

AGENDA

WASHINGTON COUNTY BOARD OF COMMISSIONERS

Agenda Category: Public Hearing – Land Use & Transportation (CPO 1)

Agenda Title: ADOPT A TRANSPORTATION SYSTEM DEVELOPMENT CHARGE FOR BONNY SLOPE WEST

Presented by: Andrew Singelakis, Director of Land Use & Transportation

SUMMARY:

Planning for the Bonny Slope West Subarea of the Cedar Hills – Cedar Mill Community Plan resulted in amendments to the Washington County Comprehensive Plan (A-Engrossed Ordinance No. 802 adopted on October 27, 2015) that allows land development to proceed in Bonny Slope West. As part of this planning effort, a Bonny Slope West Infrastructure Funding Plan (IFP) was adopted on October 6, 2015. The IFP proposed a transportation System Development Charge (SDC) as one of the mechanisms to provide funding for the transportation capital improvements associated with development in the Bonny Slope West Subarea.

On January 5, 2016 the Board conducted a public hearing on the proposed transportation SDC for the Bonny Slope West Subarea. After hearing testimony and deliberating on the matter, the Board continued the public hearing to January 19, 2016. This two-week continuation is intended to allow staff to evaluate West Hills Development Company’s proposed modifications to SDC credit policies contained within the proposed SDC rules.

Copies of the materials will also be available electronically and at the Clerk’s desk prior to the hearing.

The revised Resolution and Order and attachments will become effective immediately upon signing. At that point, a 60-day appeal period will begin.

The revised Resolution and Order, attachments and staff report for the January 19, 2016 hearing will be provided to the Board prior to the hearing and posted on the Bonny Slope West Infrastructure Funding Plan web page:

<http://www.co.washington.or.us/LUT/PlanningProjects/Area93/infrastructure-funding-plan.cfm>

The Resolution and Order (with Attachment A and Appendices A through E) and Staff Report are available electronically.

DEPARTMENT’S REQUESTED ACTION:

Consider modifications, deliberate, and adopt the proposed Bonny Slope West Transportation System Development Charge.

COUNTY ADMINISTRATOR’S RECOMMENDATION:

I concur with the requested action.

RO 16-8

Agenda Item No.	3.c.
Date:	01/19/16

1 IN THE BOARD OF COMMISSIONERS
2 FOR WASHINGTON COUNTY, OREGON

3 In the Matter of Adopting the Bonny) RESOLUTION AND ORDER
4 Slope West Transportation System)
5 Development Charge) No. 16-8

6 This matter having come before the Washington County Board of Commissioners
7 (Board) at its meeting of January 19, 2016; and

8 It appearing to the Board that the Bonny Slope West Subarea ("Bonny Slope West") of
9 the Cedar Hills – Cedar Mill Community Plan is that area shown on the map in Appendix E to
10 Attachment A attached hereto;

11 It appearing to the Board that the Infrastructure Funding Plan for Bonny Slope West,
12 adopted by the Board through Resolution & Order 15-112, indicated that Bonny Slope West
13 requires funding for transportation facilities identified in the Plan; and

14 It appearing to the Board that the countywide Transportation Development Tax (TDT)
15 provides limited funding for facilities to support Bonny Slope West, and that a Transportation
16 System Development Charge (SDC) independent of the TDT, and dedicated solely to
17 transportation facilities to support Bonny Slope West is necessary to provide funding; and

18 It appearing to the Board that adoption of a Transportation SDC for Bonny Slope West
19 pursuant to ORS 223.297 through 223.314 creates a funding mechanism for capacity
20 increasing multimodal transportation improvements necessary to support planned urban
21 growth, and imposes the charge to the land developments that contribute to the need for
22 these improvements; and

23 It appearing to the Board that A-Engrossed Ordinance No. 802 amended the Cedar
24 Hills – Cedar Mill Community Plan, and that this plan provides a basis for determining the level
25 of urban land development and the transportation facilities necessary to support development in
the Bonny Slope West area; and

1 It appearing to the Board that the Bonny Slope West Transportation SDC set forth in
2 Attachment A and its Appendices A through E contains a list of capital improvements to be
3 supported by the charge; a methodology for determination of the amount of the charge; a list
4 of land uses with the basis for calculation of the charge; administrative and credit provisions;
5 and a map of the area in which the charge is to be assessed, all as prescribed by ORS
6 223.297 through 223.314; and

7 It appearing to the Board that the Bonny Slope West Transportation SDC imposes an
8 appropriate and equitable portion of the cost of capacity-increasing transportation facilities on
9 the land developments within Bonny Slope West that contribute to the need for such facilities;
10 and

11 It appearing to the Board that it has provided public notice of this hearing as required
12 by ORS 223.304(7), has received the recommendation of the Department of Land Use and
13 Transportation, conducted a public hearing on this Resolution and Order, considered public
14 testimony and being fully informed thereon; now, therefore, it is

15 RESOLVED AND ORDERED that the Bonny Slope West Transportation SDC set forth
16 in Attachment A and its Appendices A through E is hereby adopted; and it is further.

17 RESOLVED AND ORDERED that the Department of Land Use and Transportation
18 shall take such actions as are necessary to effectuate this action; and it is further

19 RESOLVED AND ORDERED that if any portion of this Resolution and Order, including
20 its Attachments and Appendices, shall for any reason be declared invalid or unconstitutional
21 by an authority or court of competent jurisdiction, the remainder shall not be affected thereby
22 and shall remain in full force and effect; and it is further

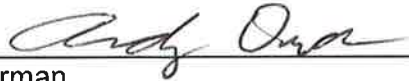
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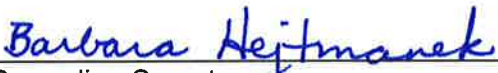
1 RESOLVED AND ORDERED that this Resolution and Order shall take effect immediately.

2 DATED this 19th day of January, 2016.

3
4 BOARD OF COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON

5 
6 Chairman

7 APPROVED AS TO FORM:

8 
9 Recording Secretary

10 
11 Assistant County Counsel
12 For Washington County, Oregon

	AYE	NAY	ABSENT
11 DUYCK	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12 SCHOUTEN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13 MALINOWSKI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14 ROGERS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TERRY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Bonny Slope West Transportation System Development Charge

010 Short Title.

This resolution and order shall be known, and may be pleaded as, the Bonny Slope West Transportation System Development Charge (BSWTSDC).

020 Purpose and Scope.

- A. This charge is adopted to ensure that new development within Bonny Slope West contributes to extra capacity transportation improvements needed to accommodate traffic generated by development within the Area.
- B. This charge shall provide funds for extra capacity improvements to county arterials and collectors listed in the Capital Improvements Project List, attached hereto as Appendix C. The charge applies throughout the Bonny Slope West area as defined by the map shown as Appendix E.
- C. This resolution is intended to adopt a Bonny Slope West Transportation System Development Charge that complies with the provisions of ORS 223.297-223-314. Any reference to SDCs or System Development Charges in this resolution, its exhibits or appendices, shall be deemed to refer to both the BSWTSDC, and to the equivalent provision under the above-cited statutes, unless the context requires otherwise.
- D. The Bonny Slope West Transportation System Development Charge is a fee imposed in addition to the Transportation Development Tax. New development within the Bonny Slope West area must pay both the BSWTSDC imposed under this resolution and order, and the Transportation Development Tax charged under Washington County Code Chapter 3.17.

030 Definitions.

As used in this chapter unless the context requires otherwise:

- A. "Applicant" means the person seeking to obtain a building permit.
- B. "Application" means an application for a building permit.
- C. "Arterial" means a roadway or street that has the functional classification of "arterial" on the county's transportation system plan.
- D. "Board" means the Board of County Commissioners of Washington County, Oregon.
- E. "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 county.
- F. "Building permit" means that permit issued by the county building official pursuant to the International Building Code. In addition, "building permit" means 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 county. For those uses for which no building permit is provided, the final approval granted by the County approving the use shall be deemed a building permit for purposes of this chapter.
- G. "Collector" means a roadway or street that has the functional classification of "collector" on the county's transportation system plan.
- H. "Comprehensive plan" means the comprehensive plan, transportation plan, capital improvements plan, public facilities plan or equivalent plan adopted by ordinance by the County.
- I. "Condition of Development Approval" means any requirement imposed on an applicant by the county or a land use or limited land use decision, or site plan approval.
- J. "Construction cost index" means the adjustment to the BSWTSDC calculated as set forth in section 050F and Appendix D.
- K. "Contiguous" means that a property and an improvement or portion thereof share a common boundary line. Determination of what is contiguous shall include the area of all

property subject to the development approval. The boundary lines and area of an improvement shall be determined by the right of way and easement areas for the improvement. In addition, multiple properties under common ownership separated by one or more of the following: common area, non-motorized vehicle or pedestrian way, creek, wetland, park, or similar areas; shall be deemed to include the boundary of such additional area in their boundary line, up to 100 feet between the properties at the boundary with the improvement. Any portion of an improvement that is located beyond the frontage of a property, as determined by the extension of boundary lines perpendicular to the frontage of the property, shall not be contiguous to that property. An intersection improvement shall be deemed contiguous to all property with frontage on the intersection, or that touches the intersection at a point.

- L. "County" means Washington County, Oregon.
- M. "Credit" means the amount by which an applicant may be able to reduce the BSWTSDC as provided in this Ordinance.
- N. "Department" means the County Department of Land Use and Transportation.
- O. "Development" means any man-made change to improved or unimproved real estate, including a building or other land construction, or making a physical change in the use of a structure or land, in a manner that increases the usage of transportation capital improvements or which may contribute to the need for additional or enlarged transportation capital facilities as determined in this chapter. "Development" includes "New Development".
- P. "Director" means the director of the Department of Land Use and Transportation.
- Q. "Extra capacity facilities or improvements" means those arterial and collector improvements that are necessary in the interest of public health, safety and welfare to increase multimodal 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.
- R. "Improvement Fee" means an SDC for costs associated with capital improvements to be constructed after the effective date of this Ordinance.
- S. "ITE Trip Generation Manual" means that publication entitled "Trip Generation, 7th Edition" (2001) published by the Institute of Transportation Engineers.
- T. "Minimum Standard Facility" for roads means facilities to meet the adopted standards for a local public street or road applicable in the location of the subject development.
- U. "New Development" means development for which a Building permit is required, and which occurs on or after the effective date of this Ordinance.
- V. "Occupancy permit" means the occupancy permit provided for in the International Building Code or other ordinance of the County. If no occupancy permit is provided for a particular use, the final inspection and approval shall serve as the occupancy permit.
- W. "Over-capacity" means that portion of an improvement that is built larger or with greater capacity than is necessary to serve the applicant's new development or mitigate for transportation system impacts attributable to the applicant's new development.
- X. "Permit" means a Building Permit.
- Y. "Previous use" means the most intensive lawful, permitted use existing at a particular property not more than ten years prior to the date of application for a building permit. Where the site was used simultaneously for several different uses (mixed use) then, for the purposes of this Chapter, all of the specific use categories shall be considered. Where the previous use is composed of a primary use with one or more ancillary uses that support the primary use and are owned and operated in common, that primary use shall be deemed to be the sole use of the property.
- Z. "Proposed use," means the use proposed by the applicant for the new development.

Where the applicant proposes several different uses (mixed use) for the new development then, for purposes of this Chapter, all of the specific use categories shall be considered. Where the proposed use is composed of a primary use with one or more ancillary uses that support the primary proposed use and are owned and operated in common, that primary use shall be deemed to be the sole proposed use of the property.

