

# City of King City



## SYSTEM DEVELOPMENT CHARGE ANALYSIS

DRAFT  
Methodology Report

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# Section I. INTRODUCTION

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

## I.A. PROJECT PURPOSE

The City of King City (City) provides a variety of public improvements to address demand from new growth in housing and business services. Like most cities within the greater Portland region, the City intends to assess system development charges (SDCs) to recover eligible infrastructure costs for parks and transportation facilities that are needed to serve future growth. SDCs provide partial funding for the capital needs of these different systems. In general, SDCs are charged within the City's boundaries on new development that places additional demand on public facilities.

In 2023, the City engaged FCS GROUP to update the methodology for calculating local transportation and parks SDCs. This report summarizes findings and initial policy recommendations.

## I.B. POLICY

SDCs are enabled by state statute, authorized by local ordinance, and constrained by the United States Constitution.

### I.B.1. State Statute

Oregon Revised Statutes (ORS) 223.297 to 223.314 enable local governments to establish SDCs, which are one-time fees on development that are paid at the time of development or redevelopment that creates additional demand for public facilities. SDCs are intended to recover a fair share of the cost of existing and planned facilities that provide capacity to serve future users (i.e., growth).

ORS 223.299 defines two types of SDC:

- **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).

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 that 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).

In addition to the reimbursement and improvement fees, ORS 223.307(5) states, in part, that “system development charge revenues may be expended on the costs of complying” with state statutes concerning SDCs, including “the costs of developing system development charge methodologies and providing an annual accounting of system development charge expenditures.”

### I.B.2. Local Ordinance

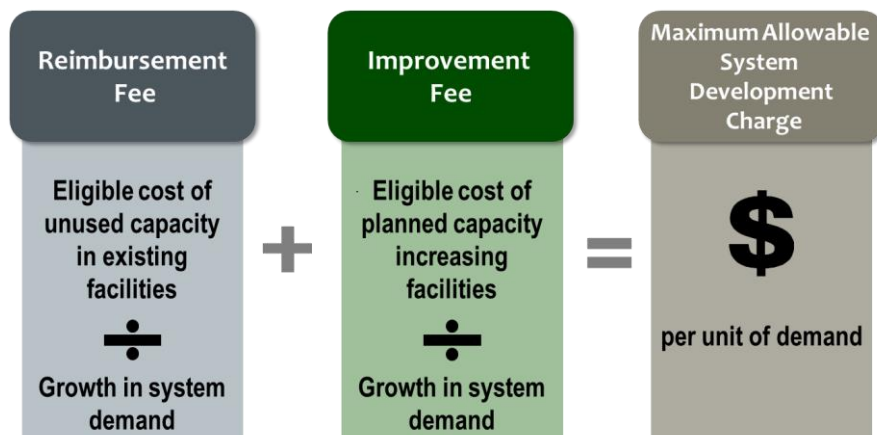
A local ordinance will be adopted as part of the King City Municipal Code to authorize the City to charge SDCs. This code shall authorize and govern the expenditure of SDCs, and specific resolutions can be adopted by the City over time with respect to each public facility type in accordance with state statutes.

### I.B.3. United States Constitution

The United States Supreme Court has determined that SDCs, impact fees, or other exactions that comply with state and/or local law may still violate the United States Constitution if they are not proportionate to the impact of the development. The SDCs calculated in this report are designed to meet all constitutional and statutory requirements.

## I.C. SDC BACKGROUND

In general, SDCs are calculated by adding a reimbursement fee component (if applicable) and an improvement fee component. 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 is an illustration of this calculation:



The methods for calculating each component of an SDC differ slightly depending on the specific public improvement. The calculations for parks and transportation are detailed in the following sections.

## Section II. TRANSPORTATION SDC

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This section provides the detailed calculations of the maximum allowable transportation SDC.

### II.A. GROWTH

The calculation of projected growth begins with defining the units by which current and future demand will be measured. Then, using the best available data, we quantify the current level of demand and estimate a future level of demand. The difference between the current level and the future level is the growth in demand that will serve as the denominator in the SDC calculations.

#### II.A.1. Unit of Measurement

Because the majority of new transportation facilities are designed to accommodate vehicle trips during peak travel periods, which occur primarily during the PM hours, the City intends to charge its transportation SDC using the PM peak-hour vehicle trip-end method. A PM peak-hour vehicle trip-end represents one vehicle departing or arriving at a particular property during the peak travel time of the afternoon.

The number of PM peak hour vehicle trip ends by land use type are estimated based on the Institute of Transportation Engineers *Trip Generation*, manual. This method is also used for this transportation SDC calculation.

#### II.A.2. Growth in Demand

The transportation project list is derived from the King City Transportation System Plan (TSP) and includes a subset of the long-range Capital Improvements Plan. Growth is measured from 2023 (base year), the current year of the analysis for a 20-year planning horizon. In order to measure growth between 2023 and 2043, we must first estimate the total number of PM peak hour vehicle trip ends (trip-ends) in 2023 and then forecast trip growth to year 2043.

Based on U.S. Census Bureau data and input from City staff, the number of total households and total employment by land use types has been estimated for 2023 and projected for year 2043. By applying trip generation factors from ITE *Trip Generation* manual, FCS calculated the total number of PM peak hour vehicle trips (PHVT) to be 3,528 in 2023. This analysis assumes that residential based trips will increase by 3.19 % annually and employment trip growth will average 2.09 % between 2023 and 2043. Growth assumptions are based on growth rates consistent with the City's TSP and the Kingston Terrace Master Plan (2023).

Transportation demand growth share assumptions are summarized in **Exhibit 1**. This analysis results in a growth forecast of 2,630 PM peak hour vehicle trip ends by year 2043, which will serve as the denominator in the SDC calculation.

**Exhibit 1**

**Trip Growth Forecast, City of King City**

| Land Use Type            | ITE Code | PM Peak |                  | Current<br>Trips (2023) | Future<br>Trips (2043) | 20- Year<br>Trip<br>Growth | Growth<br>Share |
|--------------------------|----------|---------|------------------|-------------------------|------------------------|----------------------------|-----------------|
|                          |          | Hour    | Vehicle<br>Trips |                         |                        |                            |                 |
| Industrial               | 110      |         | 0.68             | 98                      | 142                    |                            |                 |
| Retail                   | 820      |         | 1.89             | 409                     | 593                    |                            |                 |
| Office                   | 710      |         | 0.45             | 325                     | 472                    |                            |                 |
| <b>Total Non-Res.</b>    |          |         |                  | <b>832</b>              | <b>1,208</b>           | <b>375</b>                 |                 |
| Single Family            | 210      |         | 1.00             | 2,049                   | 3,524                  |                            |                 |
| Multi-Family             | 221      |         | 0.67             | 648                     | 1,427                  |                            |                 |
| <b>Total Residential</b> |          |         |                  | <b>2,696</b>            | <b>4,951</b>           | <b>2,255</b>               |                 |
| <b>Grand Total</b>       |          |         |                  | <b>3,528</b>            | <b>6,159</b>           | <b>2,630</b>               | <b>42.71%</b>   |

Source: ITE Trip Generation Manual, 10th Edition. FCS GROUP analysis.

## II.B. IMPROVEMENT FEE

An improvement fee is the eligible cost of planned capital improvements per unit of growth that such projects will serve. Since we have already calculated growth (SDC denominator), the following discussion focuses on the improvement fee cost basis (SDC numerator).

### II.B.1. Eligibility

A project’s eligible cost is the product of its total cost and its eligibility percentage. The eligibility percentage represents the portion of the project that creates capacity for future users. Where possible, specific details about a project can provide an eligibility percentage. However, when this is not possible, projects can still be sorted into three broad categories.

The first category is for projects that do not provide capacity for future users. Such projects may be purely replacement projects, or they may be solving a deficiency in the transportation system. Projects in this category are zero percent eligible. The second category is for projects that are purely for future users, such as when new road is required to serve new development. These projects are 100 percent eligible. Finally, projects that provide capacity that will be roughly equally shared between current and future users are eligible at the growth share percentage shown in **Exhibit 1** or 42.71 percent.

Projects for consideration in the improvement fee cost basis were all sorted into these three categories.

### II.B.2. Improvement Fee Cost Basis

Projects in the improvement fee cost basis were derived from the City’s current TSP Capital Improvement Program.

**Exhibit 2** reflects the projects in the transportation system improvement fee cost basis. The eligibility for each project takes into account funding from other potential (non-City) agencies such as Washington County, Metro and ODOT. The remaining cost share reflects the level of funding that

is to be provided by the City (through SDCs or TDT funds) or developers of the planned transportation system.

The project-specific capital costs serve as the basis used to estimate the total costs required to accommodate new development. The portion of the project facilities cost that is eligible to be funded by the existing Washington County Transportation Development Tax (TDT) and new local SDC varies by the project type and percent of the project that serves future growth. The combined total expenditure of TDT and SDC funding may not exceed the total cost of eligible capacity improvements.

In general, new collector and arterial facilities (including the roadways, bicycle, and pedestrian facilities) needed to serve planned growth are nearly 100 percent SDC and TDT eligible.<sup>1</sup> Existing roadways and bicycle/pedestrian facilities that are planned for expansion to accommodate growth may only be partially eligible for SDC and TDT funding.

SDC and TDT-eligible costs for each project were identified by City staff and DKS by reducing the total project costs to account for regional and non-local trips through the area. The remaining costs are attributable to King City growth and are therefore SDC/TDT eligible. See **Appendix A** for a complete list of projects and eligible costs.

As indicated in **Exhibit 2**, the King City TDT/SDC Cost Basis includes several projects detailed in **Appendix A**, with a total cost basis of approximately \$65.14 million. It should be noted that all of the projects identified in this transportation capital facilities plan are 100% required to address growth requirements of the City over the next 20 years.

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<sup>1</sup> Eligible costs are subject to limits on soft costs, as well as specific terms and conditions included in annexation and development agreements.

