

RESOLUTION NO. 2634



A RESOLUTION OF THE CITY OF WILSONVILLE ADOPTING THE TRANSPORTATION SYSTEM DEVELOPMENT CHARGE METHODOLOGY REPORT AND ESTABLISHING THE CHARGE RATE

WHEREAS, the City has adopted Street System Development Charge (SDC) methodologies and charges over time, the most recent by Resolution No. 2098 in 2008; and

WHEREAS, the City has adopted a new Transportation System Plan (TSP) (adopted in 2013 and updated in 2016), including the list of transportation improvement projects to address the City's needs through the 2035 horizon; and

WHEREAS, the City has an interest in building and maintaining a fully interconnected and efficient transportation system for all travel modes; and

WHEREAS, the City continues to grow which increases the demand on the transportation system and requires additional capacity be planned and constructed in a timely manner; and

WHEREAS, the City desires to have growth-related development pay for transportation improvements commensurate with what is needed to mitigate the associated new trips and impacts on the City's transportation system; and

WHEREAS, considering the new TSP and project list, the City determined that an update to the TSDC methodology was necessary; and

WHEREAS, ORS 223.302 establishes the process for establishing and modifying system development charges and was used to complete this TSDC update; and

WHEREAS, the City contracted with FCS Group to review the existing Metro, Clackamas and Washington County, and Wilsonville TSPs, update the TSDC methodology, and determine the maximum defensible transportation system development charge using standard practices; and

WHEREAS, the attached April 2017 Transportation System Development Charge Methodology Report (Report), Public Review Draft, presents the results of their analysis; and

WHEREAS, **Exhibit A** to the Report, TSDC By Land Use, will be used to calculate TSDCs; and

WHEREAS, city staff engaged the Home Builders Association of Metropolitan Portland in a collaborative process on two occasions prior to release of the draft report (August 23, 2016 and February 17, 2017); and

WHEREAS, notice was issued pursuant to ORS 223.304 to interested parties (see **Exhibit B** to the Report, Notification Record) and advertised on the City's website on April 5, 2017; and

WHEREAS, the Public Review Draft will be renamed Adopted after the City Council adopts this resolution.

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

1. The Transportation System Development Charge Methodology Report, attached hereto and incorporated herein, is adopted.
2. Pursuant to **Exhibit A**, the Maximum Defensible System Development Charge is determined to be \$904.00 per person trip as identified in the Report. Notwithstanding the foregoing the charge shall initially be set at a lower \$775.00 per person trip with the expectation for an alternative funding source and implemented thirty days after adoption of this Resolution.
3. Proper notice was provided to interested parties as documented in **Exhibit B** to the report, attached hereto and incorporated herein.
4. Resolution No. 2634 replaces Resolution No. 2098.
5. The resolution becomes effective upon adoption.

ADOPTED by the Wilsonville City Council at a regular meeting thereof this 5th day of June, 2017, and filed with the Wilsonville City Recorder this date.


Tim Knapp, Mayor

ATTEST:



Sandra C. King, City Recorder, MMC

SUMMARY OF VOTES:

Mayor Knapp	Yes
Council President Starr	Excused
Councilor Akervall	Yes
Councilor Stevens	Yes
Councilor Lehan	Yes

Attachments:

Transportation System Development Charge Methodology Report – Public Review Draft
Exhibit A – TSDC By Land Use
Exhibit B – Notification Record

City of Wilsonville



TRANSPORTATION
SYSTEM DEVELOPMENT
CHARGE
METHODOLOGY REPORT

Public Review Draft

April 2017

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SECTION I: INTRODUCTION

This section describes the policy context and project scope upon which the body of this report is based.

A. SYSTEM DEVELOPMENT CHARGES

Oregon Revised Statutes (ORS) 223.297 to 223.314 authorize local governments to establish system development charges (SDCs), one-time fees on new development paid at the time of development. SDCs are intended to recover a fair share of the cost of existing and planned facilities that provide capacity to serve future growth.

ORS 223.299 defines two types of SDCs:

- ♦ A reimbursement fee that is designed to recover “costs associated with capital improvements already constructed, or under construction when the fee is established, for which the local government determines that capacity exists”
- ♦ An improvement fee that is designed to recover “costs associated with capital improvements to be constructed”

ORS 223.304(1) states, in part, that a reimbursement fee must be based on “the value of unused capacity available to future system users or the cost of existing facilities” and must account for prior contributions by existing users and any gifted or grant-funded facilities. The calculation must “promote the objective of future system users contributing no more than an equitable share to the cost of existing facilities.” A reimbursement fee may be spent on any capital improvement related to the system for which it is being charged (whether cash-financed or debt-financed) and on the costs of compliance with Oregon’s SDC law.

ORS 223.304(2) states, in part, that an improvement fee must be calculated to include only the cost of projected capital improvements needed to increase system capacity for future users. In other words, the cost of planned projects that correct existing deficiencies or do not otherwise increase capacity for future users may not be included in the improvement fee calculation. An improvement fee may be spent only on capital improvements (or portions thereof) that increase the capacity of the system for which it is being charged (whether cash-financed or debt-financed) and on the costs of compliance with Oregon’s SDC law.

B. PROJECT

The City contracted with FCS GROUP to perform an SDC update. We conducted the study using the following general approach:

- ♦ **Framework for Charges.** In this step, we worked with City staff to identify and agree on the approach to be used and the components to be included in the analysis.

- ◆ **Technical Analysis.** In this step, we worked with City staff to isolate the recoverable portion of facility costs and calculate SDC rates. We present the technical analysis in **Appendices A and B.**
- ◆ **Draft Methodology Report Preparation.** In this step, we documented the calculation of the SDC rates included in this report.

C. CALCULATION OVERVIEW

In general, SDCs are calculated by adding a reimbursement fee component and an improvement fee component—both with potential adjustments. Each component is calculated by dividing the eligible cost by growth in units of demand. The unit of demand becomes the basis of the charge. Below are details on the components and how they may be adjusted. **Exhibit 1.1** shows this calculation in equation format:

Exhibit 1.1 – SDC Equation			
Eligible costs of available capacity in existing facilities	+	Eligible costs of capacity-increasing capital improvements	+
Units of growth in demand (Trips)		Units of growth in demand (Trips)	Pro-rata share of costs of complying with Oregon SDC law
			= SDC per Trip

C.1 Reimbursement Fee

The reimbursement fee is the cost of available capacity per unit of growth that such available capacity will serve. In order for a reimbursement fee to be calculated, unused capacity must be available to serve future growth. For facility types that do not have available capacity, no reimbursement fee may be calculated.

