

Systems Development Charges - Arterial and Collector Streets

3.811 Methodology for Calculation of the SSDC.

~~(1) The formula for calculating the SSDC shall be:~~

- ~~• $\text{Attributable New Travel in Vehicular Miles Per Day} = (\text{Vehicular Trip Ends Per Day} \times \text{Average Trip Length}) \div 2$~~
- ~~• $\text{New Lane Miles of Roads} = \text{Attributable Travel} \div \text{Capacity Per Lane Mile in Vehicles Per Day}$~~
- ~~• $\text{Construction Cost} = \text{New Lane Miles of Roads} \times \text{Construction Cost Per Lane Mile (See (3) below)}$~~
- ~~• $\text{Right of Way Cost} = \text{New Lane Miles of Roads} \times \text{Right of Way Cost Per Lane Mile of constructed street (See (5) below)}$~~
- ~~• $\text{Credits} = \text{Present Value of Future Annual Payments} + \text{Allowable Developer Costs}$~~
- ~~• $\text{SSDC (impact fee)} = \text{Construction Cost} + \text{Right of Way Cost} - \text{Credits}$~~

~~(2) The construction cost factor used in computing the Street Systems Development Charge shall be set as follows per lane mile. This value may be updated from time to time by the City Council.~~

After Termination of 17 Transportation Surcharge	July 1, 2021
\$400,749	\$459,994

~~(3) The right of way cost factor used in computing the Street Systems Development Charge shall be set at the rate per lane mile of constructed street as shown below. This value may be updated from time to time by the City Council.~~

The following rate is hereby established for the right of way cost factor for one lane mile of constructed street:

After Termination of 17 Transportation Surcharge	July 1, 2021
\$162,402	\$186,419

~~(4) The capacity factors used in computing the Street Systems Development Charge shall be 5,500 vehicles per lane mile per day. This figure is based on average weekday traffic volumes.~~

(1) The methodology for the SSDC is based on future capacity-increasing capital improvements as identified in the City's Capital Improvement Plan for the Street System Development Charge Fund, and on planning criteria as identified in the report entitled, "City of Medford Transportation System Plan". The SDC Eligible project list is available for review through Public Works Engineering.

(2) The SDC fee is determined by multiplying the Average Daily Vehicle Trips by the Pass-by Trip Factor by the Calculated SDC amount per Average Daily Vehicle Trip-End.

~~(3)-(5)~~ **The values Average Daily Vehicle Trips and New Trip Factor** to be used for attributable new travel shall be as set forth in Table 3.1 entitled "Table of Values for Determining Attributable New Travel." The Category of Use shall be determined in accordance with the principles of classification set forth in Section [3.814](#) and the definitions set forth in 3.816.

~~(6)~~ Credit shall be given for the present worth value of the projected increase in future property tax payments to retire arterial and collector street improvement bonds using a discount rate of seven percent. The value of the improvements to be used in this calculation shall be the value shown in the building permit records.

(4) Credit shall be given for construction of improvements that meet all the following criteria:

- (a) The improvement was a required or negotiated condition of development approval;**
- (b) The improvement is part of the City's SDC project list.**
- (c) The improvement provides more capacity than is needed for the applicant's own development**
- (d) The amount of the credit shall not exceed more than was collected in SDC fees for the improvement project.**

~~(5)-(7)~~ **The cost factor per lane-mile SDC dollar value per trip-end** as established in the most recent fee schedule approved by resolution of the City Council shall be adjusted July 1st each year by the January to January Engineering News-Record Construction Cost Index (ENR-CCI). **The adjustment applies to both the SDC fee and the SDC credit.**

~~(6)-(8)~~ Changes in the SSDC rate shall be applied to development applications and building permits as follows:

- (a) Any complete application for a building permit for a project which has received the required approvals, such as Site Plan and Architectural Commission or Planning Commission approvals, and which has been entered into the City's computerized building permit system prior to the effective date of the change, or is submitted by 5:00 p.m. of the previous business day, will be charged the old SSDC rate. All others shall be charged the new rate.