- AA. "Qualified Public Improvement" means any transportation system capital facility or conveyance of an interest in real property that increases the capacity of the transportation system, and is:
 - (1) Required as a condition of development approval;
 - (2) Identified in the Washington County Transportation BSWTSDC Capital Improvement Projects List; and
 - (3) (i) Not located on or contiguous to property that is the subject of development approval, or
(ii) Located on or contiguous to property that is the subject of development approval and, in the opinion of the Director, is required to be built larger or with greater capacity (overcapacity) than is necessary for the applicant's new development or to mitigate for transportation system impacts attributable to the applicant's new development.
- BB. "Reimbursement charge" means an SDC for costs associated with capital facilities that have already been constructed which have been determined to have capacity available to serve new development.
- CC. "Road" means a county road.
- DD. "Bonny Slope West Transportation System Development Charge Capital Improvement Projects List" or "Project List" means the program set forth in Appendix C attached hereto that identifies facility improvements projected to be funded with BSWTSDC revenues, and includes the estimated cost, timing, and percentage of costs eligible for funding from BSWTSDC revenues for each project.
- EE. "BSWTSDC Methodology Report" means the report entitled "Bonny Slope West Transportation System Development Charge Methodology Report", dated November 2015, attached hereto as Appendix A.
- FF. "Temporary construction facility" means those facilities needed on an interim basis for construction of specific uses, structures or road improvements, and which are intended to be discontinued when construction is complete. Such facilities include, but are not limited to, accessory construction structures, staging areas, parking, and park-and-ride lots in conjunction with construction of a facility.
- GG. "Temporary use" means a use or structure on improved or unimproved real estate which is of an impermanent nature, and is used for less than ninety days in a calendar year.
- HH. "Bonny Slope West Transportation System Development Charge" or "BSWTSDC" means a reimbursement charge, an improvement charge or a combination thereof assessed or collected at the time of increased usage of transportation capital facilities or issuance of a development permit or building permit. "BSWTSDC" also means the charge imposed under this chapter.

040 Imposition and Exceptions.

- A. A Bonny Slope West Transportation System Development Charge is imposed on all development throughout the Bonny Slope West area as defined by the map shown as Appendix E as provided for herein. The amount of the charge shall be calculated according to section 050 of this resolution.
 - 1. Except as otherwise provided in this Chapter, a BSWTSDC shall be imposed upon all Development for which an Application is filed, or was required to be filed, after the effective date of this resolution, and for which a building permit is issued.

2. The Applicant shall at the time of Application provide the information requested on a BSWTSDC application form regarding the proposed use(s) and the previous use (if any), of the property, including the following:
 - a. A description of each of the previous and proposed uses for the property for which the Permit is being sought with sufficient detail to allow calculation of trip generation for the entire property under the previous use and for the proposed use(s) of the Development.
 - b. For residential uses, the number of residential dwellings, including type (i.e., single family, multi-family, manufactured housing, etc.).
 - c. For non-residential uses, the number of units (i.e., number of square feet, students, movie screens, vehicle fueling positions, beds, etc.) for the land use as listed in Appendix B (i.e., office, shopping center, etc.) included in the Development.
- B. The uses listed and described in this subsection are exempt, either partially or fully, from payment of the BSWTSDC. Any Applicant seeking an exemption under this Section shall request that exemption, in writing, no later than the time of application for the Building Permit. Where Development consists of only part of one or more of the uses described in this Section, only that/those portion(s) of the Development that qualify under this Section are eligible for an exemption. The balance of the Development that does not qualify for any exemption under this Section shall be subject to the full BSWTSDC.
 1. Remodeling or replacement of existing structures (including mobile homes) except to the extent that the remodeling or replacement creates demands on the transportation system greater than those of the existing use of the property;
 2. Temporary uses which do not exceed ninety days in a calendar year;
 3. Temporary construction facilities as determined by the Director;
 4. A transit improvement which has the impact of removing vehicle trips or reducing vehicle miles of travel on the county's major roadway system, as approved by the Director;
 5. Construction, remodeling or expansion of federal or state facilities and uses otherwise exempt from taxation by counties;
 6. Relocation due to government acquisition of the entire previous use as part of a project listed in Appendix C, to the extent the use at the new site does not exceed the size or impact of the previous use. Any additional size or impact shall be subject to the charge.

050 Amount.

- A. Except as otherwise provided in this Chapter, the amount of the BSWTSDC due shall be calculated by: 1) determining the category of the proposed use from the list in Appendix B; 2) determining the BSWTSDC rate per unit for that use in Appendix B; and 3) determining the number of units for the proposed use. The BSWTSDC rate per unit, multiplied by the number of units for the use, shall be the BSWTSDC charge.
- B. For new development for which a previous use existed on the property, the amount of the BSWTSDC due shall be determined by calculating the BSWTSDC of the previous use(s) on the property and subtracting that sum from the BSWTSDC for all of the proposed use(s) as provided in Paragraph A above. Except as provided for in subsection C of this section, the proposed use and the previous use shall be determined based on the rates listed in Appendix B.
- C. In the event the Director determines that a particular use does not have a basis for BSWTSDC calculation stated in Appendix B the Director shall either:
 1. Determine the BSWTSDC based on the use listed in Appendix B most similar in trip generation; or
 2. At the election (and expense) of the applicant, consider an alternate BSWTSDC based on a traffic study to estimate the weekday average person trip generation of a same or

similar use verified by a registered traffic engineer. In the event an alternate BSWTSDC is utilized, the Director may make such adjustments as deemed applicable in consideration of location, size and other appropriate factors.

- a. The applicant's traffic study methodology must be consistent with Appendix A and follow standard professional traffic engineering practice.
 - b. The applicant's study must provide complete and detailed documentation, including verifiable data. Supporting documentation must rely upon generally accepted sampling methods, sources of information, demographics, growth projections, and techniques of analysis.
 - c. The BSWTSDC shall be determined according to the methodology set forth in Appendix A, applied to the trip generation determined by the traffic study.
3. If all of the above criteria are not met, the Director shall provide the Applicant a written decision explaining the basis for rejecting the proposed study, and shall determine the BSWTSDC according to subsection C.1 above.
- D. It is recognized that single structures may include more than one use. In such event the Director for purposes of establishing the BSWTSDC shall proportion the uses accordingly.
- E. Beginning on the effective date and notwithstanding any other provision, the rates per unit for each land use set forth in Appendix B shall on July 1 of each succeeding year be adjusted based on the annual review as described in section 140 below.

060 Payment.

- A. Unless deferred, the charge imposed is due and payable at the time of issuance of a building permit by the county. Except as otherwise provided in this chapter, no building permit shall be issued for a development subject to this charge unless the charge is first paid in full.
- B. Notwithstanding subsection A of this section, in those cases where the amount due exceeds the amount of BSWTSDC on a single family detached residence (ITE Code 210), the applicant may request a payment deferral. The request must be made in writing to the Director no later than the time of application for a building permit. The Director shall grant deferral of the Bonny Slope West Transportation System Development Charge, however, any deferred charge shall be paid in full prior to the issuance of an occupancy permit. The amount of BSWTSDC due on deferred obligations shall be the amount in effect at the time of issuance of the building permit. Deferred BSWTSDC obligations shall not be eligible for internal financing or bancrofting as provided in subsection C unless so requested at the time of application for deferral.
- C. Any BSWTSDC may be eligible for internal financing or a bancrofting agreement pursuant to ORS 223.205 through 223.785, the Bancroft Bonding Act. Any installment or bancroft agreement provided by this section shall have an interest rate as determined, at the time of the application, by the chief county financial officer and in recognition of the then current market rates and costs associated with the administration of such agreements. Applications for an agreement, as provided in this chapter, must be made at the time of building permit application, or occupancy permit if permitted pursuant to subsection B of this section. No applications made subsequent to issuance of the building permit, or occupancy permit if allowed by subsection B of this section, shall be considered. Any BSWTSDC using a financing agreement may be filed as a lien pursuant to ORS 223.230.

070 Credit.

An applicant for a building permit, or occupancy permit if deferral has been granted, shall be entitled to a credit against the charge for constructing eligible capital improvements as defined in this section. Credit eligibility shall be determined by the Director.

- A. A transportation capital improvement constructed on a public road, and accepted by the

county, is eligible for credit provided it meets all the following criteria, and the requirements of 070(B):

1. The Director determines that the timing, location, design and scope of the improvement is consistent with and furthers the objectives of the BSWTSDC.
 2. The improvement is required to fulfill a condition of development approval issued by the County.
 3. The improvement must provide additional capacity or be constructed to address an existing safety hazard. Improvements to mitigate a safety hazard created primarily by the development are not eligible.
 4. The improvement must implement part of a project on the BSWTSDC project list in Appendix C.
 5. The applicant shall have the burden of demonstrating in its application for credit that a particular improvement qualifies for credit.
 6. Improvements, including travel lanes and bike lanes, must be at ultimate alignment, line and grade.
 7. No credit shall be granted for minor realignments not designated on the comprehensive plan.
 8. No more than 13.5 percent of the total eligible construction cost shall be creditable for survey, engineering, and inspection.
 9. No credits shall be granted for storm sewer improvements.
- B. The Director shall provide credit for the documented, reasonable cost of construction of all or part of a qualified public improvement listed in Appendix C, based on the following criteria:
1. To the extent and improvement is located neither on nor contiguous to the property that is the subject of development approval, the reasonable market value of land purchased by the applicant from a third party and necessary to complete that improvement is creditable.
 2. Road right-of-way located on or contiguous to the property that is the subject of development approval shall be eligible for credit to the extent necessary to construct the facility. Credit for such right-of-way shall be allowed based on the market value as determined by the county tax records.
- C. For an improvement that is eligible for both TDT and BSWTSDC credits, the TDT credits shall be calculated first. Total credits, including BSWTSDC credits, together with TDT credits, shall not be issued in an amount that exceeds the eligible capital improvement cost for which the credits were issued.

080 Credit Application and Administration.

- A. All requests for credit vouchers must be in writing and filed with the Director not more than ninety days after acceptance of the improvement. Improvement acceptance shall be in accordance with the practices, procedures and standards of the county. The amount of any credit shall be determined by the Director and based upon the subject improvement contract documents, and other appropriate information, provided by the applicant for the credit. In the request, the Applicant must identify the improvement(s) for which credit is sought and explain how the improvement(s) meet the requirements of this section. The Applicant shall also document, with credible evidence, the value of the improvement(s) for which credit is sought. If, in the Director's opinion, the improvement(s) meets the requirements of this section and the Director concurs with the proposed value of the improvement(s), a BSWTSDC Credit shall be granted for the eligible amount. The value of the BSWTSDC Credits under this Section shall be determined by the Director based on the actual cost of construction and right of way, as applicable, as verified by receipts and other credible evidence submitted by the Applicant. Upon a finding by the Director that the

contract amounts, including payments for right of way, exceed prevailing market rates for a similar project, the credit shall be based upon market rates.

- B. The Director shall respond to the Applicant's request in writing within 30 days of receipt of a technically complete request. The Director shall provide a written explanation of the decision on the BSWTSDC Credit request.
- C. Upon approval, the Director shall provide the applicant with a credit voucher, on a form provided by the department. The original of the credit voucher shall be retained by the department. The credit voucher shall state a dollar amount that may be applied against any BSWTSDC imposed against the subject property. In no event shall a subject property be entitled to redeem credit vouchers in excess of the BSWTSDC imposed. Credits are limited to the amount of the charge attributable to the development of the specific lot or parcel for which the credit is sought and shall not be a basis for any refund.
- D. A credit shall have no cash or monetary value. A credit shall only apply against the BSWTSDC and its only value is to be used to reduce the BSWTSDC otherwise due, subject to all conditions, limitations, and requirements of this chapter.
- E. Bonny Slope West Transportation System Development Charge credits may not be used for Transportation Development Tax obligations or for payment of other system development charges.
- F. Transportation Development Tax credits may not be used for payment of Bonny Slope West Transportation System Development Charge obligations.
- G. When issued by the Director, a credit shall be the personal property of the applicant. Credits shall remain the personal property of the applicant unless transferred by the applicant or its authorized agent as transferor. Any person claiming the right to redeem a credit shall have the burden of demonstrating that any credit issued to another person has been transferred to him or her.
- H. Credits shall be apportioned against the property that was subject to the requirement to construct an improvement eligible for credit. Unless otherwise requested by the applicant, apportionment against lots or parcels constituting the property shall be proportional to anticipated average weekday trips generated by the respective lots or parcels. Upon written application to the Director, however, credits shall be reapportioned from any lot or parcel to any other lot or parcel within the confines of the property originally eligible for the credit. In the case of multi-phase development, excess credit generated in one phase may be applied to reduce the BSWTSDC in subsequent phases of the original development project. Reapportionment shall be noted on the original credit voucher retained by the department.
- I. Credits originally apportioned against property within the Bonny Slope West area may be transferred to another property within the Bonny Slope West area provided that:
 - 1. A request for the transfer of a credit voucher must be made in writing to the Director signed by the person who owns the credit. The request for transfer of a credit voucher shall contain all the information necessary to establish that such a transfer is allowable under this subsection. The burden of proof that a transfer is allowable is on the applicant. The Director shall respond in writing to the applicant's request for transfer within 30 days of receipt of the request.
 - 2. A credit voucher may not be transferred to a property outside the identified Bonny Slope West Transportation System Development Charge area as identified by the map in Appendix E.
 - 3. When a credit voucher or portion of a credit voucher is transferred a notation shall be placed on the initial credit voucher that a transfer has been made. The amount transferred shall be deducted from the credit voucher.
 - 4. When a transfer occurs a new credit voucher shall be issued for the transferred credit amount.
 - a. The new credit voucher shall note the property to which the initial credit was

- assigned, subsequent transfers shall also note the property to which the initial credit was assigned.
- b. The new credit voucher shall note the credit voucher number from which it was transferred, if multiple transfers occur each credit voucher number shall be noted.
 - c. The new credit voucher shall have the same expiration date as the initial credit voucher.
 - d. Apportionment against lots or parcels constituting the property to which a transfer has been made is allowed as described in subsection H of this section.
- 5. A transferred credit voucher shall follow all rules regarding redemption of credits.
 - 6. The County may charge a fee for administering the transfer of credits.
 - 7. A request to transfer a credit voucher, whether approved or not, constitutes acceptance of the credit amount.
- J. Any credit must be redeemed not later than the issuance of the building permit or, if deferral was permitted pursuant to Section 060, issuance of the occupancy permit. The applicant is responsible for presentation of any credit prior to issuance of the building or occupancy permit. Except as provided in Section 110, under no circumstances shall any credit redemption be considered after issuance of a building permit or, if deferral was granted, issuance of an occupancy permit.
 - K. Credit vouchers shall expire on the date ten years after the acceptance of the applicable improvement. No extension of this deadline shall be granted.