C.2 Improvement Fee

The improvement fee is the cost of planned capacity-increasing capital projects per unit of growth that those projects will serve. The unit of growth becomes the basis of the fee. In reality, the capacity added by many projects serves a dual purpose of both meeting existing demand and serving future growth. To compute a compliant SDC rate, growth-related costs must be isolated, and costs related to current demand must be excluded.

We have used the capacity approach to allocate costs to the improvement fee basis.¹ Under this approach, the cost of a given project is allocated to growth by the portion of total project capacity that represents capacity for future users. That portion, referred to as the improvement fee eligibility percentage, is multiplied by the total project cost to determine that project's improvement fee cost basis.

¹ Two alternatives to the capacity approach are the incremental approach and the causation approach. The incremental approach is computationally complicated because it requires the computation of hypothetical project costs to serve existing users. Only the incremental cost of the actual project is included in the improvement fee cost basis. The causation approach, which allocates 100 percent of all growth-related projects to growth, is vulnerable to legal challenge.

C.3 Adjustments

Two cost basis adjustments are applicable to both reimbursement and improvement fees: fund balance and compliance costs.

C.3.a Fund Balance

To the extent that transportation SDC and/or Transportation Development Tax (TDT), a tax run by Washington County consistent with SDC law, revenue is currently available in a fund balance held by the City of Wilsonville, that revenue is deducted from its corresponding cost basis. This prevents “double-charging” for projects that will be constructed with existing fund balance monies. All fund balance deductions will be from the improvement fee cost basis because the TDT and current SDC contain only an improvement fee cost basis.

C.3.b Compliance Costs

ORS 223.307(5) authorizes the expenditure of SDCs for “the costs of complying with the provisions of ORS 223.297 to 223.314, including the costs of developing system development charge methodologies and providing an annual accounting of system development charge expenditures.” To avoid spending monies for compliance that might otherwise have been spent on growth-related projects, this report includes an estimate of eligible compliance costs in the SDC calculation.

SECTION II: SDC CALCULATIONS

This section provides the rationale and calculations for proposed transportation SDCs. As discussed previously, an SDC can include three components: a reimbursement fee, an improvement fee, and a compliance cost recovery fee. Below we provide detailed calculations for each component of the fee.

A. GROWTH CALCULATION

The growth calculation is the basis by which an SDC is charged, measured in units that most directly reflect the source of demand. For transportation SDCs, the most applicable and administratively feasible unit of growth is trips.

Wilsonville's prior transportation SDC growth calculation was based on P.M. peak-hour vehicle trip-ends. The proposed SDC methodology utilizes an average daily person trip-end (ADPT) basis for calculating future trip growth. Whereas P.M. peak-hour trips only include vehicle trips that occurred between 4 and 6 p.m., ADPTs include vehicle trips during the entire day along with estimated people per vehicle and non-motor vehicle trips that utilize bicycle and pedestrian facilities. This appropriately accounts for a balanced transportation system with a mix of motor vehicle, bicycle, and pedestrian facilities. **Exhibit 2.1** shows the trips growth in Wilsonville during the planning period based on the Wilsonville Transportation System Plan in ADPTs. The person trip (ADPT) adjustment is based on models of Wilsonville's specific transportation patterns and is consistent with the Metro (regional government) transportation model and the adopted Wilsonville Transportation System Plan. The conversion of vehicle trips to person trips indicates the number of people expected to utilize a land use on an average day (including multiple people per vehicle plus those walking and biking), rather than just the number of arriving/departing vehicles.

	2010	2017 proj.	2035 proj.	Growth	Growth as a % of Future Customers	Compound Ann'l Growth Rate
Household: Trips	125,204	141,420	193,426	52,006	26.89%	1.76%
Employee: Trips	108,115	123,406	173,404	49,998	28.83%	1.91%
Total Trips	233,320	264,826	366,830	102,004	27.81%	1.83%

Source: City of Wilsonville Transportation System Plan, DKS Associates, and ITE Handbook 9th Edition, compiled by FCS GROUP. Excludes pass-through trips that do not originate or terminate in Wilsonville.

B. REIMBURSEMENT FEE COST BASIS

The reimbursement fee cost basis is the cost of capacity available in the existing system. Calculation of the reimbursement fee begins with the historical cost of assets or recently completed projects that have unused capacity to serve future users. For each asset or project, the historical cost is adjusted by that portion of the asset or project that is available to serve future users. To avoid charging growth for facilities provided at no cost to the City or its ratepayers, the reimbursement fee cost basis may be reduced by any grants or contributions used to fund the assets or projects included in the cost basis. Furthermore, unless a reimbursement fee will be specifically used to pay debt service, the reimbursement fee cost basis should be reduced by any outstanding debt related to the assets or

projects included in the cost basis to avoid double charging. These reductions result in the gross reimbursable cost.

The current estimated value of Wilsonville’s excess capacity in the transportation system was determined based on previous expenditures for SDC-funded projects. Eligible reimbursement costs reflect the amount of current infrastructure capacity that will accommodate future growth. For this analysis, we assume the capacity of any project built with SDC monies will be reduced at the projected annual rate of growth in person trips during the planning period. **Exhibit 2.2** shows the reimbursement fee basis calculation (see **Appendix A** for SDC fund expenditures).

Exhibit 2.2: Reimbursement Fee Basis Calculation		
Fiscal Year Ending 6/30:	Annual Expenditures	Remaining Capacity¹
2007	\$524,144	\$435,910
2008	\$1,516,766	\$1,284,902
2009	\$879,845	\$759,212
2010	\$1,915,762	\$1,683,851
2011	\$1,946,140	\$1,742,375
2012	\$792,956	\$723,139
2013	\$2,750,813	\$2,555,285
2014	\$665,497	\$629,694
2015	\$830,507	\$800,447
2016	\$1,330,871	\$1,306,564
Total	\$13,153,301	\$11,921,378

Source: City of Wilsonville, compiled by FCS GROUP.

¹ Assume capacity is reduced by the annual trip growth rate of 1.83% as determined by the Wilsonville Transportation System Plan (see Exhibit 2.1).

C. IMPROVEMENT FEE COST BASIS

The improvement fee cost basis is based on a specific list of planned capacity-increasing capital improvements. The portion of each project that can be included in the improvement fee cost basis is determined by the extent to which each new project creates capacity for future users.

Since portions of the City of Wilsonville fall within Washington County, the City has historically collected a local transportation SDC as well as the Washington County Transportation Development Tax (TDT). This methodology assumes that the City will continue its current policy of only charging the local transportation SDC since it is higher than the TDT. The City will continue to account for TDT funds separately from SDC funds, and will account for TDT payments separate from the SDC, but the TDT will not be charged in addition to the citywide SDC.²

Exhibit 2.3 shows the total improvement fee cost basis with reductions that will be explained below (see **Appendix B** for a complete list of the projects and eligibility by project). The eligible portion shown in the exhibit is a weighted average of all project allocations.