**Exhibit 2: King City Transportation TDT/SDC Improvement Fee Cost Basis**

| Project Name/Type                   | TSP Project ID #        | Project Cost (2023 Dollars) | Estimated WA               |                                  |
|-------------------------------------|-------------------------|-----------------------------|----------------------------|----------------------------------|
|                                     |                         |                             | County or Metro Cost Share | King City TDT or TSDC Cost Basis |
| SW Beef Bend Roadway Improvements   | 8a, 8b, 8d              | \$31,050,000                | \$30,940,000               | \$110,000                        |
| Roy Rogers Roadway Improvements     | 1a, 1b                  | \$23,000,000                | \$23,000,000               | \$0                              |
| Elsner Roadway Improvements         | 5a, 5b 6a, 7j           | \$15,750,000                | \$13,025,000               | \$2,725,000                      |
| Fischer Roadway Improvements        | 7a, 7b, 7e              | \$32,350,000                |                            | \$32,350,000                     |
| Other Collector Roadways            | 8f, 13a                 | \$5,250,000                 | \$700,000                  | \$4,550,000                      |
| Intersection Improvements           | 4c, 7h, 7k, 7l          | \$17,450,000                | \$3,715,000                | \$13,735,000                     |
| Bicycle/Pedestrian Facilities       | 10b, 11b, 13a, 15b, 25a | \$10,150,000                | \$100,000                  | \$10,050,000                     |
| Westside Trail along Tualatin River | 26a                     | \$5,600,000                 | \$5,600,000                | \$0                              |
| Shared Use Pathways                 | 27a, 27b, 27c, 27i      | \$13,500,000                | \$11,880,000               | \$1,620,000                      |
| <b>Total</b>                        |                         | <b>\$154,100,000</b>        | <b>\$88,960,000</b>        | <b>\$65,140,000</b>              |

Source: King City Transportation System Plan, March 2023, Table 13 excerpts; based on Appendix A.

## II.C. CALCULATED SDC

The City has assigned no value to the remaining growth capacity within the City’s current system of collectors and arterial streets. In the absence of reimbursable capacity, the improvement fee cost basis is the only basis needed for finishing the transportation SDC calculation.

The remainder of this section applies adjustments to the improvement fee cost basis, and then divides that by the expected growth. The result is a total SDC per PM peak hour vehicle trip end, which can then be applied to each land use using *Trip Generation*, 10<sup>th</sup> edition, published by the Institute of Transportation Engineers.

The projected growth in P.M. peak hour vehicle trips (PHVT) based on net new development within King City has been derived from the 20-year growth forecasts for general land use types that were assumed by the Kingston Terrace Master Plan and the King City TSP. As indicted in **Exhibit 3**, the net new PHVT volumes are expected to add 2,630 trips on the transportation system in the City by 2043.



**Exhibit 24 King City Transportation Demand Forecast**

| Land Use Type            | ITE Code | PM Peak Hour Vehicle Trips | Current Trips (2023) | Future Trips (2043) | 20- Year Trip Growth | Avg. Growth Share |
|--------------------------|----------|----------------------------|----------------------|---------------------|----------------------|-------------------|
| Industrial               | 110      | 0.68                       | 98                   | 142                 |                      |                   |
| Retail                   | 820      | 1.89                       | 409                  | 593                 |                      |                   |
| Office                   | 710      | 0.45                       | 325                  | 472                 |                      |                   |
| <b>Total Non-Res.</b>    |          |                            | <b>832</b>           | <b>1,208</b>        | <b>375</b>           |                   |
| Single Family            | 210      | 1.00                       | 2,049                | 3,524               |                      |                   |
| Multi-Family             | 221      | 0.67                       | 648                  | 1,427               |                      |                   |
| <b>Total Residential</b> |          |                            | <b>2,696</b>         | <b>4,951</b>        | <b>2,255</b>         |                   |
| <b>Grand Total</b>       |          |                            | <b>3,528</b>         | <b>6,159</b>        | <b>2,630</b>         | <b>42.71%</b>     |

Source: derived from King City TSP, Kingston Terrace Master Plan, and ITE Trip Generation Manual, 10th Edition.

In light of the fact that the City intends to include non-motorized pathways for bicycles and pedestrians as part of its overall transportation framework, it is also important to understand the level of person trips (by all modes of travel) that future growth will generate. Based on findings from the *U.S. National Household Travel Survey, 2017*, there are 1.68 person trips per vehicle trip. This person trip conversation factor is applied to the vehicle trip assumptions identified above to forecast the net change in person trips over the 20 years as follows:

D R A F T

$$\text{Net New Trips} \times \text{Number of Person Trips} = \text{New Person-Trip Ends}$$

**II.C.1. Adjustments**

The transportation SDC cost basis includes adjustments which account for: existing transportation bond principal to be used for CIP projects; existing transportation SDC and TDT fund balance commitments to CIP projects; and admin/compliance costs.

Transportation funds generated by the Washington County TDT have been forecasted based on the future level of net new PHVT generation shown above (2,630 PHVT) and by assuming an average of \$7,870 per PHVT. <sup>2</sup> The actual level of TDC revenue will vary by land use type based on current TDT rates.

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.” To avoid spending monies for compliance that might otherwise have been spent on growth-related projects, this report includes an estimate of compliance costs in the SDC cost basis.

<sup>2</sup> Estimated derived from the Kingston Terrace Master Plan trip generation and TDT revenue forecast assumptions provided by Washington County staff.

Hence, it is estimated that 5% of capital facility costs should be added to the cost basis to account for compliance costs allowed by statute (this reflects the cost of TSP and TSDC updates and related City in-kind administrative costs).

The adjusted eligible cost basis of \$44,440,000 for the improvement fee is shown below in **Exhibit 4**.

## II.C.2. Calculated SDC

This analysis includes two alternatives (Alt. 1 and Alt. 2) for determining the Citywide TSDC for King City.

**Alternative 1** is presented as the maximum defensible TSDC. Alternative 1 assumes that all major improvements identified in the Capital Improvement Plan are delivered by the public sector (City or County) and funding using TSDC revenue that is generated over time on a pay-as-you-go basis. This alternative would allow private developers to fund and construct public facilities, and those developers that do so would receive full value of project right-of-way and construction costs in the form of a combination of TSDC credits and/or TDT credits.

**Exhibit 4** summarizes the calculation of the transportation SDC under Alternative 1. As shown, the maximum allowed transportation SDC is \$17,740 per PM peak hour vehicle trip end.

**Exhibit 4: Alt. 1, Calculated Transportation SDC per Trip (PM Peak Hour Trips)**

|   |                                      | Notes            |                                  |
|---|--------------------------------------|------------------|----------------------------------|
| a | Local TDT/TSDC Cost Basis            | \$ 65,140,000    | <i>derived from prior tables</i> |
| b | Less TDT Revenue*                    | \$ 20,700,000    |                                  |
| c | Equals TSDC Cost Basis               | \$ 44,440,000    | <i>calculated</i>                |
| d | Proj. PHVT                           | 2,630            | <i>see note**</i>                |
| e | TSDC Cost Per Trip                   | \$ 16,895        | <i>calculated (c/d)</i>          |
| f | plus admin cost (@5%)                | \$ 845           | <i>allowance</i>                 |
| g | <b>Draft TSDC Cost per Trip</b>      | <b>\$ 17,740</b> | <i>calculated (e+f)</i>          |
|   | <b>TSDC per Single Family DU</b>     | <b>\$ 17,740</b> | <i>assumes 1.0 PHVT per DU</i>   |
|   | <b>TSDC per Multifamily/Other DU</b> | <b>\$ 11,886</b> | <i>assumes 0.67 PHVT per DU</i>  |

\* Assumes avg. TDT collection of \$7,870 per PHVT (after credits).

\*\* assumes 2,630 PHVT added in King City between 2023 and 2043.

Abbreviations: DU = dwelling unit. PHVT = peak pm hour vehicle trips per ITE Trip Gen. Manual, 10th edition. TDT = WA County Transportation Development Tax. TSDC = Transportation Systems Development Charge.

\*\* assumes 1,300 PHVT added in Kingston Terrace plus 619 PHVT added in other city locations

**Appendix B** provides a schedule of the transportation SDC schedule by land use under Alt. 1. It should be noted that the City is also considering varying the SDC charges for single family homes based on the floor area of a dwelling unit. That option is further discussed in Section V of this report.

The transportation SDC for specific land use categories is consistent with the ITE Trip Generation Handbook, 10<sup>th</sup> Edition estimates of peak hour trip generation by unit of development. The ITE trip generation assumptions include estimates that apply to trip combinations, which occur when people make multiple trip ends during their journey to or from a land use type. For example, a person may stop for coffee on the way to work, or stop to pick up kids at a daycare center or school on their way home from their place of work.

**Alternative 2** assumes that the majority of the capital improvements are privately delivered, designed, and constructed to City/County standards by private developers. Alternative 2 also assumes that the City adopts a TSDC policy that requires the future right-of-way for new roadways to be dedicated to the City or County as a condition of development approval. This alternative also assumes that the “local neighborhood street” portion of roadway costs is also not eligible for TSDC credits, which reduces the overall TSDC cost basis.

**Exhibit 5** summarizes the calculation of the transportation SDC under Alternative 2. As shown, the maximum allowed transportation SDC is \$5,642 per PM peak hour vehicle trip end.

