a building permit for purposes of this ordinance.

D. **"Business and commercial"** means those land use categories as identified by those structures as shown in the recreational, medical, retail and several sections of Table 6, Exhibit 3 attached hereto, or any other structures as determined by the Director.

E. **"City Council"** means the governing body of the City of Wilsonville.

F. **"Construction Cost Index"** means the Seattle Construction Cost Index based on a composite of the unit costs for specified construction components as published in the Engineering News Record.

G. **"Department"** means the Community Development Department.

H. **"Development"** means construction of buildings, structures, additions to buildings or structures or recreation facilities.

I. **"Director"** means the Director of the Community Development Department.

J. **"Extra-capacity facilities or improvements"** mean those transit, arterial and collector improvements that are necessary in the interest of public health, safety and welfare to increase traffic capacity to address new development. Such improvements include, but are not limited to, signalization, channelization, widening, drainage work, pedestrian safety, lighting, acquisition of right-of-way and necessary easements, street extensions, railroad crossing protective devices, bridges and bike paths.

K. **"Fee"** means the systems development charge adopted herein.

L. **"Gross Floor Area" (GFA) of a building** means the sum (in square feet) of the area of each floor area, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores and offices that are within the outside faces of exterior walls, not including architectural setbacks or projections. For added detail refer to the Definition of Terms in the Institute of Traffic Engineers Trip Generation User's Guide, 7th Edition, Volume 1 of 3. In commercial areas, interior storage which exceeds ITE standards shall be excluded from the GFA.

M. **"Gross Leaseable Area" (GLA)** means the total floor area designed for tenant occupancy and exclusive use including any basements, mezzanines or upper floors, expressed in square feet and measured from the centerline of joint partitions and from outside wall faces. Development means construction of buildings, structures, additions to buildings or structures or recreation facilities. In commercial areas interior storage which exceeds ITE standards shall be excluded from the GLA.

N. **"Industrial"** means these land use category as identified by those structures as shown in Table 6 Exhibit 3, attached hereto, or any other structures as determined by the Director.

O. **"Occupancy permit"** means the occupancy permit provided for in the Uniform Building Code.

P. **"Offices"** means that land use category as identified by those structures as shown in Table 6 Exhibit 3, attached hereto, or any other structures as determined by the Director.

Q. **"Owner"** means the owner or owners of record title or; the purchaser or purchasers under a recorded sales agreement, and other persons having an interest of record in the described real property.

R. **"Parcel of land"** means a lot, parcel, block or other tract of land that is occupied or may be occupied by a structure or structures or other use, and that includes the yards and other open spaces required under the zoning, subdivision, or other development ordinances.

S. **"Road"** means a city street.

T. **"Street and Traffic Control Facilities"** means those facilities that are necessary in the interest of public health, safety and welfare to increase vehicular traffic capacities of collector or arterial streets that are classed as collectors or arterials in the 2003 Wilsonville Transportation Systems Plan. Said facilities include but are not limited to signalization, channelization, widening, drainage work, pedestrian safety, bicycle safety, lighting, right-of-way acquisition, street extensions and railroad crossing protective devices.

U. **"Street Systems Development Charge"** (SSDC) means an improvement fee or a fee collected at the time of increased usage of a capital improvement or at the time of issuance of a building permit. "Systems Development Charge" does not include fees assessed or collected as part of a local improvement district or a charge in lieu of a local improvement district assessment, or the cost of complying with requirements or conditions imposed by a land use decision.

ARTICLE II

ADMINISTRATION AND ADMINISTRATIVE REVIEW

Section 1. The Community Development Director shall be responsible for developing administrative procedures for calculation and collection of SSDCs, and developing and administering capital improvement programs and related activities.

A. Discretionary decisions of the Director or his designee shall be in writing and mailed by regular mail to the last known address of the applicant.

B. As provided by Wilsonville Code (WC) 11.040(10)(b) Appeal Procedures, any person aggrieved by a discretionary decision of the Director or his designee may appeal the decision to the City Recorder for consideration by the Wilsonville City Council. The appeal shall be in writing and must be filed with the City Recorder within 10 working days of the date the Director's decision was mailed and provide information stated in WC paragraph 11.040(10)(c).

Section 2. As provided by WC 11.040 (10)(c) any interested person may challenge an expenditure of SDC revenues as being in violation of the Wilsonville Code paragraph 11.040 provided an appeal of expenditure is filed with the City Recorder for consideration by the Wilsonville City Council within two years of the expenditure.

Section 3. A person who makes a written objection to the calculation of a SSDC and has appealed the Director's determination to the City Council or has timely challenged an expenditure of SDC revenues, upon the City Council's determination, shall be notified of the right to petition for review pursuant to ORS 34.010 to 34.100.

ARTICLE III

METHODOLOGY

Section 1. Calculation of SSDCs was accomplished by HDR/EES in a report titled "City of Wilsonville Final Report, Systems Development Charges for the Transportation System, April 2008" on file with the City Recorder. Detailed calculations are in the report, are incorporated by reference as if fully set forth herein, and are summarized in succeeding sections for ease of reference in support of the methodology.

Section 2. As included in the 2003 Wilsonville Transportation Systems Plan and updated to 2005 for the study by HDR/EES, the estimate of PM peak hour trips is based on Metro projections of PM peak hour trips from each Metro traffic analysis zone with further refinement into smaller zones in the City Transportation Systems Plan. The Transportation Systems Plan was originally developed for the period 2000 through 2020; however, other priorities delayed adoption until 2003. The study had updated population and jobs information from Metro for 2005 and the Capital Improvements Plan was adjusted to remove trip that were completed prior to 2005 and to adjust to the construction costs applicable in 2005. The summary of new trip generation is included in Table 1 from the study.

City of Wilsonville
Street System Development Charges
New Trip Generation
Table 1

Year	Households	Jobs	HH Trips	Job Trips	Other Trips	Total Trips
New Trip 2005 to 2020	**4,191**	**15,273**	**3,266**	**8,349**	**51**	**11,666**

Section 3. Table 2 from the HDR/EES study is marked Exhibit 1, attached hereto and incorporated by reference as if fully set forth herein. It includes a summary of the remaining projects to be accomplished from 2005 to 2020 and includes projects with a total estimated cost of $216.25 million. The costs that benefit future development were determined by reviewing

each project and subtracting costs paid by other agencies, costs for improvements required as a condition of development except those providing extra service, and costs for projects or parts thereof that serve existing residents. The amount eligible for SSDCs is $68.82 million. The calculation of this amount is also on Table 2 at Exhibit 1.

Table 2 is hereby adopted as a modification of the Street CIP to provide added details as required by ORS 223.309.

The next step takes the growth related cost for each project and divides that by the 11,666 additional trips to get the cost per trip for each project. These were then added to determine the improvement fee for street SDCs of $5,899/trip. This is set out in Table 3 from the study, which is marked Table 3 at Exhibit 2, attached hereto and incorporated by reference as if fully set forth herein.

Section 4. Compliance Costs. The cost of complying with ORS223.297 through 223.314 and Chapter 11 of the Wilsonville Code is estimated at $35,000 per year. This will result in a compliance cost of $45 per trip and the calculations are included in Table 4 from the study set forth below:

City of Wilsonville
Street System Development Charges (2005 Costs)
Compliance Costs
Table 4

2020 Trips	**30,084**
2005 Trips	18,418
Added Trips	11,666
Yearly Trips	778
Compliance Cost	$ 35,000
Compliance Cost per Trip	**$ 45.00**

The improvement fee and the compliance cost are added to give a total cost per PM peak hour trip of $5,944. This calculation is included in Table 5.

City of Wilsonville
Street System Development Charges
Allowable Transportation SDC
Table 5

New Street and Intersection Costs	**$5,899**
Compliance Costs	$45
Credit	0
Total per P.M. hour trip	**$ 5,944**

Section 5. SSDCs. SSDCs vary depending on the type of development. The Trip Generation manual, 7th Ed Vol 1-3 published by the ITE Engineers provides a summary of the PM peak hour trip generation on adjacent streets for the various categories of development. The total trips include stops at facilities adjacent to the travel route that don't add to overall traffic. The percent of these trips is called pass by trips. Pass by trips are reduced from the overall trips to determine the net new trips. The various categories along with the unit of measurement that total PM peak hour trip generation, the pass by trip factor, the adjusted PM peak hour trips and the impact fee for unit of measure are listed in Exhibit 6 of the HDR/EES report.

Exhibit 6 of the HDR/EES report has been updated in this resolution to include the following on Table 6 at Exhibit 3, attached hereto and incorporated by reference as if fully set forth herein, as follows:

A. Establishes caps on high impact categories.

B. Adds a flex industrial category for facilities with low employees for the size of the facility.

C. Adjusts inflationary costs from the 2005 costs in the HDR study by an estimated 8.4% to March 2008. However, this estimate has been provided as a guide to review, with the actual inflationary cost being finally determined at the April 7, 2008, Council hearing and to be set forth in Section 6 below.

D. Includes an initial SDC of 75% of the final SDC.

E. Includes three increases bringing the rates of street SDC to 100% of the final street SDC by July 1, 2011 as adjusted for estimated changes of 2.5% per year in the construction cost

index. Again, this adjustment is for illustrative purposes with actual inflationary changes being determined in accordance with Section 6 below.

Section 6.

As recorded in the Engineering News Record, the 2005 costs of $5944 have been adjusted by the annual construction inflation as set forth in the Seattle Area Construction Cost Index from March 2005 through March of 2008 of 5.62% to $6,278 . This rate adjusted through March 2008 shall be the base SDC rate of $6,278. Subject to such exemptions, credits, or offsets as may be provided for in this Resolution or otherwise as may be required by law; the SDC charged from the enactment date of this Resolution through June 30, 2009 shall be 75% of the base SDC; the SDC charged from July 1, 2009 through June 30, 2010, shall be 83.33% of the base SDC plus the annual Seattle Construction Cost Inflation as indexed in the March 2009 Engineering News Record; the SDC charged from July 1, 2010 through June 30, 2011 shall be 91.67% of the base SDC as previously adjusted for construction cost inflation plus the annual Seattle Construction Cost as indexed in the March 2010 Engineering News Record; the SDC charged from July 1, 2011 through June 30, 2012, shall be 100% of the base SDC as previously adjusted for construction cost inflation plus the annual Seattle Construction Cost Inflation as indexed in the March 2011 Engineering News Record. Commencing July 1, 2012 and each succeeding July 1, the base SDC as previously adjusted for construction cost inflation shall be adjusted by the Seattle Construction Cost Inflation as indexed in the March Engineering News Record immediately previous to each succeeding July 1."

Section 7. The amount of systems development charges due shall be determined by multiplying the SSDC unit cost for the date of application for building permits times the quantify of unit of planned use. For purposes of illustration, the following examples are provided:

Example #1: Single family dwelling unit -$4,755 X 1 = $4,755.

Example #2: Distribution warehouse-150,000 square feet-$2,213 X 150 = $331,950.

Example #3: Pharmacy with drive-thru/8,000 square feet-$18,834 X 8 = $150,672.

The applicant at the time of application per building permit shall provide the Director with all necessary and applicable information such as the type of use and size of the facility necessary to calculate the SDC.

Section 8. In the event an identified land use does not have a basis for an SSDC unit cost as presented in Table 6 or if the SSDC unit cost is grossly disproportional to the impact of

the identified land use, the Director shall: a) Determine the PM peak hour trip factor based on the use listed in Table 6 most similar in traffic generation, b) Determine the PM peak hour trip factor from the Traffic Impact Study for the development, c) Determine the PM peak hour trip factor based on other published Institute of Transportation Engineers data more applicable to the project or d) at the election and expense of the applicant consider an actual PM peak hour trip factor of the same or similar use as verified by a registered traffic engineer on retainer from the City. In the event actual trip generation is utilized, the Director may make such adjustments as deemed applicable consider location, size and other appropriate factors and determine the PM peak hour trip factor.

Section 9. The City shall annually review the SSDC to determine whether additional revenue should be generated to provide extra capacity improvements needed to address new development or to ensure that revenues do not exceed identified demands. In doing so the City shall consider:

A. Construction of facilities by federal, state or other revenue sources.

B. Receipt of unanticipated funds from other sources, construction of facilities.

C. New information provided by The Institute of Traffic Engineers that adjust trip rates and the fiscal impact of credits for eligible improvements.

D. Upon completion of this review, the City shall consider such amendments including adjustments to the fee imposed per year end as are necessary to address changing conditions.

Section 10. All calculations shall be carried out to the 100^{th} place. The final product ending in 49 cents or less shall be rounded down to the nearest dollar; 50 cents or more shall be rounded up to the next dollar.

Section 11. To ensure that capacity is available through the Wilsonville Road Interchange, some developers have paid either the original SSSDC or SSSDC2. With one consolidated SSSDC, such prepaid supplemental street systems charge will be credited against the SSDC for the project for which capacity was reserved to reduce the SSDC owed. Since the SSDC is adjusted for changes in construction costs by the increase in the construction cost index, the credited amount will be adjusted by the same rate. A summary of projects for which SSSDC and SSDC2 credits are set forth in Exhibit 4, attached hereto and incorporated by reference as if fully set forth herein.

ARTICLE IV

ARTICLE IV

PAYMENT

Section 1. Unless deferred, the SDC imposed hereby is due and payable at the time of issuance of a building permit by the city. Except as otherwise provided in W C Paragraph 11.040(7) Collection of Charge, no building permit shall be issued for a development subject to the SSDC unless the SSDC is first paid in full.

ARTICLE V

CREDIT

Section 1. As provided in WC11.040(9) Credits, an applicant for a building permit is eligible for credit against the SSDC for constructing a qualified capital improvement.

ARTICLE VI

EXEMPTIONS

Section 1. The following development is exempt from the SSDC:

A. Remodeling or replacement of any single-family structure (including mobile homes) that does not increase the use of transportation capital improvements:

B. Multi-family structure remodeling or replacement that does not increase the use of transportation capital improvements.

C. Remodeling or reconstructing of office, business and commercial, industrial or institutional structures except to the extent it generates additional vehicle traffic trips by additional gross floor area beyond the gross floor area for which the structure was originally designed or by more intensive use than the use anticipated at prior issuance of a building permit, thereby increasing the use of transportation capital improvements.

D. Any exemption greater than $15,000 shall be approved by the City Council; provided, however, in the event that a greater level of authority is delegated to the Director by virtue of any future amendment of WC 11.040(8)(a)(4) reserving a greater amount for approval of the City Council, then such amendment shall take precedent over this provision..

E. Upon good cause shown that a firm financial commitment has been made as a condition prerequisite to development which has occurred or is to occur within 24 months of the effective date of this resolution then the portion of the street SDC which is higher than the combined street SDC and supplemental street SDC as determined by Resolutions 842, 1123, 1361, 1886 and

resolutions imposing general increases in construction costs shall be exempted. The City Council interprets the Exemptions under WC 11.040 (8) as non exclusive and that finds and determines that it has authority to establish this exemption.

ARTICLE VII

DEDICATED FUND

Section 1. The city shall maintain a dedicated fund entitled "Street Systems Development Fund", herein "fund". All moneys derived from the SSDC shall be placed in the fund. SSDC revenue, including interest on the fund, shall be used for no purpose other than those activities described as, or for the benefit of, extra capacity facilities.

Section 2. SSDC revenues may be spent to provide new or expanded arterial or major collector or connectivities improvements or traffic control facilities arterial and major collector projects as shown in Table No. 2 including all related improvements necessary to meet adopted standards. In addition, the reasonable and customary costs of administering this SSDC and projects funded hereunder, including repayment of debt, may be paid from SSDC revenues.

ARTICLE VIII

REFUNDS

Section 1. Refunds of SSDCs may be made upon initiation of the Director or upon written application filed with the Director. Refunds shall be allowed upon a finding by the Director that there was an actual clerical error in the calculation of the SSDC. Refunds shall be allowed for failure to claim a credit provided the claim for refund is in writing and actually received by the city within 30 days of the date of issuance of the building permit or final occupancy permit if deferral was granted. No refund shall be granted for any reason other than those expressly provided for herein.

ARTICLE IX

COLLECTION

Section 1. Notwithstanding issuance of a building or occupancy permit without payment, the SSDC liability shall survive and be a personal obligation of the permittee.

Section 2. Intentional failure to pay the SSDC within 60 days of the due date shall result in a penalty equal to 50% of the SSDC. Interest shall accrue from the 60-day point at the legal rate established by statute.

Section 3. In the event of a delinquency, in addition to an action at law and any statutory rights, the city may:

A. Refuse to issue any permits of any kind to the delinquent party for any development.

B. Refuse to honor any credits held by the delinquent party for any development.

C. Condition any development approval of the delinquent party on payment in full, including penalties and interest.

D. Revoke any previous deferrals issued to the delinquent party, in which case the amount immediately shall be due, and refuse to issue any new deferrals.

E. Withdraw the amount due, including penalties and interest, from any offset account held by the jurisdiction for the delinquent party.

Section 4. For purposes of this section, delinquent party shall include any person or entity controlling a delinquent entity or individual permittee.

ARTICLE X

SEVERABILITY

Section 1. The invalidity of any section, subsection, paragraph, sentence, or phrase of this ordinance or the exhibit or Resolution which is incorporated herein, shall not affect the validity of the remaining portions thereof.

ARTICLE XI

INCORPORATION OF RECITAL

1. The City council hereby adopts the above recitals as findings and incorporates them by reference as if fully set forth herein in support of this Resolution.