090 Dedicated fund.

The county shall create a dedicated fund entitled "Bonny Slope West Transportation System Development Charge Fund," herein "fund." All moneys derived from this charge shall be placed in the fund. BSWTSDC 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 as defined herein.

100 Use of Revenues.

- A. Any capital improvement being funded wholly or in part with revenues from this Bonny Slope West Transportation System Development Charge shall be included in the BSWTSDC Capital Improvement Projects List, adopted as Appendix C to this Resolution, and shall include, for each project, the estimated cost, timing and percentage of costs eligible to be funded with revenues from the BSWTSDC. The BSWTSDC Capital Improvement Projects List may be modified at any time by resolution and order of the Board of County Commissioners.
- B. BSWTSDC revenues may be used for purposes that include, but are not limited to, the following, for any project on the Projects List:
 - 1. design and construction plan preparation;
 - 2. permitting;
 - 3. land and materials acquisition, including any costs of acquisition or condemnation;
 - 4. construction of transportation capital improvements;
 - 5. design and construction of new streets, transit facilities, sanitary sewers, drainage facilities, or other public improvements required by the construction of transportation capital improvements;
 - 6. relocating utilities required by the construction of improvements, for which the county is legally obligated to pay under easement, franchise or law;
 - 7. landscaping required or designed as part of the project;
 - 8. construction management and inspection;
 - 9. surveying, soils and material testing;
 - 10. acquisition of capital equipment that is an intrinsic part of a facility;

11. demolition that is part of the construction of any of the improvements on this list;
 12. payment of principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the county to provide money to construct or acquire transportation facilities.
- C. BSWTSDC revenue may be spent for direct costs of complying with the provisions of ORS 223.297 to 223.314, including the consulting, legal, and administrative costs required for developing and updating the system development charges methodologies and capital improvement project list, and the costs of collecting and accounting for system development charges expenditures.
- D. Money on deposit in the BSWTSDC fund shall not be used for:
1. any expenditure that would be classified as a maintenance or repair expense; or
 2. costs associated with the construction of administrative office facilities that are more than an incidental part of other capital improvements.
- E. BSWTSDC revenues shall be spent on improvements identified in the project list (Appendix C).

110 Refunds.

Refunds of the BSWTSDC 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 clerical error in the calculation of the BSWTSDC. Refunds shall be allowed for failure to redeem a credit voucher or offset provided the claim for refund is in writing and actually received by the County within thirty days of the date of issuance of the building permit or occupancy permit if deferral was granted. No refund shall be granted for any reason other than those expressly provided for herein.

130 Collection.

- A. Notwithstanding issuance of a building or occupancy permit without payment, the BSWTSDC liability shall survive and be a personal obligation of the permittee.
- B. Intentional failure to pay the charge within sixty days of the due date shall result in a penalty equal to fifty percent of the charge. Interest shall accrue from the sixty-day point at the legal rate established by statute.
- C. In addition to an action at law and any statutory rights, the county may:
 1. Refuse to issue any permits of any kind to the delinquent party for any development;
 2. Refuse to honor any credits held by the delinquent party for any development;
 3. Condition any development approval of the delinquent party on payment in full, including penalties and interest;
 4. 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.
- D. For purposes of this section, delinquent party shall include any person controlling a delinquent corporate permittee, including but not limited to any partnership, limited liability company or joint venture and, conversely, any corporation or entity controlled by a delinquent individual permittee.

140 Annual review.

- A. The county shall provide an annual accounting and review of the Bonny Slope West Transportation System Development Charge. This annual report shall be completed by January 1 of each year, and account for the previous fiscal year. The annual accounting shall include:
 1. A list of the amount spent on each project funded, in whole or in part, with BSWTSDC revenues; and
 2. The gross revenue collected from the BSWTSDC, the amount of outstanding credits

- and the net BSWTSDC revenue; and
3. The costs of complying with the System Development Charge provisions (ORS 223.297 to 223.314, as described in ORS 223.307) and other administrative expenses.
- B. Beginning July 1, 2016 and notwithstanding any other provision, the BSWTSDC rates per unit for each land use set forth in Appendix B shall on July 1 of each succeeding year be adjusted automatically based on a five-year moving average of the BSWTSDC index described in Appendix D. A final product ending in \$0.49 or less shall be rounded down to the nearest dollar, \$0.50 or more up to the next dollar. The BSWTSDC index shall be calculated based on a combination of the following indices:
1. The National Highway Construction Cost Index reflecting the cost of materials (weighted 50%),
 2. The U.S. Bureau of Labor Statistic Employment Cost Index for Private Industry Workers, by Occupational Group and Industry, Construction Group reflecting the cost of labor (weighted 30%), and;
 3. The average annual change in total real market value of Washington County real property as estimated from data published by the Washington County Department of Assessment and Taxation reflecting the cost of right-of-way (weighted 20%). In the event the above index factors use a different base year (i.e., calendar year or fiscal year), the most recent year with complete data shall be used.
- C. Beginning no later than the 2020-2021 fiscal year, and at intervals no longer than every five years thereafter, the annual review shall include a more comprehensive review of the Bonny Slope West transportation funding plan. The 5-year comprehensive review shall consider whether additional revenues are needed to fund the extra capacity improvements described in the BSWTSDC project list, and ensure that revenues do not significantly exceed projected identified project needs. In so doing, the county shall consider:
1. The anticipated construction costs of facilities, based on most recent construction cost estimates and bids for similar improvements;
 2. Additional or further engineering of the projects on the project list;
 3. Receipt of funds from other sources for construction of BSWTSDC facilities;
 4. Any new information about anticipated development;
 5. The impact of facilities already completed, or expected to be completed;
 6. TDT credits issued within the Bonny Slope West area;
 7. BSWTSDC credits issued; and
 8. The type and density of residential and other development that is built, approved and planned.

Upon completion of this 5-year comprehensive review the county shall consider such amendments, including adjustments to the charge imposed herein, as are necessary to address changing conditions.

150 Review of Decisions; Appeals.

- A. Review of Expenditures.
1. Any citizen or other interested person may challenge an expenditure of BSWTSDC revenues as being in violation of the BSWTSDC provided a written petition for review is filed with the Board of Commissioners of the County within two years of the expenditure. The petition shall identify with reasonable certainty the expenditure, the relevant facts and the specific provision alleged to have been violated.
 2. The Board shall order an investigation and direct that within sixty days of receipt of the petition a written report be filed recommending appropriate action. Within thirty days of receipt of the report, the Board shall conduct a hearing to determine whether the expenditure was proper. At least ten days notice of the hearing, including a copy of the

- report, shall be mailed to the petitioner. Petitioner shall have a reasonable opportunity to present his or her position at the hearing.
3. The Board may adopt rules of procedure governing the hearing including that the hearing may be continued if necessary to further address the issues.
 4. The petitioner shall have the burden of proof. Evidence and argument shall be limited to grounds specified in the petition. The Board shall issue a written decision stating the basis for its conclusion and directing appropriate action be taken.
 5. Review of the Board decision shall be as provided in ORS 34.010 to 34.100.
- B. Review of decisions of the Director:
1. Discretionary decisions of the Director shall be in writing and mailed by regular mail to the last known address of the applicant.
 2. Any person aggrieved by a discretionary decision of the Director may appeal the decision to the county hearings officer. The appeal shall be in writing and must be filed with the Director within fourteen days of the date the Director's decision was mailed.
 3. The appeal shall state the relevant facts, applicable ordinance provisions and relief sought. The appeal shall be heard by the county hearings officer in the same manner as provided for development permit applications. The county may by resolution establish a reasonable appeal fee.
 4. The appellant shall have the burden of proving that an error was committed resulting in substantial prejudice.
 5. In an appeal of a decision to deny a credit, the applicant shall have the burden of demonstrating that the particular improvement qualified for the credit. The Director may deny the credit requested, in whole or in part, if it is determined that the credit application does not meet the credit eligibility requirements or that the improvement for which the credit is requested is not on the Project List in Appendix C. An appeal from the Director's decision shall be heard by the county hearings officer in the manner provided in this section.
 6. Submittal of an appeal must include any applicable appeal fee and state that the decision is being appealed.
- C. The decision of the hearings officer shall be reviewable solely under ORS 34.010 through 34.100 in the Circuit Court of the county.

Appendix List

- Appendix A - Methodology Report
- Appendix B - Rate Table
- Appendix C - Project List
- Appendix D - Index
- Appendix E - Map

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WASHINGTON COUNTY

Bonny Slope West
Transportation
System Development Charge
Methodology Report

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WASHINGTON COUNTY

Bonny Slope West Transportation System Development Charge Methodology Report

1.0 BACKGROUND AND INTRODUCTION

In 2002, Metro added the area formerly known as Area 93 and now known as Bonny Slope West to the Urban Growth Boundary (UGB). Bonny Slope West is approximately 160 acres in size.

In 2013, state legislation (Oregon House Bill 3067) established a process for the transfer of Bonny Slope West from Multnomah County to Washington County. The Bonny Slope West transfer to Washington County became effective on January 1, 2014. In early 2014, after the jurisdictional transfer, Washington County staff began the planning work to prepare Bonny Slope West for urbanization. Washington County staff developed a Bonny Slope West Community Plan with the assistance of a team of professional consultants, a Technical Advisory Committee comprised of service providers, and broad community input. Bonny Slope West will become a part of the existing Cedar Hills-Cedar Mill community to the south. The area, which is currently planned for primarily residential development, will also encompass parks and significant natural resource areas along the creek corridors.

In concert with the community plan, Washington County has developed a plan to pay for the major infrastructure in the Bonny Slope West Subarea. A major component of the funding plan is a Transportation System Development Charge (SDC) providing funding for growth-related transportation infrastructure. This Transportation SDC is necessary to provide the infrastructure to support the growth associated with the Bonny Slope West Subarea. This report presents the methodology for calculating the Transportation SDC¹.

A. Legislative Authority

System Development Charges (SDCs) are one-time fees charged to new development to help pay a portion of the costs associated with building capital facilities to meet needs created by growth. SDCs are authorized for five types of capital facilities including transportation, water, sewer, stormwater, and parks and recreation. The source of authority for the adoption of SDCs is found both in state statute and in the County's own plenary authority to adopt this type of fee. SDCs have been in use in Oregon since the mid-1970's, but State legislation regarding SDCs was not adopted until 1989, when the Oregon Systems Development Act (SDC Act) was passed. The purpose of this SDC Act was to "...provide a uniform framework for the imposition of system development charges..." Legislative additions

¹ The data throughout this report was prepared using computer spreadsheet software. The results may vary from what would be obtained using a calculator to compute the same data. These variations are a result of rounding. For currency calculations, all results have been rounded to the nearest dollar.

and modifications to the Act were made in 1993, 1999, 2001, and 2003. The Oregon Systems Development Act requires local governments that enact SDCs to:

- adopt SDCs by ordinance or resolution;
- develop a methodology outlining how the SDCs were developed;
- adopt a plan and project list to designate capital improvements that are eligible for funding with "improvement fee" SDC revenues;
- provide credit against the amount of the SDC for the construction of certain "qualified public improvements";
- separately account for and report receipt and expenditure of SDC revenues, and develop procedures for challenging expenditures; and
- use SDC revenues for capital improvements and compliance costs only - operations and maintenance uses are prohibited.