**Exhibit 5: Alt. 2, Calculated Transportation SDC per Trip (PM Peak Hour Trips)**

|   |                                      | Notes                |  |
|---|--------------------------------------|----------------------|--|
| a | Local TDT/TSDC Cost Basis            | \$ 65,140,000        | <i>derived from prior tables</i>                     |
| b | Less TDT Revenue*                    | <u>\$ 20,700,000</u> |  |
| c | Equals TSDC Gross Cost Basis         | \$ 44,440,000        | <i>calculated</i>                                    |
| d | Less ROW Costs**                     | \$ 8,403,000         | <i>reflects ROW for new collectors (Source: DKS)</i> |
| e | Less Non Creditable Dev. Costs**     | <u>\$ 21,903,505</u> | <i>estimated local street portion of collectors</i>  |
| f | <b>Adjusted TSDC Cost Basis</b>      | <b>\$ 14,133,495</b> |  |
| g | Proj. PHVT                           | 2,630                | <i>see note***</i>                                   |
| h | TSDC Cost Per Trip                   | \$ 5,373             | <i>calculated (g/h)</i>                              |
| i | plus admin cost (@5%)                | <u>\$ 269</u>        | <i>allowance</i>                                     |
| j | <b>Draft TSDC Cost per Trip</b>      | <b>\$ 5,642</b>      | <i>calculated (e+f)</i>                              |
|   | <b>TSDC per Single Family DU</b>     | <b>\$ 5,642</b>      | <i>assumes 1.0 PHVT per DU (based on ACS data)</i>   |
|   | <b>TSDC per Multifamily/Other DU</b> | <b>\$ 3,780</b>      | <i>assumes 0.67 PHVT per DU (based on ACS data)</i>  |

\* Assumes avg. net TDT revenue of \$7,870 per PHVT (after credits).

\*\* assumes City requires ROW and private construction of collector roadways as condition of approval.

\*\*\* assumes 2,630 PHVT added in King City between 2023 and 2043.

Abbreviations: DU = dwelling unit. PHVT = peak pm hour vehicle trips per ITE Trip Gen. Manual, 10th edition. TDT = WA County Transportation Development Tax. TSDC = Transportation Systems Development Charge. ACS = U.S. Census, American Community Survey, 2021.

**Appendix C** provides a schedule of the transportation SDC schedule by land use under Alt. 2. It should be noted that the City is also considering varying the SDC charges for single family homes based on the floor area of a dwelling unit. That option is further discussed in Section V of this report.

## Section III. PARKS SDC

This section provides the detailed calculations of the maximum allowable parks SDC.

### III.A. GROWTH

The calculation of projected growth begins with defining the units by which current and future demand will be measured. Then, using the best available data, we quantify the current level of demand and estimate a future level of demand. The difference between the current level and the future level is the growth in demand that will serve as the denominator in the SDC calculations.

#### III.A.1. Unit of Measurement

Because City parks and open space are primarily utilized or enjoyed by local residents (rather than employees or visitors), the incremental population added by a new housing development provides a good basis for charging a parks SDC.

To distinguish the levels of demand imposed by different housing types, this methodology considers current U. S. Census Bureau data to estimate the number of residents for different kinds of dwelling units.

#### III.A.2. Growth in Demand

Based on current population estimates by Portland State University and long-range forecasts assumed by the King City TSP and the Kingston Terrace Master Plan, it is estimated that there were 5,181 full time residents within the City in 2022, and it is forecasted that there will be 9,983 residents by 2043. As shown in the following table, this implies a growth of 4,578 residents between 2023 and 2043, which will serve as the denominator in the SDC calculations.

**Population Growth, King City**

|            | 2010  | 2020  | 2022  | AGR   | 2023 est | 2043 Proj |
|------------|-------|-------|-------|-------|----------|-----------|
| Population | 3,115 | 4,280 | 5,181 | 4.33% | 5,405    | 9,983     |

Source: PSU estimates (2010-2022) and forecasts based on King City TSP assumptions.

### III.B. IMPROVEMENT FEE

An improvement fee is the eligible cost of planned projects per unit of growth that such projects will serve. Since we have already calculated growth (denominator) above, we will focus here on the improvement fee cost basis (numerator).

#### III.B.1. Eligibility

A project's eligible SDC cost is the product of its total cost and its eligibility percentage. The eligibility percentage represents the portion of the project that creates capacity for future users.

For parks SDCs, eligibility is determined by a level-of-service (LOS) analysis that quantifies the park facilities that are needed for growth (and are therefore eligible to be included in an improvement fee

cost basis). Park facilities can be measured by sorting them into categories such as neighborhood, community, or natural areas, or by considering their respective units of measurement (e.g., acres per capita and linear feet of trails per capita). In either approach, the current or future parks LOS may be targeted.

### III.B.1.a Current Level of Service (By Category and Unit of Measurement)

Determining SDC eligibility for parks projects using the City’s planned level of service requires determining the quantity of parks facilities needed to maintain the current level of service. Any project that adds facilities in excess of that quantity is ineligible.

The City has two current and five planned parks and open space improvements that are used for determining its level of service by category. These facilities will include 128.5 acres by year 2043. Based on the planned population forecast of (9,983 residents), the City’s planned LOS for parks equates to 5.86 acres for developed parks and 7.01 acres of open space, as shown below.

|                               | Acres        | Population   | L.O.S.*     |
|-------------------------------|--------------|--------------|-------------|
| Existing Parks & Open Space   | 17.0         |              |             |
| Planned Parks                 | 41.5         |              |             |
| Planned Open Space            | 70.0         |              |             |
| <b>Total Planned by 2043</b>  | <b>128.5</b> | <b>9,983</b> |             |
| <b>Developed Parks L.O.S.</b> |              |              | <b>5.86</b> |
| <b>Open Space L.O.S.</b>      |              |              | <b>7.01</b> |

\* Planned Level of Service (LOS) in acres per 1,000 people.

The parks facilities capital project list, derived from the *Kingston Terrace Master Plan* includes 41.5 acres of parks and 70 acres of open space to be added by year 2043. Based on the 2043 population and the planned LOS, approximately 58.6 acres of parks and 70.1 acres of open space will be needed to meet the City’s LOS standards. In light of the fact that the City’s total park acreage by year 2043 (total of existing and planned parks acreage) will be less than the acres of parks and open space needed to meet LOS requirement, all capital costs associated with the 111.5 acres of planned park and open space facilities are 100% SDC eligible (see **Exhibit 6**).

**Exhibit 6: King City Parks and Open Space Capital Facility Needs, 2023-2043**

|   | Acres        | Total Cost          | Metro & Other Funding | King City SDC Cost Basis |
|---|--------------|---------------------|-----------------------|--------------------------|
| Open Space preservation                 | 70           | \$ 761,538          | \$ -                  | \$ 761,538               |
| Linear Park 1                           | 14.0         | \$ 4,878,720        | \$ -                  | \$ 4,878,720             |
| Community Agriculture Park              | 12.0         | \$ 6,272,640        | \$ -                  | \$ 6,272,640             |
| Community Park 1                        | 15.0         | \$14,374,800        | \$ 11,499,840         | \$ 2,874,960             |
| Urban Plaza                             | 0.5          | \$ 1,089,000        |                       | \$ 1,089,000             |
| Community Recreation Facility           |              | \$35,000,000        | \$ 28,000,000         | \$ 7,000,000             |
| <b>Alt 1: Total with Rec. Center</b>    | <b>111.5</b> | <b>\$62,376,698</b> | <b>\$ 39,499,840</b>  | <b>\$ 22,876,858</b>     |
| <b>Alt 2: Total without Rec. Center</b> |              | <b>\$27,376,698</b> | <b>\$ 11,499,840</b>  | <b>\$ 15,876,858</b>     |

Source: *Kingston Terrace Master Plan*.

### III.B.2. Expansion Projects

The list of park expansion projects for King City includes projects that have been identified in the current Kingston Terrace Master Plan that are slated for construction between now and 2043. Parks and open space improvements which expand the capacity of the parks system are identified in **Exhibit 6**. The eligibility of the project list varies depending on the method used. Under the “policy level of service” standards, the eligible SDC cost of the expansion list ranges from \$15.9 million (without the new community recreation center to \$22.9 million with the recreation center included.

### III.B.3. Infill/System Projects

The second type of eligible SDC projects include improvements that will not expand the inventory of the parks or trails system by adding acres/miles but will nevertheless add capacity for future users of the City’s parks and trail system. At this time, no additional parks infill improvements are included in the PSDC calculation.

### III.B.4. Calculated Improvement Fee Cost Basis

After determining the eligible cost of each list (expansion and infill/system), a full improvement fee cost basis can be calculated. This draft methodology report includes two parks SDC alternatives. Alternative 1 includes a portion (20%) of the total cost of the community recreation facility in the PSDC cost basis. Alternative 2 does not include the community recreation facility in the cost basis. Under either alternative the majority of funding for the community recreation facility is assumed to be derived from new funding sources that have not yet been solidified, such as City G.O. bonds, urban renewal district tax increment financing (TIF) revenue or other sources of financing.

This section combines the eligible costs from the two project lists and applies adjustments for fund balance and compliance costs. The result is a total Parks SDC per resident. We then use census data to estimate the number of residents per dwelling unit and calculate SDCs for residential dwelling units.

### III.B.5. Adjustments

The Parks SDC cost basis includes adjustments for SDC administration/compliance costs and any current SDC fund balance that have been committed to the CIP projects.

After accounting for a 5% estimated compliance cost and potential non-local grant funding assumptions, the adjusted total SDC eligible cost basis for the parks SDC equates to \$29,029,876, as shown in **Exhibit 7**.

### III.B.6. Calculated SDC

**Exhibit 8** summarizes the calculation of the full Parks SDC for Alternative 1 (with community recreation center) and provides a basis for charging the parks SDC based on average number of people added per dwelling unit. As shown, the new parks SDC results in a charge of up to \$5,755 per new resident. Based on current U.S. Census estimates for average persons per dwelling unit type, the new Parks SDC equates to a maximum charge of \$8,863 per multifamily dwelling (3 or more units per structure) and \$10,865 per single family dwelling unit (1 or 2 units per structure).