ARTICLE XII

CONTINUANCE FOR ADDITIONAL COMMENT

1. This Resolution will be continued to the April 7, 2008 Council Meeting to allow the business community additional opportunity to present comments and to include the

inflationary construction costs as indexed in the above referenced March 2008 Engineering News Record.

ARTICLE XIII

EFFECTIVE DATE

1. This Resolution becomes effective the 1st day of May, 2008.

CONSIDERED at the Wilsonville City Council at a regular meeting thereof this 17th day of March 2008 at which time the resolution was continued to April 7, 2008.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 7th day of April 2008 for an effective date of the 1st day of May 2008 and filed with the Wilsonville City Recorder this date.

CHARLOTTE LEHAN, MAYOR

ATTEST:

Sandra C. King, MMC, City Recorder

SUMMARY OF VOTES:

Mayor Lehan	Yes
Councilor Kirk	Yes
Councilor Núñez	Yes
Councilor Ripple	Yes
Councilor Knapp	Yes

COMMUNITY DEVELOPMENT STAFF REPORT

Date: April 1, 2008

To: Honorable Mayor and City Council

From: Michael S. Bowers, Community Development Director
Eldon R. Johansen, Special Projects Manager

Subject: Street Systems Development Charges

Background:

Council conducted a Public Hearing on the proposed change in methodology and the revised resolution adopting the new street SDC rates and the change in the street capital improvements program. The action was carried over to April 7, 2008 to include an SDC adjustment based on the March Construction Cost Index and to discuss with the Chamber Government Affairs Committee. Actions since the Public Hearing were as follows:

1. Michael Bowers presented a summary of the street SDC methodology to the Chamber Government Affairs Committee on March 19, 2008. The committee participated in a detailed discussion of the proposed changes and adjourned. The draft minutes are attached.

2. We received the Seattle Construction Cost Index (CCI) for March 2008 and the change from 2005 to 2008 is 5.62% instead of a projected 8.4%. The Seattle CCI dropped from March 2007 to March 2008 from 8626.73 to 8621.47 or – 0.061%. This has resulted in a revised calculation of $4,708 for a P.M. peak hour trip instead of the rate previously estimated at $4,834.

Recommendation:

That Council approves Resolution 2098 adopting a revised street capital improvements plan and new street SDC rates with an effective date of May 1, 2008.

Michael S. Bowers
Community Development Director

Eldon R. Johansen
Special Projects Manager

ERJ:bgs

Enclosures: 1. Summary of Chamber Government Affairs Committee meeting.

Wilsonville Chamber of Commerce

Government Affairs Committee Meeting

DRAFT MINUTES

Wednesday, March 19, 2008
12:00- 1:30 P.M.

Meeting held at the Visitor Information Center Conference Room of the Wilsonville Chamber of Commerce, Wilsonville, Oregon

Chamber Members present:; Allied Waste Management, Ray Phelps, Chair; Argyle Capital / Burns Bros., Grant Marsh, Vice-Chair; Cookies by Design, Doris Wehler; Family Fun Center, Darren Harmon; First Team Mortgage Group, Scott Starr; The Hasson Company, Debbie Laue; Lamb's Thriftway, Vern Wise; Miller Paint Co., Bill Cameron; Old Town Village, Tim Knapp; Bob Oleson; OrePac Building Products, Alan Kirk;

City Representatives present: Alan Kirk, City Council President; Tim Knapp, City Councilor; Mark Ottenad, Public/Government Affairs Director; Michael Bowers, Community Development Director, Eldon Johansen, Special Projects Manager, and Sandi Young, Planning Director.

Welcome/Introductions: GAC Chair Ray Phelps called the meeting to order at 12:10 pm. and announced that this meeting is a special meeting called for the purpose of continuing the discussion by the business community of the City's proposed Street SDCs. He said there would be a short presentation by the City in response to questions from the March 5 GAC meeting, and then time for questions and discussion by GAC members.

Mr. Bowers spoke briefly, referring to the handouts on the back table. He said that older cities have major investments in maintaining and modernizing older infrastructure, while Wilsonville is a young city and is still building new infrastructure in areas such as Villebois, Coffee Creek and Frog Pond. He remarked that we are fortunate to be located so close to I-5 which reduces the linear feet of connecting infrastructure. SDCs can be used for new capacity only, not for operation and maintenance. The City's TSP anticipates $216 million in transportation costs by 2020, of which $68.8 are for "new capacity". The estimates are based on population and employment projections prepared by Metro for all its member jurisdictions, and reviewed carefully by city staff prior to their adoption by Metro.

Mr. Starr asked if it was an option to reduce densities and slow population growth. Mr. Johansen responded that the city had attempted to "plan our way" out of the infrastructure capacity issue, but were unable, under state and Metro laws, to make enough reductions to make any significant differences in costs. If a city needs to declare a moratorium due to infrastructure capacity issues, then that city must adopt a Public Facilities Strategy detailing how the issues will be resolved. The PFS can be extended for a total of 2 years, after which the infrastructure problem must have been solved. Mr. Phelps said that both the Chamber and the City had lobbied very effectively for state and federal funds for transportation improvements, further reducing the burden on SDCs.

Mr. Starr responded that Wilsonville does not need to be a leader in meeting Metro and state requirements. Mr. Bowers responded that, for example, the balance of planning for 10,000 homes vs 25,000 homes is a balance between trip generation/commuting trips for a smaller number of homes vs the potential for a larger number of homes which might provide workforce housing and reduce commuting trips. Mr. Knapp said that reduced densities do not necessarily reduce the linear feet of streets, water and sewer, but may increase the cost per unit. Increased density can reduce the infrastructure cost per unit. He also said that the city has tried to stay ahead of the development curve in infrastructure capacity to prevent traffic congestion such as that in Tualatin and Beaverton.

Mr. Bowers contrasted the proposed Wilsonville increases with proposed Washington County increases. He said that the Wilsonville Street SDCs are based on the new capacity portion of the street improvement needs through 2020. The cost per unit is about $6000. The Council has decided to phase in the cost between now and 2011 to allow businesses to plan for these cost increases. The initial phase is 75% of the total leaving a graduated rate increase of the remaining balance of the remaining of 25% as follows: May 2008 - $4834, July 2009 – $5505, July 2010 – $6207, and 2011 – $6940. The initial rate is only $500/$600 over the average existing street SDC of $4200. Washington County is proposing a fee of $5700, which is only 29% of their new capacity costs through 2020. So far, there is no schedule in Washington County for phased increases, leaving businesses in a difficult business situation over the longer term.

Mr. Bowers reiterated that the base for calculation had been changed from an employee base to a square footage of building base, since it is difficult to define "employee", and employee numbers are subject to change. The number of business types for trip calculation has expanded from 10 to 67 in an effort to be fair and accurate. The proposed SDCs include a cap for very high trip generating businesses in order not to preclude them from locating in Wilsonville.

Mr. Phelps asked if the traffic congestion on I-5 has impacted the proposed SDCs. Mr. Bowers said that there are almost no costs for the proposed I-5/Wilsonville Road project included in this SDC increase. The project is being funded with urban renewal, grants and collected monies from the Supplemental Street SDC. He said that it is imperative that ODOT move forward with this project so that project inflation will not exceed the City's available project funds. The Supplemental Street SDC will sunset with the adoption of the new SDCs in May 2008. He said that the City is constantly monitoring I-5 conditions for impacts on our local street network. For example, the City and the Chamber have been evaluating the negative impacts of the I-5/99W Connector on I-5 and our local streets.

Mrs. Wehler asked about the impacts of the proposed SDCs on approved but not yet occupied projects. She mentioned particularly the Capital Realty office building in Town Center. Mr. Bowers responded that the proposed resolution includes an 18 month 'grandfathering' clause under which tenant improvements would pay SDCs at the old rate. Mrs. Wehler responded that if a business is planned and financed based on certain assumptions about SDCs, those should remain the same until occupancy. Mr. Knapp responded that the new charges would apply only to that section not occupied after the 18 months, not the entire building.

Mr. Bowers reviewed briefly, the various public meetings/forums/mailings for the proposed SDCs. He said issues raised were that grandfathering issue, calculation of mixed uses, and the appeal process for businesses to challenge their trip generation numbers. He said that an internal appeal process was being developed which will consider such factors as trips related to shifts, trips generated internally in a mixed use development, trips significantly different from national standards, etc.

Mr. Phelps reiterated that as a businessman, he liked this proposal since it laid out very clearly the fee schedule, and allowed businesses to plan their expansions or new projects. Mrs. Wehler and Mr. Knapp said that it was good, as a Chamber, to have opportunities to re-evaluate the consequences of not moving forward with needed infrastructure.

There being no further business, the meeting adjourned at 1:15 pm.

Respectfully submitted,
Sandi Young, Co-secretary

City of Wilsonville
Street System Development Charges
Allocation of Future Street Project
Table 2 Exhibit 1

Proj	Phase	Plan Projects Description	Priority	Estimated Cost ($M) from the 2003 TSP in $2005	Amount Constructed by Developer When Developing ($2005)	% Eligible for SDCs	Amount Eligible for SDCs ($2005)	Amount of Other Funds in $M ($2005)
		Capacity Projects						
C-2		Kinsman Rd extension - Barber St north to RR tracks north of Boeckman Rd	1					
C-2	1	Kinsman Rd extension - from Barber St. to Boeckman Rd. extension	1	$5.70	$0.00	0%	$0.00	$5.70
C-2	2	Kinsman Rd. extension from Boeckman Rd. extension to railroad tracks	1	3.35	0.84	75%	2.51	$0.00
C-6		Canyon Creek Rd N extension - Boeckman to Vlahos Dr to Town Center Loop E	1	5.70	1.71	20%	1.14	$2.85
C-7		Kinsman Rd.extension from railroad tracks to Ridder Rd.	1	7.50	3.98	47%	3.53	$0.00
C-9		Boeckman Rd. extension from Kinsman Rd. extension to 110th Ave.	1	16.00	-	0%	-	$16.00
C-17		Brown Rd. extension from Wilsonville Rd. to 5th St.	1	5.40	1.08	30%	1.62	$2.70
C-24		Kinsman Rd. extension from Ridder Rd. to Day Rd.	1	5.70	4.28	25%	1.43	$0.00
C-25		Barber St. extension from Brown Rd. to Kinsman Rd.	1	5.10	1.53	5%	0.23	$3.34
C-30		Wilsonville Rd. Interchange Enhancements	1					$0.00
C-30	1	On- and Off-ramp improvements	1	$13.13	$0.0	10%	$1.31	$11.82
C-30	2	Setback abutment walls and widen Wilsonville Rd.	1	12.25	-	70%	8.58	$3.68
C-14		Kinsman Rd. extension from Wilsonville Rd. to Brown Rd. (5th St.) extension	2	3.90	1.17	70%	2.73	$0.00
C-10		Brown Rd. extension from Evergreen to Barber St. extension	3	1.50	1.20	20%	0.30	$0.00
C-26		Barber St. extension from Brown Rd. extension to 110th	3	1.60	1.12	30%	0.48	$0.00
C-27		Rogue Lane extension from Memorial Dr. to Holly Ln.	3	0.80	0.80	0%	-	$0.00
C-30		Wilsonville Rd. Interchange enhancements	3					$0.00
C-30	3	Auxiliary Lanes	3	$13.75	$0.00	0%	$0.00	$13.75
		Widen Grahams Ferry from vic LEC to Tooze Rd		$3.89	$1.88	2%	$0.1	$1.95
W-4f		Widen Boeckman Rd. from Canyon Creek North to Wilsonville Rd.	1	$5.00	$0.00	100%	$5.00	$0.00
W-9		Widen Wilsonville Rd. from railroad tracks to Willamette Way W.	1					$0.00
W-9	3	Kinsman Rd. to Oak Leaf Loop	1		$0.00	20%	$0.00	$0.00
W-11		Widen Miley Rd., from French Prairie to West of I-5, 4 lanes	1	2.50	-	0%	-	$2.50
W-13		Widen 5th St. from Brown Rd. extension to Boones Ferry Rd.	1	2.00	-	100%	2.00	$0.00
W-14a		Widen Boeckman Rd. from 95th Ave. to Kinsman Rd. Extension (3 lanes)	1	5.60	-	20%	1.12	$4.48
W-20		Widen Tooze Rd. from Boeckman Ext./110th to Grahams Ferry Rd.	1	3.30	1.32	20%	0.66	$1.32
W-3		Widen Elligsen Rd - Parkway Ave to Parkway Ctr Dr and Parkway Ctr Dr - Elligson Rd to I	2		-	100%	-	$0.00
W-12		Widen Brown Rd. from Wilsonville Rd. to Evergreen Ave.	2	2.10	-	0%	-	$2.10
W-4		Widen Boeckman Rd. from Parkway Ave. to 95th (5 lanes)	3	13.30	-	40%	5.32	$7.98
W-15		Widen Parkway Ave - InFocus Improvements to the Parkway Center Dr	3	4.10	-	100%	4.10	$0.00
		Total Capacity Projects		**$143.2**	**$20.9**		**$42.1**	**$80.2**

City of Wilsonville
Street System Development Charges
Allocation of Future Street Project
Table 2 Exhibit 1

Proj	Phase	Plan Projects Description	Priority	Estimated Cost ($M) from the 2003 TSP in $2005	Amount Constructed by Developer When Developing ($2005)	% Eligible for SDCs	Amount Eligible for SDCs ($2005)	Amount of Other Funds in $M ($2005)
		Sub-Standard Street Improvements						
CS-21		Barber St. widening for bike lanes and sidewalk on the north side	1	$1.50	$0.45	20%	$0.30	$0.75
CS-09		Parkway Center Dr. improvements	2		-	100%	-	$0.00
CS-10		Parkway Ave. improvements	2	2.90	0.58	80%	2.32	$0.00
CS-02		SW Clutter Rd. bike lanes and sidewalk improvements	3	1.40	1.40	0%	-	$0.00
CS-03		Ridder Rd. improvements	3	0.80	0.40	50%	0.40	$0.00
CS-04		95th Ave. improvement	3	0.60	0.60	0%	-	$0.00
CS-21		N/S Ped & Bicycle facilities route - Kinsman Rd, Barber St, Boeckman Rd, 95th Ave to Bo	3					$0.00
CS-06		110th Ave. improvements	3	$2.10	$1.47	30%	$0.63	$0.00
CS-07		Evergreen Dr. improvements	3	0.70	0.70	0%	-	$0.00
CS-08		Wilsonville Rd. improvements west of Willamette Way West	3	1.40	-	100%	1.40	$0.00
CS-11		Town Center Loop improvements	3	2.40	-	100%	2.40	$0.00
CS-12		Vlahos Dr. Improvements	3	0.57	0.57	0%	-	$0.00
CS-14		Stafford Rd. improvements	3	3.80	-	100%	3.80	$0.00
CS-17		French Prairie Dr. W. improvements	3	3.20	-	0%	-	$3.20
CS-18		French Prairie Dr. E. improvements	3	3.90	-	0%	-	$3.90
CS-19		Miley Rd. improvements	3	1.80	-	100%	1.80	$0.00
CS-20		Boones Ferry Rd. improvements	3	3.30	0.99	30%	0.99	$1.32
CS-22		Boones Ferry Rd. widening for bike lanes and sidewalk	3	2.00	0.40	80%	1.60	$0.00
		Improve capacity in vicinity of 95th Ave & Boones ferry Rd		5.85	-	93%	5.41	$0.44
CS-23		Parkway Ave. improvements	3	1.60	0.32	80%	1.28	$0.00
CS-24		Meadows Loop and Meadows Parkway improvements	3	0.30	-	100%	0.30	$0.00
		Spot Improvements						
S-5		Intersection of Parkway Ave. and Town Center Loop	1	$0.00	$0.00	100%	$0.00	$0.00
S-42		Intersection of Wilsonville Rd. and Meadow Loop (High School)	1	-	-	100%	-	$0.00
S-2		Intersection of Stafford Rd.and 65th	3	0.49	-	0%	-	$0.49
S-29		Intersection of Wilsonville Rd. and Town Center Loop W.	3	0.90	-	0%	-	$0.90
S-35		Intersection of Elligsen Rd. and 65th Ave.	3	0.36	-	0%	-	$0.36
		Total Sub-standard Street and Spot Improvements		**$41.9**	**$7.9**		**$22.6**	**$11.4**

City of Wilsonville
Street System Development Charges
Allocation of Future Street Project
Table 2 Exhibit 1

Proj	Phase	Plan Projects Description	Priority	Estimated Cost ($M) from the 2003 TSP in $2005	Amount Constructed by Developer When Developing ($2005)	% Eligible for SDCs	Amount Eligible for SDCs ($2005)	Amount of Other Funds in $M ($2005)
		Network Connectivity Projects						
NC-2a		Parkway Center Dr.to Wiedemann Rd.	3	$2.30	$2.30	0%	$0.00	$0.00
NC-3		Wiedemann Rd.from Parkway Ave. to Canyon Creek Rd. N.	3	4.90	2.94	40%	1.96	$0.00
NC-8		Frog Pond Lane to Boeckman Rd.	3	2.20	2.20	0%	-	$0.00
NC-12		Parkway Ave. to Canyon Creek Rd. & south of Boeckman Rd	3	1.60	1.60	0%	-	$0.00
NC-17a		Town Center to Town Center Loop W.	3	0.60	-	0%	-	$0.60
NC-21		Loop from Boones Ferry Rd. to Wilsonville Rd. north of SMART	3	2.90	2.90	0%	-	$0.00
NC-26		New road from Park Place to Town Center Loop E.	3	1.80	0.90	50%	0.90	$0.00
		Bridge Projects						
B-6		Boeckman Rd./I-5 overpass Pedestrian and Bicycle facilities	1	$0.22	$0.00	0%	$0.00	$0.22
B-3		Willamette River Crossing along I-5	3	6.78	-	0%	-	$6.78
B-5		Memorial Park Pedestrian and Bicycle facilities for existing and future development	3	0.56	-	0%	-	$0.56
		Villebois Village Master Plan Projects (VVMP)						
VVMP		Loop Rd from Barber to Villebois Drive	1	$1.02	$0.92	10%	$0.10	$0.00
VVMP		Coffee Lake Drive from Barber to Villebois Drive	1	1.36	0.95	30%	0.41	$0.00
VVMP		Villebois Drive from Boeckman Rd to Loop Rd	1	1.02	0.51	30%	0.31	$0.20
VVMP		Grahams Ferry Rd south from Tooze to LEC	3	3.95	1.58	10%	0.40	$1.98
		Total Connectivity, Bridge and VVMP Projects		**$31.2**	**$16.8**		**$4.1**	**$10.3**
		Total		**$216.25**	**$45.58**		**$68.82**	**$101.86**