B. "Improvement fee" and "Reimbursement fee" SDCs

The SDC Act provides for the imposition of two types of SDCs: (1) "improvement fee", and (2) "reimbursement fee". An "improvement fee" SDC may be charged for new capital improvements that will address future capacity needs. Revenues from "improvement fee" SDCs may be used only for capacity-increasing capital improvements included in a plan and list of projects that identifies the expected timing, cost, and growth-required percentage for each project.

"Reimbursement fee" SDCs may be charged for the costs of existing capital facilities if "excess capacity" is available to accommodate growth. Revenues from "reimbursement fees" may be used for any capital improvement project, including major repairs, upgrades, or renovations. A SDC may include both an improvement fee and a reimbursement fee SDC if the basis for both exists. The Bonny Slope West Transportation SDC is an improvement fee.

C. Requirements and Options for Credits, Exemptions, Rate Incentives, and Discounts

(1) Credits

A credit is a reduction in the amount of the SDC for a specific development. The SDC Act requires that credit must be provided for the construction of any "qualified public improvement" that (1) is required as a condition of development approval, (2) is identified in the plan and list of projects on which improvement fee SDC revenues may be used, and (3) either is not located on or contiguous to property that is the subject of development approval, or is located on or contiguous to such property and is required to be built larger or with greater capacity than is necessary to meet the needs of the particular development project.

The credit for a qualified public improvement may be applied only against an SDC for the same type of improvement (e.g., a transportation improvement can only be used for a credit for a transportation SDC), and must be granted only for the cost of that portion of an improvement which exceeds the minimum standard facility size or capacity needed to serve the particular project. For multi-phase projects, any excess credit may be applied against SDC charges that accrue in subsequent phases of the original development project.

In addition to these required credits, the County may, if it so chooses, provide a greater credit, establish a system providing for the transferability of credits, provide a credit for a

capital improvement not identified in the required list of projects, or provide a share of the cost of an improvement by other means (i.e., partnerships, other County revenues, etc.). Credits for the Bonny Slope West Transportation SDC will be addressed in the Resolution and Order adopting the charge and its administrative procedures.

(2) Exemptions / Rate Incentives / Discounts

The County may "exempt" certain types of development from the SDC, or provide another type of "rate incentive" if the exemption or incentive is tied to an adopted Countywide goal or policy.

2.0 BONNY SLOPE WEST TRANSPORTATION SYSTEM DEVELOPMENT CHARGE METHODOLOGY

This methodology report is intended to comply with the requirements of ORS 223.304(2) for an improvement fee. The projected costs of the capital improvements needed to increase the multimodal capacity of the system due to increased trips generated by the Bonny Slope West Subarea are identified in Table 8. The increased traffic anticipated to be generated by the development of the Bonny Slope West Subarea is identified in Table 1. Section E, shows how the anticipated traffic from Table 1 is used to determine the total adjusted charge per unit of development. The total adjusted charge per unit of development is shown on Table 7, column 8. The total revenue that would be generated by the fee is anticipated to total approximately \$4.635 million dollars, and would obtain a portion of the approximately \$10.95 million dollars of needed improvements. The remainder of these costs would have to be obtained from other sources.

A. Introduction

The County has developed a list of transportation capital improvement projects necessary to serve the Bonny Slope West Subarea Community Plan. Capital improvement projects were analyzed to identify 1) the capacity-increasing portion of costs for each project, 2) the future growth benefit (versus current capacity needs), 3) the share of costs projected to be funded through other revenue sources, and 4) the growth-required, SDC-eligible portion. The list also shows the cost and estimated timing of each project. The list of projects is shown on Table 8 of this report, and the project costs are estimated at over \$10.95 million dollars

This proposed Transportation SDC is for an "improvement fee" only and establishes the connection between a development's impacts and the SDC through the use of trip generation data. The ITE Manual² was used to estimate the number of new trips generated by each new development. The seventh edition of the ITE Manual was used for consistency with the adopted countywide Transportation Development Tax.

The SDC to be paid by new development is based on the impact each specific development will have on the transportation facilities for which the SDC is charged. All possible different categories of uses are included in the SDC calculation for consistency with the TDT and in case some unexpected use occurs in Bonny Slope West.

² *Trip Generation, 7th Edition*, Institute of Transportation Engineers, Washington, DC, 2003

The remainder of this report details the calculation of the SDC charge. As an overview of this process includes:

- Projected Growth in Bonny Slope West Trip Production (Table 1)
- Identification of Capital Project Improvements and Costs (Table 8)
- Calculation of Estimated Compliance Costs (Table 2)
- Total Eligible Costs per Trip (Table 3)
- Trips per Category of Development (Table 4)
- Adjusted Trips by Category for Trip Length (Table 5)
- Unadjusted Costs per Unit (Table 6)
- Total Adjusted costs per Unit (Table 7)

The adjustments follow the same methodology as the Transportation Development Tax (TDT) and ensure that uses are charged proportionately to the TDT. The adjustments generally apply to non-residential uses, which at this time are not anticipated within Bonny Slope West. These adjustments are carried forward such that if unanticipated development does occur the methodology for rate calculation will be available.

B. Future Trip-Ends

The ITE Manual includes motor vehicle trip estimates for various land use types. Each trip is considered to have two ends, one at the origin and one at the destination. To accurately calculate SDC rates using the ITE Manual, it is necessary to estimate the number of new motor vehicle trip-ends (origin trips and destination trips) so that the cost per trip is not overstated. The average daily number of motor vehicle trip-ends for the Bonny Slope West Community Plan was estimated by County staff using data from the ITE Manual. Table 1 identifies the number of trips assumed, consistent with the Bonny Slope West Community Plan.

**TABLE 1
 PROJECTED GROWTH IN TRIP PRODUCTION BY ANTICIPATED LAND USE
 CATEGORY
 (AVERAGE DAILY VEHICLE TRIP-ENDS)**

ITE Land Use Category	ITE Code	Unit	Projected Number of Units	Average Daily Vehicle Trip-Ends Per Unit	Total Average Daily Vehicle Trip-Ends
Single Family Detached	210	/dwelling	600	9.57	5,742
TOTAL					5,742

Please note that while only Single Family Detached residential development is anticipated in Bonny Slope West, the Transportation SDC rates have been calculated for all categories of development, consistent with the Transportation Development Tax (TDT). This not only assures consistency with the TDT but provides a mechanism to calculate a change for any unanticipated development types.

C. Capital Improvements Included

The total SDC-eligible portion of costs for motor vehicle capital improvements included in the County’s SDC-eligible project list is \$10,950,000³ as shown in Table 8 on page 25. The

³ All Project Costs were calculated based on anticipated expense in 2015.

SDC-eligible costs for capital improvements were based upon the proportion of the improvement that is related to capacity and the proportion of that capacity that is attributed to a future rather than an existing need. All of these projects were deemed to be needed for additional capacity to serve the area. As all of these projects will be needed to support the development in the Bonny Slope West Community Plan area, the assigned future growth share is 100%.

D. Compliance Costs

The County incurs administrative costs to comply with legal requirements for SDCs and may recoup a portion of these costs in accordance with ORS 223.307(5). Estimated compliance costs were assumed to be \$5,000 per year. Also, development of the Bonny Slope West System Development Charge is included as an eligible compliance cost. These costs are shown in Table 2, below.

**TABLE 2
 ESTIMATED COMPLIANCE COSTS**

Development of the Bonny Slope West System Development Charge ordinance, capital improvement plan, methodology report, and related materials	\$10,000
Compliance costs for administration of the Bonny Slope West System Development Charge and annual reporting	\$150,000
Total Estimated 30-year Compliance Costs	\$160,000

E. Calculation of SDC-Eligible Costs

The SDC-eligible costs are calculated using the following series of steps:

1. Calculation of the cost per trip-end for motor vehicle improvements, and compliance costs.
2. Identification of the number of “new” trips for each type of land use.
3. Adjustment of trip rates to allow for differences in trip lengths.
4. Calculation of the unadjusted motor vehicle and compliance costs per unit of development.
5. Adjustment of the rates for non-residential uses.

1. Cost Per Vehicle Trip-End

The SDC-eligible costs include both the motor vehicle costs from Table 8 and the compliance costs from Table 2. The anticipated increase in vehicle trip-ends is shown in Table 1. The Cost Per New Vehicle Trip-End is calculated for motor vehicle improvements and for compliance costs by dividing the costs by the increase in the average number of new vehicle trip-ends shown in Table 1, page 6, using the following formula:

Formula 1

1.	SDC-Eligible Cost	÷	Increase In Trip-Ends	X	Percent of Need Recovered	=	Cost Per New Vehicle Trip-End
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Table 3A is included for reference only and shows what the Bonny Slope West Transportation System Development Charge would be if assigned to collect 100% of the growth related eligible infrastructure costs.

TABLE 3A
SDC-ELIGIBLE COST PER VEHICLE TRIP-END (100%)
 (Provided for reference only)

Type of Cost	SDC-Eligible Costs		Total New Vehicle Trip-Ends		Percent of Need Recovered		Cost Per New Vehicle Trip-End
Motor Vehicle Costs	\$10,950,000	÷	5,742	X	100%	=	\$1,907
Compliance Costs	\$160,000	÷	5,742	X	100%	=	\$28
TOTAL	\$11,110,000						\$1,935

Table 3B shows the cost per new vehicle trip-end. The 40.87% in Table 3B represents the assumed proportion that the Bonny Slope West SDC will contribute to the necessary transportation infrastructure, the remaining 59.13% of total project costs will come from other sources. Table 3B will be the reference for all other calculations in this document, particularly on Table 6, columns 5 and 6.

TABLE 3B
SDC-COST PER VEHICLE TRIP-END

Type of Cost	SDC-Eligible Project Costs		Total New Vehicle Trip-Ends		Percent of Need Recovered		Cost Per New Vehicle Trip-End
Motor Vehicle Costs	\$10,950,000	÷	5,742	X	40.87%*	=	\$779
Compliance Costs	\$160,000	÷	5,742	X	100%*	=	\$28
TOTAL	\$11,110,000						\$807

Table 4 on pages 11 and 12, lists the number of new trips generated for each ITE land use category. Column 1 through 3 lists land use categories, their ITE code numbers, and Unit used for calculation. Column 4 contains either the Weekday Average or, when not available, the Weekday PM Peak Trip Rate from the ITE Manual. Column 5 identifies the percentage of trips that are new or primary, as opposed to pass-by or diverted trips. Column 6 is the result of multiplying columns 4 and 5 by each other, as shown in Formula 2, producing the number of new trip-ends generated per day for each land use category⁴.

⁴ Because of small sample sizes in Trip Generation, some land use categories do not include trip rates or a number of net new trips generated. For these categories, the trip generation rate for the land use which is the most similar to actual land use is used.

2. New Trip-Ends Per Unit of Development

The number of new trip-ends generated per day is calculated for each type of land use using the following formula:

Formula 2

2.	ITE Trip Rate	X	Percent New / Primary Trips	=	New Vehicle Trip-Ends
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The ITE Manual contains trip rates based on trip generation studies conducted nationwide, and provides the base data of unadjusted counts of trips generated by various types of land use.

These rates and equations represent vehicles entering and exiting a site at its driveways. There are instances, however, when the total number of trips generated by a use is different from the amount of new traffic added to the street system. These uses attract a portion of their trips from traffic on the way from an origin to an ultimate destination. The total trip rates included in ITE Manual include all primary trips made for the specific purpose of travel to the new use, as well as trips that are passing-by or diverted from other routes. For purposes of this SDC methodology, these “pass-by” and “diverted” trips are not “new” because they would occur regardless of new development. The methodology accounts for new or primary trips only; and factors out the pass-by and diverted trips from the rate calculations.

"New" trips are often based on the assumption that all trips from residential land uses are new trips (therefore, percentage = 100%), and all other land uses are evaluated to reflect the percentage of their trips that are "new" versus the remainder (which are "pass-by" or "diverted" trips). No land use category has greater than 100% new/primary trips, but some categories have as few as 12% new/primary trips. The percentages used to account for pass-by and diverted trips in this methodology are based on the data included in the ITE Manual. The seventh edition of the ITE manual was used in order to be consistent with the Transportation Development Tax, Ordinance 691-A.