² Charging only the local transportation SDCs in Wilsonville eliminates the potential for double counting improvement costs or administrative costs on City projects that may be listed on both the Wilsonville transportation SDC and the Washington County TDT project lists.

Exhibit 2.3: Improvement Fee Cost Basis	
	Total
Total Project Costs	\$176,319,908
Total Eligible Portion	48.26%
SDC-Eligible Cost	\$85,083,554
SDC/TDT Fund Balance	(\$6,666,094)
Improvement Fee Cost Basis	\$78,417,460

Source: Appendix B, compiled by FCS GROUP.

As noted in **Exhibit 2.3**, after calculating the total improvement fee-eligible cost we must deduct the ending fund balance for the SDC/TDT fund. Deducting these funds avoids double-charging for projects that could be built with available funds. See **Exhibit 2.4** for the fund balance adjustment.

Exhibit 2.4: Improvement Fee Cost Adjustments	
Fund Balance Adjustment	Cost Adjustments
SDC Street Fund Balance¹	\$6,666,094

Source: City staff, compiled by FCS GROUP.

¹SDC Street Fund contains both SDC and TDT monies.

D. COMPLIANCE COST BASIS

ORS 223.307(5) authorizes the expenditure of SDCs on “the costs of complying with the provisions of ORS 223.297 to 223.314, including the costs of developing system development charge methodologies and providing an annual accounting of system development charge expenditures.” This SDC methodology assumes compliance costs of two percent of the improvement cost basis plus cost estimates for a future SDC methodology update and transportation system plan update. See **Exhibit 2.5** for a complete list of the compliance cost estimates.

Exhibit 2.5: Compliance Cost Estimates	
	Estimate
Transportation SDC Updates	\$30,000
Transportation System Plan Update	\$150,000
Percent of Improvement Fee Costs	\$1,701,671
Total	\$1,881,671

Source: City staff, compiled by FCS GROUP.

*Percent of Improvement Fee Costs¹ are equal to two percent of the improvement fee cost basis before deductions.

SECTION III: CONCLUSION

A. CALCULATED SDC

Dividing the sum of the cost bases described above by the projected average daily person trip (ADPT) growth produces the proposed transportation SDC. **Exhibit 3.1** summarizes the components of the SDC. The total proposed SDC is \$905 per ADPT.

Exhibit 3.1: Transportation	
Reimbursement Fee	
SDC Funded Infrastructure	\$ 11,921,378
Less: Debt Principle	\$ -
	\$ 11,921,378
Growth to End of Planning Period	102,004 ADPT
Reimbursement Fee	\$ 117 per ADPT
Improvement Fee	
Capacity Expanding CIP	\$ 85,083,554
Less: SDC Fund Balance	\$ (6,666,094)
	\$ 78,417,460
Growth to End of Planning Period	102,004 ADPT
Improvement Fee	\$ 769 per ADPT
Compliance Fee	
Costs of Compliance	\$ 1,881,671
Growth to End of Planning Period	102,004 ADPT
Compliance	\$ 18 per ADPT
Total System Development Charge	
Reimbursement Fee	\$ 117 per ADPT
Improvement Fee	\$ 769 per ADPT
Compliance Fee	\$ 18 per ADPT
Total SDC	\$ 904 per ADPT

Source: Previous tables, compiled by FCS GROUP.

B. CREDITS, EXEMPTIONS, AND DISCOUNTS

The City of Wilsonville will continue to establish local policies for issuing credits, exemptions, annual adjustments, and other administrative procedures.

B.1 Credits

A credit is a reduction in the amount of the SDC for a specific development. ORS 223.304 requires that credit be allowed for the construction of a qualified public improvement which: is required as a condition of development approval; is identified in the City's capital improvements program; and 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 for the particular development project...."

Additionally, a credit 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 up to the amount of the improvement fee. For multi-phase projects, any “excess credit may be applied against SDCs that accrue in subsequent phases of the original development project.”

In addition to these required credit policies required by state law, the City may adopt a local resolution that: provides a greater credit amount (than required by state law); establishes a system providing for the transferability of credits; provides a credit for a capital improvement not identified in the City’s SDC Capital Improvements Plan; or provides a share of the cost of an improvement by other means (i.e., partnerships, other City revenues, etc.).

In event a developer is entitled to SDC and TDT credits for the same improvement (e.g., an improvement that inside and outside the City boundary), SDC credits and TDT credits must be accounted for separately. Furthermore, SDC credits may not be used to meet TDT payment obligations. Please refer to the Washington County TDT Procedures Manual for policies regarding TDT credits.

B.2 Exemptions

The City may exempt specific classifications of development, such as minor additions, from the requirement to pay transportation SDCs. The City may not arbitrarily exempt customers or customer types from SDCs. It must have a cost or demand-based justification.

C. INDEXING

Oregon law (ORS 223.304) also allows for the periodic indexing of system development charges for inflation, as long as the index used is:

- “(A) A relevant measurement of the average change in prices or costs over an identified time period for materials, labor, real property or a combination of the three;
- (B) Published by a recognized organization or agency that produces the index or data source for reasons that are independent of the system development charge methodology; and
- (C) Incorporated as part of the established methodology or identified and adopted in a separate ordinance, resolution or order.”

Wilsonville City Code dictates that the City index its charges to the *Engineering News Record* Construction Cost Index (ENR CCI) for the City of Seattle. This index is used for all infrastructure types within the City when indexing occurs. There is no comparable Oregon-specific ENR CCI index.

Another local index used by Washington County and jurisdictions within Washington County is the TDT annual escalation rate. The TDT uses a five-year rolling average of the national highway CCI (weighted 50%), Bureau of Labor Services employment cost index (weighted 30%), and Washington County land value changes (weighted 20%).

We recommend Council adopt an annual index for the transportation SDC via resolution that best reflects council priorities.

D. COMPARISON

The maximum defensible transportation SDCs per this methodology are higher than the current SDCs being charged in Wilsonville. **Exhibit 3.2** shows the current and estimated maximum defensible transportation SDCs for new construction of certain land use development types.

	City SDC ¹	Washington County TDT ²	Maximum Defensible SDC
Single Family Home, per DU	\$7,695	\$8,458	\$13,731
Multifamily Home, per DU	\$4,771	\$5,533	\$9,447
Office Park, per 1,000 SFGFA	\$11,389	\$11,738	\$16,598
Supermarket, per 1,000 SFGFA	\$42,324	\$23,413	\$57,582

Source: City staff and FCS GROUP estimates.