(1) Priority Codes
1 1-5 Years
2 6-10 Years
3 11-15 Years

City of Wilsonville
Street System Development Charage
Improvement Fee
Table 3 Exhibit 2

Proj	Phase	Plan Projects Description	Priority (1)	Est. Proj. Cost (millions) ($2005)	% SDC Eligible	Growth Related (millions)	$ per Trip (2)
		Capacity Projects					
C-2		Kinsman Rd extension - Barber St north to RR tracks north of Boeckman Rd	1				
C-2	1	Kinsman Rd extension - from Barber St. to Boeckman Rd. extension	1	$ 5.70		$ -	$ -
C-2	2	Kinsman Rd. extension from Boeckman Rd. extension to railroad tracks	1	3.35	75%	2.51	$215.37
C-6		Canyon Creek Rd N extension - Boeckman to Vlahos Dr to Town Center Loop E	1	5.70	20%	1.14	97.72
C-7		Kinsman Rd.extension from railroad tracks to Ridder Rd.	1	7.50	47%	3.53	302.16
C-9		Boeckman Rd. extension from Kinsman Rd. extension to 110th Ave.	1	16.00			
C-17		Brown Rd. extension from Wilsonville Rd. to 5th St.	1	5.40	30%	1.62	138.87
C-24		Kinsman Rd. extension from Ridder Rd. to Day Rd.	1	5.70	25%	1.43	122.15
C-25		Barber St. extension from Brown Rd. to Kinsman Rd.	1	5.10	5%	0.23	19.67
C-30		Wilsonville Rd. Interchange Enhancements	1				
C-30	1	On- and Off-ramp improvements	1	13.13	10%	1.31	112.55
C-30	2	Setback abutment walls and widen Wilsonville Rd.	1	12.25	70%	8.58	735.04
C-14		Kinsman Rd. extension from Wilsonville Rd. to Brown Rd. (5th St.) extension	2	3.90	70%	2.73	234.01
C-10		Brown Rd. extension from Evergreen to Barber St. extension	3	1.50	20%	0.30	25.72
C-26		Barber St. extension from Brown Rd. extension to 110th	3	1.60	30%	0.48	41.15
C-27		Rogue Lane extension from Memorial Dr. to Holly Ln.	3	0.80			
C-30		Wilsonville Rd. Interchange enhancements	3				
C-30	3	Auxiliary Lanes	3	13.75			
		Widen Grahams Ferry from vic LEC to Tooze Rd		3.89	2%	0.07	5.67
W-4f		Widen Boeckman Rd. from Canyon Creek North to Wilsonville Rd.	1	5.00	100%	5.00	428.60
W-9		Widen Wilsonville Rd. from railroad tracks to Willamette Way W.	1				
W-9	3	Kinsman Rd. to Oak Leaf Loop	1		20%		
W-11		Widen Miley Rd., from French Prairie to West of I-5, 4 lanes	1	2.50			
W-13		Widen 5th St. from Brown Rd. extension to Boones Ferry Rd.	1	2.00	100%	2.00	171.44
W-14a		Widen Boeckman Rd. from 95th Ave. to Kinsman Rd. Extension (3 lanes)	1	5.60	20%	1.12	96.01
W-20		Widen Tooze Rd. from Boeckman Ext./110th to Grahams Ferry Rd.	1	3.30	20%	0.66	56.57
W-3		Widen Elligsen Rd - Parkway Ave to Parkway Ctr Dr and Parkway Ctr Dr - Elligson Rd I	2		100%		
W-12		Widen Brown Rd. from Wilsonville Rd. to Evergreen Ave.	2	2.10			
W-4		Widen Boeckman Rd. from Parkway Ave. to 95th (5 lanes)	3	13.30	40%	5.32	456.03
W-15		Widen Parkway Ave - InFocus Improvements to the Parkway Center Dr	3	4.10	100%	4.10	351.45
		Total Capacity Projects		**$ 143.17**		**$ 42.12**	**$3,610.16**

City of Wilsonville
Street System Development Charage
Improvement Fee
Table 3 Exhibit 2

Proj	Phase	Plan Projects Description	Priority (1)	Est. Proj. Cost (millions) ($2005)	% SDC Eligible	Growth Related (millions)	$ per Trip (2)
		Sub-Standard Street Improvements					
CS-21		Barber St. widening for bike lanes and sidewalk on the north side	1	$1.50	20%	$0.30	$25.72
CS-09		Parkway Center Dr. improvements	2		100%		
CS-10		Parkway Ave. improvements	2	2.90	80%	2.32	$198.87
CS-02		SW Clutter Rd. bike lanes and sidewalk improvements	3	1.40		-	
CS-03		Ridder Rd. improvements	3	0.80	50%	0.40	$34.29
CS-04		95th Ave. improvement	3	0.60		-	
CS-21		N/S Ped & Bicycle facilities route - Kinsman Rd, Barber St, Boeckman Rd, 95th Ave to	3	-		-	
CS-06		110th Ave. improvements	3	2.10	30%	0.63	$54.00
CS-07		Evergreen Dr. Improvements	3	0.70		-	
CS-08		Wilsonville Rd. improvements west of Willamette Way West	3	1.40	100%	1.40	$120.01
CS-11		Town Center Loop improvements	3	2.40	100%	2.40	$205.73
CS-12		Vlahos Dr. improvements	3	0.57		-	
CS-14		Stafford Rd. Improvements	3	3.80	100%	3.80	$325.73
CS-17		French Prairie Dr. W. improvements	3	3.20		-	
CS-18		French Prairie Dr. E. improvements	3	3.90		-	
CS-19		Miley Rd. improvements	3	1.80	100%	1.80	$154.29
CS-20		Boones Ferry Rd. improvements	3	3.30	30%	0.99	$84.86
CS-22		Boones Ferry Rd. widening for bike lanes and sidewalk	3	2.00	80%	1.60	$137.15
		Improve capacity in vicinity of 95th Ave & Boones ferry Rd		5.85	93%	5.41	$463.69
CS-23		Parkway Ave. improvements	3	1.60	80%	1.28	$109.72
CS-24		Meadows Loop and Meadows Parkway improvements	3	0.30	100%	0.30	$25.72
		Spot Improvements					
S-5		Intersection of Parkway Ave. and Town Center Loop	1		100%		
S-42		Intersection of Wilsonville Rd. and Meadow Loop (High School)	1		100%		
S-2		Intersection of Stafford Rd.and 65th	3	0.49			
S-29		Intersection of Wilsonville Rd. and Town Center Loop W.	3	0.90			
S-35		Intersection of Elligsen Rd. and 65th Ave.	3	0.36			
		Total Sub-Standard & Spot Improvements		**$41.87**		**$22.63**	**$1,939.77**

City of Wilsonville
Street System Development Charage
Improvement Fee
Table 3 Exhibit 2

Proj	Phase	Plan Projects Description	Priority (1)	Est. Proj. Cost (millions) ($2005)	% SDC Eligible	Growth Related (millions)	$ per Trip (2)
		Network Connectivity Projects					
NC-2a		Parkway Center Dr.to Wiedemann Rd.	3	$2.30			
NC-3		Wiedemann Rd.from Parkway Ave. to Canyon Creek Rd. N.	3	$4.90	40%	$1.96	$168.01
NC-8		Frog Pond Lane to Boeckman Rd.	3	$2.20			
NC-12		Parkway Ave. to Canyon Creek Rd. & south of Boeckman Rd	3	$1.60			
NC-17a		Town Center to Town Center Loop W.	3	$0.60			
NC-21		Loop from Boones Ferry Rd. to Wilsonville Rd. north of SMART	3	$2.90			
NC-26		New road from Park Place to Town Center Loop E.	3	$1.80	50%	$0.90	$77.15
		Bridge Projects					
B-6		Boeckman Rd./I-5 overpass Pedestrian and Bicycle facilities	1	0.22			
B-3		Willamette River Crossing along I-5	3	6.78			
B-5							
		Villebois Village Master Plan Projects (VVMP)					
VVMP		Loop Rd from Barber to Villebois Drive	1	1.02	10%	0.10	$8.74
VVMP		Coffee Lake Drive from Barber to Villebois Drive	1	1.36	30%	0.41	$34.97
VVMP		Villebois Drive from Boeckman Rd to Loop Rd	1	1.02	30%	0.31	$26.23
VVMP			3	3.95	10%	0.40	$33.86
		Total Connectivity, Bridge, & VVMP Improvements		**$30.65**		**$4.07**	**$348.96**
		Total for Preferred Projects		**$ 215.69**		**$ 68.82**	**$5,898.90**

(1) Priority Codes
- 1 1-5 Years
- 2 6-10 Years
- 3 11-15 Years

(2) Based on additional trip ends at Year 2020 of: 11,666
Taken from the 2003 Transportation Systems Plan.

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Table 6 Exhibit 3

3/24/2008	Date				Mar-05		Mar-05	3/17/2008	Est Mar 09	Est Mar 10	Est Mar 11
	Estimated CCI	increase						5.62%	2.50%	2.50%	2.50%
	CCI	Seattle Area Construction Cost Index (Est for 2008 & beyond)			8162.86		8162.86	8621.47	8837	9058	9284
ITE Code	**Name**	**Description**	**Units[1]**	**Adjusted PMTs [4]**	**Allowable SDC per Unit**	**Proposed PMTs with caps**	**Proposed SDC per unit with cap 2005**	**SDC per unit May 08**	**SDC per unit Jul 09**	**SDC per unit Jul 10**	**SDC per unit Jul 11**
	Allow SDC per PM Peak hour Trip		Trip		$5,944		$5,944	**$6,278**	$6,435	$6,596	$6,760
	Percent of full SDC							**75.00%**	83.33%	91.67%	100.00%
	Actual SDC per PM Peak hour Trip		Trip					**$4,708**	$5,362	$6,046	$6,760
Residential											
210	Single Family Detached	Single family detach housing	DU	1.01	$ 6,003	1.01	$6,003	**$4,755**	$5,416	$6,107	$6,828
220	Apartment	Rental dwelling with at least 3 units in the same building	DU	0.62	$ 3,685	0.62	$3,685	**$2,919**	$3,325	$3,749	$4,191
230	Condominium/ Townhouse	Residential condominium/ townhouses under single=family ownership. Minimum of two-units in the same building	DU	0.52	$ 3,091	0.52	$3,091	**$2,448**	$2,788	$3,144	$3,515
232	High Rise Condominium	Residential condominiums/ townhouses with 3 or more floors	DU	0.38	$ 2,259	0.38	$2,259	**$1,789**	$2,038	$2,298	$2,569
240	Mobile Home	Trailers or manufactured home sited on permanent foundations	DU	0.59	$ 3,507	0.59	$3,507	**$2,778**	$3,164	$3,567	$3,989
251	Senior Adult Housing Detached	Residential detached independent living units including retirement communities, age-restricted housing and active adult communities	DU	0.26	$ 1,545	0.26	$1,545	**$1,224**	$1,394	$1,572	$1,758
252	Senior Adult Housing Attached	Apartment type residential living units including retirement communities, age-restricted housing and active adult communities	DU	0.11	$ 654	0.11	$654	**$518**	$590	$665	$744

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Table 6 Exhibit 3

3/24/2008	Date				Mar-05		Mar-05	3/17/2008	Est Mar 09	Est Mar 10	Est Mar 11
	Estimated CCI	increase						5.62%	2.50%	2.50%	2.50%
	CCI	Seattle Area Construction Cost Index (Est for 2008 & beyond)			8162.86		8162.86	8621.47	8837	9058	9284
ITE Code	**Name**	**Description**	**Units[1]**	**Adjusted PMTs [4]**	**Allowable SDC per Unit**	**Proposed PMTs with caps**	**Proposed SDC per unit with cap 2005**	**SDC per unit May 08**	**SDC per unit Jul 09**	**SDC per unit Jul 10**	**SDC per unit Jul 11**
253	Congregate Care	Independent living developments that provide centralized amenities such as dining, housekeeping, transportation and activities.	DU	0.17	$ 1,010	0.17	$1,010	**$800**	$912	$1,028	$1,149
254	Assisted Living	Residential settings that provide oversite or assistance for	Beds	0.22	$ 1,308	0.22	$1,308	**$1,036**	$1,180	$1,330	$1,487
Industrial											
110	General Light Industrial	Typically less than 500 employees, free standing and single use. Examples: printing plants, material testing laboratories, data processing and equipment assembly.	GFA	0.98	$ 5,825	0.98	$5,825	**$4,614**	$5,255	$5,925	$6,625
110.2	Flex Zone	Light industrial, manufactoring and warehouse with less than one employee per ksf	GFA	0.49	$ 2,913	0.49	$2,913	**$2,307**	$2,628	$2,963	$3,313
130	Industrial Park	Industrial park areas that contain a number of industrial and/or related facilities. A mix of manufacturing, service and warehouse	GFA	0.86	$ 5,112	0.86	$5,112	**$4,049**	$4,612	$5,200	$5,814
140	Manufacturing	Facilities that convert raw materials or parts into finished products. Typically have related office, warehouse, research and associated functions.	GFA	0.74	$ 4,398	0.74	$4,398	**$3,484**	$3,968	$4,474	$5,003
150	Warehouse	Facilities devoted to storage of goods and materials. Includes offices and maintenance facilities	GFA	0.47	$ 2,794	0.47	$2,794	**$2,213**	$2,520	$2,842	$3,177
151	Mini-Warehouse	Storage units or vaults rented for storage of goods	GFA	0.29	$ 1,724	0.29	$1,724	**$1,365**	$1,555	$1,753	$1,960
Lodging											

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Table 6 Exhibit 3

3/24/2008	Date				Mar-05		Mar-05	3/17/2008	Est Mar 09	Est Mar 10	Est Mar 11
	Estimated CCI	increase						5.62%	2.50%	2.50%	2.50%
	CCI	Seattle Area Construction Cost Index (Est for 2008 & beyond)			8162.86		8162.86	8621.47	8837	9058	9284
ITE Code	**Name**	**Description**	**Units[1]**	**Adjusted PMTs[4]**	**Allowable SDC per Unit**	**Proposed PMTs with caps**	**Proposed SDC per unit with cap 2005**	**SDC per unit May 08**	**SDC per unit Jul 09**	**SDC per unit Jul 10**	**SDC per unit Jul 11**
310	Hotel	Lodging facility that may include restaurants, lounges, meeting rooms and/or convention facilities	Room	0.59	$ 3,507	0.59	$3,507	**$2,778**	$3,164	$3,567	$3,989
320	Motel	Sleeping accommodations and often a restaurants. Free on-site parking and little or no meeting spaces.	Room	0.47	$ 2,794	0.47	$2,794	**$2,213**	$2,520	$2,842	$3,177
	Average			0.53	$ 3,150	0.53	$3,150	**$2,495**	$2,842	$3,204	$3,583
Recreational											
412[5]	Local Park	Municipal owned parks, varying widely as to location, type and number of facilities.	Acres[6]	0.06	$ 357	0.06	$357	**$283**	$322	$363	$406
417	Regional Park	Regional park authority owned parks, varying widely as to location, type and number of facilities.	Acres[6]	0.20	$ 1,189	0.20	$1,189	**$942**	$1,072	$1,209	$1,352
430	Golf Course	Municipal and private golf courses. May or may not have a driving range and clubhouse	Holes	2.74	$ 16,286	2.74	$16,286	**$12,901**	$14,693	$16,566	$18,523
437[7]	Bowling Alley	Recreational facilities with bowling lanes which may include a small lounge, restaurant or snack bar.	Lane	3.54	$ 21,041	3.54	$21,041	**$16,668**	$18,983	$21,403	$23,931
444[8]	*Movie Theater w/ Matinee*	*Theaters with one or more screens (generally less than 10) and which show daily matinees*	*Screens*	*20.22*	*$ 120,186*	*10.00*	*$59,439*	**$47,084**	$53,623	$60,461	$67,603
493	*Athletic Club*	*Privately owned with weightlifting and other facilities often including swimming pools, hot tubs, saunas, racquet ball, squash and handball courts.*	*GFA*	*5.76*	*$ 34,237*	*2.55*	*$15,157*	**$12,006**	$13,674	$15,417	$17,239