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**TABLE 4
NEW VEHICLE TRIP-ENDS PER UNIT OF DEVELOPMENT**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
ITE Land Use Category	ITE Code	Unit*	Weekday Average Trip Rate	% Primary Trips	New Vehicle Trip-Ends
Residential					
Single Family Detached	210	/dwelling unit	9.57	100%	9.57
Apartment	220	/dwelling unit	6.72	100%	6.72
Residential Condominium/Townhouse	230	/dwelling unit	5.86	100%	5.86
Manufactured Housing (in Park)	240	/dwelling unit	4.99	100%	4.99
Assisted Living	254	/bed	2.74	100%	2.74
Continuing Care Retirement	255	/unit	2.81	100%	2.81
Recreational					
Park	411	/acre	1.59	100%	1.59
Golf Course	430	/hole	35.74	100%	35.74
Golf Driving Range**	432	/tee	12.50	100%	12.50
Multipurpose Recreational/Arcade	435	/T.S.F.G.F.A.	33.50	100%	33.50
Bowling Alley	437	/lane	33.33	100%	33.33
Multiplex Movie Theater**	445	/screen	136.40	100%	136.40
Health/Fitness Club	492	/T.S.F.G.F.A.	32.93	100%	32.93
Recreation/Community Center	495	/T.S.F.G.F.A.	22.88	100%	22.88
Institutional/Medical					
Elementary School (Public)	520	/student	1.29	100%	1.29
Middle/Junior High School (Public)	522	/student	1.62	100%	1.62
High School (Public)	530	/student	1.71	100%	1.71
Private School (K-12)	536	/student	2.48	100%	2.48
Junior College	540	/student	1.20	100%	1.20
University/College	550	/student	2.38	100%	2.38
Church	560	/T.S.F.G.F.A.	9.11	100%	9.11
Day Care Center/Preschool	565	/student	4.48	100%	4.48
Library	590	/T.S.F.G.F.A.	54.00	100%	54.00
Hospital	610	/bed	11.81	100%	11.81
Nursing Home	620	/bed	2.37	100%	2.37
Clinic	630	/T.S.F.G.F.A.	31.45	100%	31.45
Commercial/Services					
Hotel/Motel	310	/room	8.92	100%	8.92
Building Materials/Lumber	812	/T.S.F.G.F.A.	45.16	52%	23.48
Free-Standing Discount Superstore with Groceries	813	/T.S.F.G.F.A.	49.12	48%	23.58
Specialty Retail Center	814	/T.S.F.G.L.A.	44.32	43%	19.06
Free-Standing Discount Store without Groceries	815	/T.S.F.G.F.A.	56.02	48%	26.89
Hardware/Paint Store	816	/T.S.F.G.F.A.	51.29	45%	23.08
Nursery/Garden Center	817	/T.S.F.G.F.A.	36.08	66%	23.81
Shopping Center	820	/T.S.F.G.L.A.	42.94	43%	18.46
Factory Outlet Center	823	/T.S.F.G.F.A.	26.59	43%	11.43
New Car Sales	841	/T.S.F.G.F.A.	33.34	66%	22.00
Automobile Parts Sales	843	/T.S.F.G.F.A.	61.91	44%	27.24
Tire Superstore	849	/T.S.F.G.F.A.	20.36	67%	13.64
Supermarket	850	/T.S.F.G.F.A.	102.24	34%	34.76
Convenience Market (24-hour)	851	/T.S.F.G.F.A.	737.99	24%	177.12
Convenience Market with Fuel Pump	853	/N.F.P.	542.60	16%	86.82
Wholesale Market	860	/T.S.F.G.F.A.	6.73	48%	3.23
Discount Club	861	/T.S.F.G.F.A.	41.80	48%	20.06
Home Improvement Superstore	862	/T.S.F.G.F.A.	29.80	32%	9.54
Electronics Superstore	863	/T.S.F.G.F.A.	45.04	27%	12.16
Office Supply Superstore**	867	/T.S.F.G.F.A.	34.00	66%	22.44
Pharmacy/Drugstore without Drive-Thru Window	880	/T.S.F.G.F.A.	90.06	41%	36.92
Pharmacy/Drugstore with Drive-Thru Window	881	/T.S.F.G.F.A.	88.16	38%	33.50
Furniture Store	890	/T.S.F.G.F.A.	5.06	20%	1.01
Bank/Savings: Walk-in	911	/T.S.F.G.F.A.	156.48	27%	42.25
Bank/Savings: Drive-in	912	/T.S.F.G.F.A.	246.49	27%	66.55
Quality Restaurant (not a chain)	931	/T.S.F.G.F.A.	89.95	38%	34.18

**TABLE 4
NEW VEHICLE TRIP-ENDS PER UNIT OF DEVELOPMENT**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
ITE Land Use Category	ITE Code	Unit*	Weekday Average Trip Rate	% Primary Trips	New Vehicle Trip-Ends
High Turnover, Sit-Down Restaurant (chain or stand alone)	932	/T.S.F.G.F.A.	127.15	37%	47.05
Fast Food Restaurant (No Drive-Thru)	933	/T.S.F.G.F.A.	716.00	30%	214.80
Fast Food Restaurant (With Drive-Thru)	934	/T.S.F.G.F.A.	496.12	30%	148.84
Drive-Thru Restaurant (No Seating)**	935	/T.S.F.G.F.A.	1538.50	30%	461.55
Drinking Place/Bar**	936	/T.S.F.G.F.A.	113.40	50%	56.70
Quick Lubrication Vehicle Shop	941	/Service Stall	40.00	58%	23.20
Automobile Care Center	942	/T.S.F.G.L.A.	40.10	58%	23.26
Gasoline/Service Station (no Market or Car Wash)	944	/V.F.P.	168.56	14%	23.60
Gasoline/Service Station (with Market and Car Wash)	946	/V.F.P.	152.84	12%	18.34
Office					
General Office Building	710	/T.S.F.G.F.A.	11.01	100%	11.01
Medical-Dental Office Building	720	/T.S.F.G.F.A.	36.13	100%	36.13
Government Office Building	730	/T.S.F.G.F.A.	68.93	100%	68.93
U.S. Post Office	732	/T.S.F.G.F.A.	108.19	83%	89.80
Office Park	750	/T.S.F.G.F.A.	11.42	100%	11.42
Port/Industrial					
Truck Terminal	030	/T.S.F.G.F.A.	9.85	100%	9.85
General Light Industrial	110	/T.S.F.G.F.A.	6.97	100%	6.97
General Heavy Industrial	120	/T.S.F.G.F.A.	1.50	100%	1.50
Manufacturing	140	/T.S.F.G.F.A.	3.82	100%	3.82
Warehouse	150	/T.S.F.G.F.A.	4.96	100%	4.96
Mini-Warehouse	151	/T.S.F.G.F.A.	2.50	100%	2.50
Utilities**	170	/T.S.F.G.F.A.	7.60	83%	6.31

* Abbreviations used in the "Unit" column:

T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area

T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area

V.F.P. = Vehicle Fueling Position

** Because there is no ITE Weekday Average Trip Rate for this category,
the Trip Rate shown is the ITE PM Peak Hour Trip Rate multiplied by a factor of ten.

3. Trip Length Adjustment

Table 5 on pages 15 and 16 lists the net adjusted trip-ends per day for each type of development. Columns 1 through 3 restate the ITE codes and land use categories, and Column 4 restates the new vehicle trips per day from the last column of Table 4. Column 5 presents the trip length factor for each type of land use. Column 6 displays the net adjusted trips per day for each land use category; the result of multiplying the number of trips (Column 4) by the trip length factor (Column 5), as calculated using Formula 3.

The ITE Manual rates do not account for differences in the lengths of trips for different types of development. Because longer trips have a relatively greater impact on the road system than do shorter trips, an adjustment factor is needed to account for differences in trip lengths relative to the length of an “average” trip. The net adjusted trip-ends generated per day is determined for each type of land use by multiplying the number of new vehicle trip-ends (from Formula 3) by the trip length factor for each type of land use:

Formula 3

3.	New Vehicle Trip-Ends	X	Trip Length Factor	=	Net Adjusted Trip-Ends Per Day
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Trip length data from surveys conducted for the U.S. Department of Transportation and published in the "National Household Travel Study" (2001) were used in developing the Trip Length Factors, as were concepts and methods recommended by James C. Nicholas, in "The Calculation of Proportionate-Share Impact Fees" (American Planning Association, 1988), and "Development Impact Fee Policy and Administration", (American Planning Association, 1990). These calculations and adjustments are consistent with the Transportation Development Tax, Ordinance 691-A.

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**TABLE 5
NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
ITE Land Use Category	ITE Code	Unit*	Vehicle Trip-Ends	Trip Length Factor	Net Adjusted Trip-Ends
Residential					
Single Family Detached	210	/dwelling unit	9.57	1.00	9.57
Apartment	220	/dwelling unit	6.72	1.00	6.72
Residential Condominium/Townhouse	230	/dwelling unit	5.86	1.00	5.86
Manufactured Housing (in Park)	240	/dwelling unit	4.99	1.00	4.99
Assisted Living	254	/bed	2.74	1.00	2.74
Continuing Care Retirement	255	/unit	2.81	1.00	2.81
Recreational					
Park	411	/acre	1.59	1.11	1.76
Golf Course	430	/hole	35.74	1.50	53.61
Golf Driving Range**	432	/tee	12.50	1.11	13.88
Multipurpose Recreational/Arcade	435	/T.S.F.G.F.A.	33.50	1.11	37.19
Bowling Alley	437	/lane	33.33	1.11	37.00
Multiplex Movie Theater**	445	/screen	136.40	1.11	151.40
Health/Fitness Club	492	/T.S.F.G.F.A.	32.93	1.11	36.55
Recreation/Community Center	495	/T.S.F.G.F.A.	22.88	1.11	25.40
Institutional/Medical					
Elementary School (Public)	520	/student	1.29	0.40	0.52
Middle/Junior High School (Public)	522	/student	1.62	0.40	0.65
High School (Public)	530	/student	1.71	0.75	1.28
Private School (K-12)	536	/student	2.48	0.75	1.86
Junior College	540	/student	1.20	0.75	0.90
University/College	550	/student	2.38	0.75	1.79
Church	560	/T.S.F.G.F.A.	9.11	0.40	3.64
Day Care Center/Preschool	565	/student	4.48	0.40	1.79
Library	590	/T.S.F.G.F.A.	54.00	0.40	21.60
Hospital	610	/bed	11.81	1.06	12.52
Nursing Home	620	/bed	2.37	1.06	2.51
Clinic	630	/T.S.F.G.F.A.	31.45	1.06	33.34
Commercial/Services					
Hotel/Motel	310	/room	8.92	1.24	11.06
Building Materials/Lumber	812	/T.S.F.G.F.A.	23.48	0.84	19.73
Free-Standing Discount Superstore with Groceries	813	/T.S.F.G.F.A.	23.58	0.84	19.81
Specialty Retail Center	814	/T.S.F.G.L.A.	19.06	0.84	16.01
Free-Standing Discount Store without Groceries	815	/T.S.F.G.F.A.	26.89	0.84	22.59
Hardware/Paint Store	816	/T.S.F.G.F.A.	23.08	0.84	19.39
Nursery/Garden Center	817	/T.S.F.G.F.A.	23.81	0.84	20.00
Shopping Center	820	/T.S.F.G.L.A.	18.46	0.84	15.51
Factory Outlet Center	823	/T.S.F.G.F.A.	11.43	0.84	9.60
New Car Sales	841	/T.S.F.G.F.A.	22.00	0.84	18.48
Automobile Parts Sales	843	/T.S.F.G.F.A.	27.24	0.84	22.88
Tire Superstore	849	/T.S.F.G.F.A.	13.64	0.84	11.46
Supermarket	850	/T.S.F.G.F.A.	34.76	0.84	29.20
Convenience Market (24-hour)	851	/T.S.F.G.F.A.	177.12	0.42	74.39
Convenience Market with Fuel Pump	853	/V.F.P.	86.82	0.42	36.46
Wholesale Market	860	/T.S.F.G.F.A.	3.23	0.84	2.71
Discount Club	861	/T.S.F.G.F.A.	20.06	0.84	16.85
Home Improvement Superstore	862	/T.S.F.G.F.A.	9.54	0.84	8.01
Electronics Superstore	863	/T.S.F.G.F.A.	12.16	0.84	10.22
Office Supply Superstore**	867	/T.S.F.G.F.A.	22.44	0.84	18.85
Pharmacy/Drugstore without Drive-Thru Window	880	/T.S.F.G.F.A.	36.92	0.84	31.02
Pharmacy/Drugstore with Drive-Thru Window	881	/T.S.F.G.F.A.	33.50	0.84	28.14
Furniture Store	890	/T.S.F.G.F.A.	1.01	0.84	0.85
Bank/Savings: Walk-in	911	/T.S.F.G.F.A.	42.25	0.84	35.49
Bank/Savings: Drive-in	912	/T.S.F.G.F.A.	66.55	0.84	55.90
Quality Restaurant (not a chain)	931	/T.S.F.G.F.A.	34.18	1.00	34.18