**Exhibit 8: Alt. 1, Calculated Parks SDCs for King City (with community rec. center)**

|   |   | Notes  |
|---|---|--|
| a | Citywide Parks SDC Cost Basis             | \$ 22,876,858 <i>derived from prior tables.</i>  |
| b | Less Reserves                             | \$ -   |
| c | Equals Parks SDC Cost Basis               | \$ 22,876,858 <i>calculated</i>                  |
| d | Proj. Change in Citywide Dwellings        | 2,639 <i>derived from prior tables.</i>          |
| e | Parks SDC per Dwelling                    | \$ 8,669 <i>calculated (c/d)</i>                 |
| f | <i>plus admin cost (@5%)</i>              | \$ 433 <i>allowance</i>                          |
| g | <b>Avg. Citywide Parks SDC Rate</b>       | \$ 9,102 <i>calculated (e+f)</i>                 |
|   | Avg. SDC per pop.*                        | \$ 5,755 <i>based on 1.582 pop per DU</i>        |
|   | <b>SDC per Single Family Dwelling</b>     | \$ <b>10,865</b> <i>based on 1.89 pop per DU</i> |
|   | <b>SDC per Multifamily/Other Dwelling</b> | \$ <b>8,863</b> <i>based on 1.54 pop per DU</i>  |

\* people per dwelling unit based on U.S. Census, American Community Survey, 2021 5-year estimates for King City occupied dwellings.

**Exhibit 9** summarizes the calculation of the Parks SDC for Alternative 2 (without community recreation center) and provides a basis for charging the parks SDC based on average number of people added per dwelling unit. As shown, the new parks SDC results in a charge of up to \$3,994 per new resident. Based on current U.S. Census estimates for average persons per dwelling unit type, the new Parks SDC equates to a maximum charge of \$6,151 per multifamily dwelling (3 or more units per structure) and \$7,540 per single family dwelling unit (1 or 2 units per structure).

**Exhibit 9: Alt. 2, Calculated Parks SDCs for King City (without community rec. center)**

|   |   | Notes   |
|---|---|---|
| a | Citywide Parks SDC Cost Basis             | \$ 15,876,858 <i>derived from prior tables.</i> |
| b | Less City Reserves                        | \$ -  |
| c | Equals Parks SDC Cost Basis               | \$ 15,876,858 <i>calculated</i>                 |
| d | Proj. Change in Citywide Dwellings        | 2,639 <i>derived from prior tables.</i>         |
| e | Parks SDC per Dwelling                    | \$ 6,016 <i>calculated (c/d)</i>                |
| f | <i>plus admin cost (@5%)</i>              | \$ 301 <i>allowance</i>                         |
| g | <b>Avg. Citywide Parks SDC Rate</b>       | \$ 6,317 <i>calculated (e+f)</i>                |
|   | Avg. SDC per pop.*                        | \$ 3,994 <i>based on 1.582 pop per DU</i>       |
|   | <b>SDC per Single Family Dwelling</b>     | \$ <b>7,540</b> <i>based on 1.89 pop per DU</i> |
|   | <b>SDC per Multifamily/Other Dwelling</b> | \$ <b>6,151</b> <i>based on 1.54 pop per DU</i> |

\* people per dwelling unit based on U.S. Census, American Community Survey, 2021 5-year estimates for King City occupied dwellings.

It should be noted that the City has the option of varying the SDC charges for single family homes based on the floor area of a dwelling unit. That option is further discussed in Section IV of this report.

## Section IV. IMPLEMENTATION

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This section addresses practical aspects of implementing SDCs and provides a comparison with relevant jurisdictions.

### IV.A. INDEXING

ORS 223.304 allows for the periodic indexing of SDCs 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.

In accordance with Oregon statutes, we recommend that the City use the *Engineering News-Record* (ENR) Construction Cost Index (CCI) Seattle Region Average as the basis for adjusting Parks and Water SDCs annually. This is the region that is nearest to North Plains.

For Transportation SDCs, it is recommended that the City use the *Washington County TDT Index* for annual indexing.

### IV.B. COMPARISONS

This section provides comparisons for the City's current and proposed SDCs against those of comparable jurisdictions. As shown in **Exhibit 10**, if the transportation and parks SDCs are implemented as proposed, the King City SDCs combined with the Washington County TDT and other system development charges are likely to be on par with other urbanizing areas within the greater Portland Region. An important note to Exhibit 9 is that not all SDCs shown are set by the relevant city or planning agency (such as Tigard for water, and CWS for sewer/storm).

It should also be noted that several of the jurisdictions that are identified in Exhibit 10 are in the process of updating their fees and charges for FY 2023-24; and they are likely to increase their SDCs measurably when they complete their fee updates so direct "apples to apples" comparisons are not advised.



**Exhibit 9: Estimated SDC, TDT and Special Assessments Per Single Family Detached Dwelling**

| SDCs per New Single Family Detached Dwelling* |           |                 |           |           |                |             |                   |           |
|---|-----------|-----------------|-----------|-----------|----------------|-------------|-------------------|-----------|
| Jurisdiction                                  | Parks SDC | Storm-water SDC | Sewer SDC | Water SDC | Transport. TDT | Transp. SDC | Other Unique Fees | Total     |
| North Plains                                  | \$ 8,823  | \$ 585          | \$ 6,625  | \$ 11,615 | \$ 10,599      | \$ 2,870    | \$ -              | \$ 41,117 |
| Wilsonville (excl. Frog Pond area)            | \$ 7,349  | \$ 1,110        | \$ 6,631  | \$ 11,492 | \$ -           | \$ 16,099   | \$ -              | \$ 42,681 |
| King City (Alt. 2 Draft)                      | \$ 7,540  | \$ 585          | \$ 6,605  | \$ 13,876 | \$ 10,599      | \$ 5,642    | \$ -              | \$ 44,847 |
| Tigard  | \$ 10,614 | \$ 585          | \$ 6,625  | \$ 13,876 | \$ 10,599      | \$ 7,044    | \$ -              | \$ 49,343 |
| Beaverton - South Cooper Mountain             | \$ 14,739 | \$ 1,327        | \$ 6,625  | \$ 13,161 | \$ 10,599      | \$ 9,051    | \$ -              | \$ 55,503 |
| Tigard - River Terrace                        | \$ 11,187 | \$ 585          | \$ 6,625  | \$ 13,876 | \$ 10,599      | \$ 10,996   | \$ -              | \$ 53,869 |
| Hillsboro - South Hillsboro (LID Area 1)      | \$ 9,334  | \$ 585          | \$ 6,625  | \$ 16,553 | \$ 10,599      | \$ 10,996   | \$ -              | \$ 54,692 |
| North Bethany                                 | \$ 17,815 | \$ 585          | \$ 6,625  | \$ 12,383 | \$ 10,599      | \$ 7,403    | \$ -              | \$ 55,410 |
| Hillsboro - South Hillsboro (Area 2)          | \$ 9,334  | \$ 585          | \$ 6,625  | \$ 16,553 | \$ 10,599      | \$ 13,120   | \$ -              | \$ 56,816 |
| Beaverton                                     | \$ 12,609 | \$ 1,327        | \$ 6,625  | \$ 13,161 | \$ 10,599      | \$ 9,051    | \$ -              | \$ 53,372 |
| King City (Alt. 1 Draft)                      | \$ 10,865 | \$ 585          | \$ 6,605  | \$ 13,876 | \$ 10,599      | \$ 17,740   | \$ -              | \$ 60,270 |
| Wilsonville - Frog Pond West                  | \$ 7,349  | \$ 1,110        | \$ 6,631  | \$ 11,492 | \$ -           | \$ 16,099   | \$ 20,209         | \$ 62,890 |

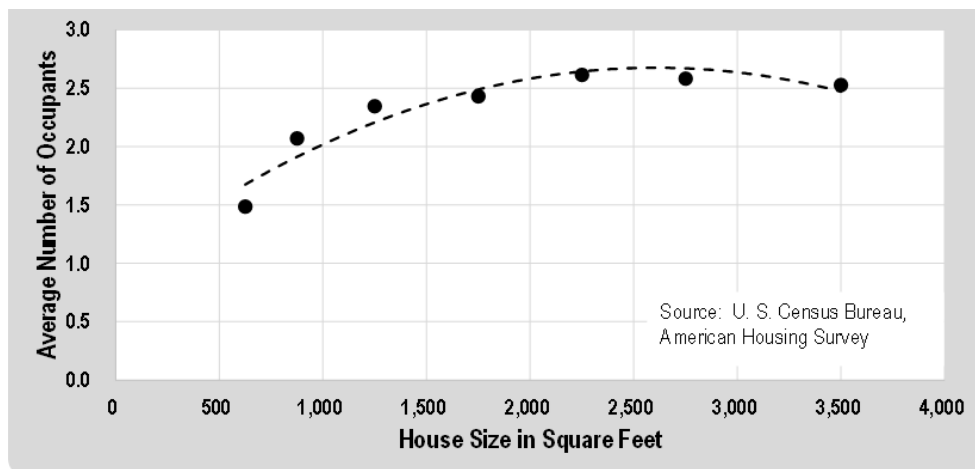
Source: Survey conducted by FCS GROUP. Analysis assumes 2,000 SF home with 3/4" meter.

\*Assumes 3/4 inch water meter. Includes local (City) and regional Joint Water Commission SDCs if applicable. Other cities SDCs are assumed to increase by 3% from FYE 2022 estimates.

### IV.C. SDCS BY HOME SIZE

King City has the option of further varying SDCs based on the relative impact each new development is anticipated to have on the utility systems that are owned or maintained by the City. Many jurisdictions in Oregon and nationally have gravitated to methodologies that consider the size and type of development when determining their impacts.

Data from the U. S. Census Bureau for the greater Portland-Vancouver-Hillsboro Metropolitan Statistical Area indicate that, up to a point, the number of occupants in a single-family dwelling unit is positively correlated with that dwelling unit’s size as measured in square feet as shown in the chart below:



Houses that have heated floor area of 2,605 square feet or larger are subject to the cap and have an estimated occupancy of 3.048 demand-adjusted users. Houses that are smaller than 2,605 square feet have an estimated occupancy that varies based on finished (heated) floor area as shown in **Exhibit 10**.