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Table 6 Exhibit 3

3/24/2008	Date				Mar-05		Mar-05	3/17/2008	Est Mar 09	Est Mar 10	Est Mar 11
	Estimated CCI	increase						5.62%	2.50%	2.50%	2.50%
	CCI	Seattle Area Construction Cost Index (Est for 2008 & beyond)			8162.86		8162.86	8621.47	8837	9058	9284
ITE Code	**Name**	**Description**	**Units[1]**	**Adjusted PMTs [4]**	**Allowable SDC per Unit**	**Proposed PMTs with caps**	**Proposed SDC per unit with cap 2005**	**SDC per unit May 08**	**SDC per unit Jul 09**	**SDC per unit Jul 10**	**SDC per unit Jul 11**
495	Recreational Community Center	Recreational facilities similar to and including YMCAs, often including classes, day care, meeting rooms, swimming pools, tennis, racquetball, handball, weightlifting, locker rooms and food service	GFA	1.64	$ 9,748	1.64	$9,748	**$7,722**	$8,794	$9,916	$11,087
435 [7]	Multipurpose Recreation Facility	Multi-purpose recreational facilities containing two more or of the following uses at one site: mini-golf, batting cages, video arcade, bumper boats, go-carts and driving ranges.	GFA	3.35	$ 19,912	2.55	$15,157	**$12,006**	$13,674	$15,417	$17,239
Institutional											
522	Elementary School	Serves student attending kindergarten through 5th or 6th grade Public or private.	GFA	1.48	$ 8,797	1.48	$8,797	**$6,968**	$7,936	$8,948	$10,005
522	Middle School	Public. Serves students that have completed elementary and not yet in high school.	GFA	1.19	$ 7,073	1.19	$7,073	**$5,603**	$6,381	$7,195	$8,045
530	High School	Public. Typically serving 9 to 12th Grades	GFA	0.97	$ 5,766	0.97	$5,766	**$4,567**	$5,201	$5,865	$6,557
540	Junior / Community Collage	Two-year junior or community colleges	GFA	2.54	$ 15,098	2.54	$15,098	**$11,959**	$13,620	$15,357	$17,171
560	Church	Contains worship area. May include meeting rooms, classrooms, dining area and facilities	GFA	0.66	$ 3,923	0.66	$3,923	**$3,108**	$3,539	$3,990	$4,462

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Table 6 Exhibit 3

3/24/2008	Date				Mar-05		Mar-05	3/17/2008	Est Mar 09	Est Mar 10	Est Mar 11
	Estimated CCI	increase						5.62%	2.50%	2.50%	2.50%
	CCI	Seattle Area Construction Cost Index (Est for 2008 & beyond)			8162.86		8162.86	8621.47	8837	9058	9284
ITE Code	**Name**	**Description**	**Units[1]**	**Adjusted PMTs [4]**	**Allowable SDC per Unit**	**Proposed PMTs with caps**	**Proposed SDC per unit with cap 2005**	**SDC per unit May 08**	**SDC per unit Jul 09**	**SDC per unit Jul 10**	**SDC per unit Jul 11**
565	Day Care	Facility for pre-school children care primarily during the daytime hours. May include classrooms, meeting area and playground	GFA	1.39	$ 8,268	1.39	$8,268	**$6,549**	$7,459	$8,410	$9,404
590	Library	Public or Private. Contains shelved books, reading rooms and sometime meeting rooms	GFA	7.02	$ 41,726	**2.55**	$15,157	**$12,006**	$13,674	$15,417	$17,239
591 [7]	Lodge / Fraternal Organization	Includes a clubhouse with dinning and drinking facilities, recreational and entertainment areas and meeting rooms	Members	0.03	$ 178	0.03	$178	**$141**	$161	$181	$203
550	University / College	Four-year and graduate institutions	Student	0.21	$ 1,248	0.21	$1,248	**$989**	$1,126	$1,270	$1,420
Medical								**$0**			
610	Hospitals	Medical and/or surgical care facility with overnight accommodations for ambulatory and non-ambulatory patients.	GFA	0.12	$ 701	0.12	$701	**$556**	$633	$713	$798
620	Nursing Home	A facility whose primary function is to care for persons who are unable to care for themselves	Beds	0.22	$ 1,308	0.22	$1,308	**$1,036**	$1,180	$1,330	$1,487
Office											
715	Single Tenant Office Building	Usually contains offices, meeting rooms, file storage areas, restaurants or cafeteria and other service functions	GFA	1.73	$ 10,283	1.73	$10,283	**$8,146**	$9,277	$10,460	$11,695
720 [7]	*Medical-Dental Office*	*Provides diagnosis and outpatient care. Typically operated be private physicians or dentists.*	*GFA*	*3.72*	*$ 22,111*	*2.55*	*$15,157*	**$12,006**	$13,674	$15,417	$17,239

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Table 6 Exhibit 3

3/24/2008	Date				Mar-05		Mar-05	3/17/2008	Est Mar 09	Est Mar 10	Est Mar 11
	Estimated CCI increase							5.62%	2.50%	2.50%	2.50%
	CCI	Seattle Area Construction Cost Index (Est for 2008 & beyond)			8162.86		8162.86	8621.47	8837	9058	9284
ITE Code	**Name**	**Description**	**Units[1]**	**Adjusted PMTs [4]**	**Allowable SDC per Unit**	**Proposed PMTs with caps**	**Proposed SDC per unit with cap 2005**	**SDC per unit May 08**	**SDC per unit Jul 09**	**SDC per unit Jul 10**	**SDC per unit Jul 11**
750	Office Park	Park or campus-like planned unit development that contains office buildings, banks, restaurants and service stations.	GFA	1.50	$ 8,916	1.50	$8,916	**$7,063**	$8,043	$9,069	$10,140
760	Research and Development Center	Single building or complex of buildings devoted to research and development. May contain light fabrication facilities.	GFA	1.08	$ 6,419	1.08	$6,419	**$5,085**	$5,791	$6,530	$7,301
770	Business Park	Group of flex-type or incubator 1-2 story building served by a common road system. Typically includes a mix of offices, retail and wholesale stores, restaurants, recreational areas, warehousing, manufacturing, light industrial or research. The average m	GFA	1.29	$ 7,668	1.29	$7,668	**$6,074**	$6,917	$7,799	$8,721
Retail											
812	Building Materials and Lumber	Small free standing building that sells hardware, building materials and lumber. May include yard storage and sheded storage areas which are **not** included in the unit calculation.	GFA	3.68	$ 21,884	3.68	$21,884	**$17,335**	$19,743	$22,260	$24,890
813	Discount Supper Store	A free-standing discount store that also contains a full service grocery department under the same roof.	GFA	3.17	$ 18,862	3.17	$18,862	**$14,942**	$17,017	$19,187	$21,453
814	Specialty Retail	Small strip shopping centers containing a variety of retail shops that typically specialize in apparel, hare goods, services such a real estate, investment, dance studios, florists and small restaurants.	GFA	2.22	$ 13,209	2.22	$13,209	**$10,463**	$11,916	$13,436	$15,023

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Table 6 Exhibit 3

3/24/2008	Date				Mar-05		Mar-05	3/17/2008	Est Mar 09	Est Mar 10	Est Mar 11
	Estimated CCI	increase						5.62%	2.50%	2.50%	2.50%
	CCI	Seattle Area Construction Cost Index (Est for 2008 & beyond)			8162.86		8162.86	8621.47	8837	9058	9284
ITE Code	**Name**	**Description**	**Units[1]**	**Adjusted PMTs [4]**	**Allowable SDC per Unit**	**Proposed PMTs with caps**	**Proposed SDC per unit with cap 2005**	**SDC per unit May 08**	**SDC per unit Jul 09**	**SDC per unit Jul 10**	**SDC per unit Jul 11**
815	*Discount Store*	*Free-standing store that offers a variety of customer services, centralized cashiering and a wide range of products.*	*GFA*	*4.15*	*$ 24,662*	*4*	*$23,776*	**$18,834**	$21,449	$24,184	$27,041
816	Hardware / Paint Store	Typically free-standing buildings with parking that sell hardware and paints.	GFA	3.89	$ 23,103	3.89	$23,103	**$18,301**	$20,842	$23,500	$26,276
817	Nursery / Garden Center	Free-standing building with yard containing planting and landscape stock. Unit calculation only applies to building and **not** yard and storage.	GFA	3.12	$ 18,521	3.12	$18,521	**$14,671**	$16,709	$18,840	$21,065
823	Factory Outlet	A shopping center that primarily houses factory outlet stores.	GFA	1.19	$ 7,078	1.19	$7,078	**$5,607**	$6,385	$7,200	$8,050
820	Shopping Center	Integrated group of commercial establishments that is planned, developed and managed as a unit. Provides enough on-site parking to serve its own demand. May include office buildings, theatres, restaurants, post office, health club and recreation.	GLA	(9)	(9)	(9)	(9)	**(9)**	(9)	(9)	(9)
Retail											
841	Car Dealership	New and used car dealership with sales, service and parts,	GFA	2.16	$ 12,867	2.16	$12,867	**$10,193**	$11,608	$13,089	$14,635
848	Tire Store	Primary business is selling and repair of tires	GFA	3.40	$ 20,227	3.40	$20,227	**$16,023**	$18,248	$20,575	$23,005
850	Supermarket	Free-standing grocery store. May also contain ATMs, photo center, pharmacies and video rental.	GFA	6.69	$ 39,753	5.5	$32,691	**$25,896**	$29,493	$33,253	$37,181

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Table 6 Exhibit 3

3/24/2008	Date				Mar-05		Mar-05	3/17/2008	Est Mar 09	Est Mar 10	Est Mar 11
	Estimated CCI	increase						5.62%	2.50%	2.50%	2.50%
	CCI	Seattle Area Construction Cost Index (Est for 2008 & beyond)			8162.86		8162.86	8621.47	8837	9058	9284
ITE Code	**Name**	**Description**	**Units[1]**	**Adjusted PMTs [4]**	**Allowable SDC per Unit**	**Proposed PMTs with caps**	**Proposed SDC per unit with cap 2005**	**SDC per unit May 08**	**SDC per unit Jul 09**	**SDC per unit Jul 10**	**SDC per unit Jul 11**
851	*Convenience Market - 24 hours*	*Sells convenience foods, newspapers, magazines and often beer and wine. Open 24 hours per day.*	*GFA*	*20.44*	*$ 121,493*	*10*	*$59,439*	**$47,084**	$53,623	$60,461	$67,603
852	*Convenience Market - 15 to 16 hours*	*Sells convenience foods, newspapers, magazines and often beer and wine. Open 15 to 16 hours per day.*	*GFA*	*13.48*	*$ 80,137*	*10*	*$59,439*	**$47,084**	$53,623	$60,461	$67,603
861	Discount Club	Discount store / warehouse where shoppers pay a fee to get wholesale prices. May have a wide variety of goods. Many items are sold in bulk or large quantities.	GFA	2.20	$ 13,105	2.20	$13,105	**$10,381**	$11,823	$13,330	$14,905
880	Pharmacy without drive thru window	Facilities filling medical prescriptions without a drive thru window.	GFA	3.96	$ 23,522	3.96	$23,522	**$18,633**	$21,221	$23,927	$26,753
881	*Pharmacy with drive thru window*	*Facilities filling medical prescriptions with a drive thru window.*	*GFA*	*4.40*	*$ 26,131*	*4*	*$23,776*	**$18,834**	$21,449	$24,184	$27,041
890	Furniture Store	Sells furniture, accessories and often carpet / floor covering.	GFA	0.22	$ 1,285	0.22	$1,285	**$1,018**	$1,159	$1,307	$1,462
Services											
911	*Walk-In Bank*	*Usually a free-standing building with a parking lot offering banking services. May have ATMs*	*GFA*	*17.57*	*$ 104,431*	*10*	*$59,439*	**$47,084**	$53,623	$60,461	$67,603
912	*Walk-In Bank with Drive Thru Window*	*Usually a free-standing building with a parking lot offering banking services. Has a drive thru window. May have ATMs*	*GFA*	*24.24*	*$ 144,093*	*10*	*$59,439*	**$47,084**	$53,623	$60,461	$67,603
931	*Quality Restaurant*	*High quality eating establishment with turnover rates greater than 1 hour*	*GFA*	*4.19*	*$ 24,931*	*4*	*$23,776*	**$18,834**	$21,449	$24,184	$27,041

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Table 6 Exhibit 3

3/24/2008	Date				Mar-05		Mar-05	3/17/2008	Est Mar 09	Est Mar 10	Est Mar 11
	Estimated CCI	increase						5.62%	2.50%	2.50%	2.50%
	CCI	Seattle Area Construction Cost Index (Est for 2008 & beyond)			8162.86		8162.86	8621.47	8837	9058	9284
ITE Code	**Name**	**Description**	**Units[1]**	**Adjusted PMTs [4]**	**Allowable SDC per Unit**	**Proposed PMTs with caps**	**Proposed SDC per unit with cap 2005**	**SDC per unit May 08**	**SDC per unit Jul 09**	**SDC per unit Jul 10**	**SDC per unit Jul 11**
932	*High Turnover Sit-Down Restaurant*	*Sit down eating establishment with turnover rates of less than 1 hour.*	*GFA*	*6.12*	*$ 36,348*	*5.5*	*$32,691*	**$25,896**	$29,493	$33,253	$37,181
933	*Fast Food without Drive-Thru*	*Fast food without a drive through window.*	*GFA*	*13.08*	*$ 77,716*	*10*	*$59,439*	**$47,084**	$53,623	$60,461	$67,603
934	*Fast Food With Drive-Thru*	*Fast food with a drive through window.*	*GFA*	*17.32*	*$ 102,948*	*10*	*$59,439*	**$47,084**	$53,623	$60,461	$67,603
936	*Drinking Place*	*Contains a bar where alcoholic beverages and light food is served. Can provide entertainment such as music and games.*	*GFA*	*6.35*	*$ 37,746*	*5.5*	*$32,691*	**$25,896**	$29,493	$33,253	$37,181
944	*Gas Station*	*Sells gasoline and may also provide vehicle service and repair.*	*Fueling Positions*	*8.04*	*$ 47,782*	*4*	*$23,776*	**$18,834**	$21,449	$24,184	$27,041
945	*Gas Station with Convenience Market*	*Sells gasoline and may also provide vehicle service and repair. Also contains a convenience market.*	*Fueling Positions*	*5.89*	*$ 34,993*	*4*	*$23,776*	**$18,834**	$21,449	$24,184	$27,041
946	*Gas Station with Convenience Market and Car Wash*	*Sells gasoline and may also provide vehicle service and repair. Also contains a convenience market and car wash.*	*Fueling Positions*	*5.87*	*$ 34,862*	*4*	*$23,776*	**$18,834**	$21,449	$24,184	$27,041
947[7]	Self-Service Car Wash	Allows self cleaning of cars by providing stalls for drivers	Wash Stalls	2.44	$ 14,489	2.44	$14,489	**$11,477**	$13,071	$14,738	$16,479
948[7]	*Automated Car Wash*	*Allows for the mechanical cleaning of the exterior of vehicles.*	*GFA*	*5.12*	*$ 30,442*	*4.00*	*$23,776*	**$18,834**	$21,449	$24,184	$27,041

(1) Land Use Units:

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Table 6 Exhibit 3

3/24/2008	Date				Mar-05		Mar-05	3/17/2008	Est Mar 09	Est Mar 10	Est Mar 11
	Estimated CCI increase							5.62%	2.50%	2.50%	2.50%
	CCI	Seattle Area Construction Cost Index (Est for 2008 & beyond)			8162.86		8162.86	8621.47	8837	9058	9284
ITE Code	**Name**	**Description**	**Units[1]**	**Adjusted PMTs [4]**	**Allowable SDC per Unit**	**Proposed PMTs with caps**	**Proposed SDC per unit with cap 2005**	**SDC per unit May 08**	**SDC per unit Jul 09**	**SDC per unit Jul 10**	**SDC per unit Jul 11**

GFA - 1,000 sq ft gross floor area.
GLA - 1,000 sq ft gross leasable area.
DU - dwelling unit.
Rooms - number of rooms for rent.
Fueling Positions - maximum number of vehicles that can be served simultaneously.
Student - full time equivalent student capacity.

(2) Institute of Transportation Engineers, Trip Generation, Seventh Edition.
(3) Institute of Transportation Engineers, Trip Generation Handbook, An ITE Recommended Practice, March 2001.
(4) Peak hour trips times Pass-By Trip Factor.
(5) Based on County parks data - City parks data limited.
(6) Percent of area used varies - use caution when defining units.
(7) Limited study data - should be supplemented with local studies.
(8) Limited study data uses Friday only data - should be supplemented with local studies.
(9) Use the following formula for PM Peak Hour Trips and Pass-By Trip Factor:
PM Peak Hour Trips = Ln(Trips) = 0.66Ln(GLA) + 3.04
Pass-by Trip Factor =1-LN (T) = -.0291Ln(GLA) + 5.001) where T is the passby percentage, GLA is the gross leasable area in KSF & 1-LNT is the percent of trips that are net new trips
Not included in land use category average.
(10) Adjust SDC to actual CCI rates

Pass-by Trip Factor Corrected to read: -0.291

Exhibit correction distributed at 4/7/08 Council Work Session

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Table 6 Exhibit 3

3/24/2008	Date				Mar-05	
	Estimated CCI increase					
	CCI	Seattle Area Construction Cost Index (Est for 2008 & beyond)			8162.86	

ITE Code	Name	Description	Units[1]	Adjusted PMTs[4]	Allowable SDC per Unit	Proposed PMTs with caps

Pass-by Trip Factor =1-LN (T) = -0.291Ln(GLA) + 5.001} where T is the passby percentage, GLA is the gross leasable area in KSF & 1-LNT is the percent of trips that are net new trips

Not included in land use category average.