¹Wilsonville SDC applies in Clackamas County

²Washington County TDT Applies in Washington County as of 7/1/2017

E. FEE BASIS

The transportation SDC is based on the number of person trips that a change in land use generates. The Institute of Transportation Engineers (ITE) *Trip Generation Manual* contains trip rates based on studies conducted nationwide and provides the base data of unadjusted counts of trips generated by various types of land use. The trip numbers are generally in vehicle trips. For administrative ease, we recommend the City charge the SDC based on the ADPT conversion factors and ITE land use classifications.

Land use trip generation rates in this methodology includes all trips entering or leaving a particular use and removes pass-by and diverted/linked trips because they would occur regardless of development activity.³

The number of net new average daily vehicle trips (ADVTs) generated per day for each type of land use is calculated using the following formula:

$$ITE\ ADVT\ Trip\ Rate \times (1 - \% \text{ Pass-by Trips}) = Adjusted\ ADVT\ Trip\ Rate$$

Then, the adjusted ADVTs are transformed to ADPTs using a multiplier of 1.61 ADPT per ADVT.

$$Adjusted\ ADVT \times Person\ Trip\ Conversion\ Factor\ (1.61) = Adjusted\ ADPT$$

The SDC per unit of development is calculated for each type of land use by multiplying the number of ADPTs for each land use by the SDC per ADPT.

$$SDC\ \$\ per\ ADPT \times New\ ADPT\ by\ Land\ Use = SDC\ \$\ Amount$$

In the event that the ITE does not contain a land use category that reflects a new development being considered, the City SDC Administrator shall calculate the transportation SDC based on accepted practices using a multiplier of 1.61 ADPT per ADVT. The City may also allow the applicant to

³ Pass by and diverted/linked trips are trips that interrupt a trip between the origin and destination. Pass-by trips do not require additional movement from the intended route, while diverted/linked trips are those in which a person turns off the intended route to a side street for a land use. Both are deducted from the total trips of a land use.

submit a traffic study for city review/approval by an Oregon-registered professional engineer that identifies net new person trip generation estimates created by the proposed development.

APPENDIX

Appendix A – Reimbursement Fee Eligible Costs

Street SDC Fund SDC-Related Expenditures										
Fiscal Year Ending 6/30:	2007	2008	2009	2010	2011	2012	2013	2014	2015	
49120 Trf out – CIP and Other	\$524,144	1,516,766	879,845	1,915,762	1,946,140	792,956	2,750,813	665,497	\$830,507	

Source: City of Wilsonville annual budget documents, compiled by FCS GROUP.
 Actual annual expenditures on transportation capacity improvements in SDC fund.

Fund 640 Activity - FY 2016-17	
Resources	
Beginning Balance 7/1/15	\$ 5,461,081
New SDC Revenues	2,639,577
Interest Earnings	43,752
Available Resources	\$ 8,144,410
Expenditures	
Project Uses	
Credit Card Processing	\$ 7,925
Miscellaneous Charges	139,520
Total Project Uses	\$ 1,330,871
Total Expenses	\$ 1,478,316
Ending Fund Balance 6/30/16	\$ 6,666,094

Source: City of Wilsonville, compiled by FCS GROUP.

Appendix B – Transportation SDC Project List

Transportation Capital Improvements, 2016 to 2035							
Project #	Name	Description	2017 Cost Estimate	Project Timing	City Share of Costs Eligible for SDC	SDC-Eligible %	SDC-Eligible Costs
UU-05	Parkway Avenue Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements)	\$5,286,684	Years 0-5	70%	100%	\$3,700,679
UU-08	Garden Acres Road Urban Upgrade	Upgrade Garden Acres Road to a three-lane collector with bicycle lanes and upgrade the Garden Acres Road/Day Road intersection to either a signal or roundabout. Realign Ridder Road to Garden Acres Road. Close the existing Clutter Road connection to Grahams Ferry Road after completion of Project RE-13. Close the existing Coffee Creek Correctional Facility driveway to Grahams Ferry Road and relocate the driveway to Cahalin Road.	\$15,241,782	Years 0-5	25%	100%	\$3,810,446
RE-13	Java Road Connection & Signal	Construct Java Road from Boones Ferry Road to Grahams Ferry Road and Garden Acres Road with a signal at the Java Road/Grahams Ferry Road intersection and disconnect Clutter Street from Grahams Ferry Road.	\$3,277,261	Years 5-10	25%	100%	\$819,315
SI-03	Stafford Road/65th Avenue Intersection Improvements	Improve turn radii, sight distance and grade differential by combining intersections as either a roundabout or traffic signal	\$2,114,674	Years 15-20	25%	100%	\$528,668
BW-14	City Wayfinding	Provide bicycle, pedestrian, and transit wayfinding signage directing users to/from the Ice Age Tonquin Trail, the SMART and WES transit center, and other points of interest throughout the city	\$68,727	Years 0-5	100%	28%	\$19,111
RE-11	Meridian Creek Middle School Public Street Improvements	Construct the collector roadways and site improvements associated with the proposed Meridian Creek Middle School Site.	\$297,439	Years 0-5	100%	100%	\$297,439
RE-12A	Frog Pond West Neighborhood Collector Roads	Construct the collector roadways within the west neighborhood as identified in the Frog Pond Area Plan.	\$562,169	Years 5-10	100%	100%	\$562,169
UU-09	Printer Parkway Urban Upgrade	Upgrade Printer Parkway to a three-lane collector with bicycle lanes and multiuse paths.	\$3,679,652	Years 0-5	100%	100%	\$3,679,652
UU-10	Advance Road Urban Upgrade	Upgrade Advance Road to collector standards starting at Stafford Road to the proposed 63rd Avenue (entrance to proposed Meridian Creek Middle School).	\$453,824	Years 0-5	100%	100%	\$453,824

Transportation Capital Improvements, 2016 to 2035							
Project #	Name	Description	2017 Cost Estimate	Project Timing	City Share of Costs Eligible for SDC	SDC-Eligible %	SDC-Eligible Costs
TI-01	Pedestrian Access to Transit	Construct sidewalk and curb ramp improvements at SMART stops throughout the city to meet ADA requirements, create safe street crossings, and connect new development with transit (includes retrofits at substandard stops)	\$211,467	Years 0-5	100%	28%	\$58,803
TI-02	Transit Street Improvements	Widen roadways or construct sidewalk extensions on a case-by-case basis to improve transit on-time performance and passenger/pedestrian safety; may involve on-site bus turnarounds with property owner approval	\$317,201	Years 0-5	100%	28%	\$88,204
SI-P2	Grahams Ferry Road Undercrossing Improvements at Railroad Bridge	Reconstruct existing railroad under-crossing to City of Wilsonville Minor Arterial standards; Higher Priority project list includes project development portion of this project (costs are separate)	\$4,758,016	Years 15-20	100%	50%	\$2,379,008
SI-02	Grahams Ferry Railroad Undercrossing Project Development	Perform project development including roadway alignment and geometry.	\$528,668	Years 10-15	25%	28%	\$36,752
BW-02	95th Avenue Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of 95th Avenue from Boeckman Road to Hillman Court, and construct transit stop improvements	\$89,874	Years 5-10	100%	28%	\$24,991
RT-03A	Ice Age Tonquin Trail	Construct sections of the Ice Age Tonquin Trail north of Boeckman Road; City to construct portion within City limits (approximately \$750,000) and coordinate portion farther north with Washington County and neighboring cities	\$2,156,967	Years 10-15	33%	100%	\$711,799
RW-01	Boeckman Road Bridge and Corridor Improvements	Widen Boeckman Road from Boberg Road to 500 feet east of Parkway Avenue to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes reconstruction of the bridge over I-5 and improvements at Boeckman Road/Boberg Road and Boeckman Road/Parkway Avenue intersections and adjacent transit stops	\$14,379,781	Years 15-20	100%	60%	\$8,627,869