**Exhibit 11** reflects the relative change in PM peak hour vehicle trip generation by dwelling unit size. This factor can be used to calculate a variable SDC for single family dwellings as shown below.

**Exhibit 11: Relative Variation in Transportation SDC by Single Family Home Size, Alt. 1**

|   |    |        |
|---|----|--------|
| Transportation SDC per Single Family Dwelling | \$ | 17,740 |
| Average residents per DU                      |    | 1.89   |
| Transportation SDC per Resident               | \$ | 9,397  |

| Transportation SDC Schedule for a Single-Family Home | Square Feet | Residents | SDC      |
|--|-------------|-----------|----------|
| SDC per resident                                     | 738         | 1.0000    | \$9,397  |
| SDC per square foot of single-family residence       | 1           | 0.0014    | \$12.73  |
| Maximum SDC per single-family residence              | 2,605       | 3.5294    | \$33,166 |

| SDC Calculator for Single-Family Residences |          |
|---|----------|
| House size in square feet                   | 2,250    |
| Implied occupancy                           | 3.048    |
| Calculated SDC                              | \$28,641 |

| Transportation SDC Schedule |          |
|-----------------------------|----------|
| 738                         | \$9,397  |
| 950                         | \$12,093 |
| 1,000                       | \$12,729 |
| 1,250                       | \$15,912 |
| 1,500                       | \$19,094 |
| 1,750                       | \$22,276 |
| 2,000                       | \$25,459 |
| 2,250                       | \$28,641 |
| 2,500                       | \$31,824 |
| 2,605+                      | \$33,166 |

A similar approach may be considered for scaling single family parks SDCs by home size and estimated number of occupants. As indicated in **Exhibit 12**, under Alt. 1. the scaled SDCs for parks would range from \$5,755 for small homes (under 738 SF) to \$20,312 for homes of 2,605+ SF.

This type of approach would also enable the City to charge SDCs for detached homes based on changes in floor area, with charges per square foot (SF) declining inversely with the size of the housing unit given economies of scale and other demand factors discussed above

Other types of development, including attached and multifamily housing and non-residential uses would incur SDCs as described earlier in this report.

**Exhibit 12: Relative Variation in Parks SDC by Single Family Home Size, Alt. 1.**

|                                      |    |        |
|--------------------------------------|----|--------|
| Parks SDC per Single Family Dwelling | \$ | 10,865 |
| Average residents per DU             |    | 1.89   |
| Parks SDC per Resident               | \$ | 5,755  |

| Parks SDC Schedule for a Single-Family Home    | Square Feet | Residents |
|--|-------------|-----------|
| SDC per resident                               | 738         | 1.0000    |
| SDC per square foot of single-family residence | 1           | 0.0014    |
| Maximum SDC per single-family residence        | 2,605       | 3.5294    |

| SDC Calculator for Single-Family Residences |          |
|---|----------|
| Avg. House size in square feet              | 2,250    |
| Implied average occupancy                   | 3.048    |
| Calculated SDC                              | \$17,541 |

| Parks SDC Schedule by Square Footage |          |
|--------------------------------------|----------|
| 738                                  | \$5,755  |
| 950                                  | \$7,406  |
| 1,000                                | \$7,796  |
| 1,250                                | \$9,745  |
| 1,500                                | \$11,694 |
| 1,750                                | \$13,643 |
| 2,000                                | \$15,592 |
| 2,250                                | \$17,541 |
| 2,500                                | \$19,490 |
| 2,605+                               | \$20,312 |

By applying the scalable methodology to both SDC Alternatives, the City could opt to adopt a two tiered SDC fee structure, with a base charge for the first 1,000 SF of heated floor area and a surcharge for each additional SF over the first 1,000 SF, as shown below in **Exhibit 13**.

**Exhibit 13: Relative Variation in SDCs by Single Family Home Size**

|                                    | Alt. 1.   | Alt. 2   |
|------------------------------------|-----------|----------|
| <b>Transportation SDC</b>          |           |          |
| Base SDC (up to 1,000 SF)          | \$ 12,729 | \$ 4,048 |
| plus charge per SF (over 1,000 SF) | \$ 12.73  | \$ 4.05  |
| <b>Parks SDC</b>                   |           |          |
| Base SDC (up to 1,000 SF)          | \$ 5,755  | \$ 3,994 |
| plus charge per SF (over 1,000 SF) | \$ 7.79   | \$ 5.41  |

Source: derived from prior tables and stated assumptions.

## IV.D. CREDITS

A credit is a reduction in the amount of the SDC for a specific development. The Oregon SDC Act requires that credit be allowed for the construction of a "qualified public improvement" which (1) is required as a condition of development approval, (2) is identified in the City's capital improvements program, 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 for the particular development project.

The credit for a qualified public improvement may only be applied against an SDC for the same type of improvement (e.g., a transportation improvement can only be used for a credit for a future 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 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 credits, the City 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 City's SDC Capital Improvements Plan, or provide a share of the cost of an improvement by other means (i.e., partnerships, other City revenues, etc.).

## IV.E. EXEMPTIONS AND DISCOUNTS

The City may "exempt" specific classes of development (i.e., minor additions, etc.) from the requirement to pay transportation SDCs.

The City may "discount" the amount of the SDC by reducing the portion of growth-required improvements to be funded with SDCs. Alternatively, the City may decide to charge only a percentage (i.e., 50%, 75%, etc.) of the SDC rates required to fund identified growth-related facility costs. Because discounts reduce SDC revenues, they increase the amounts that must come from other sources, such as general fund contributions in order for the City to maintain levels of service.

# APPENDIX

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## APPENDIX A. TRANSPORTATION FACILITY IMPROVEMENTS

### Highest Priority Improvements (Years 1-10)

| TSP Project ID | Project Description  | Primary Funding Agency (per TSP) | Potential Funding Partner | Potential Funding Source                                | Estimated Project Cost (2023 Dollars) | Priority Horizon        | Estimated Project Cost (2023 Dollars)* | City or Developer Share | Estimated City or Developer Cost | TDT Eligibility | Project Classification         |
|----------------|--|----------------------------------|---------------------------|---|---------------------------------------|-------------------------|--|-------------------------|----------------------------------|-----------------|--------------------------------|
| 8c             | Improve the River Terrace Blvd. / Beef Bend Road intersection. Cost assumes installation of a traffic signal.  | Washington County                | King City / Tigard        | County Transportation Development Tax / New Development | \$550,000                             | Unconstrained Tier 1    | \$550,000                              | 20%                     | \$ 110,000                       | Yes             | Intersection                   |
| 3c             | Improve the SW Fischer Road extension intersection. Cost assumes installation of a mini roundabout.  | King City                        |                           | County Transportation Development Tax / New Development | \$5,450,000                           | Unconstrained Tier 1    | \$5,450,000                            | 100%                    | \$ 5,450,000                     | Yes             | Intersection                   |
| 7h             | Improve the SW Roy Rogers Road intersection. Cost assumes installation of a traffic signal.  | Washington County                | King City                 | County Transportation Development Tax / New Development | \$550,000                             | Unconstrained Tier 1    | \$550,000                              | 0%                      | \$ -                             | Yes             | Intersection                   |
| 8a             | Beef Bend Rd. Widen to three lanes (Arterial Street), with pedestrian (Major Pedestrian route) and bicycle facilities (Major Bicycle route) between SW Roy Rogers Road and SW 150th Avenue. Cost assumes a sidewalk on the north side and a shared-use path on the south side. | Washington County                |                           | County Transportation Development Tax / Regional Funds  | \$15,600,000                          | Tier 2                  | \$15,600,000                           | 0%                      | \$ -                             | Yes             | Beef Bend Roadway Improvements |
| 8b             | Beef Bend Rd. widen to 3 lanes (Arterial Street), complete sidewalk gaps and add separated bike facilities between SW 150th to SW 131st Ave. Cost assumes a  | Washington County                |                           | County Transportation Development Tax / Regional Funds  | \$14,900,000                          | Unconstrained Tier 1    | \$14,900,000                           | 0%                      | \$ -                             | Yes             | Beef Bend Roadway Improvements |
| 8d             | Beef Bend Rd. Improve the SW Elsner Road intersection. Cost assumes installation of a traffic signal.  | Washington County                | King City / Tigard        | County Transportation Development Tax / New Development | \$550,000                             | Unconstrained Tier 1    | \$550,000                              | 20%                     | \$ 110,000                       | Yes             | Beef Bend Roadway Improvements |
| 24a            | Construct a shared-use path for pedestrian and bicycle travel. Roy Rodgers to River Terrace Blvd.  | King City                        |                           | New Development   | \$1,250,000                           | Unconstrained Tier 1    | \$1,250,000                            | 100%                    | \$ 1,250,000                     | No              | Bike/Ped                       |
| 2a             | Construct a neighborhood route with pedestrian and bicycle facilities. Cost assumes two lane street and parking, sidewalks, and bike lanes   | King City                        |                           | New Development   | \$5,300,000                           | Unconstrained Tier 1    | \$5,300,000                            | 100%                    | \$ 5,300,000                     | No              | Bike/Ped                       |
| 8f             | Realign SW Colyer Way and SW Peachtree Drive to connect with SW 137th Ave and provide bike/ped Xing at Beef Bend Road. Includes new traffic signal   | Washington County                | Metro / King City         | Regional Funds/New Development                          | \$1,400,000                           | Unconstrained Tier 1    | \$1,400,000                            | 50%                     | \$ 700,000                       | Yes             | New Roadway                    |
| A3             | Study to evaluate transit service options into Kingston Terrace  | TriMet                           | King City                 | TriMet/City Funds                                       | \$250,000                             | Financially Constrained | \$250,000                              | 10%                     | \$ 25,000                        | No              | Transit                        |
|                |  |                                  |                           |   |                                       |                         | <b>\$45,800,000</b>                    |                         | <b>\$12,945,000</b>              | <b>Subtotal</b> |                                |