**TABLE 5
NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
ITE Land Use Category	ITE Code	Unit*	New Vehicle Trip-Ends	Trip Length Factor	Net Adjusted Trip-Ends
High Turnover, Sit-Down Restaurant (chain or stand alone)	932	/T.S.F.G.F.A.	47.05	0.50	23.52
Fast Food Restaurant (No Drive-Thru)	933	/T.S.F.G.F.A.	214.80	0.50	107.40
Fast Food Restaurant (With Drive-Thru)	934	/T.S.F.G.F.A.	148.84	0.50	74.42
Drive-Thru Restaurant (No Seating)**	935	/T.S.F.G.F.A.	461.55	0.50	230.78
Drinking Place/Bar**	936	/T.S.F.G.F.A.	56.70	0.50	28.35
Quick Lubrication Vehicle Shop	941	/Service Stall	23.20	0.84	19.49
Automobile Care Center	942	/T.S.F.G.L.A.	23.26	0.84	19.54
Gasoline/Service Station (no Market or Car Wash)	944	/V.F.P.	23.60	0.42	9.91
Gasoline/Service Station (with Market and Car Wash)	946	/V.F.P.	18.34	0.42	7.70
Office					
General Office Building	710	/T.S.F.G.F.A.	11.01	1.06	11.67
Medical-Dental Office Building	720	/T.S.F.G.F.A.	36.13	1.06	38.30
Government Office Building	730	/T.S.F.G.F.A.	68.93	1.06	73.07
U.S. Post Office	732	/T.S.F.G.F.A.	89.80	1.06	95.19
Office Park	750	/T.S.F.G.F.A.	11.42	1.06	12.11
Port/Industrial					
Truck Terminal	030	/T.S.F.G.F.A.	9.85	1.06	10.44
General Light Industrial	110	/T.S.F.G.F.A.	6.97	1.06	7.39
General Heavy Industrial	120	/T.S.F.G.F.A.	1.50	1.06	1.59
Manufacturing	140	/T.S.F.G.F.A.	3.82	1.06	4.05
Warehouse	150	/T.S.F.G.F.A.	4.96	1.06	5.26
Mini-Warehouse	151	/T.S.F.G.F.A.	2.50	1.06	2.65
Utilities**	170	/T.S.F.G.F.A.	6.31	1.06	6.69

* Abbreviations used in the "Unit" column:
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area
V.F.P. = Vehicle Fueling Position

** Because there is no ITE Weekday Average Trip Rate for this category,
the Trip Rate shown is the ITE PM Peak Hour Trip Rate multiplied by a factor of ten.

4. Unadjusted Cost Per Unit

Table 6 on pages 19 and 20 displays the unadjusted cost per unit for each land use category. Columns 1 through 3 restate the ITE land use codes and categories, and Column 4 restates the net adjusted trip-ends for each land use category (from Table 5). The Motor Vehicle Improvements Cost Per Unit, shown in Column 5, is calculated by using Formula 4 and multiplying the net adjusted trip-ends (Column 4) by the motor vehicle improvements cost per trip-end (from Table 3). The Compliance Cost Per Unit shown in Column 6 is calculated by using Formula 5 and multiplying the net adjusted trip-ends for each land use category (Column 4) by the compliance cost per trip-end (from Table 3). The total unadjusted cost per unit is the sum of the motor vehicle and compliance cost per unit, and is displayed in Column 7.

The motor vehicle improvements cost per unit of development is calculated for each type of land use by multiplying the net adjusted trip-ends for each land use (from Table 5) by the \$1,534 motor vehicle improvements cost per trip-end (from Table 3).

Formula 4

4.	Net Adjusted Trip-Ends Per Unit	X	Motor Vehicle Improvements Cost Per Trip-End	=	Motor Vehicle Improvements Cost Per Unit
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The compliance cost per unit of development is calculated for each type of land use by multiplying the net adjusted trip-ends for each land use (from Table 6) by the \$18 compliance cost per trip-end (from Table 3).

Formula 5

5.	Net Adjusted Trip-Ends Per Unit	X	Compliance Improvements Cost Per Trip-End	=	Compliance Improvements Cost Per Unit
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**TABLE 6
UNADJUSTED COST PER UNIT OF DEVELOPMENT**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
ITE Land Use Category	ITE Code	Unit*	Net Adjusted Trip-Ends	Motor Vehicle Cost Per Unit	Compliance Cost Per Unit	Unadjusted cost per unit
Residential						
Single Family Detached	210	/dwelling unit	9.57	\$7,459	\$267	\$7,725
Apartment	220	/dwelling unit	6.72	\$5,238	\$187	\$5,425
Residential Condominium/Townhouse	230	/dwelling unit	5.86	\$4,567	\$163	\$4,731
Manufactured Housing (in Park)	240	/dwelling unit	4.99	\$3,889	\$139	\$4,028
Assisted Living	254	/bed	2.74	\$2,136	\$76	\$2,212
Continuing Care Retirement	255	/unit	2.81	\$2,190	\$78	\$2,268
Recreational						
Park	411	/acre	1.76	\$1,376	\$49	\$1,425
Golf Course	430	/hole	53.61	\$41,783	\$1,494	\$43,277
Golf Driving Range**	432	/tee	13.88	\$10,814	\$387	\$11,201
Multipurpose Recreational/Arcade	435	/T.S.F.G.F.A.	37.19	\$28,982	\$1,036	\$30,018
Bowling Alley	437	/lane	37.00	\$28,835	\$1,031	\$29,865
Multiplex Movie Theater**	445	/screen	151.40	\$118,003	\$4,219	\$122,222
Health/Fitness Club	492	/T.S.F.G.F.A.	36.55	\$28,489	\$1,019	\$29,507
Recreation/Community Center	495	/T.S.F.G.F.A.	25.40	\$19,794	\$708	\$20,502
Institutional/Medical						
Elementary School (Public)	520	/student	0.52	\$402	\$14	\$417
Middle/Junior High School (Public)	522	/student	0.65	\$505	\$18	\$523
High School (Public)	530	/student	1.28	\$1,000	\$36	\$1,035
Private School (K-12)	536	/student	1.86	\$1,450	\$52	\$1,501
Junior College	540	/student	0.90	\$701	\$25	\$727
University/College	550	/student	1.79	\$1,391	\$50	\$1,441
Church	560	/T.S.F.G.F.A.	3.64	\$2,840	\$102	\$2,942
Day Care Center/Preschool	565	/student	1.79	\$1,397	\$50	\$1,447
Library	590	/T.S.F.G.F.A.	21.60	\$16,835	\$602	\$17,437
Hospital	610	/bed	12.52	\$9,757	\$349	\$10,106
Nursing Home	620	/bed	2.51	\$1,958	\$70	\$2,028
Clinic	630	/T.S.F.G.F.A.	33.34	\$25,983	\$929	\$26,911
Commercial/Services						
Hotel/Motel	310	/room	11.06	\$8,621	\$308	\$8,929
Building Materials/Lumber	812	/T.S.F.G.F.A.	19.73	\$15,374	\$550	\$15,924
Free-Standing Discount Superstore with Groceries	813	/T.S.F.G.F.A.	19.81	\$15,436	\$552	\$15,988
Specialty Retail Center	814	/T.S.F.G.L.A.	16.01	\$12,477	\$446	\$12,923
Free-Standing Discount Store without Groceries	815	/T.S.F.G.F.A.	22.59	\$17,604	\$629	\$18,234
Hardware/Paint Store	816	/T.S.F.G.F.A.	19.39	\$15,111	\$540	\$15,651
Nursery/Garden Center	817	/T.S.F.G.F.A.	20.00	\$15,590	\$557	\$16,147
Shopping Center	820	/T.S.F.G.L.A.	15.51	\$12,088	\$432	\$12,520
Factory Outlet Center	823	/T.S.F.G.F.A.	9.60	\$7,486	\$268	\$7,753
New Car Sales	841	/T.S.F.G.F.A.	18.48	\$14,406	\$515	\$14,921
Automobile Parts Sales	843	/T.S.F.G.F.A.	22.88	\$17,834	\$638	\$18,472
Tire Superstore	849	/T.S.F.G.F.A.	11.46	\$8,931	\$319	\$9,250
Supermarket	850	/T.S.F.G.F.A.	29.20	\$22,758	\$814	\$23,572
Convenience Market (24-hour)	851	/T.S.F.G.F.A.	74.39	\$57,978	\$2,073	\$60,051
Convenience Market with Fuel Pump	853	/V.F.P.	36.46	\$28,419	\$1,016	\$29,435
Wholesale Market	860	/T.S.F.G.F.A.	2.71	\$2,115	\$76	\$2,191
Discount Club	861	/T.S.F.G.F.A.	16.85	\$13,136	\$470	\$13,605
Home Improvement Superstore	862	/T.S.F.G.F.A.	8.01	\$6,243	\$223	\$6,466
Electronics Superstore	863	/T.S.F.G.F.A.	10.22	\$7,962	\$285	\$8,246
Office Supply Superstore**	867	/T.S.F.G.F.A.	18.85	\$14,691	\$525	\$15,216
Pharmacy/Drugstore without Drive-Thru Window	880	/T.S.F.G.F.A.	31.02	\$24,174	\$864	\$25,038
Pharmacy/Drugstore with Drive-Thru Window	881	/T.S.F.G.F.A.	28.14	\$21,933	\$784	\$22,717
Furniture Store	890	/T.S.F.G.F.A.	0.85	\$663	\$24	\$686
Bank/Savings: Walk-in	911	/T.S.F.G.F.A.	35.49	\$27,660	\$989	\$28,649
Bank/Savings: Drive-in	912	/T.S.F.G.F.A.	55.90	\$43,571	\$1,558	\$45,129
Quality Restaurant (not a chain)	931	/T.S.F.G.F.A.	34.18	\$26,640	\$952	\$27,593
High Turnover, Sit-Down Restaurant (chain or stand alone)	932	/T.S.F.G.F.A.	23.52	\$18,333	\$655	\$18,989

**TABLE 6
UNADJUSTED COST PER UNIT OF DEVELOPMENT**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
ITE Land Use Category	ITE Code	Unit*	Net Adjusted Trip-Ends	Motor Vehicle Cost Per Unit	Compliance Cost Per Unit	Unadjusted cost per unit
Fast Food Restaurant (No Drive-Thru)	933	/T.S.F.G.F.A.	107.40	\$83,707	\$2,993	\$86,699
Fast Food Restaurant (With Drive-Thru)	934	/T.S.F.G.F.A.	74.42	\$58,001	\$2,074	\$60,074
Drive-Thru Restaurant (No Seating)**	935	/T.S.F.G.F.A.	230.78	\$179,864	\$6,431	\$186,295
Drinking Place/Bar**	936	/T.S.F.G.F.A.	28.35	\$22,096	\$790	\$22,886
Quick Lubrication Vehicle Shop	941	/Service Stall	19.49	\$15,189	\$543	\$15,732
Automobile Care Center	942	/T.S.F.G.L.A.	19.54	\$15,227	\$544	\$15,771
Gasoline/Service Station (no Market or Car Wash)	944	/V.F.P.	9.91	\$7,725	\$276	\$8,001
Gasoline/Service Station (with Market and Car Wash)	946	/V.F.P.	7.70	\$6,004	\$215	\$6,218
Office						
General Office Building	710	/T.S.F.G.F.A.	11.67	\$9,096	\$325	\$9,421
Medical-Dental Office Building	720	/T.S.F.G.F.A.	38.30	\$29,849	\$1,067	\$30,916
Government Office Building	730	/T.S.F.G.F.A.	73.07	\$56,947	\$2,036	\$58,983
U.S. Post Office	732	/T.S.F.G.F.A.	95.19	\$74,187	\$2,652	\$76,839
Office Park	750	/T.S.F.G.F.A.	12.11	\$9,435	\$337	\$9,772
Port/Industrial						
Truck Terminal	030	/T.S.F.G.F.A.	10.44	\$8,138	\$291	\$8,429
General Light Industrial	110	/T.S.F.G.F.A.	7.39	\$5,758	\$206	\$5,964
General Heavy Industrial	120	/T.S.F.G.F.A.	1.59	\$1,239	\$44	\$1,284
Manufacturing	140	/T.S.F.G.F.A.	4.05	\$3,156	\$113	\$3,269
Warehouse	150	/T.S.F.G.F.A.	5.26	\$4,098	\$147	\$4,244
Mini-Warehouse	151	/T.S.F.G.F.A.	2.65	\$2,065	\$74	\$2,139
Utilities**	170	/T.S.F.G.F.A.	6.69	\$5,211	\$186	\$5,398

* Abbreviations used in the "Unit" column:
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area
V.F.P. = Vehicle Fueling Position

** Because there is no ITE Weekday Average Trip Rate for this category, the Trip Rate shown is the ITE PM Peak Hour Trip Rate multiplied by a factor of ten.