Transportation Capital Improvements, 2016 to 2035							
Project #	Name	Description	2017 Cost Estimate	Project Timing	City Share of Costs Eligible for SDC	SDC-Eligible %	SDC-Eligible Costs
UU-01	Boeckman Road Dip Improvements	Upgrade at vertical curve east of Canyon Creek Road to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); options should also be considered to make connections to the regional trail system and to remove the culvert and install a bridge	\$12,920,656	Years 10-15	100%	100%	\$12,920,656
UU-02	Boeckman Road Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); project includes a traffic signal or roundabout at the Boeckman Road-Advance Road/Stafford Road-Wilsonville Road Intersection	\$1,241,882	Years 0-5	100%	28%	\$345,329
UU-06	Stafford Road Urban Upgrade	Upgrade to meet applicable cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements). Project costs cover the east side of the road, west side oversizing, and roundabout options.	\$4,440,815	Years 5-10	100%	100%	\$4,440,815
BW-04	Boeckman Road Bike Lanes and Sidewalk Infill	Construct bike lanes (both sides of street) and sidewalks (south side of street) from Parkway Avenue to Canyon Creek Road	\$544,528	Years 5-10	100%	50%	\$272,264
RE-04B	East West Connector Corridor Construction (Phase from Boones Ferry to Kinsman)	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Wilsonville Road to Boones Ferry Road (connect at either Bailey Street or 5th Street); includes roadway connection to Kinsman Road (with bike lanes and sidewalks), portion of Ice Age Tonquin Trail connecting to trail terminus on Arrowhead Creek Lane, and Brown Road/Kinsman Road intersection	\$8,458,695	Years 0-5	0%	100%	\$0
RE-04C	East West Connector Corridor Construction (Phase from Kinsman to Brown)	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Kinsman Road to Brown Road	\$7,359,304	Years 10-15	100%	100%	\$7,359,304
RE-06	Costa Circle Loop Extension	Construct remaining 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Barber Street to Villebois Drive to Mont Blanc Street	\$3,172,011	Years 0-5	100%	100%	\$3,172,011

Transportation Capital Improvements, 2016 to 2035							
Project #	Name	Description	2017 Cost Estimate	Project Timing	City Share of Costs Eligible for SDC	SDC-Eligible %	SDC-Eligible Costs
RE-08	Kinsman Road Extension (South)	Construct 2-lane roadway with bike lanes, sidewalks, and transit stop improvements from Barber Street to Boeckman Road; project also includes a roundabout at Kinsman Road/Boeckman Road intersection	\$8,881,629	Years 0-5	55%	100%	\$4,884,910
UU-03	Brown Road Upgrades	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stops)	\$3,700,679	Years 0-5	100%	28%	\$1,029,045
UU-07	Tooze Road Urban Upgrade	Upgrade to meet cross-section standards (i.e., 3 lanes with bike lanes, sidewalks, and transit stop improvements); includes roundabout at Grahams Ferry Road/Tooze Road intersection	\$8,352,961	Years 0-5	25%	100%	\$2,088,240
BW-03	Boberg Road Sidewalk Infill	Fill in gaps in the sidewalk network on the east side of the roadway from Boeckman Road to Barber Street, and construct transit stop improvements	\$396,501	Years 10-15	100%	50%	\$198,251
RT-06	Willamette River Bike/Pedestrian and Emergency Bridge Project Development	Perform feasibility study and project development for bike/pedestrian/emergency bridge over the Willamette River to provide a non-motorized alternative to the I-5 freeway deck	\$1,459,125	Years 0-5	0%	100%	\$0
BW-08	Town Center Loop Pedestrian, Bicycle, and Transit Improvements	Create more direct connections between destinations within Town Center area, improve accessibility to civic uses and transit stops, retrofit sidewalks with curb ramps, highlight crosswalks with colored pavement, and construct other similar treatments that support pedestrian, bicycle, and transit access and circulation; also construct shared-use path along Town Center Loop West from Wilsonville Road to Parkway Avenue and restripe Town Center Loop East from Wilsonville Road to Parkway Avenue to a three-lane cross-section with bike facilities	\$528,668	Years 5-10	100%	28%	\$147,006
BW-09	I-5 Pedestrian and Bikeway Overcrossing	Construct bike/pedestrian bridge over I-5 approximately aligned with Barber Street to improve connectivity of Town Center area with businesses and neighborhoods on west side of I-5; include aesthetic design treatments	\$8,458,695	Years 10-15	100%	100%	\$8,458,695

Transportation Capital Improvements, 2016 to 2035							
Project #	Name	Description	2017 Cost Estimate	Project Timing	City Share of Costs Eligible for SDC	SDC-Eligible %	SDC-Eligible Costs
BW-10	French Prairie Drive Pathway	Construct 10-foot wide shared-use path along French Prairie Drive from Country View Lane to Miley Road or reconfigure existing roadway to remove a travel lane in each direction and add bicycle and pedestrian facilities	\$1,205,364	Years 10-15	100%	28%	\$335,175
SR-01	Boeckman Creek primary Safe Routes to School Improvements	Construct a bicycle parking shelter near the school and a new 10 to 12-foot bike path on the south side of the existing sidewalk that meanders south of the tree line and connects to the existing marked crosswalk near the school parking lot	\$68,727	Years 5-10	20%	0%	\$0
RT-01B	Boeckman Creek Trail (South)	Construct north-south trail through east Wilsonville following Boeckman Creek, with connections to neighborhoods, parks, and intersecting roads (may need a boardwalk for various sections and would require a comprehensive public process)	\$1,215,937	Years 5-10	25%	28%	\$84,529
UU-P2A	Boones Ferry Road Urban Upgrade	Upgrade Boones Ferry Road from Wilsonville Road to Ridder Road with bike lanes on both sides and sidewalks on west side only	\$6,238,287	Years 15-20	100%	28%	\$1,734,677
LT-P4	Canyon Creek Trail	Shared Use Path from Canyon Creek Park to Boeckman Creek Trail providing connectivity to neighborhoods to the south	\$211,467	Years 10-15	100%	100%	\$211,467
BW-P4	Wilsonville Road Enhanced Pedestrian Crossing at Rose Lane	Install new pedestrian crossing adjacent to Rose Lane and nearby transit stops; potential crossing treatments include, but are not limited to, rectangular rapid flashing beacons (RRFBs), signage, etc.	\$105,734	Years 10-15	100%	0%	\$0
LT-P5	New School Site Trail	Shared Use Path from Boeckman Creek Elementary School to planned school and park site, with possible connections to adjacent neighborhoods	\$740,136	Years 0-5	50%	100%	\$370,068
10133	French Prairie Bicycle/Pedestrian/Emergency Bridge from Boones Ferry Rd. to Butteville Rd.	New bicycle/pedestrian/emergency vehicle only bridge crossing the Willamette River.	\$21,146,737	Years 10-15	25%	100%	\$5,286,684