D R A F T

**Next Priority Improvements (Years 10 to 20)**

| TSP Project ID | Project Description  | Primary Funding Agency (per TSP) | Potential Funding Partner | Potential Funding Source                                | Estimated Project Cost (2023 Dollars) | Priority Horizon                  | Estimated Project Cost (2023 Dollars)* | Estimated City or Developer Share | Estimated City or Developer Cost | TDI Eligibility | Project Classification       |
|----------------|--|----------------------------------|---------------------------|---|---------------------------------------|-----------------------------------|--|-----------------------------------|----------------------------------|-----------------|------------------------------|
| 7a             | Extend SW Fischer Road as a Collector Street with pedestrian and bike facilities from SW Roy Rogers Road to SW Elsner Road. Cost assumes a 2-lane street with parking, sidewalks, and a one-way cycle track on each side.  | Washington County                | King City                 | County Transportation Development Tax                   | \$10,250,000                          | Tier 1<br>Financially Constrained | \$10,250,000                           | 100%                              | \$ 10,250,000                    | Yes             | New Roadway                  |
| 7b             | Extend SW Fischer Road as a Collector Street with pedestrian and bike facilities from SW Elsner Road to River Lane. Cost assumes a 2-lane street with parking, sidewalks, and a one-way cycle track on each side.  | Washington County                | King City                 | County Transportation Development Tax                   | \$20,600,000                          | Tier 2<br>Financially Constrained | \$20,600,000                           | 100%                              | \$ 20,600,000                    | Yes             | New Roadway                  |
| 7d             | Extend SW Fischer Road as a Collector Street with pedestrian (Major Pedestrian route) and bike facilities (Major Bicycle route) from the SW 137th to the SW Cordelia Tr. Cost assumes a 2-lane street, with a sidewalk on the north side and a shared-use path on the south side.  | Washington County                | King City                 | County Transportation Development Tax                   | \$1,500,000                           | Tier 2<br>Financially Constrained | \$1,500,000                            | 100%                              | \$ 1,500,000                     | Yes             | New Roadway                  |
| 1a             | Roy Rogers Rd. Widen to five lanes (Arterial) with pedestrian and bicycle facilities. Cost assumes a shared-use path on the east side.   | Washington County                | Metro                     | County Transportation Development Tax / Regional Funds  | \$22,450,000                          | Unconstrained Tier 1              | \$22,450,000                           | 0%                                | \$ -                             | Yes             | Roy Rogers Road Improvements |
| 1b             | Roy Rogers/SW Elsner Intersection & traffic signal improvements  | Washington County                | Metro                     | County Transportation Development Tax / Regional Funds  | \$550,000                             | Unconstrained Tier 2              | \$550,000                              | 0%                                | \$ -                             | Yes             | Roy Rogers Road Improvements |
| 5a             | SW Elsner Road Corridor: Improve to a Collector Street with pedestrian (Major Pedestrian route) and bike facilities (Major Bicycle route) from SW Roy Rogers Road to the South Kingston Terrace Trail crossing (#25b). Cost assumes a 2-lane street on the west side and left-turn lanes where needed, with a shared-use path  | Washington County                | 50%                       | County Transportation Development Tax & MSTIP           | \$7,000,000                           | Unconstrained Tier 2              | \$7,000,000                            | 0%                                | \$ -                             | Yes             | Elsner Road Improvements     |
| 5b             | SW Elsner Road Corridor: Realign/improve as a Collector Street with pedestrian (Major Pedestrian route) and bike facilities (Major Bicycle route) from the South Kingston Terrace Trail crossing (#25b) to the SW Fischer Road Corridor (#7) extension. Cost assumes a 2-lane street with sidewalks and a one-way cycle track on each side and left-turn lanes where needed. | Washington County                |                           | County Transportation Development Tax & MSTIP           | \$1,750,000                           | Unconstrained Tier 2              | \$1,750,000                            | 0%                                | \$ -                             | Yes             | Elsner Road Improvements     |
| 6a             | SW Elsner Road Corridor: Improve to a Collector Street with pedestrian (Major Pedestrian route) and bike facilities (Major Bicycle route). Cost assumes a 2-lane street with sidewalks and a one-way cycle track on each side and left-turn lanes where needed.  | Washington County                | mostly city               | County Transportation Development Tax & MSTIP           | \$1,550,000                           | Unconstrained Tier 2              | \$1,550,000                            | 0%                                | \$ -                             | Yes             | Elsner Road Improvements     |
| 7i             | Improve the planned SW Elsner Road intersection. Cost assumes installation of a roundabout.  | Washington County                | mostly city               | County Transportation Development Tax / New Development | \$5,450,000                           | Unconstrained Tier 2              | \$5,450,000                            | 50%                               | \$ 2,725,000                     | Yes             | Elsner Road Improvements     |
| 7k             | Improve the SW 150th Avenue intersection. Cost assumes installation of a roundabout  | Washington County                | King City                 | County Transportation Development Tax / New Development | \$5,450,000                           | Unconstrained Tier 2              | \$5,450,000                            | 50%                               | \$ 2,725,000                     | Yes             | Intersection                 |
| 7l             | Improve the SW 137th Avenue intersection. Cost assumes installation of roundabout.   | Washington County                | King City                 | County Transportation Development Tax / New Development | \$5,450,000                           | Tier 2                            | \$5,450,000                            | 100%                              | \$ 5,450,000                     | Yes             | Intersection                 |
| 10b            | Enhanced bike/ped crossing at SW Beef Bend Rd.   | Washington County                | King City                 | County Transportation Development Tax / New Development | \$100,000                             | Unconstrained Tier 2              | \$100,000                              | 50%                               | \$ 50,000                        | Yes             | Bike/Ped                     |
| 11b            | Enhanced bike/ped crossing at SW Beef Bend Rd.   | Washington County                | King City                 | County Transportation Development Tax / New Development | \$100,000                             | Unconstrained Tier 2              | \$100,000                              | 50%                               | \$ 50,000                        | Yes             | Bike/Ped                     |
| 13a            | SW 150th: New Collector St. with ped and bike facilities, parking south of Beef Bend Rd.   | King City                        | Washington County         | County Transportation Development Tax / New Development | \$3,850,000                           | Unconstrained Tier 2              | \$3,850,000                            | 100%                              | \$ 3,850,000                     | Yes             | New Roadway                  |
| 15b            | Enhanced bike/ped crossing at SW Beef Bend Rd.   | King City                        | Washington County         | New Development   | \$100,000                             | Unconstrained Tier 2              | \$100,000                              | 100%                              | \$ 100,000                       | Yes             | Bike/Ped                     |
| 25a            | South Kingston Terrace Trail shared use path   | King City                        |                           | New Development   | \$3,300,000                           | Unconstrained Tier 2              | \$3,300,000                            | 100%                              | \$ 3,300,000                     | No              | Bike/Ped                     |
| 25b            | Provide an enhanced pedestrian/bicycle crossing at Corridor #3 intersection.   | King City                        |                           | New Development   | \$100,000                             | Unconstrained Tier 2              | \$100,000                              | 100%                              | \$ 100,000                       | No              | Bike/Ped                     |
| 26a            | New Westside Trail shared use bike/ped facility  | Metro                            | King City                 | Regional/City Funds                                     | \$5,600,000                           | Unconstrained Tier 2              | \$5,600,000                            | 10%                               | \$ 560,000                       | No              | Bike/Ped                     |
|                |  |                                  |                           |   |                                       |                                   | <b>\$95,150,000</b>                    |                                   | <b>\$51,260,000</b>              | <b>Subtotal</b> |                              |