5. Adjusted Cost Per Unit

The Bonny Slope West Transportation SDC will be charged in addition to the Transportation Development Tax (TDT). Based on the policy discussions in the course of reviewing the TDT, certain downward adjustments were made to the final TDT rates for non-residential uses. Staff believes that similar policy considerations will apply to the Bonny Slope West Transportation SDC. For this limited purpose, the Bonny Slope West Transportation SDC refers to the TDT. Following the practice of the TDT, residential uses have an adjustment factor of 1.00. For the most common residential category, the ratio of Bonny Slope West Transportation SDC to the TDT is 0.95. This ratio is applied as a downward adjustment to all non-residential uses, with few exceptions, so that all such uses pay a similar proportional amount. For a limited number of non-residential uses, the proportional cost is less than the 0.95 times the TDT, for these uses, the total cost is not adjusted.

Table 7 on pages 23 and 24 displays the TOTAL ADJUSTED COST PER UNIT of development for each land use category. The TOTAL ADJUSTED COST PER UNIT is the proposed Bonny Slope West Transportation SDC for that category of use. Columns 1 through 3 restate the ITE land use codes and categories, and Column 4 restates the unadjusted rate for each land use category from table 6. The TDT Rate schedule effective July 1, 2015 is stated in Column 5. The TDT ratio as calculated by formula 6 below is shown in Column 6.

Formula 6

6.	Unadjusted cost per unit	/	TDT RATE effective July 1, 2015	=	TDT ratio
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The adjustment factor is shown in column 7. The adjustment factor is designed to assure that no SDC rate is greater than the TDT by proportionally more than a single family detached (ITE Category 210) – a factor of 0.95 times the TDT. All residential adjustment factors have been set to 1.00. For uses in which the unadjusted cost per unit is less than 0.95 times the TDT, the unadjusted cost is used. Therefore, all non-residential adjustment factors have been set to the lower of:

- a) Percent difference from TDT; or
- b) Percent difference from TDT for single family detached (ITE Category 210)

Column 8 shows the TOTAL ADJUSTED COST PER UNIT; this is the proposed amount of the Bonny Slope West Transportation SDC. Column 8 is calculated by multiplying the unadjusted cost per unit by the non-residential adjustment factor, as shown in formula 7.

Formula 7

7.	Unadjusted cost per unit	X	Adjustment Factor	=	TOTAL ADJUSTED COST PER UNIT
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It is anticipated that the TOTAL ADJUSTED COST PER UNIT will be subject to an inflation index similar to the TDT. The calculation of the inflation index and other parts of the administrative rules that apply to the Bonny Slope West Transportation SDC will be described as an attachment to the Resolution and Order that adopts the system development charge.

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**TABLE 7
TOTAL ADJUSTED COST PER UNIT OF DEVELOPMENT**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
ITE Land Use Category	ITE Code	Unit*	Unadjusted cost per unit	TDT Rates 7/1/2015 - 6/30/2016	TDT ratio	Adjustment Factor	TOTAL ADJUSTED COST PER UNIT
Residential							
Single Family Detached	210	/dwelling unit	\$7,725	\$8,113	0.95	1.00	\$7,725
Apartment	220	/dwelling unit	\$5,425	\$5,308	1.02	0.95	\$5,054
Residential Condominium/Townhouse	230	/dwelling unit	\$4,731	\$4,853	0.97	0.95	\$4,621
Manufactured Housing (in Park)	240	/dwelling unit	\$4,028	\$4,060	0.99	0.95	\$3,866
Assisted Living	254	/bed	\$2,212	\$2,507	0.88	0.88	\$2,212
Continuing Care Retirement	255	/unit	\$2,268	\$2,536	0.89	0.89	\$2,268
Recreational							
Park	411	/acre	\$1,425	\$1,360	1.05	0.95	\$1,295
Golf Course	430	/hole	\$43,277	\$14,421	3.00	0.95	\$13,732
Golf Driving Range**	432	/tee	\$11,201	\$11,410	0.98	0.95	\$10,865
Multipurpose Recreational/Arcade	435	/T.S.F.G.F.A.	\$30,018	\$2,541	11.82	0.95	\$2,419
Bowling Alley	437	/lane	\$29,865	\$826	36.17	0.95	\$786
Multiplex Movie Theater**	445	/screen	\$122,222	\$113,944	1.07	0.95	\$108,498
Health/Fitness Club	492	/T.S.F.G.F.A.	\$29,507	\$7,990	3.69	0.95	\$7,608
Recreation/Community Center	495	/T.S.F.G.F.A.	\$20,502	\$9,422	2.18	0.95	\$8,972
Institutional/Medical							
Elementary School (Public)	520	/student	\$417	\$391	1.07	0.95	\$372
Middle/Junior High School (Public)	522	/student	\$523	\$444	1.18	0.95	\$423
High School (Public)	530	/student	\$1,035	\$610	1.70	0.95	\$581
Private School (K-12)	536	/student	\$1,501	\$452	3.32	0.95	\$431
Junior College	540	/student	\$727	\$638	1.14	0.95	\$608
University/College	550	/student	\$1,441	\$1,058	1.36	0.95	\$1,007
Church	560	/T.S.F.G.F.A.	\$2,942	\$3,360	0.88	0.88	\$2,942
Day Care Center/Preschool	565	/student	\$1,447	\$1,251	1.16	0.95	\$1,192
Library	590	/T.S.F.G.F.A.	\$17,437	\$15,764	1.11	0.95	\$15,010
Hospital	610	/bed	\$10,106	\$3,195	3.16	0.95	\$3,042
Nursing Home	620	/bed	\$2,028	\$1,099	1.85	0.95	\$1,046
Clinic	630	/T.S.F.G.F.A.	\$26,911	\$22,799	1.18	0.95	\$21,710
Commercial/Services							
Hotel/Motel	310	/room	\$8,929	\$2,302	3.88	0.95	\$2,192
Building Materials/Lumber	812	/T.S.F.G.F.A.	\$15,924	\$8,098	1.97	0.95	\$7,711
Free-Standing Discount Superstore with Groceries	813	/T.S.F.G.F.A.	\$15,988	\$15,480	1.03	0.95	\$14,740
Specialty Retail Center	814	/T.S.F.G.L.A.	\$12,923	\$10,766	1.20	0.95	\$10,251
Free-Standing Discount Store without Groceries	815	/T.S.F.G.F.A.	\$18,234	\$16,611	1.10	0.95	\$15,818
Hardware/Paint Store	816	/T.S.F.G.F.A.	\$15,651	\$13,516	1.16	0.95	\$12,870
Nursery/Garden Center	817	/T.S.F.G.F.A.	\$16,147	\$9,572	1.69	0.95	\$9,115
Shopping Center	820	/T.S.F.G.L.A.	\$12,520	\$11,140	1.12	0.95	\$10,608
Factory Outlet Center	823	/T.S.F.G.F.A.	\$7,753	\$8,739	0.89	0.89	\$7,753
New Car Sales	841	/T.S.F.G.F.A.	\$14,921	\$12,546	1.19	0.95	\$11,947
Automobile Parts Sales	843	/T.S.F.G.F.A.	\$18,472	\$12,084	1.53	0.95	\$11,506
Tire Superstore	849	/T.S.F.G.F.A.	\$9,250	\$9,493	0.97	0.95	\$9,039
Supermarket	850	/T.S.F.G.F.A.	\$23,572	\$22,459	1.05	0.95	\$21,386
Convenience Market (24-hour)	851	/T.S.F.G.F.A.	\$60,051	\$26,464	2.27	0.95	\$25,199
Convenience Market with Fuel Pump	853	/V.F.P.	\$29,435	\$25,412	1.16	0.95	\$24,198
Wholesale Market	860	/T.S.F.G.F.A.	\$2,191	\$6,459	0.34	0.34	\$2,191
Discount Club	861	/T.S.F.G.F.A.	\$13,605	\$17,439	0.78	0.78	\$13,605
Home Improvement Superstore	862	/T.S.F.G.F.A.	\$6,466	\$6,496	1.00	0.95	\$6,186
Electronics Superstore	863	/T.S.F.G.F.A.	\$8,246	\$8,987	0.92	0.92	\$8,246
Office Supply Superstore**	867	/T.S.F.G.F.A.	\$15,216	\$12,084	1.26	0.95	\$11,506
Pharmacy/Drugstore without Drive-Thru Window	880	/T.S.F.G.F.A.	\$25,038	\$12,084	2.07	0.95	\$11,506
Pharmacy/Drugstore with Drive-Thru Window	881	/T.S.F.G.F.A.	\$22,717	\$12,084	1.88	0.95	\$11,506
Furniture Store	890	/T.S.F.G.F.A.	\$686	\$1,524	0.45	0.45	\$686
Bank/Savings: Walk-in	911	/T.S.F.G.F.A.	\$28,649	\$25,017	1.15	0.95	\$23,821
Bank/Savings: Drive-in	912	/T.S.F.G.F.A.	\$45,129	\$26,464	1.71	0.95	\$25,199
Quality Restaurant (not a chain)	931	/T.S.F.G.F.A.	\$27,593	\$24,021	1.15	0.95	\$22,873
High Turnover, Sit-Down Restaurant (chain or stand alone)	932	/T.S.F.G.F.A.	\$18,989	\$20,151	0.94	0.94	\$18,989
Fast Food Restaurant (No Drive-Thru)	933	/T.S.F.G.F.A.	\$86,699	\$26,464	3.28	0.95	\$25,199
Fast Food Restaurant (With Drive-Thru)	934	/T.S.F.G.F.A.	\$60,074	\$26,464	2.27	0.95	\$25,199
Drive-Thru Restaurant (No Seating)**	935	/T.S.F.G.F.A.	\$186,295	\$26,464	7.04	0.95	\$25,199
Drinking Place/Bar**	936	/T.S.F.G.F.A.	\$22,886	\$21,650	1.06	0.95	\$20,615
Quick Lubrication Vehicle Shop	941	/Service Stall	\$15,732	\$18,510	0.85	0.85	\$15,732
Automobile Care Center	942	/T.S.F.G.L.A.	\$15,771	\$12,576	1.25	0.95	\$11,975
Gasoline/Service Station (no Market or Car Wash)	944	/V.F.P.	\$8,001	\$15,879	0.50	0.50	\$8,001
Gasoline/Service Station (with Market and Car Wash)	946	/V.F.P.	\$6,218	\$15,879	0.39	0.39	\$6,218

**TABLE 7
TOTAL ADJUSTED COST PER UNIT OF DEVELOPMENT**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
ITE Land Use Category	ITE Code	Unit*	Unadjusted cost per unit	TDT Rates 7/1/2015 - 6/30/2016	TDT ratio	Adjustment Factor	TOTAL ADJUSTED COST PER UNIT
Office							
General Office Building	710	/T.S.F.G.F.A.	\$9,421	\$8,515	1.11	0.95	\$8,108
Medical-Dental Office Building	720	/T.S.F.G.F.A.	\$30,916	\$28,850	1.07	0.95	\$27,471
Government Office Building	730	/T.S.F.G.F.A.	\$58,983	\$56,494	1.04	0.95	\$53,793
U.S. Post Office	732	/T.S.F.G.F.A.	\$76,839	\$72,424	1.06	0.95	\$68,962
Office Park	750	/T.S.F.G.F.A.	\$9,772	\$11,260	0.87	0.87	\$9,772
Port/Industrial							
Truck Terminal	030	/T.S.F.G.F.A.	\$8,429	\$4,328	1.95	0.95	\$4,122
General Light Industrial	110	/T.S.F.G.F.A.	\$5,964	\$5,756	1.04	0.95	\$5,481
General Heavy Industrial	120	/T.S.F.G.F.A.	\$1,284	\$1,239	1.04	0.95	\$1,180
Manufacturing	140	/T.S.F.G.F.A.	\$3,269	\$3,166	1.03	0.95	\$3,015
Warehouse	150	/T.S.F.G.F.A.	\$4,244	\$4,064	1.04	0.95	\$3,870
Mini-Warehouse	151	/T.S.F.G.F.A.	\$2,139	\$2,108	1.01	0.95	\$2,007
Utilities**	170	/T.S.F.G.F.A.	\$5,398	\$5,471	0.99	0.95	\$5,209

* Abbreviations used in the "Unit" column:

T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area

T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area

V.F.P. = Vehicle Fueling Position

** Because there is no ITE Weekday Average Trip Rate for this category, the Trip Rate shown is the ITE PM Peak Hour Trip Rate multiplied by a factor of ten.