(10) Adjust SDC to actual CCI rates

Included in exhibit as = -.029

Table 7 Exhibit 4 Final Summary

Summary of Prepaid Supplemental Street SDCs on April 30, 2008

Project	Developer/ permits	Units	IC Trips/unit	IC trips	Amount	Available Interchange trips	Prepaid net available
Town Center Phase 3	**Capital Realty**						
29320 SW TCLW Pad A				25	$59,150	25.00	$59,150
29250 SW TCLW Pad B				31	$73,346	56.00	$132,496
29174 SW TCLW Pad C				26	$61,516	82.00	$194,012
29112 SW TCLW Pad D				85	$201,110	167.00	$395,122
29100 SW TCLW Pad E				78	$184,548	245.00	$579,670
29100 SW TCLW Pad E	*Permit issued*			*-78*	*-$184,548*	167.00	*$395,122*
VB SAP East	**Matrix/ Legacy**				$474,000	158.00	$474,000
SAP East	*Single family permits thru 4/30/2008*	*23*	*0.23*	*-5.29*	*-$15,870*	152.71	*$458,130*
VB SAP South Phases 2,3&4	**West Hills**				$216,000	72.00	$216,000
PDP2	*Single family permits thru 4/30/2008*	*72*	*0.23*	*-16.56*	*-$49,680*	55.44	*$166,320*
PDP3	*Single family permits thru 4/30/2008*	*49*	*0.23*	*-11.27*	*-$33,810*	44.17	*$132,510*
PDP4	*Single family permits thru 4/30/2008*	*70*	*0.23*	*-16.1*	*-$48,300*	28.07	*$84,210*
PDP4	*Apartments thru 4/30/20082/5/2008*	*21*	*0.14*	*-2.94*	*-$8,820*	25.13	*$75,390*
VB SAP Central, SAP North & remainder SAP South	**VB LLC**				$912,000	304.00	$912,000
SAP Central	*Alexan apartments thru 4/30/2008*	*274*	*0.14*	*-38.36*	*-$115,080*	265.64	*$796,920*

4-1-08

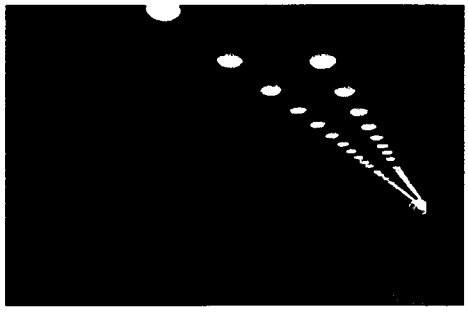
Report for

City of WILSONVILLE in OREGON

Final Report

System Development Charges for the Transportation System

April 2008



HDR | Mees

1001 SW Fifth Avenue, Suite 1800
Portland, OR 97201
(503) 423-3700

RD 2098

HDR ONE COMPANY | *Many Solutions*

April 1, 2008

Mr. Eldon Johansen
City of Wilsonville
30000 SW Town Center Loop E
Wilsonville, OR 97070

Subject: Final Report on Transportation System Development Charges

Dear Mr. Johansen:

HDR Engineering, Inc. (d.b.a HDR/EES) was retained by the City of Wilsonville (City) to develop cost-based transportation system development charges (SDCs). Enclosed please find HDR/EES's final report on this topic. This final report has included the comments received from the City, Homebuilders Association and Chamber of Commerce. The conclusions and recommendations contained within this report should enable the City to implement cost-based system development charges that meet the City's objectives.

This report has been prepared using "generally accepted" financial and engineering principles. The City's financial, budgeting and engineering data were the primary source for the data contained in this report. Prior to adoption of the proposed SDCs, HDR/EES recommends that the City have its legal counsel review the report to assure compliance with Oregon law.

HDR/EES appreciates the opportunity to assist the City in this matter. We also would like to thank you and your staff for their assistance. If you have any questions, please cal

Sincerely yours,

HDR ENGINEERING INC (D.B.A. HDR/EES).

Randall P. Goff
Project Principal

Attachment

Contents

Tables

Appendix – Transportation System Development Charges

Section 1
Introduction and Overview of the Study

1.1 Introduction

HDR Engineering, Inc. (d.b.a. HDR/EES) was retained by the City of Wilsonville (City) to review and update its transportation system development charges (SDCs). The objective of this study is to calculate cost-based charges for new customers developing in the City. SDCs provide the means of balancing the cost requirements for new utility infrastructure between existing customers and new customers. The portions of existing plant and future capital improvements that will provide service (capacity) to new customers are included in the SDCs. In contrast to this, the City has future capital improvement projects that are related to renewal and replacement of existing plant in service or will cure exiting deficiencies. These infrastructure costs must be paid for by other funds available to the City, and are not included within the SDC. By establishing cost-based SDCs, the City will assure that "growth pays for growth" and existing utility customers will be sheltered from the financial impacts of growth.

> ***"The objective of this study is to calculate cost-based charges for new customers developing in the City. By establishing cost-based SDCs, the City will assure that 'growth pays for growth' and the City's existing utility customers will be sheltered from the financial impacts of growth."***

1.2 Overview of the Study

This report is divided into five distinct components. The next section of the report, Section 2, provides a review of "generally accepted" utility industry practices as they relate to system development charges. At the same time, it also discusses the financial objectives of SDCs and the practices of other utilities in relation to this fee. Section 3 provides an overview of the criteria and methodologies used in the development of cost-based SDCs and Section 4 provides a summary of the legal requirements for the enactment of SDCs under Oregon law. The cost based SDC calculation for the City's transportation system is provided in Section 5.

1.3 Disclaimer

HDR/EES, in its determination of SDCs presented in this report, has used "generally accepted" engineering and ratemaking principles. This should not be construed as a legal opinion with respect to Oregon law. HDR/EES would recommend that the City have its legal counsel review the methodology as discussed herein, to ensure compliance with Oregon law.

1.4 Summary

This section of the report has provided an overview of the report developed for the City concerning SDCs. The next section of the report will discuss the "generally accepted" utility industry practices as they relate to SDCs.

Section 2
Overview of Impact Fees and "Generally Accepted" Industry Practices

2.1 Introduction

An important starting point in discussing the City's implementation of transportation system development charges is an understanding of the purpose and concept of SDCs and the financial objective of those fees. This section of the report will discuss the concept of SDCs and the "generally accepted" practices of the industry.

2.2 Defining Impact Fees

One must first define an "system development charge" before beginning an assessment and review of the fees. SDCs are also often called system development charges (SDC's), capacity charges, buy-in fees, facility expansion charges, plant investment fees, etc. Regardless of the name applied to the fee, the concept is still the same. Simply stated, SDCs "are capital recovery fees that are generally established as one-time charges assessed against developers as a way to recover a part or all of the cost of system capacity constructed for their use. Their application has generally occurred in areas that are experiencing extensive new residential and/or commercial development."[1] The main objective of an SDC is to assess against the benefiting party, their proportionate share of the cost of infrastructure required to provide them service. Stated another way, SDCs imply that new development creates new or additional costs on the system, and the SDC assesses that cost in an equitable manner to those customers creating the additional cost.

> ***"System development charges are capital recovery fees that are generally established as one-time charges assessed against developers as a way to recover a part or all of the cost of system capacity constructed for their use.***

[1] George A. Raftelis, 2nd Edition, Comprehensive Guide to Water and Wastewater Finance and Pricing (Boca Raton: Lewis Publishers, 1993), p. 73.

2.3 Historical Perspective

Historically, the financing of transportation infrastructure was typically paid for via taxes, grants, or other funding sources. However, over the last twenty years, the use of SDCs as a method of financing growth and infrastructure has risen sharply. To the best of our knowledge, no clear surveys or data exists to show this change, however, there are a number of examples within the literature that point out this phenomena. As an example, a survey of 67 Florida communities was undertaken in 1986 and 1989. The number of communities in 1986 using SDCs was 15. By 1989, the number of communities using SDCs had more than doubled to 32.[2] As this funding mechanism gained popularity, legislatures across the U.S. were developing legislation to provide utilities with the authority to impose SDCs. Typical legislation generally provides the approach to be used to develop the fees and requires that the fees be used only for growth-related needs and not for current O&M requirements. At this time, the State of Oregom has very specific legislation related to SDCs. This specific legislation regarding the fees provides the City with the authority to establish and collect SDCs. This authority is provided in ORS 223.297 to 223.314.

"Historically, the financing of infrastructure was typically paid for taxes, grants, or other funding sources. However, over the last twenty years, the use of system development charges as a method of financing growth and infrastructure has risen sharply."

In summary, the use of SDCs has changed over time, as historical funding sources such as grants have been reduced or eliminated. In response, many communities have moved towards adoption of cost-based SDCs, particularly in areas of high growth.

2.4 SDCs and "Generally Accepted" Practices

An SDC is a regulation and not a user fee or revenue raising device. To understand this perspective, one must view new development as creating the need for new or expanded facilities. As a result, without payment of SDCs, the utility would have insufficient revenues to provide the facilities, and therefore the community is unable to accommodate new development. With this said, SDCs do have certain financial objectives associated with them. While on the surface it may appear as simply a means to extract revenue from new development, the reality is far more complicated. SDCs help utilities achieve a number of different financial objectives. These objectives tend to lean more towards financial equity between customers, as opposed to simply producing revenue.

"A system development charge is a regulation and not a user fee or revenue raising device. To understand this perspective, one must view new development as creating the need for new or expanded

[2] James C. Nicholas, Arthur C. Nelson and Julian C. Juergensmeyer, A Practitioner's Guide to Development Impact Fees (Chicago: Planners Press, 1991) p. 3.

One key financial objective that is achieved from SDCs is equity. An SDC establishes equity between existing (old) customers and new customers. As new residents or businesses develop in the community, they increase the amount of traffic on the existing road system. This results in increased roadway congestion and results in longer commute times. This occurs due to slower trip rates and waits at intersections. With SDCs, new development pays for the cost to construct additional roadways which allow the level of service to be maintained.

Most commonly, system development charges are adopted in high growth areas where infrastructure expansion has strained existing financial resources. Philosophically, many utilities desire to have a policy of "growth paying for growth."

Even with the above discussion, not all communities have SDCs. Most commonly, SDCs are adopted in high growth areas where infrastructure expansion has strained existing financial resources. Philosophically, many utilities desire to have a policy of "growth paying for growth." SDCs comport with that philosophy, and it is achieved by applying the SDCs either directly against the capital cost of the expansion facilities or against the debt service associated with it.

2.5 Financial Objectives of Impact Fees

There are a number of myths surrounding system development charges. In a very broad sense, some may argue that SDCs are bad for economic development. These arguments center around two issues. These are as follows:

- Development will occur on those parcels with lower or non-existent system development charges.
- SDCs raise the cost of doing business and hinder development.

Of the research conducted on these topics, just the opposite has been found. Provided below is a brief explanation of each.

Developers look at many factors before a parcel is developed. One myth concerns the selection of parcels for development and whether system development charges are applied to the land.

". . . an system development charge is also a form of a financial reimbursement to existing ratepayers who paid for those facilities in advance of the new customer

"The argument goes that if a developer is choosing between two parcels of land on which to build—where the first parcel is inside a city where SDC's are charged and the second is just outside where lower or no SDC's are charged—the developer will choose the second parcel.

The trouble is this means that the owner of the first parcel does not make a sale. The landowner must lower the land price to offset the fee in order to make a sale. However, if the landowner does not lower the price, this indicates that the value of future development may be higher on that parcel. Thus, be wary of developers who claim they will choose the second parcel. Chances are they would not

have chosen the first parcel anyway. In the meantime, the land market will be holding the first parcel available for higher value development. In effect what might look like a loss in the short term may be a much higher level of development in the long-term."[3]

The other argument and myth that one commonly hears about SDCs is that they are bad for economic development. The argument against this position is as follows:

"The argument goes that because SDC's raise the price of doing business, they frustrate economic development. However, just the opposite is really true. First, remember that SDC's will be offset by reduced land prices and by enabling the community to more easily expand the supply of buildable land relative to demand.

Now, consider what economic development really looks for: skilled labor, access to markets, and land with adequate infrastructure. Competitiveness for economic development will be stimulated by the new or expanded infrastructure paid in part by SDC's. Besides, local governments retain the option to waive SDC's (system development charges) for specific kinds of economic development, such as development locating in enterprise zones. In the competition for certain kinds of development, it will be able to show developers the dollar value of SDC's waived as a solid demonstration of the local government's commitment to such development."[4]

"As can be seen, at least in the opinion of Nelson, system development charges do not hinder growth, but in fact may help to spur growth."

As can be seen, at least in the opinion of Nelson, availability charges do not hinder growth, but in fact may help to spur growth. It must be remembered that an important concept associated with SDCs is that the fees are required to develop infrastructure in advance of the actual development.

From the developer's perspective, absent SDCs (i.e. a moratorium on new connections) no new development can occur. Therefore, developers are generally supportive of cost-based SDCs, particularly when it provides available capacity and opportunities for development.

2.6 Summary

This section of the report has provided an overview of the financial objectives associated with SDCs and some of the issues surrounding them. This section should have provided a basic understanding of the fees such that when the City is ready to have a policy discussion concerning the implementation of SDCs, they can be placed in proper perspective. The next section of the report will provide an overview of methodologies for the imposition of SDCs.

---

3 Nelson. "System Development Charges for Water, Wastewater and Stormwater Facilities" P. 55.

4 Nelson, "System Development Charges for Water, Wastewater and Stormwater Facilities" P. 56.

Section 3

Overview of System Development Charge Methodologies

3.1 Introduction

An important starting point in establishing system development charges is to have a basic understanding of the purpose of these charges, along with criteria and general methodology that is used to establish cost-based SDCs. Presented in the section of the report is an overview of SDCs criteria and general methodologies that are used to develop cost-based fees.

3.2 System Development Charge Criteria

In the determination and establishment of the SDCs, a number of different criteria are often utilized. The criteria often used by utilities to establish SDCs are as follows:

- Understanding and acceptance
- Transportation planning criteria
- Financing criteria, and
- State/local laws

The component of understanding and acceptance implies that the charge is easy to understand. This criterion has implications on the way that the fee is implemented, administered and assessed to new development. For the transportation system, the fees are generally assessed by development type and the number of new trips which will be generated by the development type. The other implication of this criterion is that the methodology is clear and concise in its calculation of the amount of infrastructure necessary to provide service.

"The use of transportation planning criteria is one of the more important aspects in the determination of the system development charges. System planning criteria provides the "rational nexus" between the amount of infrastructure necessary to provide service and the charge to the customer."

The use of transportation planning criteria is one of the more important aspects in the determination of SDCs. Transportation planning criteria provides the "rational nexus" between the amount of infrastructure necessary to provide service and the charge to the customer. The rational nexus test requires that there be a connection (nexus) established between new development and expanded facilities required to accommodate new development; and appropriate apportionment of the cost to the new development in relation to benefits reasonably received.

One of the driving forces behind establishing cost-based SDCs is that "growth pays for growth." Therefore, SDCs are typically established as a means of having new customers pay an equitable

share of the cost of their required capacity (infrastructure). The financing criteria for establishing SDCs relates to the method used to finance infrastructure of the system and assures that customers are not paying twice for infrastructure – once through SDCs and again through gas tax or property assessments.

Many states and local communities have enacted laws which govern the calculation and imposition of SDCs. These laws must be followed in the determination of the SDCs. Most statutes require a "reasonable relationship" between the fee charged and the cost associated with providing service (capacity) to the customer. The charges do not need to be mathematically exact, but must bear a reasonable relationship to the cost burden imposed. As discussed above, the utilization of the planning criteria and the actual costs of construction and the planned costs of construction provide the nexus for the reasonable relationship requirement.

3.3 Overview of the System Development Charge Methodology

There are "generally-accepted" methodologies that are used to establish SDCs. Within the "generally accepted" SDC methodology, there are a number of different steps undertaken. The steps undertaken are as follows:

- Determination of system planning criteria,
- Determination of reimbursement fee component,
- Calculation of the improvement fee component, and
- Determination charge basis for various development types.

The first step in establishing SDCs is the determination of the system planning criteria. For streets SDCs, the system planning criteria is the number of new trips that will occur due to development. The most common method for defining trips is on p.m. hour of generation. Based on these trips, the transportation planning process determines the capital improvements required to maintain the current level of service (LOS). Level of service refers to the degree of congestion on a roadway or intersection. It is a measure of vehicle operating speed, travel time, travel delays, freedom to maneuver and driving comfort. A letter scale of A to F is generally used to describe LOS.

The reimbursement fee component represents those portions of the street system that have excess capacity to serve new development. An example is an existing street that will not have to be improved over the planning horizon to meet the level of service requirement. A review of the existing street system is undertaken to determine the streets that have excess capacity and the percent of the street that will provide service to new development. The street costs also include ten years worth of interest. This calculation is done to reflect the fact that existing customers have provided for excess capacity in the system and hence need to be reimbursed for not only their initial investment, but also the "carrying cost" on that investment. The reimbursement to existing customers is accomplished by the fact that without a SDC, fees or taxes would otherwise be higher than they would be without SDCs. Subtracted from this amount is other funding sources used to construct the existing street system. This could include grants, property tax levies, forestry receipts, contributions and gas tax receipts. Once the net cost of existing streets is determined, it is then divided by the number of new trips to develop the reimbursement fee

SDC in cost per trip.