## APPENDIX B. TSDC ALT. 1 SDCS BY LAND USE

### Transportation System Development Charge Schedule, FY 2023-2024

Total SDC per PM Peak  
Hour Vehicle Trip End \$17,740.20

| Land Use                                       | ITE Code | Unit of Measure         | PM Peak<br>Hour Vehicle<br>Trip Ends | New Trip<br>Conversion<br>Factor | New PM Peak<br>Hour Vehicle<br>Trip Ends | Calculated<br>Transportation<br>System<br>Development<br>Charge per Unit |
|--|----------|-------------------------|--------------------------------------|----------------------------------|--|--|
| General Light Industrial                       | 110      | 1,000 SFGFA             | 0.63                                 | 1.00                             | 0.63                                     | \$11,176   |
| Industrial Park                                | 130      | 1,000 SFGFA             | 0.40                                 | 1.00                             | 0.40                                     | \$7,096  |
| Manufacturing                                  | 140      | 1,000 SFGFA             | 0.67                                 | 1.00                             | 0.67                                     | \$11,886   |
| Warehousing                                    | 150      | 1,000 SFGFA             | 0.19                                 | 1.00                             | 0.19                                     | \$3,371  |
| Mini-Warehouse                                 | 151      | 1,000 SFGFA             | 0.17                                 | 1.00                             | 0.17                                     | \$3,016  |
| Utility  | 170      | 1,000 SFGFA             | 2.27                                 | 1.00                             | 2.27                                     | \$40,270   |
| Specialty Trade Contractor                     | 180      | 1,000 SFGFA             | 1.97                                 | 1.00                             | 1.97                                     | \$34,948   |
| Single-Family Detached House (average)         | 210      | Dwelling Units          | 0.99                                 | 1.00                             | 1.00                                     | \$17,740   |
| Multifamily Housing (Low-Rise)                 | 220      | Dwelling Units          | 0.56                                 | 1.00                             | 0.56                                     | \$9,935  |
| Mid-Rise Residential with 1st-Floor Commercial | 231      | Occupied Dwelling Units | 0.37                                 | 1.00                             | 0.37                                     | \$6,564  |
| Mobile Home Park                               | 240      | Dwelling Units          | 0.46                                 | 1.00                             | 0.46                                     | \$8,160  |
| Senior Adult Housing - Detached                | 251      | Dwelling Units          | 0.30                                 | 1.00                             | 0.30                                     | \$5,322  |
| Senior Adult Housing - Attached                | 252      | Dwelling Units          | 0.26                                 | 1.00                             | 0.26                                     | \$4,612  |
| Congregate Care Facility                       | 253      | Dwelling Units          | 0.18                                 | 1.00                             | 0.18                                     | \$3,193  |
| Assisted Living                                | 254      | 1,000 SFGFA             | 0.48                                 | 1.00                             | 0.48                                     | \$8,515  |
| Recreational Homes                             | 260      | Dwelling Units          | 0.28                                 | 1.00                             | 0.28                                     | \$4,967  |
| Timeshare                                      | 265      | Dwelling Units          | 0.63                                 | 1.00                             | 0.63                                     | \$11,176   |
| Residential Planned Unit Development           | 270      | Dwelling Units          | 0.69                                 | 1.00                             | 0.69                                     | \$12,241   |
| Hotel  | 310      | Rooms                   | 0.60                                 | 1.00                             | 0.60                                     | \$10,644   |
| Motel  | 320      | Rooms                   | 0.38                                 | 1.00                             | 0.38                                     | \$6,741  |
| Campground/Recreational Vehicle Park           | 416      | Acres                   | 0.98                                 | 1.00                             | 0.98                                     | \$17,385   |
| Multipurpose Recreational Facility             | 435      | 1,000 SFGFA             | 3.58                                 | 1.00                             | 3.58                                     | \$63,510   |
| Multiplex Movie Theater                        | 445      | Movie Screens           | 13.73                                | 1.00                             | 13.73                                    | \$243,573  |
| Ice Skating Rink                               | 465      | 1,000 SFGFA             | 1.33                                 | 1.00                             | 1.33                                     | \$23,594   |
| Soccer Complex                                 | 488      | Fields                  | 16.43                                | 1.00                             | 16.43                                    | \$291,471  |
| Health/Fitness Club                            | 492      | 1,000 SFGFA             | 3.45                                 | 1.00                             | 3.45                                     | \$61,204   |
| Recreational Community Center                  | 495      | 1,000 SFGFA             | 2.31                                 | 1.00                             | 2.31                                     | \$40,980   |
| Elementary School                              | 520      | 1,000 SFGFA             | 1.37                                 | 1.00                             | 1.37                                     | \$24,304   |
| Middle School/Junior High School               | 522      | 1,000 SFGFA             | 1.19                                 | 1.00                             | 1.19                                     | \$21,111   |
| High School                                    | 530      | 1,000 SFGFA             | 0.97                                 | 1.00                             | 0.97                                     | \$17,208   |
| Junior/Community College                       | 540      | 1,000 SFGFA             | 1.86                                 | 1.00                             | 1.86                                     | \$32,997   |
| Church   | 560      | 1,000 SFGFA             | 0.49                                 | 1.00                             | 0.49                                     | \$8,693  |
| Day Care Center                                | 565      | 1,000 SFGFA             | 11.12                                | 1.00                             | 11.12                                    | \$197,271  |
| Prison   | 571      | Beds                    | 0.05                                 | 1.00                             | 0.05                                     | \$887  |
| Fire and Rescue Station                        | 575      | 1,000 SFGFA             | 0.48                                 | 1.00                             | 0.48                                     | \$8,515  |
| Library  | 590      | 1,000 SFGFA             | 8.16                                 | 1.00                             | 8.16                                     | \$144,760  |
| Hospital                                       | 610      | 1,000 SFGFA             | 0.97                                 | 1.00                             | 0.97                                     | \$17,208   |
| Nursing Home                                   | 620      | 1,000 SFGFA             | 0.59                                 | 1.00                             | 0.59                                     | \$10,467   |
| Clinic   | 630      | 1,000 SFGFA             | 3.28                                 | 1.00                             | 3.28                                     | \$58,188   |
| Animal Hospital/Veterinary Clinic              | 640      | 1,000 SFGFA             | 3.53                                 | 1.00                             | 3.53                                     | \$62,623   |
| General Office Building                        | 710      | 1,000 SFGFA             | 1.15                                 | 1.00                             | 1.15                                     | \$20,401   |
| Small Office Building                          | 712      | 1,000 SFGFA             | 2.45                                 | 1.00                             | 2.45                                     | \$43,463   |
| Single Tenant Office Building                  | 715      | 1,000 SFGFA             | 1.71                                 | 1.00                             | 1.71                                     | \$30,336   |
| Medical-Dental Office Building                 | 720      | 1,000 SFGFA             | 3.46                                 | 1.00                             | 3.46                                     | \$61,381   |
| Government Office Building                     | 730      | 1,000 SFGFA             | 1.71                                 | 1.00                             | 1.71                                     | \$30,336   |
| United States Post Office                      | 732      | 1,000 SFGFA             | 11.21                                | 1.00                             | 11.21                                    | \$198,868  |



Appendix B (continued)