3.815 Explanation of SSDC Methodology.

This section explains and defines the method of calculating the SSDC:

~~(1) *Travel.* The relevant travel by land-use type and unit is calculated by multiplying the number of trip ends per day (ADT) times the average trip length. The result is then reduced to one-half to adjust the number of trip ends to the number of travel trips (a travel trip, say from home to work, would have two trip ends, one leaving home and one arriving at work) but would count as only one trip. The individual factors in this calculation and their sources are: a. Vehicular Trip Ends Per Day. The values shown in Table 3.1 for Average Daily Travel (ADT), in trip ends per day, are based upon available data from published and unpublished sources. Rates have been adjusted to reflect percentages of new trips for each land use. b. Average Trip Lengths. The values for Average Trip Lengths are based upon available data from published and unpublished sources. In calculating SSDCs for developments that do not have direct access to an arterial or collector street, the average trip length shall be reduced by 20% to account for the portion of the average trip that uses lower order streets. "Having direct access" means the first public street right-of-way that one enters after leaving the property in question. If a development takes direct access onto two public streets of different classification, the street of the highest order shall be used to determine the average trip length.~~

~~(2) *Required New Lane Miles.* This is calculated by dividing the attributable new miles of daily travel by the capacity of a lane of roadway.~~

~~(3) *Construction Cost.* The number of lane miles of new roads, as discussed above, is multiplied by the construction cost per lane mile of road.~~

~~(4) *Right of Way Cost.* The right of way cost equals the number of lane miles required multiplied by the right of way cost per lane mile.~~

(1) *Travel.* The relevant travel by land-use type and average daily trip-ends for that land-use is determined by the 11th edition of the Institute of Transportation Engineers (ITE) manual. In the absence of a specific classification from within the ITE manual for a particular developed use, the City Engineer shall determine the appropriate classification by interpreting the ITE manual and assigning the category which most accurately reflects the traffic generated by the proposed developed use.

(2) *Classification.* In determining the customer's classification, the following principles shall be used as a guide:

(a) Classification shall be made according to the Standard Industrial Classification (SIC) Manual, 1987 edition.

(b) Each proposed development is to be classified according to the primary activity of the establishment that will occupy the building or suite.

(3) *Pass-by Trip Factor.* The determination of whether or not a classification qualifies for a pass-by adjustment shall be made by the City Engineer based on the ITE manual. Pass-by rates may be adjusted by the City Engineer to reflect traffic patterns within the City.

(4) ~~(5)~~ *Credit for Land and Improvements.*

(a) If land is required to be deeded or dedicated to the City for collector or arterial street right-of-way as a condition of development approval, the developer shall receive compensation by credit for that exaction as described in ~~(4 5)~~(c) below. Credits for right-of-way shall be equal to the value of such land on the date of the Final Order of either the Planning Commission or the Site Plan and Architectural Commission, whichever occurs first and includes the condition for the dedication. Said value will be determined by the real market value last recorded on the tax assessor's records for the parcel being developed or the value indicated by an appraisal by a licensed fee appraiser selected by the City if the developer agrees to pay for the appraisal and deposits the estimated cost in advance. The tax assessor's value shall be used unless a written request to have the land value determined via appraisal is submitted to the City Engineer within 60 calendar days of said Final Order. The appraisal shall determine the value of the parent parcel prior to project influence and shall be done in accordance with accepted methods used in the industry for establishing the value of public right-of-way. ~~The right-of-way cost factor used to compute the SSDC will not be considered in determining the amount of credit.~~ Land required to be deeded to the City for any other classification of streets other than collector or arterial will be deemed to be for the developer's benefit and will not be compensated for by credits.

(b) Where it is a condition of development approval that the developer either provide in part or in its entirety a street improvement or traffic device that provides additional total capacity to collector or arterial streets of the City, the developer will receive compensation by credit for the reasonable cost (as described in (c)(i)(E) below) of that additional capacity, as described in (c) below, unless the need for the improvement is specifically attributable to that development. If, for his convenience, the developer wishes to provide a greater facility than required or wishes to construct a facility prior to the time that the City ordinarily would, the City, at its sole discretion, may elect to participate but shall not be required to do so. The credits provided by this paragraph apply to both on-site and off-site improvements.

(c) (i)(A) All SSDC credits for eligible land dedications and street improvements will be paid in cash in accordance with the parameters identified below. All cash payments will be approved administratively, per applicable expense authority limits of the City's contracting and purchasing code. For those developments whose credit period began (see Section 3.815~~(4 5)~~(c)(iii) below) prior to June 4, 2009, payments shall be made to the entity applying for the building permit unless, a written agreement already existed prior to June 4, 2009 between the developer who constructed the improvements or dedicated the right-of-way, and the City. For those developments whose credit period begins after June 4, 2009, payments shall be made to the developer who constructs the improvements or dedicates the right-of-way, unless otherwise provided for in a written agreement between said developer and the City. Such an agreement is also subject to the restrictions of Section 3.723.