The improvement fee component represents the portion of new street projects that provide additional capacity to serve new development. It does not include the portion of future street projects that are required to cure existing deficiencies. An example is a street with a current LOS of C. Without any improvements, new development would cause the street to drop to a LOS of D. The improvements required to maintain the street at a LOS of C would be included in the improvement fee SDC component. Conversely, if the street was currently at a LOS of D and the improvements brought the street to a LOS of C with new development, then only a portion of the improvement would be included in the improvement fee SDC component. There are three different approaches that can be used to determine the amount of the street project that is related to growth. These are:

- Capacity Approach. The cost of a given project is allocated as growth related based on the proportion of capacity made available for growth to the total capacity.
- Incremental Approach. The cost of the project is first determined as if it were constructed to serve existing conditions. Next, the cost is then determined to serve both existing and future conditions. The difference in cost or incremental cost is then allocated to growth.
- Causation Approach. The entire cost of the project is allocated to growth if it caused by growth regardless of the benefit to existing customers.

Of the three methods, the causation approach most aggressively allocates costs to growth. It is also the most likely approach to be subject to judicial challenge and may not meet the "rational nexus" test of the amount of infrastructure necessary to serve growth and the cost to the customer.

The incremental approach very conservatively allocates costs to growth. Any incremental cost saving from construction of a larger project are allocated to growth and not shared between existing and future customers.

The capacity approach is the most commonly used approach and shares any benefits from construction of a large project between existing and new customers based on the use or benefit of the project by existing and new customers.

Once the street projects have been allocated to new development, the cost is divided by the number of new trips the projects will serve to determine the transportation SDC on a cost-per-trip basis.

The last part of the transportation SDC analysis is the determination of the charge basis for various development types. The most common method used to assess transportation SDCs is on a trip basis. Trip rates are obtained from *"Trip Generation"*, published by the Institute of Transportation Engineers. The Trip Generation manual is a compilation of study measuring traffic by development type and by some factor such as employees, square footage, etc. The manual defines development type by standard industrial code and contains approximately 200 different development types. These may be adjusted for local conditions based on the transportation plan

Trips rates for commercial development are often reduced for by-pass trips. By-pass trips are trips that are recorded in the survey data, but actually are not new trips. An example is a person who drives to work in the morning and on the way home from work in the evening, stops at a fast food restaurant to get dinner and then drives home. In this case, the fast food restaurant would be charged for two trips, when in fact no new trips were generated, since the person would have been on the road anyway to go from home to the office and back home again.

In development of the fee schedule, the utility needs to balance accuracy with administrative burden. A category for retail could be created, which would be an average of trips for certain types of retail establishment such a paint store, flower shop, etc. Conversely, each category could be listed separately. Another policy issue is whether or not to allow development to provide alternative data on trip generation. While this allows for flexibility in the determination of the fee, it provides a potential for legal challenge.

3.4 Summary

This section has provided a discussion of the criteria typically used in the determination of transportation SDCs. In addition, an overview of the "generally accepted" methodology used in the calculation of the SDCs has been provided. Given this background, the next section of the report discusses any specific legal criteria that must be used by the City in the establishment of its transportation SDCs.

Section 4
Legal Considerations in Establishing System Development Charges for the City

4.1 Introduction

An important consideration in establishing system development charges (SDCs) is any legal requirements at the state or local level. The legal requirements often establish the methodology around which the SDCs must be calculated or how the funds must be used. Given that, it is important for the City to have a basic understanding of these legal requirements. This section of the report provides an overview of the legal requirements for establishing SDCs, under Oregon law.

The discussion within this section of the report is intended to be a summary recap of our understanding of the relevant Oregon law as it relates to establishing SDCs. It in no way constitutes a legal interpretation of Oregon law by HDR/EES.

4.2 Requirements Under Oregon Law

The purpose of Oregon law for the determination of SDCs is to provide a uniform framework for the imposition of SDCs by local governments for specified purposes, and to establish that such fees be used only for capital improvements. Specifically, the requirement for the calculation of SDCs in Oregon is found in ORS 223.297 to 223.314.

"The requirement for setting SDCs in Oregon is found in ORS 223.297 to 223.314."

Capital improvements as defined under Oregon law are as follows:

- water supply, treatment and distribution;
- wastewater collection, transmission, treatment and disposal;
- drainage and flood control;
- transportation; and
- parks and recreation.

An SDC means a reimbursement fee, an improvement fee, or a combination thereof. As defined under Oregon law, "improvement fee" means a fee for the costs associated with capital improvements to be constructed. "Reimbursement fee" means a fee for costs association with

capital improvements already constructed or under construction.

As defined under Oregon law, the methodology setting forth the calculations for reimbursement fees and improvement fees must make the following considerations:

> ***"233.304 Determination of amount of system development charges; methodology; credit allowed against charge; limitation of action contesting methodology for imposing charge; notification request.***
> *(1)(a) Reimbursement fees must be established or modified by ordinance or resolution setting forth a methodology that is, when applicable, based on:*
> *(A) Ratemaking principles employed to finance publicly owned capital improvements;*
> *(B) Prior contributions by existing users;*
> *(C) Gifts or grants from federal or state government or private persons;*
> *(D) The value of unused capacity available to future system users or the cost of the existing facilities; and*
> *(E) Other relevant factors identified by the local government imposing the fee.*
> *(b) The methodology for establishing or modifying a reimbursement fee must:*
> *(A) Promote the objective of future system users contributing no more than an equitable share to the cost of existing facilities.*
> *(B) Be available for public inspection.*
> *(2) Improvement fees must:*
> *(a) Be established or modified by ordinance or resolution setting forth a methodology that is available for public inspection and demonstrates consideration of:*
> *(A) The projected cost of the capital improvements identified in the plan and list adopted pursuant to ORS 223.309 that are needed to increase the capacity of the systems to which the fee is related; and*
> *(B) The need for increased capacity in the system to which the fee is related that will be required to serve the demands placed on the system by future users.*
> *(b) Be calculated to obtain the cost of capital improvements for the projected need for available system capacity for future users.*
> *(3) A local government may establish and impose a system development charge that is a combination of a reimbursement fee and an improvement fee, if the methodology demonstrates that the charge is not based on providing the same system capacity."*

In addition to the definitive requirements of the establishment of a SDC as an improvement fee and/or reimbursement fee, other requirements under Oregon law are as follows:

- The SDC must be based on an approved capital improvement plan, public facilities plan, master plan, or comparable plan which lists the capital improvements that may be funded with the improvement fee revenues and the estimated costs and timing for each improvement.

- Proper administrative review procedures must be followed in the enactment of an SDC resolution or ordinance.
- SDC funds must be spent only on facilities for which they were collected.
- A proper accounting system must be established which provides for an annual accounting of SDCs showing the total amount of revenue collected and the projects that were funded.

4.3 Summary

This section of the report has reviewed the legal basis for establishing SDCs in Oregon. The next section of the report will provide a detailed discussion of the specific calculation of the SDCs for the City.

Section 5
Determination of the City's Transportation System Development Charges

5.1 Introduction

This section of the report presents the details and key assumptions in the calculation of the City's street system development charges (SDCs). The calculation of the City's SDCs are based upon City specific accounting and planning information. Specifically, the SDCs are based upon the City's fixed asset records; and planning data from the master plan entitled *"City of Wilsonville in Oregon 2003 Transportation Plan"*, prepared by Entranco and adopted June 2, 2003. The City provided other financial and accounting information.

To the extent that the cost and timing of future capital improvements change, then the SDCs presented in this section of the report should be updated to reflect the changes.

5.2 Overview of the City's Street System

The City is a rapidly growing community with a thriving commercial and industrial base. The City is located in the Portland metropolitan area along Interstate 5, south of Interstate 205, 18 miles south of downtown Portland and 29 miles north of Salem.

The transportation plan developed two alternatives. The alternatives were:

Alternative 1: Modified No-Action – This alternative looked at the community in 2020 with only minimal public investment in new transportation facilities. It assumes that the community growth and development are allowed to continue despite inadequacies to the transportation systems.

Alternative 2: Recommend Alternative – This alternative was based on all of the system improvements that would be needed by 2020 with an enhanced Wilsonville interchanger as part of the transportation system. A Boeckman interchange, or other freeway access improvements that are not a part of proposed improvement to the Wilsonville Road interchange, are noted as being needed subsequent to the 20-year planning horizon of the transportation system plan.

The total estimated cost for the recommended alternative is $216.28 million based on the 2005 cost estimates. Of this amount, $68.82 million or 32% of the projects are SDC eligible.

5.3 Present Street System Development Charges

The City's current street system development charges are shown below in Table 5-1.

Table 5-1
City of Wilsonville, Oregon
Present Street System Development Charges

Customer Type	SDC
Single Family Dwelling	$3,159.00 per Dwelling Unit
Multi Family Dwelling	2,204.00 per Dwelling Unit
Retail/Commercial	4,093.00 per employee
Industrial	1,546.00 per employee
Distribution/Warehouse	3,585.00 per employee
Flex Zoning	1,111.00 per employee
Hotel	1,803.00 per employee
Office/Church/Government	1,687.00 per employee
Utility	1,345.00 per employee
PM Peak Hour trip	2,864.00 per PM Peak Hour trip
SSSDC1	2,564 per PM Peak Hour Trip thorough WV Rd IC Area
SSSDC2	3,354 per PM Peak Hour Trip thorough WV Rd IC Area

As shown, the City's charge is based on a dwelling unit basis for residential housing and a per employee basis for other business types. The charge per employee for various business types is based on PM Peak Hour trip generation.

The City's current approach to charging for SDCs appears to be very similar to the contemporary approaches used by other municipal utilities. Given that, the focus shifts to calculating the cost-based SDC for the City.

5.3 Calculation of the City's Transportation System Development Charges

As was discussed in Section 3, the process of calculating system development charges is based upon a four-step process. In summary form, these steps were as follows:

- Determination of new P.M hour trips
- Calculation of the system development charge for system component costs
- Determination of any system development charge credits
- Determination of transportation system development charge by development type

Each of these areas is discussed in more detail below.

5.3.1 P.M. Hour Trip Generation

The number of P.M. hour new trips was based on the transportation master plan. The information use in the transportation master plan to determine new P.M. hour trips was population growth and employment growth. Details of the trip P.M. hour trips are provided in Exhibit 1. A summary of the new P.M hour trips is presented in Table 5-2

Table 5-2
City of Wilsonville, Oregon
P.M. Hour New Trips

Trips 2005	18,418
Trips 2020	30,084
Total New P.M Hour Trips	11,666

The number of new P.M. hour trips will be used to determine the cost per trip for new transportation system improvements required to serve growth.

5.3.2 Calculation of the System Development Charge for the Major System Components

The next step of the analysis is to review each major functional component of plant in service and determine the SDC for that component. In calculating the transportation SDC for the City, only planned future CIP were included within the calculation, except for major equipment items. The major components of the City's transportation system that were reviewed for purposes of calculating SDC were as follows:

- Existing street and intersections
- New streets and intersections
- Compliance costs

A brief discussion of the SDC calculated for each of the functional plant components is provided below.

EXISTING STREETS AND INTERSECTIONS – The City currently has a number of streets and intersections which have adequate capacity to serve the requirements of the City until 2020. Under Oregon law, these could be included as a reimbursement component in the SDC. However, due to a lack of financial records on the cost of the street improvements, the City as a matter of policy has chosen not to include a reimbursement component in the SDC.

NEW STREETS AND INTERSECTIONS – The City's transportation master plan identified a number of street and intersection improvements required to maintain the current level of service within the City. The CIP costs were then escalated to current 2005 dollars based on the cost of construction. These improvements were then allocated to that portion which was SDC eligible.

This allocation was based on the capacity which would be provided by the improvements and then reduced by other funding sources. Details of the allocation are provided in Exhibit 2. The cost of SDC eligible street and intersections improvements was then divided by the number of new trips. The result was a cost of $ 5,898.90 per P.M hour of trip generation. Details of the calculations are provided in Exhibit 3.

COMPLIANCE COSTS – Under Oregon law, the SDC may include a fee for the administration of the SDCs. To calculate the compliance cost component, the number of new trips per year was divided into the cost to comply with Oregon law. This results in a SDC for compliance costs of $45.00 per trip. Details are provided in Exhibit 4.

5.3.3 Credits

The final step in calculating the transportation SDC was to determine if a credit for payment from other revenue sources was required. The City currently collects gas tax revenue, from the State of Oregon and obtains other sources of funding.

The City currently used gas tax revenue is used for maintenance of the street system and therefore, no credit is applicable for the transportation SDC. The other funding sources have been subtracted from the street and intersection SDC eligible costs and therefore, no credit is required.

5.4 Net Allowable Transportation System Development Charge

Based on the sum of the component costs calculated above, the net allowable transportation system development charge can be determined. "Net" refers to the "gross" SDC, net of any credits. "Allowable" refers to concept that the calculated SDC as shown in Table 5-2 is the City's cost-based SDC. The City, as a matter of policy, may charge any amount up to the allowable SDC, but not over that amount. Charging an amount greater than the allowable SDC would not meet the nexus test of a cost-based SDC. A summary of the calculated net allowable transportation SDC for the City is shown in the Table 5-3.

Table 5-2
City of Wilsonville, Oregon
Allowable Transportation SDC

Plant Component	SDC Calculation Results
New Street and Intersection Costs	$ 5,898.90
Compliance Costs	45.00
Credit	0.00
Total per P.M. Hour Trip	**$5,943.90**

The total SDC as shown for a P.M. hour trip is $5,943.90.

For ease of administration, the recommended charge for P.M. hour trip is $5,944. To determine the cost per development type, the number P.M. hour trips per development type must be applied to the cost per P.M. hour trip. A summary of the trips per development type based on the *"Trip Generation Seventh Addition"*, published by the Institute of Transportation Engineers and the resulting SDC is provided in Exhibit 6. These trips also include bypass trips.

A summary of the transportation SDC for residential development is shown in Table 5-4. Details of the SDC for other development types are provided in Exhibit 5. These are provided by specific land use categories as well as averages of general land use categories.

Table 5-4
City of Wilsonville, Oregon
Allowable Transportation System Development Charges
Residential Development

Type	Fee
Residential	$ 6,003 per unit
Apartment	3,685 per unit
Condominium	3,091 per unit

As shown, the transportation SDC for a single family residential unit is $6,003. The increase in the fee is due to a number of factors. The first is the use of the new master plan to determine those transportation projects that are required to serve new growth in the City. The second factor is the large increases that have been experienced in the industry associated with construction costs. These have been caused by large increases in raw materials (i.e. concrete, steel and asphalt) due to supply and demand factors in the market and increases in the cost of oil.

5.5 Key Assumptions

In the development of the SDCs for the City's transportation system, a number of key assumptions were utilized. These are as follows:

- The City's provided trip generation from the transportation master plan.
- The City provided the allocation of transportation improvements to SDCs.

5.6 Implementation of the System Development Charges

The methodology used to calculate the SDCs takes into account the cost of money or interest charges and inflation. Therefore, HDR/EES would recommend that the City adjust the SDCs each year by an escalation factor to reflect the cost of interest and inflation. The most frequently used source to escalate SDCs is the ENR index which tracks changes in construction costs for municipal utility projects. The City should update the charges based on the actual cost of infrastructure and any new planned facilities that would be contained in an updated master plan or capital improvement plan.

5.7 Consultant Recommendations

Based on our review and analysis of the City's transportation system, HDR/EES makes the following recommendations:

- The City should implement system development charges for the transportation system that are no greater than the system development charges as set forth in this report.
- The City should increase the transportation SDC each year by an appropriate index as allowed by Oregon law.

5.8 Summary

The transportation system development charges developed and presented in this section of the report are based on the engineering design criteria of the City's transportation system, the value of the existing assets, future capital improvements and "generally accepted" ratemaking principles. Adoption of the proposed system development charges will provide multiple benefits to the City and create equitable and cost-based charges for new customers.