Transportation Capital Improvements, 2016 to 2035							
Project #	Name	Description	2017 Cost Estimate	Project Timing	City Share of Costs Eligible for SDC	SDC-Eligible %	SDC-Eligible Costs
RW-02	Day Road Widening	Widen Day Road from Boones Ferry Road to Grahams Ferry Road to include additional travel lanes in both directions along with bike lanes and sidewalks; project includes improvements at the Day Road/Boones Ferry Road and Day Road/Grahams Ferry Road intersections	\$10,794,223	Years 5-10	25%	50%	\$1,349,278
RE-P1	Boones Ferry Road Extension	Construct 2-lane roadway from Ridder Road to Commerce Circle with bike lanes, sidewalks, and transit improvements to facilitate access and circulation in the area surrounding Ridder Road and 95th Avenue	\$2,146,464	Years 15-20	100%	100%	\$2,146,464
BW-P1	Cahalin Road Bike Lanes and Sidewalks	Construct bike lanes and sidewalks from Garden Acres Road extension to Ice Age Tonquin Trail	\$740,136	Years 15-20	100%	100%	\$740,136
BW-P2	Commerce Circle Loop Sidewalk Infill	Fill in gaps in the sidewalk network on Commerce Circle Loop	\$105,734	Years 15-20	100%	100%	\$105,734
LT-P2	Area 42 Trail	Shared Use Path from Kinsman Road to Day Road	\$224,868	Years 10-15	100%	0%	\$0
LT-P3	BPA Power Line Trail	Shared Use Path from Day Road to Ice Age Tonquin Trail providing trail users access to City's northern industrial area	\$528,668	Years 15-20	100%	0%	\$0
UU-P3 A/B	Elligsen Road Urban Upgrade	Upgrade Elligsen Road from Parkway Center to Stafford Road to meet applicable crosssection standards including bike lanes, sidewalks, and transit improvements	\$6,344,021	Years 15-20	25%	28%	\$441,019
8600	Boones Ferry from Basalt Creek Parkway to Day	Widen to 5 lanes	\$1,163,071	Years 10-15	100%	100%	\$1,163,071
Total			\$176,319,908				\$85,083,554

Source: Wilsonville 2013 Transportation System Plan, Washington County TDT Project List as Amended 1-20-15, and the City of Wilsonville, compiled by FCS GROUP. Costs escalated to 2017 using the Engineer News Record, Seattle Construction Cost Index. Original costs in TSP from 2011 and TDT project list or Metro RTP project costs escalated from 2014.

**Transportation System Development Charge
Methodology Report
EXHIBIT A
TSDC Per Land Use**

EXHIBIT A
City of Wilsonville
TSDC Charge per Land Use

ITE Code	Land Use	Unit	ITE Average Daily Trips	Primary Trip Adjustments as a Percent of Total ¹	ITE Adjusted Average Daily Trips	Number of Person Trips ²	Reimbursement Fee	Improvement Fee	Compliance Fee	Total TSDC per Unit
750	Office Park	1,000 SFGFA	11.42*	100%	11.42	18.36	\$2,146	\$14,114	\$339	\$16,598
760	Research and Development Center	1,000 SFGFA	8.11*	100%	8.11	13.04	\$1,524	\$10,023	\$241	\$11,787
770	Business Park	1,000 SFGFA	12.44*	100%	12.44	20.00	\$2,337	\$15,374	\$369	\$18,081
812	Building Materials and Lumber Store	1,000 SFGFA	45.16*	100%	45.16	72.60	\$8,485	\$55,812	\$1,339	\$65,636
813	Free-Standing Discount Superstore	1,000 SFGFA	53.42	72%	38.46	61.83	\$7,226	\$47,535	\$1,141	\$55,902
814	Variety Store	1,000 SFGFA	64.03*	48%	30.57	49.15	\$5,744	\$37,786	\$907	\$44,437
815	Free-Standing Discount Store	1,000 SFGFA	57.24*	48%	27.33	43.94	\$5,135	\$33,779	\$811	\$39,725
816	Hardware/Paint Store	1,000 SFGFA	51.29*	45%	22.82	36.69	\$4,288	\$28,208	\$677	\$33,173
817	Nursery (Garden Center)	1,000 SFGFA	68.10*	82%	55.84	89.77	\$10,492	\$69,014	\$1,656	\$81,162
820	Shopping Center	1,000 SFGFA	42.70*	50%	21.41	34.42	\$4,023	\$26,460	\$635	\$31,117
826	Specialty Retail Center	1,000 SFGFA	44.32*	82%	36.34	58.42	\$6,828	\$44,915	\$1,078	\$52,821
841	Automobile Sales	1,000 SFGFA	32.30*	100%	32.30	51.93	\$6,069	\$39,919	\$958	\$46,945
843	Automobile Parts Sales	1,000 SFGFA	61.91*	44%	27.24	43.79	\$5,118	\$33,666	\$808	\$39,592
848	Tire Store	1,000 SFGFA	24.87*	69%	17.08	27.45	\$3,209	\$21,106	\$506	\$24,821
850	Supermarket	1,000 SFGFA	102.24*	39%	39.62	63.69	\$7,444	\$48,963	\$1,175	\$57,582
851	Convenience Market (Open 24 Hours)	1,000 SFGFA	737.99*	33%	240.04	385.89	\$45,100	\$296,662	\$7,119	\$348,880
857	Discount Club	1,000 SFGFA	41.80*	57%	23.83	38.30	\$4,477	\$29,446	\$707	\$34,629
862	Home Improvement Superstore	1,000 SFGFA	38.03	44%	16.73	26.90	\$3,144	\$20,681	\$496	\$24,321
863	Electronics Superstore	1,000 SFGFA	45.04*	100%**	45.04	72.41	\$8,462	\$55,664	\$1,336	\$65,462
880	Pharmacy/Drugstore without Drive-Through	1,000 SFGFA	90.06	42%	38.13	61.29	\$7,163	\$47,118	\$1,131	\$55,412
881	Pharmacy/Drugstore with Drive-Through	1,000 SFGFA	96.91*	38%	36.83	59.20	\$6,919	\$45,512	\$1,092	\$53,523
890	Furniture Store	1,000 SFGFA	5.06*	37%	1.86	2.98	\$349	\$2,293	\$55	\$2,697
912	Drive-In Bank	1,000 SFGFA	148.15*	27%	40.49	65.10	\$7,608	\$50,046	\$1,201	\$58,855
931	Quality Restaurant	1,000 SFGFA	89.95*	43%	38.23	61.46	\$7,183	\$47,246	\$1,134	\$55,562
932	High-Turnover (Sit-Down) Restaurant	1,000 SFGFA	127.15*	40%	50.54	81.25	\$9,496	\$62,464	\$1,499	\$73,459
934	Fast-Food Restaurant with Drive-Through	1,000 SFGFA	496.12*	41%	203.13	326.56	\$38,166	\$251,049	\$6,024	\$295,238
937	Coffee/Donut Shop with Drive-Through	100 SFGFA	81.86	11%	8.96	14.40	\$1,683	\$11,072	\$266	\$13,021
938	Coffee/Donut Kiosk	100 SFGFA	180.00	11%	19.80	31.83	\$3,720	\$24,470	\$587	\$28,778
944	Gasoline/Service Station	VFP	168.56	35%	59.00	94.84	\$11,084	\$72,912	\$1,750	\$85,746
945	Gasoline/Service Station with Convenience Market	VFP	162.78	13%	20.80	33.44	\$3,908	\$25,706	\$617	\$30,231
946	Gasoline/Service Station with Car Wash	VFP	152.84	24%	36.51	58.70	\$6,860	\$45,124	\$1,083	\$53,067