(B) Payment of Credits for Residential Land Divisions--The total credit allowed for a single- or multi-family residential land division development shall be calculated following the construction of the improvements, or following the recording of final plat, whichever comes later, and will be prorated across the number of dwelling units to be constructed in said development. The proration for a single- or multi-family development will be based on the ratio of the chargeable trips for each dwelling unit to the total chargeable trips for the entire development using the numbers in Table 3.1, located at the end of this chapter. Cash payment shall be made as each building permit is issued. The maximum credit to be allocated to each individual dwelling unit shall be no more than the value of the corresponding SSDC fee which will be due for that same dwelling unit at the time the total credit value for the development is calculated. Credits in excess of the SSDC fees to be generated from such a development shall be paid in cash upon recording of the final plat.

(C) Payment of Credits for Non-Residential Land Divisions--Credits for commercial and industrial land divisions shall be calculated at the same point in the review process as those for residential land divisions. Cash payments shall be made as each building permit fee is paid which has a SSDC fee as part of said building permit. The cash payment resulting from a new building permit in a non-residential land division shall be equal to the amount of the SSDC fee calculated for said building permit. Credits shall be paid out as building permits are issued, on a "first-come, first-served" basis until used up. Total credits for the development shall be reduced by the amount of each payment until: 1) all parcels in the land division are fully developed, 2) the credits are reduced to zero, or 3) the credit period expires, whichever comes first. If credits remain after all parcels are developed, and if the credit period has not expired, the remaining credits shall be paid in cash to the developer.

(D) Credits for other types of developments, such as those approved by the Site Plan and Architectural Commission, shall be determined after the completion of the improvements, and/or recording of the right-of-way dedication. Distribution or assignment of these credits shall be in accordance with Section 3.815(4 5)(c)(i)(A).

~~(E) If the developer constructed the improvements, then the credit will be calculated using the same construction cost factor per lane mile used in the SSDC formula (Section 3.811(2)), regardless of the actual cost. In calculating credits for right of way, exactions and assessments, no credit shall be given for the time value of money.~~

(ii) When a change **to a component** in the SSDC formula of Section 3.811(2) occurs, street construction credits for all developments shall be applied based on the date of the first submittal of the public improvement drawings to the Engineering Division for review and approval. Street construction credits for developments whose public improvement drawings are submitted to the City for review before the effective date of the change shall be determined using the old SSDC **component construction cost factor**. Those developments for which public improvement drawings are submitted on or after the effective date of the change will be credited using the new SSDC

component construction cost factor. Credits generated by right-of-way dedications are not affected by the changes in the SSDC formula in Section 3.811(2).

(iii) The length of the credit period for all developments shall be ten years, which is the maximum allowed by ORS 223.304(5)(d). For subdivisions and land partitions, the credit period shall begin with the date the final plat is recorded with the Jackson County Clerk's Office. For other types of development, the credit period shall begin with the date the improvements are accepted by the City. Plats which were recorded after May 16, 1992, and whose credit period had been set through previous ordinances at either three years or five years, shall have their credit periods extended to ten years.

(iv) Credits allowed under this subsection (5) shall be paid as building permits are issued for construction within the platted area to which the credit was assigned until the total credits for the development have been used up or the credit period has expired. At the expiration of the credit period, any remaining credits shall be canceled and forfeited.

(d) When a change in use of an existing building results in increased usage of the arterial and collector street system, the occupant whose activities cause the increased usage shall be charged for the new use less a credit equal to the current SSDC for the prior use, whether occupied or vacant, and regardless of the length of the vacancy. Said credit shall also be subject to the conditions of Section 3.807. No refund will be given for a decrease in street usage. Credit may also be given for demolished or destroyed buildings previously existing on a parcel. The burden of proof showing that there was a permitted building on the subject parcel, and the nature of its use, shall fall on the applicant. No cash credits may be given for excess credits due to demolished buildings.

NOTE: Table 3.1 referenced herein appears at the end of this Chapter.

Table 3.1.