TECHNICAL APPENDIX
TRANSPORTATION SDCs

City of Wilsonville
Street System Development Charges
New Trip Generation
Exhibit 1

Year	Households	Jobs	HH trips	Job trips	Total trips
2000	6,147	13,187	3,897	10,842	14,739
2005	7,141	16,899	4,527	13,891	18,418
2020	11,332	32,172	7,218	22,866	30,084
2030	12,502	36,978	7,964	28,880	36,844
New Trip 2005 to 2020					**11,666**

City of Wilsonville
Street System Development Charges
Allocation of Future Street Project
Exhibit 2

Proj	Phase	Plan Projects Description	Priority	Estimated Cost ($M) from the 2003 TSP in $2002	Estimated Cost ($M) from the 2003 TSP in $2005	% Constructed by Developer When Developing	Amount Constructed by Developer When Developing Base $	Amount Constructed by Developer When Developing ($2005)	% Eligible for SDCs	Amount Eligible for SDCs	Amount Eligible for SDCs ($2005)	% Paid by Other Funds	Amount of Other Funds in $M Base Dollars	Amount of Other Funds in $M ($2005)
		Capacity Projects												
C-2		Kinsman Rd extension - Barber St north to RR tracks north of Boeckman Rd	1											
C-2	1	Kinsman Rd extension - from Barber St. to Boeckman Rd. extension	1	$4.30	$5.70	0%	$0.00	$0.00	0%	$0.00	$0.00	100%	$4.30	$5.70
C-2	2	Kinsman Rd. extension from Boeckman Rd. extension to railroad tracks	1	2.70	3.35	25%	0.68	0.84	75%	2.03	2.51	0%	-	$0.00
C-6		Canyon Creek Rd N extension - Boeckman to Vlahos Dr to Town Center Loop E	1	4.50	5.70	30%	1.35	1.71	20%	0.90	1.14	50%	2.25	$2.85
C-7		Kinsman Rd.extension from railroad tracks to Ridder Rd.	1	3.80	7.50	53%	2.01	3.98	47%	1.79	3.53	0%	-	$0.00
C-9		Boeckman Rd. extension from Kinsman Rd. extension to 110th Ave.	1	14.00	16.00	0%	-	-	0%	-	-	100%	14.00	$16.00
C-17		Brown Rd. extension from Wilsonville Rd. to 5th St.	1	4.50	5.40	20%	0.90	1.08	30%	1.35	1.62	50%	2.25	$2.70
C-24		Kinsman Rd. extension from Ridder Rd. to Day Rd.	1	4.60	5.70	75%	3.45	4.28	25%	1.15	1.43		-	$0.00
C-25		Barber St. extension from Brown Rd. to Kinsman Rd.	1	4.90	5.10	30%	1.47	1.53	5%	0.22	0.23	65%	3.19	$3.34
C-30		Wilsonville Rd. Interchange Enhancements	1											$0.00
C-30	1	On- and Off-ramp improvements	1	$10.50	$13.13	0%	$0.0	$0.0	10%	$1.05	$1.31	100%	$10.50	$11.82
C-30	2	Setback abutment walls and widen Wilsonville Rd.	1	9.80	12.25	0%	-	-	70%	6.86	8.58	30%	2.94	$3.68
C-14		Kinsman Rd. extension from Wilsonville Rd. to Brown Rd. (5th St.) extension	2	3.10	3.90	30%	0.93	1.17	70%	2.17	2.73	30%	0.93	$0.00
C-10		Brown Rd. extension from Evergreen to Barber St. extension	3	1.30	1.50	80%	1.04	1.20	20%	0.26	0.30		-	$0.00
C-26		Barber St. extension from Brown Rd. extension to 110th	3	1.40	1.60	70%	0.98	1.12	30%	0.42	0.48		-	$0.00
C-27		Rogue Lane extension from Memorial Dr. to Holly Ln.	3	0.70	0.80	100%	0.70	0.80	0%	-	-		$0.00	$0.00
C-30		Wilsonville Rd. Interchange enhancements	3											$0.00
C-30	3	Auxiliary Lanes	3	$11.00	$13.75	0%	$0.00	$0.00	0%	$0.00	$0.00	100%	$11.00	$13.75
		Widen Grahams Ferry from vic LEC to Tooze Rd			$3.89	48%	$0.00	$1.88	2%		$0.1	50%		$1.95
W-4f		Widen Boeckman Rd. from Canyon Creek North to Wilsonville Rd.	1	$4.30	$5.00	0%	$0.00	$0.00	100%	$4.30	$5.00		$0.00	$0.00
W-9		Widen Wilsonville Rd. from railroad tracks to Willamette Way W.	1											$0.00
W-9	3	Kinsman Rd. to Oak Leaf Loop	1	$5.40		0%	$0.00	$0.00	20%	$1.08	$0.00	80%	$4.32	$0.00
W-11		Widen Miley Rd., from French Prairie to West of I-5, 4 lanes	1	2.20	2.50	0%	-	-	0%	-	-	100%	2.20	$2.50
W-13		Widen 5th St. from Brown Rd. extension to Boones Ferry Rd.	1	1.70	2.00	0%	-	-	100%	1.70	2.00		-	$0.00
W-14a		Widen Boeckman Rd. from 95th Ave. to Kinsman Rd. Extension (3 lanes)	1	4.30	5.60	0%	-	-	20%	0.86	1.12	80%	3.44	$4.48
W-20		Widen Tooze Rd. from Boeckman Ext./110th to Grahams Ferry Rd.	1	2.60	3.30	40%	1.04	1.32	20%	0.52	0.66	40%	1.04	$1.32
W-3		Widen Elligsen Rd - Parkway Ave to Parkway Ctr Dr and Parkway Ctr Dr - Elligson Rd to P	2	1.70		0%	-	-	100%	1.70	-		-	$0.00
W-12		Widen Brown Rd. from Wilsonville Rd. to Evergreen Ave.	2	1.70	2.10	0%	-	-	0%	-	-	100%	1.70	$2.10
W-4		Widen Boeckman Rd. from Parkway Ave. to 95th (5 lanes)	3	9.60	13.30	0%	-	-	40%	3.84	5.32	60%	5.76	$7.98
W-15		Widen Parkway Ave - InFocus Improvements to the Parkway Center Dr	3	3.50	4.10	0%	-	-	100%	3.50	4.10		-	$0.00
					$143.2			$20.9			$42.1			$80.2
		Sub-Standard Street Improvements												
CS-21		Barber St. widening for bike lanes and sidewalk on the north side	1	$1.30	$1.50	30%	$0.39	$0.45	20%	$0.26	$0.30	50%	$0.65	$0.75
CS-09		Parkway Center Dr. improvements	2	0.30		0%	-	-	100%	0.30	-		-	$0.00
CS-10		Parkway Ave. improvements	2	2.40	2.90	20%	0.48	0.58	80%	1.92	2.32		-	$0.00
CS-02		SW Clutter Rd. bike lanes and sidewalk improvements	3	1.20	1.40	100%	1.20	1.40	0%	-	-		-	$0.00
CS-03		Ridder Rd. improvements	3	0.70	0.80	50%	0.35	0.40	50%	0.35	0.40		-	$0.00
CS-04		95th Ave. improvement	3	0.50	0.60	100%	0.50	0.60	0%	-	-		-	$0.00
CS-21		N/S Ped & Bicycle facilities route - Kinsman Rd, Barber St, Boeckman Rd, 95th Ave to Boo	3											$0.00
CS-06		110th Ave. improvements	3	$1.80	$2.10	70%	$1.26	$1.47	30%	$0.54	$0.63		$0.00	$0.00
CS-07		Evergreen Dr. improvements	3	0.60	0.70	100%	0.60	0.70	0%	-	-		-	$0.00
CS-08		Wilsonville Rd. improvements west of Willamette Way West	3	1.20	1.40	0%	-	-	100%	1.20	1.40	100%	1.20	$0.00
CS-11		Town Center Loop improvements	3	2.10	2.40	0%	-	-	100%	2.10	2.40		-	$0.00
CS-12		Vlahos Dr. improvements	3	0.50	0.57	100%	0.50	0.57	0%	-	-		-	$0.00
CS-14		Stafford Rd. improvements	3	3.20	3.80	0%	-	-	100%	3.20	3.80	100%	3.20	$0.00
CS-17		French Prairie Dr. W. improvements	3	2.70	3.20	0%	-	-	0%	-	-	100%	2.70	$3.20
CS-18		French Prairie Dr. E. improvements	3	3.40	3.90	0%	-	-	0%	-	-	100%	3.40	$3.90
CS-19		Miley Rd. improvements	3	1.50	1.80	0%	-	-	100%	1.50	1.80	100%	1.50	$0.00
CS-20		Boones Ferry Rd. improvements	3	3.30	3.30	30%	0.99	0.99	30%	0.99	0.99	40%	1.32	$1.32
CS-22		Boones Ferry Rd. widening for bike lanes and sidewalk	3	1.70	2.00	20%	0.34	0.40	80%	1.36	1.60	0%	-	$0.00
		Improve capacity in vicinity of 95th Ave & Boones ferry Rd			5.85	0%		-	93%		5.41	8%		$0.44

City of Wilsonville
Street System Development Charges
Allocation of Future Street Project
Exhibit 2

Proj	Phase	Plan Projects Description	Priority	Estimated Cost ($M) from the 2003 TSP in $2002	Estimated Cost ($M) from the 2003 TSP in $2005	% Constructed by Developer When Developing	Amount Constructed by Developer When Developing Base $	Amount Constructed by Developer When Developing ($2005)	% Eligible for SDCs	Amount Eligible for SDCs	Amount Eligible for SDCs ($2005)	% Paid by Other Funds	Amount of Other Funds in $M Base Dollars	Amount of Other Funds in $M ($2005)
CS-23		Parkway Ave. improvements	3	1.40	1.60	20%	0.28	0.32	80%	1.12	1.28		-	$0.00
CS-24		Meadows Loop and Meadows Parkway improvements	3	0.30	0.30	0%	-	-	100%	0.30	0.30		-	$0.00
														$0.00
														$0.00
		Spot Improvements												$0.00
S-5		Intersection of Parkway Ave. and Town Center Loop	1	$0.30	$0.00	0%	$0.00	$0.00	100%	$0.30	$0.00		$0.00	$0.00
S-42		Intersection of Wilsonville Rd. and Meadow Loop (High School)	1	0.20	-	0%	-	-	100%	0.20	-		-	$0.00
S-2		Intersection of Stafford Rd.and 65th	3	0.40	0.49	0%	-	-	0%	-	-	100%	0.40	$0.49
S-29		Intersection of Wilsonville Rd. and Town Center Loop W.	3	0.80	0.90	0%	-	-	0%	-	-	100%	0.80	$0.90
S-35		Intersection of Elligsen Rd. and 65th Ave.	3	0.30	0.36	0%	-	-	0%	-	-	100%	0.30	$0.36
		Total			$41.9			$7.9			$22.6			$11.4
		Network Connectivity Projects												
NC-2a		Parkway Center Dr.to Wiedemann Rd.	3	$2.00	$2.30	100%	$2.00	$2.30	0%	$0.00	$0.00		$0.00	$0.00
NC-3		Wiedemann Rd.from Parkway Ave. to Canyon Creek Rd. N.	3	4.30	4.90	60%	2.58	2.94	40%	1.72	1.96		-	$0.00
NC-8		Frog Pond Lane to Boeckman Rd.	3	1.90	2.20	100%	1.90	2.20	0%	-	-		-	$0.00
NC-12		Parkway Ave. to Canyon Creek Rd. & south of Boeckman Rd	3	1.40	1.60	100%	1.40	1.60	0%	-	-		-	$0.00
NC-17a		Town Center to Town Center Loop W.	3	0.50	0.60	0%	-	-	0%	-	-	100%	0.50	$0.60
NC-21		Loop from Boones Ferry Rd. to Wilsonville Rd. north of SMART	3	2.50	2.90	100%	2.50	2.90	0%	-	-		-	$0.00
NC-26		New road from Park Place to Town Center Loop E.	3	1.50	1.80	50%	0.75	0.90	50%	0.75	0.90		-	$0.00
														$0.00
														$0.00
		Bridge Projects												$0.00
B-6		Boeckman Rd./I-5 overpass Pedestrian and Bicycle facilities	1	$0.20	$0.22	0%	$0.00	$0.00	0%	$0.00	$0.00	100%	$0.20	$0.22
B-3		Willamette River Crossing along I-5	3	6.00	6.78	0%	-	-	0%	-	-	100%	6.00	$6.78
B-5		Memorial Park Pedestrian and Bicycle facilities for existing and future development	3	0.50	0.56	0%	-	-	0%	-	-	100%	0.50	$0.56
														$0.00
														$0.00
		Villebois Village Master Plan Projects (VVMP)												$0.00
VVMP		Loop Rd from Barber to Villebois Drive	1	$0.90	$1.02	90%	$0.81	$0.92	10%	$0.09	$0.10			$0.00
VVMP		Coffee Lake Drive from Barber to Villebois Drive	1	1.20	1.36	70%	0.84	0.95	30%	0.36	0.41			$0.00
VVMP		Villebois Drive from Boeckman Rd to Loop Rd	1	0.90	1.02	50%	0.45	0.51	30%	0.27	0.31	20%	0.18	$0.20
VVMP		Grahams Ferry Rd south from Tooze to LEC	3	3.50	3.95	40%	1.40	1.58	10%	0.35	0.40	50%	1.75	$1.98
		Total connectivity, bridge and VVMP Projects			$31.2			$16.8			$4.1			$10.3
		Total			**$216.25**			**$45.58**			**$68.82**			**$101.86**

Priority Codes

1	1-5 Years
2	6-10 Years
3	11-20 Years

City of Wilsonville
Street System Development Charage
Improvement Fee
Exhibit 3

Proj	Phase	Plan Projects Description	Priority (1)	Est. Proj. Cost (millions) ($2005)	% SDC Eligible	Growth Related (millions)	$ per Trip (2)
		Capacity Projects					
C-2		Kinsman Rd extension - Barber St north to RR tracks north of Boeckman Rd	1				
C-2	1	Kinsman Rd extension - from Barber St. to Boeckman Rd. extension	1	$ 5.70		$ -	$ -
C-2	2	Kinsman Rd. extension from Boeckman Rd. extension to railroad tracks	1	3.35	75%	2.51	$215.37
C-6		Canyon Creek Rd N extension - Boeckman to Vlahos Dr to Town Center Loop E	1	5.70	20%	1.14	97.72
C-7		Kinsman Rd.extension from railroad tracks to Ridder Rd.	1	7.50	47%	3.53	302.16
C-9		Boeckman Rd. extension from Kinsman Rd. extension to 110th Ave.	1	16.00			
C-17		Brown Rd. extension from Wilsonville Rd. to 5th St.	1	5.40	30%	1.62	138.87
C-24		Kinsman Rd. extension from Ridder Rd. to Day Rd.	1	5.70	25%	1.43	122.15
C-25		Barber St. extension from Brown Rd. to Kinsman Rd.	1	5.10	5%	0.23	19.67
C-30		Wilsonville Rd. Interchange Enhancements	1				
C-30	1	On- and Off-ramp improvements	1	13.13	10%	1.31	112.55
C-30	2	Setback abutment walls and widen Wilsonville Rd.	1	12.25	70%	8.58	735.04
C-14		Kinsman Rd. extension from Wilsonville Rd. to Brown Rd. (5th St.) extension	2	3.90	70%	2.73	234.01
C-10		Brown Rd. extension from Evergreen to Barber St. extension	3	1.50	20%	0.30	25.72
C-26		Barber St. extension from Brown Rd. extension to 110th	3	1.60	30%	0.48	41.15
C-27		Rogue Lane extension from Memorial Dr. to Holly Ln.	3	0.80			
C-30		Wilsonville Rd. Interchange enhancements	3				
C-30	3	Auxiliary Lanes	3	13.75			
		Widen Grahams Ferry from vic LEC to Tooze Rd		3.89	2%	0.07	5.67
W-4f		Widen Boeckman Rd. from Canyon Creek North to Wilsonville Rd.	1	5.00	100%	5.00	428.60
W-9		Widen Wilsonville Rd. from railroad tracks to Willamette Way W.	1				
W-9	3	Kinsman Rd. to Oak Leaf Loop	1		20%		
W-11		Widen Miley Rd., from French Prairie to West of I-5, 4 lanes	1	2.50			
W-13		Widen 5th St. from Brown Rd. extension to Boones Ferry Rd.	1	2.00	100%	2.00	171.44
W-14a		Widen Boeckman Rd. from 95th Ave. to Kinsman Rd. Extension (3 lanes)	1	5.60	20%	1.12	96.01
W-20		Widen Tooze Rd. from Boeckman Ext./110th to Grahams Ferry Rd.	1	3.30	20%	0.66	56.57
W-3		Widen Elligsen Rd - Parkway Ave to Parkway Ctr Dr and Parkway Ctr Dr - Elligson Rd t	2		100%		
W-12		Widen Brown Rd. from Wilsonville Rd. to Evergreen Ave.	2	2.10			
W-4		Widen Boeckman Rd. from Parkway Ave. to 95th (5 lanes)	3	13.30	40%	5.32	456.03
W-15		Widen Parkway Ave - InFocus Improvements to the Parkway Center Dr	3	4.10	100%	4.10	351.45
		Total Capacity Projects		**$ 143.17**		**$ 42.12**	**$3,610.16**

(1) Priority Codes
- 1 1-5 Years
- 2 6-10 Years
- 3 11-20 Years

(2) Based on additional trip ends at Year 2020 of: 11,666
Taken from the 2003 Transportation Systems Plan.

City of Wilsonville
Street System Development Charage
Improvement Fee
Exhibit 3

Proj	Phase	Plan Projects Description	Priority (1)	Est. Proj. Cost (millions) ($2005)	% SDC Eligible	Growth Related (millions)	$ per Trip (2)
		Sub-Standard Street Improvements					
CS-21		Barber St. widening for bike lanes and sidewalk on the north side	1	$1.50	20%	$0.30	$25.72
CS-09		Parkway Center Dr. improvements	2		100%		
CS-10		Parkway Ave. improvements	2	2.90	80%	2.32	$198.87
CS-02		SW Clutter Rd. bike lanes and sidewalk improvements	3	1.40		-	
CS-03		Ridder Rd. improvements	3	0.80	50%	0.40	$34.29
CS-04		95th Ave. improvement	3	0.60		-	
CS-21		N/S Ped & Bicycle facilities route - Kinsman Rd, Barber St, Boeckman Rd, 95th Ave to I	3	-		-	
CS-06		110th Ave. improvements	3	2.10	30%	0.63	$54.00
CS-07		Evergreen Dr. improvements	3	0.70		-	
CS-08		Wilsonville Rd. improvements west of Willamette Way West	3	1.40	100%	1.40	$120.01
CS-11		Town Center Loop improvements	3	2.40	100%	2.40	$205.73
CS-12		Vlahos Dr. improvements	3	0.57		-	
CS-14		Stafford Rd. improvements	3	3.80	100%	3.80	$325.73
CS-17		French Prairie Dr. W. improvements	3	3.20		-	
CS-18		French Prairie Dr. E. improvements	3	3.90		-	
CS-19		Miley Rd. improvements	3	1.80	100%	1.80	$154.29
CS-20		Boones Ferry Rd. improvements	3	3.30	30%	0.99	$84.86
CS-22		Boones Ferry Rd. widening for bike lanes and sidewalk	3	2.00	80%	1.60	$137.15
		Improve capacity in vicinity of 95th Ave & Boones ferry Rd		5.85	93%	5.41	$463.69
CS-23		Parkway Ave. improvements	3	1.60	80%	1.28	$109.72
CS-24		Meadows Loop and Meadows Parkway improvements	3	0.30	100%	0.30	$25.72
		Spot Improvements					
S-5		Intersection of Parkway Ave. and Town Center Loop	1		100%		
S-42		Intersection of Wilsonville Rd. and Meadow Loop (High School)	1		100%		
S-2		Intersection of Stafford Rd.and 65th	3	0.49			
S-29		Intersection of Wilsonville Rd. and Town Center Loop W.	3	0.90			
S-35		Intersection of Elligsen Rd. and 65th Ave.	3	0.36			
		Total Sub-Standard & Spot Improvements		**$41.87**		**$22.63**	**$1,939.77**

(1) iority Cod
1 1-5 Years
2 6-10 Years

(2) Based on additional trip ends at Year 2020 of: 11,666
Taken from the 2003 Transportation Systems Plan.