Source: ITE Trip Generation Manual, 9th Edition, and City staff, compiled by FCS GROUP.

¹Primary trip adjustments include pass by trips and diverted/linked trips.

²Person trips calculated with 1.61 person trips equal to one average daily person trip, provided by DKS.

*Estimate provided by City staff based on previous traffic studies.

**Estimate.

EXHIBIT A

City of Wilsonville

TSDC Charge per Land Use

Wilsonville Transportation SDC by Land Use, FY 2017/18										
ITE Code	Land Use	Unit	ITE Average Daily Trips	Primary Trip Adjustments as a Percent of Total	ITE Adjusted Average Daily Trips	Number of Person Trips ²	Reimbursement Fee	Improvement Fee	Compliance Fee	Total SDC per Unit
110	General Light Industrial	1,000 SFGFA	6.97*	100%	6.97	11.21	\$1,310	\$8,614	\$207	\$10,130
120	General Heavy Industrial	1,000 SFGFA	1.50*	100%**	1.50	2.41	\$282	\$1,854	\$44	\$2,180
130	Industrial Park	1,000 SFGFA	6.83*	100%	6.83	10.98	\$1,283	\$8,441	\$203	\$9,927
140	Manufacturing	1,000 SFGFA	3.82*	100%	3.82	6.14	\$718	\$4,721	\$113	\$5,552
150	Warehousing	1,000 SFGFA	3.56*	100%**	3.56	5.72	\$669	\$4,400	\$106	\$5,174
151	Mini-Warehouse	1,000 SFGFA	2.50*	100%	2.50	4.02	\$470	\$3,090	\$74	\$3,633
152	High-Cube Warehouse/Distribution Center	1,000 SFGFA	1.68*	100%**	1.68	2.70	\$316	\$2,076	\$50	\$2,442
160	Data Center	1,000 SFGFA	0.99	100%	0.99	1.59	\$186	\$1,224	\$29	\$1,439
210	Single-Family Detached Housing	Dwelling unit	9.45	100%	9.45	15.19	\$1,775	\$11,676	\$280	\$13,731
220	Apartment	Dwelling unit	6.50	100%	6.50	10.45	\$1,221	\$8,033	\$193	\$9,447
230	Residential Condominium/Townhouse	Dwelling unit	5.65	100%	5.65	9.09	\$1,062	\$6,984	\$168	\$8,214
240	Mobile Home Park	ODU	4.90	100%	4.90	7.88	\$921	\$6,058	\$145	\$7,124
254	Assisted Living	Bed	2.56	100%	2.56	4.12	\$482	\$3,167	\$76	\$3,725
310	Hotel	Room	7.86	100%	7.86	12.63	\$1,476	\$9,709	\$233	\$11,418
320	Motel	Room	5.63	100%	5.63	9.05	\$1,058	\$6,958	\$167	\$8,183
411	City Park	Acre	6.13	100%	6.13	9.86	\$1,152	\$7,579	\$182	\$8,914
417	Regional Park	Acre	4.99	100%	4.99	8.02	\$938	\$6,169	\$148	\$7,255
430	Golf Course	Acre	5.27	100%	5.27	8.47	\$990	\$6,515	\$156	\$7,662
492	Health/Fitness Club	1,000 SFGFA	30.32	100%	30.32	48.75	\$5,697	\$37,474	\$899	\$44,070
495	Recreational Community Center	1,000 SFGFA	33.82*	100%	33.82	54.37	\$6,354	\$41,797	\$1,003	\$49,155
520	Elementary School	1,000 SFGFA	15.43*	59%	9.10	14.64	\$1,710	\$11,251	\$270	\$13,231
522	Middle School/Junior High School	1,000 SFGFA	13.78*	59%	8.13	13.07	\$1,528	\$10,048	\$241	\$11,817
530	High School	1,000 SFGFA	12.89*	59%	7.61	12.23	\$1,429	\$9,399	\$226	\$11,055
540	Junior/Community College	1,000 SFGFA	27.49*	100%	27.49	44.19	\$5,165	\$33,974	\$815	\$39,955
560	Church	1,000 SFGFA	9.11*	100%	9.11	14.65	\$1,712	\$11,259	\$270	\$13,241
565	Day Care Center	1,000 SFGFA	74.06*	33%	24.44	39.29	\$4,592	\$30,205	\$725	\$35,521
590	Library	1,000 SFGFA	56.24*	100%	56.24	90.41	\$10,567	\$69,506	\$1,668	\$81,740
610	Hospital	1,000 SFGFA	12.17	100%	12.17	19.56	\$2,287	\$15,041	\$361	\$17,688
620	Nursing Home	1,000 SFGFA	7.60*	100%	7.60	12.22	\$1,428	\$9,393	\$225	\$11,046
630	Clinic	1,000 SFGFA	31.45*	100%**	31.45	50.56	\$5,909	\$38,868	\$933	\$45,710
710	General Office Building	1,000 SFGFA	11.03*	66%	7.28	11.70	\$1,368	\$8,997	\$216	\$10,581
714	Corporate Headquarters Building	1,000 SFGFA	7.98*	100%**	7.98	12.83	\$1,499	\$9,862	\$237	\$11,598
715	Single Tenant Office Building	1,000 SFGFA	11.65*	100%**	11.65	18.73	\$2,189	\$14,398	\$345	\$16,932
720	Medical-Dental Office Building	1,000 SFGFA	36.13*	100%	36.13	58.08	\$6,788	\$44,652	\$1,071	\$52,512
731	State Motor Vehicles Department	1,000 SFGFA	120.90	100%	120.90	194.36	\$22,715	\$149,418	\$3,585	\$175,718
732	United States Post Office	1,000 SFGFA	108.19*	100%	108.19	173.93	\$20,327	\$133,710	\$3,208	\$157,245