Table of Values for Determining Attributable New Travel

The following table shall be used in the calculation of the Street Development Charge:

CATEGORY OF USE	REPRESENTATIVE TRIP-ENDS PER UNIT	PERCENT REDUCTION	CHARGEABLE TRIP-ENDS PER UNIT	AVERAGE TRIP-LENGTH
1. RESIDENTIAL				
A. Single-family	10 each	0	10/dwelling	6.7
B. Multi-family				
1) Regular	6.6/dwelling	0	6.6/dwelling unit	6.7
2) Senior Housing	3.3/dwelling	0	3.3/dwelling	6.7
2. TRANSPORTATION				
A. Commercial Airport	60/comm'l flights/day	10	54/comm'l flights/day	5.8
B. Truck/Bus Terminals	82/acre	0	82/acre	5.8
3. RETAIL				
A. 0 - 50,000	87.87-(0.8787xGFA) per 1000sf*	40	52.72-(0.5272xGFA) per 1000sf*	5.8
B. 50,001 - 175,000	46.27-(0.0469xGFA) per 1000sf*	40	27.77-(0.0282xGFA) per 1000sf*	5.8
C. 175,001 & up	38.06 per 1000sf	40	22.84 per 1000sf	5.8
4. SERVICES				
A. Hotels/Motels	8.67/room	25	6.5/room	5.8
B. Professional Personal and Repair Services				
1) 0 - 15,000	26.11-(0.358xGFA) per 1000sf*	10	23.5-(0.322xGFA) per 1000sf*	5.8
2) 15,001 - 50,000	24.49-(0.2497xGFA) per 1000sf*	10	22.04-(0.2249xGFA) per 1000sf*	5.8
3) 50,001 & up	12.00 per 1000sf	10	10.8 per 1000sf	5.8
C. Cemeteries	4.16/acre	0	4.16/acre	3.3
D. Amusement and Recreation Services				
1) Outdoor				
a) Park	2.2/acre	0	2.2/acre	9.0

CATEGORY OF USE	REPRESENTATIVE TRIP-ENDS PER UNIT	PERCENT REDUCTION	CHARGEABLE TRIP-ENDS PER UNIT	AVERAGE TRIP-LENGTH
b) Golf Course	37.6/hole	0	37.6/hole	9.0
E. Health Services				
1) Hospital	20.2/1000sf	0	20.2/1000sf	5.8
2) Nursing Care Services	2.6/bed	0	2.6/bed	5.8
F. Educational Services				
1) Elementary Schools	1.032/student	0	1.032/student	3.3
2) High Schools	1.385/student	0	1.385/student	3.3
3) Colleges	1.2 student	0	1.2/student	3.3
G. Social Services Membership Organizations				
1) Non-profits, churches and fraternal organizations	7.7/1000sf	50	3.85/1000sf	3.3
5. GOVERNMENT ADMINISTRATION	68.9/1000sf	20	55.1/1000sf	3.3
6. OTHER COMMERCIAL/INDUSTRIAL				
A. 0 - 50,000	10.0-(0.10xGFA) per 1000sf*	0	10.0-(0.10xGFA) per 1000sf*	5.8
B. 50,001 & up	5.0 per 1000sf	0	5.0 per 1000sf	5.8

* GFA = Gross Floor Area ÷ 1000 sf

Table 3.1 - continued

Where units are "square feet", this refers to the gross floor area of the entire building as hereinafter defined in this section. Where the units are "acres", this refers to the total improved area of the site. When calculating charges for developments that do not have direct access to an arterial or collector street, the average trip length shown in the table shall be reduced by 20% to account for the portion of the average trip that uses lower-order streets. "Having direct access" means the first public street right-of-way that one enters after leaving the property in question. If a development takes direct access onto two public streets of different classification, the street of the highest order shall be used to determine the average trip length. The column labeled "Percent Reduction" sets forth the estimated percentage of "passerby trips" or "diverted link trips" to be deducted so that the chargeable trips will reflect impacts on the system caused by the development.

UNITS OF MEASURE

1) Gross Floor Area (GFA):

The gross floor area of a building is the same (in square feet) of the area at each floor level, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are included within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all stories or areas that have floor surfaces with clear

standing head room (6 feet, 6 inches, minimum) regardless of their use. Where a ground level area, or part thereof, within the principal outside faces of the exterior wall is left unenclosed, the gross floor area of the unenclosed portion is said to be considered as a part of the overall square footage of the building. All unroofed areas and unenclosed roofed-over spaces, except as defined above, are to be excluded from the area calculations. Any roofed-over areas with three or more sides and used for storage of materials or goods shall be included in the gross floor area.

For purposes of the trip-generation calculation, the gross floor area of any parking garages within the building shall not be included within the gross floor area of the entire building.

2) Other

There are some business establishments where the unit of measure for the particular category-of-use in the above table is not applicable, e.g., card-lock gas stations where there is no building area or roofed-over areas. In such cases, the City Engineer may assign a trip-generation rate based on some other unit of measure, e.g., number of pumps, acres, etc.

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