Table 8 – Project List

Project	Location	Description	Anticipated Timing*	Proportion Related to Capacity	Growth Share	Eligible Cost**
Laidlaw Road	Saltzman Road to Marcotte Road	Improve to urban standards	Long Term	100%	100%	\$5,400,000
Saltzman Road	Laidlaw Road to Thompson Road	Improvements	Short Term	100%	100%	\$1,200,000
Thompson Road	Saltzman Road to Marcotte Road	Improve to urban standards	Short Term	100%	100%	\$4,000,000
Marcotte Road	Laidlaw Road to Thompson Road	Right of Way	Long Term	100%	100%	\$350,000
TOTAL						\$10,950,000

*Short Term = within 10 years, Long Term = more than 10 years

**In 2015 dollars

**APPENDIX B
COST PER UNIT OF DEVELOPMENT**

Column 1	Column 2	Column 3	Column 4 COST PER UNIT
ITE Land Use Category	ITE Code	Unit*	
Residential			
Single Family Detached	210	/dwelling unit	\$7,725
Apartment	220	/dwelling unit	\$5,054
Residential Condominium/Townhouse	230	/dwelling unit	\$4,621
Manufactured Housing (in Park)	240	/dwelling unit	\$3,866
Assisted Living	254	/bed	\$2,212
Continuing Care Retirement	255	/unit	\$2,268
Recreational			
Park	411	/acre	\$1,295
Golf Course	430	/hole	\$13,732
Golf Driving Range**	432	/tee	\$10,865
Multipurpose Recreational/Arcade	435	/T.S.F.G.F.A.	\$2,419
Bowling Alley	437	/lane	\$786
Multiplex Movie Theater**	445	/screen	\$108,498
Health/Fitness Club	492	/T.S.F.G.F.A.	\$7,608
Recreation/Community Center	495	/T.S.F.G.F.A.	\$8,972
Institutional/Medical			
Elementary School (Public)	520	/student	\$372
Middle/Junior High School (Public)	522	/student	\$423
High School (Public)	530	/student	\$581
Private School (K-12)	536	/student	\$431
Junior College	540	/student	\$608
University/College	550	/student	\$1,007
Church	560	/T.S.F.G.F.A.	\$2,942
Day Care Center/Preschool	565	/student	\$1,192
Library	590	/T.S.F.G.F.A.	\$15,010
Hospital	610	/bed	\$3,042
Nursing Home	620	/bed	\$1,046
Clinic	630	/T.S.F.G.F.A.	\$21,710
Commercial/Services			
Hotel/Motel	310	/room	\$2,192
Building Materials/Lumber	812	/T.S.F.G.F.A.	\$7,711
Free-Standing Discount Superstore with Groceries	813	/T.S.F.G.F.A.	\$14,740
Specialty Retail Center	814	/T.S.F.G.L.A.	\$10,251
Free-Standing Discount Store without Groceries	815	/T.S.F.G.F.A.	\$15,818
Hardware/Paint Store	816	/T.S.F.G.F.A.	\$12,870
Nursery/Garden Center	817	/T.S.F.G.F.A.	\$9,115
Shopping Center	820	/T.S.F.G.L.A.	\$10,608
Factory Outlet Center	823	/T.S.F.G.F.A.	\$7,753
New Car Sales	841	/T.S.F.G.F.A.	\$11,947
Automobile Parts Sales	843	/T.S.F.G.F.A.	\$11,506
Tire Superstore	849	/T.S.F.G.F.A.	\$9,039
Supermarket	850	/T.S.F.G.F.A.	\$21,386
Convenience Market (24-hour)	851	/T.S.F.G.F.A.	\$25,199
Convenience Market with Fuel Pump	853	/V.F.P.	\$24,198
Wholesale Market	860	/T.S.F.G.F.A.	\$2,191
Discount Club	861	/T.S.F.G.F.A.	\$13,605
Home Improvement Superstore	862	/T.S.F.G.F.A.	\$6,186

COST PER UNIT OF DEVELOPMENT

Column 1	Column 2	Column 3	Column 4
ITE Land Use Category	ITE Code	Unit*	COST PER UNIT
Electronics Superstore	863	/T.S.F.G.F.A.	\$8,246
Office Supply Superstore**	867	/T.S.F.G.F.A.	\$11,506
Pharmacy/Drugstore without Drive-Thru Window	880	/T.S.F.G.F.A.	\$11,506
Pharmacy/Drugstore with Drive-Thru Window	881	/T.S.F.G.F.A.	\$11,506
Furniture Store	890	/T.S.F.G.F.A.	\$686
Bank/Savings: Walk-in	911	/T.S.F.G.F.A.	\$23,821
Bank/Savings: Drive-in	912	/T.S.F.G.F.A.	\$25,199
Quality Restaurant (not a chain)	931	/T.S.F.G.F.A.	\$22,873
High Turnover, Sit-Down Restaurant (chain or stand alone)	932	/T.S.F.G.F.A.	\$18,989
Fast Food Restaurant (No Drive-Thru)	933	/T.S.F.G.F.A.	\$25,199
Fast Food Restaurant (With Drive-Thru)	934	/T.S.F.G.F.A.	\$25,199
Drive-Thru Restaurant (No Seating)**	935	/T.S.F.G.F.A.	\$25,199
Drinking Place/Bar**	936	/T.S.F.G.F.A.	\$20,615
Quick Lubrication Vehicle Shop	941	/Service Stall	\$15,732
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U.S. Post Office	732	/T.S.F.G.F.A.	\$68,962
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Port/Industrial			
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General Heavy Industrial	120	/T.S.F.G.F.A.	\$1,180
Manufacturing	140	/T.S.F.G.F.A.	\$3,015
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Mini-Warehouse	151	/T.S.F.G.F.A.	\$2,007
Utilities**	170	/T.S.F.G.F.A.	\$5,209

* Abbreviations used in the "Unit" column:

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V.F.P. = Vehicle Fueling Position

** Because there is no ITE Weekday Average Trip Rate for this category, the Trip Rate shown is the ITE PM Peak Hour Trip Rate multiplied by a factor of ten.

Project List

Project	Location	Description	Anticipated Timing*	Proportion Related to Capacity	Growth Share	Eligible Cost**
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Saltzman Road	Laidlaw Road to Thompson Road	Improvements	Short Term	100%	100%	\$1,200,000
Thompson Road	Saltzman Road to Marcotte Road	Improve to urban standards	Short Term	100%	100%	\$4,000,000
Marcotte Road	Laidlaw Road to Thompson Road	Right of Way	Long Term	100%	100%	\$350,000
TOTAL						\$10,950,000

*Short Term = within 10 years, Long Term = more than 10 years

**In 2015 dollars

BONNY SLOPE WEST TRANSPORTATION SYSTEM DEVELOPMENT CHARGE (BSWTSDC) - INDEX

YEAR	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Index Components													
Materials Component													
National Highway CCI ¹		1.0031	1.0664	1.1788	1.3492	1.2899	1.2948	1.0970	1.0617	1.0728	1.1624	1.1029	1.112
% Annual Change			6.31%	10.54%	14.45%	-4.39%	0.38%	-15.28%	-3.22%	1.04%	5.00%	-2.09%	0.79%
Avg. 5-Year Change							4.96%	0.50%	-1.89%	-4.54%	-2.81%	-3.40%	0.27%
Labor Component													
BLS Employment Cost Index ²	90.1	93.5	96.7	100	103.6	107.6	110.9	111.7	113.6	116.4	117.6	118.6	120.7
% Annual Change		3.77%	3.42%	3.41%	3.60%	3.86%	3.07%	0.72%	1.70%	2.46%	1.03%	0.85%	1.77%
Avg. 5-Year Change						3.61%	3.47%	2.93%	2.59%	2.36%	1.80%	1.35%	1.56%
Right-of-Way Component													
Avg. Total Real Market Value ³	\$270,176	\$279,865	\$308,772	\$315,784	\$342,179	\$399,958	\$435,632	\$412,268	\$391,972	\$374,922	\$365,516	\$407,690	\$453,046
% Annual Change		3.59%	10.33%	2.27%	8.36%	16.89%	8.92%	-5.36%	-4.92%	-4.35%	-2.51%	11.54%	11.13%
Avg. 5-Year Change						8.29%	9.35%	6.21%	4.78%	2.23%	-1.65%	-1.12%	2.18%
Weighted Average Index ⁴						2.74%	5.39%	2.37%	0.79%	-1.113%	-1.195%	-1.516%	1.038%

<-----Five-year running average----->

¹ National Highway Construction Cost Index, Federal Highway Administration - Office of Highway Policy Information
² Bureau of Labor Statistics, Table 5. Employment Cost Index for Total Compensation, for Private Industry Workers by occupational group and industry, Construction group
³ Calculated as: (Total Real Market Value) / (Total Property Accounts - Personal Property Accounts - Public Utility Accounts).
 Source: Annual Summary of Assessment & Tax Roll, Total Value on the Tax Roll and Total Taxes Extended on the Roll Tables (Washington County Dept. of Assessment & Taxation)
⁴ Weighted Average = ((Materials % Annual Change x 0.5) + (Labor % Annual Change x 0.3) + (Right-of-Way % Annual Change x 0.2))



January 15, 2015

To: Washington County Board of Commissioners

From: Andy Back, Manager
Planning and Development Services

Subject: **ADOPT A TRANSPORTATION SYSTEM DEVELOPMENT CHARGE FOR BONNY SLOPE WEST.**

STAFF REPORT

For the January 19, 2016 Board of Commissioners Hearing
(The public hearing will begin no sooner than 10:00 am)

I. STAFF RECOMMENDATION

Consider the proposed Bonny Slope West Transportation System Development Charge (SDC). After consideration, adopt the SDC and authorize the Chair to sign the Resolution and Order to memorialize the action.

II. BACKGROUND

At the October 6, 2015, public hearing the Board adopted an Infrastructure Funding Plan (IFP) for Bonny Slope West and directed staff to begin the process for a SDC related to transportation funding. Following the hearing on October 6, 2015, staff mailed notice of the proposed SDC to interested and affected parties. On November 5, 2015, a proposed SDC methodology was posted to the County website. The notification and advance availability of the proposed methodology meet the requirements of Oregon Revised Statutes Chapter 223.304(6) and (7).

At the January 5, 2016 public hearing on the Bonny Slope West Transportation SDC, the Board of County Commissioners (Board) heard testimony and deliberated on the proposed SDC. After deliberation the Board continued the public hearing to January 19, 2016. This two-week continuation was intended to allow staff to evaluate West Hills Development Company's proposed modifications to SDC credit policies contained within the proposed SDC rules.

Staff does not recommend any substantive changes to the Bonny Slope West Transportation SDC. The Resolution and Order, Attachment and Appendices are included in the Board materials available at the Clerk's Desk.

III. CONCLUSION

Staff recommends that the Board:

- Adopt the Bonny Slope West Transportation System Development Charge by Resolution and Order.
- Direct staff to begin collecting the charge from development applications within Bonny Slope West at the rates specified in the Methodology Report.

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93\Infrastructure_Funding_Plan\SDC_Transportation\RnO\revised_01_16_16\BSWTSDC_StaffRpt_01_19_16.docx