Transportation System Development Charge

Methodology Report

EXHIBIT B

60-day and 90-day Notification Record



**City of Wilsonville
60-Day Public Notice of
Transportation System Development Charge
Methodology Modifications**

The City of Wilsonville hereby issues public notice, pursuant to ORS 223.304, of its intent to modify the local system development charge for transportation facilities.

A draft technical report addressing the methodology and calculation of the proposed charges on new development within Wilsonville is available for review at Wilsonville City Hall, located at 29799 SW Town Center Loop East, Wilsonville, OR 97070, and the City website at www.ci.wilsonville.or.us, or by calling the Wilsonville Engineering Department at 503-682-4960.

A public hearing to take comments regarding the proposed system development charges is tentatively scheduled June 5, 2017 for 7:00 p.m. at Wilsonville City Hall. If you wish to comment but cannot attend the public hearing, please address written comments as follows:

City of Wilsonville
Mike Ward, Civil Engineer
Engineering Department
29799 SW Town Center Loop E
Wilsonville, OR 97070
ward@ci.wilsonville.or.us

Written comments must be received by May 10, 2017 to be considered.



April 18, 2016

Subject: Notice of Proposed Hearing to Adopt Transportation System Development Charges (SDCs) and to Adopt a Revised Transportation Capital Improvement Plan

This letter serves as notice that the City of Wilsonville is considering making changes to the Transportation SDC's. The Public Hearing concerning adoption of a transportation development charge, which will revise and replace the existing street system development charge, will be held July 20, 2016 at City Hall.

Copies of the plan, when available, will be obtained at the front desk of City Hall, by calling (503)682-4960. The street capital improvement plan is included in the 2013 Transportation System Plan. The CIP will be modified to reflect and update from 2013 to 2016 and to include information required in ORS 223.303. Adoption of the transportation SDC resolution will also include adoption of the revised capital improvement plan.

This letter constitutes notice of the proposed modifications to the persons who have requested written notice under ORS223.304(6)

If you have specific suggestions or questions concerning the methodology or the ordinance for the revised transportation system development charges please contact Mike Ward via email (ward@ci.wilsonville.or.us) or phone (503-570-1546).

Sincerely,

Nancy Kraushaar
Community Development Director

cc: PC Requested Written Notice – Home Builders Association
Courtesy Copies: Potentially Impacted Developers
Sandy King, City Recorder
Barbara Jacobson
File

Name	Company	Address	City	State	Zip
Tualatin Valley Water District		1850 SW 170 th Ave	Beaverton	OR	97005-4211
Columbia Cable of Oregon		14200 SW Brigadoon Ct	Beaverton	OR	97005
City Planner	City of Canby	PO Box 930	Canby	OR	97013
Mike Strauch, District Manager	ODOT Region 2A	9200 SE Lawnfield Road	Clackamas	OR	97015
Diane Taniguchi-Dennis	Clean Water Services	2550 SW Hillsboro Hwy	Hillsboro	OR	97123
Andy Back	Wash County Long Range Planning	155 N First Avenue	Hillsboro	OR	97124
James Clark	BPA, Realty Department	2715 Tepper Lane	Keizer	OR	97303
Justin Wood, Assoc. Dir. of Government & Builder Rel	Home Builders Associations	15555 SW Bangy Road, Suite 301	Lake Oswego	OR	97035
Jon Kloor, Government & Political Rel Coord	Home Builders Associations	15555 SW Bangy Road, Suite 301	Lake Oswego	OR	97035
Mike McCallister	Clackamas Co Transportation & Development	150 Beaver Creek Road	Oregon City	OR	97045
	Oregon Dept of Environ Quality	811 SW Sixth Avenue	Portland	OR	97204
Brian Harper	Metro	600 NE Grand Avenue	Portland	OR	97232
Anthony Buczek	Metro	600 NE Grand Avenue	Portland	OR	97232
Paulette Copperstone	Metro	600 NE Grand Avenue	Portland	OR	97233
Manager, Community Development	Metro Growth Management Services	600 NE Grand Avenue	Portland	OR	97232
Engineering Department	NW Natural Gas	220 NW 2 nd Avenue	Portland	OR	97209
Attn Development Review	ODOT	123 NW Flanders Street	Portland	OR	97209
Ben Baldwin	Tri-Met Project Planning Dept	4012 SE 17th Avenue	Portland	OR	97202
Bobbi Burton	Community Coordinator, Facilities Division	2575 Center Street, NE	Salem	OR	97310
Doug Young	Department of Corrections	2575 Center Street NE	Salem	OR	97310
John Lilly	Department of State Lands	775 Summer Street, NE	Salem	OR	97301-1279
Bill Ferber, Region Manager	Oregon Water Resources Department	725 Summer Street, NE, Suite A	Salem	OR	97301
Sherwood School Dist Admin Office		23295 SW Main Street	Sherwood	OR	97140
Planning Director	City of Sherwood	22560 SW Pine Street	Sherwood	OR	97140
Aquilla Hurd-Ravich	City of Tualatin	18880 SW Martinazzi Avenue	Tualatin	OR	97062
Dr. Kathy Ludwig	West Linn/Wilsonville School District 3JT	22210 SW Stafford Rd	Tualatin	OR	97062
Tualatin Valley Fire and Rescue		29875 SW Kinsman Road	Wilsonville	OR	97070
Tualatin Valley Fire and Rescue		8445 SW Ellhgsen Road	Wilsonville	OR	97070
Brian Buswell	Portland General Electric	9480 SW Boeckman Road	Wilsonville	OR	97070
Frank Lonergan	United Disposal Services	10295 SW Ridder Road	Wilsonville	OR	97070
	Chamber of Commerce	8565 SW Salsish Lane	Wilsonville	OR	97070