City of Wilsonville
Street System Development Charage
Improvement Fee
Exhibit 3

Proj	Phase	Plan Projects Description	Priority (1)	Est. Proj. Cost (millions) ($2005)	% SDC Eligible	Growth Related (millions)	$ per Trip (2)
		Network Connectivity Projects					
NC-2a		Parkway Center Dr.to Wiedemann Rd.	3	$2.30			
NC-3		Wiedemann Rd.from Parkway Ave. to Canyon Creek Rd. N.	3	$4.90	40%	$1.96	$168.01
NC-8		Frog Pond Lane to Boeckman Rd.	3	$2.20			
NC-12		Parkway Ave. to Canyon Creek Rd. & south of Boeckman Rd	3	$1.60			
NC-17a		Town Center to Town Center Loop W.	3	$0.60			
NC-21		Loop from Boones Ferry Rd. to Wilsonville Rd. north of SMART	3	$2.90			
NC-26		New road from Park Place to Town Center Loop E.	3	$1.80	50%	$0.90	$77.15
		Bridge Projects					
B-6		Boeckman Rd./I-5 overpass Pedestrian and Bicycle facilities	1	0.22			
B-3		Willamette River Crossing along I-5	3	6.78			
B-5		Memorial Park Pedestrian and Bicycle facilities for existing and future development	3	0.56			
		Villebois Village Master Plan Projects (VVMP)					
VVMP		Loop Rd from Barber to Villebois Drive	1	1.02	10%	0.10	$8.74
VVMP		Coffee Lake Drive from Barber to Villebois Drive	1	1.36	30%	0.41	$34.97
VVMP		Villebois Drive from Boeckman Rd to Loop Rd	1	1.02	30%	0.31	$26.23
VVMP			3	3.95	10%	0.40	$33.86
		Total Connectivity, Bridge, & VVMP Improvements		**$31.21**		**$4.07**	**$348.96**
		Total for Preferred Projects		**$ 216.25**		**$ 68.82**	**$5,898.90**

(1) iority Codes
- 1 1-5 Years
- 2 6-10 Years
- 3 11-20 Years

(2) Based on additional trip ends at Year 2020 of: 11,666
Taken from the 2003 Transportation Systems Plan.

City of Wilsonville
Street System Development Charges
Compliance Costs
Exhibit 4

2020 Trips		30,084
2005 Trips		18,418
Added Trips		11,666
Yearly Trips		778
Compliance Cost	$	35,000
Compliance Cost per Trip	**$**	**45.00**

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Exhibit 5

ITE Code	Name	Description	Units[1]	P.M. Trips [2]	Pass-By Trip Factor [3]	Adjusted PMTs [4]	SDC per Unit
Residential							
210	Single Family Detached	Single family detach housing	DU	1.01	1	1.01	$ 6,003
220	Apartment	Rental dwelling with at least 3 units in the same building	DU	0.62	1	0.62	3,685
230	Condominium/ Townhouse	Residential condominium/ townhouses under single=family ownership. Minimum of two-units in the same building	DU	0.52	1	0.52	3,091
232	High Rise Condominium		DU	0.38	1	0.38	2,259
240	Mobile Home	Trailers or manufactured home sited on permanent foundations	DU	0.59	1	0.59	3,507
251	Senior Adult Housing Detached		DU	0.26	1	0.26	1,545
252	Senior Adult Housing Attached		DU	0.11	1	0.11	654
253	Congregate Care	Independent living developments that provide centralized amenities such as dining, housekeeping, transportation and activities.	DU	0.17	1	0.17	1,010
254	Assisted Living	Residential settings that provide oversite or assistance for independent, or mentally or physically limited persons.	Beds	0.22	1	0.22	1,308
Industrial							
110	General Light Industrial	Typically less than 500 employees, free standing and single use. Examples: printing plants, material testing laboratories, data processing and equipment assembly.	GFA	0.98	1	0.98	5,825
110.2	Flex Zone	Light industrial, manufactoring and warehouse with less than one employee per ksf	GFA	0.49	1	0.49	2,913
130	Industrial Park	Industrial park areas that contain a number of industrial and/or related facilities. A mix of manufacturing, service and warehouse	GFA	0.86	1	0.86	5,112

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Exhibit 5

ITE Code	Name	Description	Units[1]	P.M. Trips [2]	Pass-By Trip Factor [3]	Adjusted PMTs [4]	SDC per Unit
140	Manufacturing	Facilities that convert raw materials or parts into finished products. Typically have related office, warehouse, research and associated functions.	GFA	0.74	1	0.74	4,399
150	Warehouse	Facilities devoted to storage of goods and materials. Includes offices and maintenance facilities	GFA	0.47	1	0.47	2,794
151	Mini-Warehouse	Storage units or vaults rented for storage of goods	GFA	0.29	1	0.29	1,724
	Average			0.50	1.00	0.50	2,972

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Exhibit 5

ITE Code	Name	Description	Units[1]	P.M. Trips [2]	Pass-By Trip Factor[3]	Adjusted PMTs[4]	SDC per Unit
Lodging							
310	Hotel	Lodging facility that may include restaurants, lounges, meeting rooms and/or convention facilities	Room	0.59	1	0.59	3,507
320	Motel	Sleeping accommodations and often a restaurants. Free on-site parking and little or no meeting spaces.	Room	0.47	1	0.47	2,794
Recreational							
412[5]	Local Park	Municipal owned parks, varying widely as to location, type and number of facilities.	Acres[6]	0.06	1	0.06	357
417	Regional Park	Regional park authority owned parks, varying widely as to location, type and number of facilities.	Acres[6]	0.2	1	0.20	1,189
430	Golf Course	Municipal and private golf courses. May or may not have a driving range and clubhouse	Holes	2.74	1	2.74	16,287
437[7]	Bowling Alley	Recreational facilities with bowling lanes which may include a small lounge, restaurant or snack bar.	Lane	3.54	1	3.54	21,042
444[8]	Movie Theater w/ Matinee	Theaters with one or more screens (generally less than 10) and which show daily matinees	Screens	20.22	1	20.22	120,188
493	Athletic Club	Privately owned with weightlifting and other facilities often including swimming pools, hot tubs, saunas, racquet ball, squash and handball courts.	GFA	5.76	1	5.76	34,237
495	Recreational Community Center	Recreational facilities similar to and including YMCAs, often including classes, day care, meeting rooms, swimming pools, tennis, racquetball, handball, weightlifting, locker rooms and food service	GFA	1.64	1	1.64	9,748
435[7]	Multipurpose Recreation Facility	Multi-purpose recreational facilities containing two more or of the following uses at one site: mini-golf, batting cages, video arcade, bumper boats, go-carts and driving ranges.	GFA	3.35	1	3.35	19,912

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Exhibit 5

ITE Code	Name	Description	Units[1]	P.M. Trips [2]	Pass-By Trip Factor [3]	Adjusted PMTs [4]	SDC per Unit
Institutional							
522	Elementary School	Serves student attending kindergarten through 5th or 6th grade Public or private.	GFA	1.48	1	1.48	8,797
522	Middle School	Public. Serves students that have completed elementary and not yet in high school.	GFA	1.19	1	1.19	7,073
530	High School	Public. Typically serving 9 to 12th Grades	GFA	0.97	1	0.97	5,766
540	Junior / Community Collage	Two-year junior or community colleges	GFA	2.54	1	2.54	15,098
560	Church	Contains worship area. May include meeting rooms, classrooms, dining area and facilities	GFA	0.66	1	0.66	3,923
565	Day Care	Facility for pre-school children care primarily during the daytime hours. May include classrooms, meeting area and playground	GFA	13.91	0.1	1.39	8,268
590	Library	Public or Private. Contains shelved books, reading rooms and sometime meeting rooms	GFA	7.02	1	7.02	41,727
	Average			3.97	0.67	2.13	12,959
591 [7]	Lodge / Fraternal Organization	Includes a clubhouse with dinning and drinking facilities, recreational and entertainment areas and meeting rooms	Members	0.03	1	0.03	178
550	University / College	Four-year and graduate institutions	Student	0.21	1	0.21	1,248
Medical							
610	Hospitals	Medical and/or surgical care facility with overnight accommodations for ambulatory and non-ambulatory patients.	GFA	1.18	0.1	0.12	701
620	Nursing Home	A facility whose primary function is to care for persons who are unable to care for themselves	Beds	0.22	1	0.22	1,308

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Exhibit 5

ITE Code	Name	Description	Units[1]	P.M. Trips [2]	Pass-By Trip Factor [3]	Adjusted PMTs [4]	SDC per Unit
Office							
715	Single Tenant Office Building	Usually contains offices, meeting rooms, file storage areas, restaurants or cafeteria and other service functions	GFA	1.73	1	1.73	10,283
720 [7]	Medical-Dental Office	Provides diagnosis and outpatient care. Typically operated be private physicians or dentists.	GFA	3.72	1	3.72	22,112
750	Office Park	Park or campus-like planned unit development that contains office buildings, banks, restaurants and service stations.	GFA	1.5	1	1.50	8,916
760	Research and Development Center	Single building or complex of buildings devoted to research and development. May contain light fabrication facilities.	GFA	1.08	1	1.08	6,420
770	Business Park	Group of flex-type or incubator 1-2 story building served by a common road system. Typically includes a mix of offices, retail and wholesale stores, restaurants, recreational areas, warehousing, manufacturing, light industrial or research. The average mix is 20% to 30% office / commercial and 70% to 80% industrial / warehouse.	GFA	1.29	1	1.29	7,668
	Average						

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Exhibit 5

ITE Code	Name	Description	Units[1]	P.M. Trips [2]	Pass-By Trip Factor [3]	Adjusted PMTs [4]	SDC per Unit
Retail							
812	Building Materials and Lumber	Small free standing building that sells hardware, building materials and lumber. May include yard storage and sheded storage areas which are **not** included in the unit calculation.	GFA	4.49	0.82	3.68	21,885
813	Discount Supper Store	A free-standing discount store that also contains a full service grocery department under the same roof.	GFA	3.87	0.82	3.17	18,863
814	Specialty Retail	Small strip shopping centers containing a variety of retail shops that typically specialize in apparel, hare goods, services such a real estate, investment, dance studios, florists and small restaurants.	GFA	2.71	0.82	2.22	13,209
815	Discount Store	Free-standing store that offers a variety of customer services, centralized cashiering and a wide range of products.	GFA	5.06	0.82	4.15	24,663
816	Hardware / Paint Store	Typically free-standing buildings with parking that sell hardware and paints.	GFA	4.74	0.82	3.89	23,103
817	Nursery / Garden Center	Free-standing building with yard containing planting and landscape stock. Unit calculation only applies to building and **not** yard and storage.	GFA	3.8	0.82	3.12	18,522
823	Factory Outlet	A shopping center that primarily houses factory outlet stores.	GFA	2.29	0.52	1.19	7,078
	Average			3.85	0.78	3.06	18,189
820	Shopping Center	Integrated group of commercial establishments that is planned, developed and managed as a unit. Provides enough on-site parking to serve its own demand. May include office buildings, theatres, restaurants, post office, health club and recreation.	GLA	(9)	(9)	(9)	(9)

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Exhibit 5

ITE Code	Name	Description	Units[1]	P.M. Trips [2]	Pass-By Trip Factor [3]	Adjusted PMTs [4]	SDC per Unit
Retail							
841	Car Dealership	New and used car dealership with sales, service and parts,	GFA	2.64	0.82	2.16	12,868
848	Tire Store	Primary business is selling and repair of tires	GFA	4.15	0.82	3.40	20,227
850	Supermarket	Free-standing grocery store. May also contain ATMs, photo center, pharmacies and video rental.	GFA	10.45	0.64	6.69	39,753
851	Convenience Market - 24 hours	Sells convenience foods, newspapers, magazines and often beer and wine. Open 24 hours per day.	GFA	52.41	0.39	20.44	121,495
852	Convenience Market - 15 to 16 hours	Sells convenience foods, newspapers, magazines and often beer and wine. Open 15 to 16 hours per day.	GFA	34.57	0.39	13.48	80,139
861	Discount Club	Discount store / warehouse where shoppers pay a fee to get wholesale prices. May have a wide variety of goods. Many items are sold in bulk or large quantities.	GFA	4.24	0.52	2.20	13,105
880	Pharmacy without drive thru window	Facilities filling medical prescriptions without a drive thru window.	GFA	8.42	0.47	3.96	23,523
881	Pharmacy with drive thru window	Facilities filling medical prescriptions with a drive thru window.	GFA	8.62	0.51	4.40	26,131
890	Furniture Store	Sells furniture, accessories and often carpet / floor covering.	GFA	0.46	0.47	0.22	1,285
[illegible]				[illegible]	[illegible]	[illegible]	[illegible]

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Exhibit 5

ITE Code	Name	Description	Units[1]	P.M. Trips [2]	Pass-By Trip Factor [3]	Adjusted PMTs [4]	SDC per Unit
Services							
911	Walk-In Bank	Usually a free-standing building with a parking lot offering banking services. May are ATMs	GFA	33.15	0.53	17.57	104,433
912	Walk-In Bank with Drive Thru Window	Usually a free-standing building with a parking lot offering banking services. Has a drive thru window. May are ATMs	GFA	45.74	0.53	24.24	144,096
931	Quality Restaurant	High quality eating establishment with turnover rates greater than 1 hour	GFA	7.49	0.56	4.19	24,932
932	High Turnover Sit-Down Restaurant	Sit down eating establishment with turnover rates of less than 1 hour.	GFA	10.92	0.56	6.12	36,349
933	Fast Food without Drive-Thru	Fast food without a drive through window.	GFA	26.15	0.50	13.08	77,718
934	Fast Food With Drive-Thru	Fast food with a drive through window.	GFA	34.64	0.50	17.32	102,950
936	Drinking Place	Contains a bar where alcoholic beverages and light food is served. Can provide entertainment such as music and games.	GFA	11.34	0.56	6.35	37,747
	Average			24.28	0.53	12.86	76,461
944	Gas Station	Sells gasoline and may also provide vehicle service and repair.	Fueling Positions	13.86	0.58	8.04	47,783
945	Gas Station with Convenience Market	Sells gasoline and may also provide vehicle service and repair. Also contains a convenience market.	Fueling Positions	13.38	0.44	5.89	34,994
946	Gas Station with Convenience Market and Car Wash	Sells gasoline and may also provide vehicle service and repair. Also contains a convenience market and car wash.	Fueling Positions	13.33	0.44	5.87	34,863
	Average			13.52	0.49	6.63	39,263
947 [7]	Self-Service Car Wash	Allows self cleaning of cars by providing stalls for drivers	Wash Stalls	5.54	0.44	2.44	14,489
948 [7]	Automated Car Wash	Allows for the mechanical cleaning of the exterior of vehicles.	GFA	11.64	0.44	5.12	30,443

City of Wilsonville
Street System Development Charges
SDCs by Development Type
Exhibit 5

ITE Code	Name	Description	Units[1]	P.M. Trips [2]	Pass-By Trip Factor [3]	Adjusted PMTs [4]	SDC per Unit

(1) Land Use Units:

GFA - 1,000 sq ft gross floor area.

GLA - 1,000 sq ft gross leasable area.

DU - dwelling unit.

Rooms - number of rooms for rent.

Fueling Positions - maximum number of vehicles that can be served simultaneously.

Student - full time equivalent student capacity.

(2) Institute of Transportation Engineers, Trip Generation, Seventh Edition.

(3) Institute of Transportation Engineers, Trip Generation Handbook, An ITE Recommended Practice, March 2001.

(4) Peak hour trips times Pass-By Trip Factor.

(5) Based on County parks data - City parks data limited.

(6) Percent of area used varies - use caution when defining units.

(7) Limited study data - should be supplemented with local studies.

(8) Limited study data uses Friday only data - should be supplemented with local studies.

(9) Use the following formula for PM Peak Hour Trips and Pass-By Trip Factor:

PM Peak Hour Trips - Ln(Trips) = 0.66Ln(GLA) + 3.04

Pass-by Trip Factor =1-Ln (T) = -.0291Ln(GLA) + 5.001 - where T is the passby percentage, GLA is the gross leasable area in KSF & 1-Ln(T) is the percent of trips that are net new trips.

Not included in land use category average.