| Land Use   | ITE Code | Unit of Measure           | PM Peak<br>Hour Vehicle<br>Trip Ends | New Trip<br>Conversion<br>Factor | New PM Peak<br>Hour Vehicle<br>Trip Ends | Calculated<br>Transportation<br>System<br>Development<br>Charge per Unit |
|--|----------|---------------------------|--------------------------------------|----------------------------------|--|--|
| Office Park                                      | 750      | 1,000 SFGFA               | 1.07                                 | 1.00                             | 1.07                                     | \$18,982   |
| Research and Development Center                  | 760      | 1,000 SFGFA               | 0.49                                 | 1.00                             | 0.49                                     | \$8,693  |
| Business Park                                    | 770      | 1,000 SFGFA               | 0.42                                 | 1.00                             | 0.42                                     | \$7,451  |
| Tractor Supply Store                             | 810      | 1,000 SFGFA               | 1.40                                 | 1.00                             | 1.40                                     | \$24,836   |
| Construction Equipment Rental Store              | 811      | 1,000 SFGFA               | 0.99                                 | 1.00                             | 0.99                                     | \$17,563   |
| Building Materials and Lumber Store              | 812      | 1,000 SFGFA               | 2.06                                 | 1.00                             | 2.06                                     | \$36,545   |
| Free-Standing Discount Supertore                 | 813      | 1,000 SFGFA               | 4.33                                 | 0.71                             | 3.07                                     | \$54,539   |
| Variety Store                                    | 814      | 1,000 SFGFA               | 6.84                                 | 0.66                             | 4.51                                     | \$80,086   |
| Free-Standing Discount Store                     | 815      | 1,000 SFGFA               | 4.83                                 | 0.83                             | 4.01                                     | \$71,119   |
| Hardware/Paint Store                             | 816      | 1,000 SFGFA               | 2.68                                 | 0.74                             | 1.98                                     | \$35,182   |
| Nursery (Garden Center)                          | 817      | 1,000 SFGFA               | 6.94                                 | 1.00                             | 6.94                                     | \$123,117  |
| Nursery (Wholesale)                              | 818      | 1,000 SFGFA               | 5.18                                 | 1.00                             | 5.18                                     | \$91,894   |
| Shopping Center                                  | 820      | 1,000 SFGFA               | 3.81                                 | 0.66                             | 2.51                                     | \$44,609   |
| Factory Outlet Center                            | 823      | 1,000 SFGFA               | 2.29                                 | 1.00                             | 2.29                                     | \$40,625   |
| Automobile Sales (New)                           | 840      | 1,000 SFGFA               | 2.43                                 | 1.00                             | 2.43                                     | \$43,109   |
| Automobile Sales (Used)                          | 841      | 1,000 SFGFA               | 3.75                                 | 1.00                             | 3.75                                     | \$66,526   |
| Recreational Vehicle Sales                       | 842      | 1,000 SFGFA               | 0.77                                 | 1.00                             | 0.77                                     | \$13,660   |
| Automobile Parts Sales                           | 843      | 1,000 SFGFA               | 4.91                                 | 0.57                             | 2.80                                     | \$49,649   |
| Tire Store                                       | 848      | 1,000 SFGFA               | 3.98                                 | 0.72                             | 2.87                                     | \$50,836   |
| Tire Superstore                                  | 849      | 1,000 SFGFA               | 2.11                                 | 1.00                             | 2.11                                     | \$37,432   |
| Supermarket                                      | 850      | 1,000 SFGFA               | 9.24                                 | 0.64                             | 5.91                                     | \$104,908  |
| Convenience Market                               | 851      | 1,000 SFGFA               | 49.11                                | 0.49                             | 24.06                                    | \$426,898  |
| Convenience Market with Gasoline Pumps           | 853      | 1,000 SFGFA               | 49.29                                | 0.34                             | 16.76                                    | \$297,301  |
| Discount Supermarket                             | 854      | 1,000 SFGFA               | 8.38                                 | 0.79                             | 6.62                                     | \$117,444  |
| Discount Club                                    | 857      | 1,000 SFGFA               | 4.18                                 | 0.63                             | 2.63                                     | \$46,717   |
| Farmers Market                                   | 858      | Acres                     | 179.84                               | 1.00                             | 179.84                                   | \$3,190,397  |
| Wholesale Market                                 | 860      | 1,000 SFGFA               | 1.76                                 | 1.00                             | 1.76                                     | \$31,223   |
| Sporting Goods Superstore                        | 861      | 1,000 SFGFA               | 2.02                                 | 1.00                             | 2.02                                     | \$35,835   |
| Home Improvement Superstore                      | 862      | 1,000 SFGFA               | 2.33                                 | 0.58                             | 1.35                                     | \$23,974   |
| Electronics Superstore                           | 863      | 1,000 SFGFA               | 4.26                                 | 0.60                             | 2.56                                     | \$45,344   |
| Toy/Children's Superstore                        | 864      | 1,000 SFGFA               | 5.00                                 | 1.00                             | 5.00                                     | \$88,701   |
| Baby Superstore                                  | 865      | 1,000 SFGFA               | 1.82                                 | 1.00                             | 1.82                                     | \$32,287   |
| Pet Supply Superstore                            | 866      | 1,000 SFGFA               | 3.55                                 | 1.00                             | 3.55                                     | \$62,978   |
| Office Supply Superstore                         | 867      | 1,000 SFGFA               | 2.77                                 | 1.00                             | 2.77                                     | \$49,140   |
| Book Superstore                                  | 868      | 1,000 SFGFA               | 15.83                                | 1.00                             | 15.83                                    | \$280,827  |
| Discount Home Furnishing Superstore              | 869      | 1,000 SFGFA               | 1.57                                 | 1.00                             | 1.57                                     | \$27,852   |
| Bed and Linen Superstore                         | 872      | 1,000 SFGFA               | 2.22                                 | 1.00                             | 2.22                                     | \$39,383   |
| Department Store                                 | 875      | 1,000 SFGFA               | 1.95                                 | 1.00                             | 1.95                                     | \$34,593   |
| Apparel Store                                    | 876      | 1,000 SFGFA               | 4.12                                 | 1.00                             | 4.12                                     | \$73,090   |
| Arts and Crafts Store                            | 879      | 1,000 SFGFA               | 6.21                                 | 1.00                             | 6.21                                     | \$110,167  |
| Pharmacy/Drugstore without Drive-Through         | 880      | 1,000 SFGFA               | 8.51                                 | 0.47                             | 4.00                                     | \$70,955   |
| Pharmacy/Drugstore with Drive-Through Window     | 881      | 1,000 SFGFA               | 10.29                                | 0.51                             | 5.25                                     | \$93,099   |
| Marijuana Dispensary                             | 882      | 1,000 SFGFA               | 21.83                                | 1.00                             | 21.83                                    | \$387,268  |
| Furniture Store                                  | 890      | 1,000 SFGFA               | 0.52                                 | 0.47                             | 0.24                                     | \$4,336  |
| Beverage Container Recycling Depot               | 895      | 1,000 SFGFA               | 10.10                                | 1.00                             | 10.10                                    | \$179,176  |
| Medical Equipment Store                          | 897      | 1,000 SFGFA               | 1.24                                 | 1.00                             | 1.24                                     | \$21,998   |
| Liquor Store                                     | 899      | 1,000 SFGFA               | 16.37                                | 1.00                             | 16.37                                    | \$290,407  |
| Walk-in Bank                                     | 911      | 1,000 SFGFA               | 12.13                                | 1.00                             | 12.13                                    | \$215,189  |
| Drive-in Bank                                    | 912      | 1,000 SFGFA               | 20.45                                | 0.65                             | 13.29                                    | \$235,812  |
| Hair Salon                                       | 918      | 1,000 SFGFA               | 1.45                                 | 1.00                             | 1.45                                     | \$25,723   |
| Copy, Print, and Express Ship Store              | 920      | 1,000 SFGFA               | 7.42                                 | 1.00                             | 7.42                                     | \$131,632  |
| Drinking Place                                   | 925      | 1,000 SFGFA               | 11.36                                | 1.00                             | 11.36                                    | \$201,529  |
| Food Cart Pod                                    | 926      | Food Carts                | 3.08                                 | 1.00                             | 3.08                                     | \$54,640   |
| Fast Casual Restaurant                           | 930      | 1,000 SFGFA               | 14.13                                | 1.00                             | 14.13                                    | \$250,669  |
| Quality Restaurant                               | 931      | 1,000 SFGFA               | 7.80                                 | 0.56                             | 4.37                                     | \$77,489   |
| High-Turnover (Sit-Down) Restaurant              | 932      | 1,000 SFGFA               | 9.77                                 | 0.57                             | 5.57                                     | \$98,793   |
| Fast-Food Restaurant without Drive-Through       | 933      | 1,000 SFGFA               | 28.34                                | 1.00                             | 28.34                                    | \$502,757  |
| Fast-Food Restaurant with Drive-Through Window   | 934      | 1,000 SFGFA               | 32.67                                | 0.50                             | 16.34                                    | \$289,786  |
| Coffee/Donut Shop without Drive-Through          | 936      | 1,000 SFGFA               | 36.31                                | 1.00                             | 36.31                                    | \$644,146  |
| Coffee/Donut Shop with Drive-Through Window      | 937      | 1,000 SFGFA               | 43.38                                | 1.00                             | 43.38                                    | \$769,570  |
| Bread/Donut/Bagel Shop without Drive-Through     | 939      | 1,000 SFGFA               | 28.00                                | 1.00                             | 28.00                                    | \$496,725  |
| Bread/Donut/Bagel Shop with Drive-Through        | 940      | 1,000 SFGFA               | 19.02                                | 1.00                             | 19.02                                    | \$337,419  |
| Quick Lubrication Vehicle Shop                   | 941      | 1,000 SFGFA               | 8.70                                 | 1.00                             | 8.70                                     | \$154,340  |
| Automobile Care Center                           | 942      | 1,000 SFGFA               | 3.11                                 | 1.00                             | 3.11                                     | \$55,172   |
| Automobile Parts and Service Center              | 943      | 1,000 SFGFA               | 2.26                                 | 1.00                             | 2.26                                     | \$40,093   |
| Gasoline/Service Station                         | 944      | Vehicle Fueling Positions | 14.03                                | 0.58                             | 8.14                                     | \$144,359  |
| Gasoline/Service Station with Convenience Market | 945      | Vehicle Fueling Positions | 13.99                                | 0.44                             | 6.16                                     | \$109,202  |
| Self-Service Car Wash                            | 947      | Wash Stalls               | 5.54                                 | 1.00                             | 5.54                                     | \$98,281   |
| Automated Car Wash                               | 948      | Car Wash Tunnels          | 77.50                                | 1.00                             | 77.50                                    | \$1,374,865  |
| Car Wash and Detail Center                       | 949      | Wash Stalls               | 13.60                                | 1.00                             | 13.60                                    | \$241,267  |

**Appendix B (continued)**

| Land Use                 | ITE Code | Unit of Measure           | PM Peak<br>Hour Vehicle<br>Trip Ends | New Trip<br>Conversion<br>Factor | New PM Peak<br>Hour Vehicle<br>Trip Ends | Calculated<br>Transportation<br>System<br>Development<br>Charge per Unit |
|--------------------------|----------|---------------------------|--------------------------------------|----------------------------------|--|--|
| Truck Stop               | 950      | Vehicle Fueling Positions | 8.41                                 | 1.00                             | 8.41                                     | \$149,195  |
| Winery                   | 970      | 1,000 SFGFA               | 7.31                                 | 1.00                             | 7.31                                     | \$129,681  |
| Accessory Dwelling Units |          | Dwelling Units            |                                      |                                  | 0.30                                     | \$5,322  |

**Source:** ITE, Trip Generation Manual, 10th edition; USDOT default person trip conversion factor of 1.68; previous tables (SDC per trip end).  
 Abbreviations: ITE = Institute of Transportation Engineers.

D R A F T

## APPENDIX C. TSDC ALT. 2 SDCS BY LAND USE

King City

DRAFT

Transportation SDC by ITE Land Use Code: FY 2022-23

TSDC per PHVT \$ 5,642.00

| ITE Code | Land Use   | Unit                    | PM Peak            |         |         | Net PM Peak |                    |            | Local TSDC |
|----------|--|-------------------------|--------------------|---------|---------|-------------|--------------------|------------|------------|
|          |  |                         | Hour Vehicle Trips | Primary | Pass By | Total       | Hour Vehicle Trips | TSDC       |            |
| 110      | General Light Industrial                                   | Employee                | 0.68               | 100%    | 0%      | 100%        | 0.68               | \$ 3,837   |            |
| 130      | Industrial Park  | 1,000 SFGFA             | 0.40               | 100%    | 0%      | 100%        | 0.40               | \$ 2,257   |            |
| 140      | Manufacturing  | 1,000 SFGFA             | 0.79               | 100%    | 0%      | 100%        | 0.79               | \$ 4,457   |            |
| 150      | Warehousing  | 1,000 SFGFA             | 0.24               | 100%    | 0%      | 100%        | 0.24               | \$ 1,354   |            |
| 151      | Mini-Warehouse   | 1,000 SFGFA             | 0.20               | 100%    | 0%      | 100%        | 0.20               | \$ 1,128   |            |
| 154      | High-Cube Transload and Short-Term Storage Warehouse       | 1,000 SFGFA             | 0.16               | 100%    | 0%      | 100%        | 0.16               | \$ 903     |            |
| 210      | Single-Family Detached Housing                             | Average per Standard DU | 1.00               | 100%    | 0%      | 100%        | 1.00               | \$ 5,642   |            |
| 220      | Multifamily Housing (Low-Rise)                             | Dwelling Units          | 0.67               | 100%    | 0%      | 100%        | 0.67               | \$ 3,780   |            |
| 221      | Multifamily Housing (Mid-Rise) / Duplex, Triplex, Quadplex | Dwelling Units          | 0.41               | 100%    | 0%      | 100%        | 0.41               | \$ 2,313   |            |
| 222      | Multifamily Housing (High-Rise)                            | Dwelling Units          | 0.39               | 100%    | 0%      | 100%        | 0.39               | \$ 2,200   |            |
| 240      | Mobile Home Park   | Dwelling Units          | 0.49               | 100%    | 0%      | 100%        | 0.49               | \$ 2,765   |            |
| 251      | Senior Adult Housing - Detached                            | Dwelling Units          | 0.39               | 100%    | 0%      | 100%        | 0.39               | \$ 2,200   |            |
| 252      | Senior Adult Housing - Attached Accessory Dwelling Unit    | Dwelling Units          | 0.31               | 100%    | 0%      | 100%        | 0.31               | \$ 1,749   |            |
| 254      | Assisted Living  | Beds                    | 0.34               | 100%    | 0%      | 100%        | 0.34               | \$ 1,918   |            |
| 255      | Continuing Care Retirement Community                       | Units                   | 0.25               | 100%    | 0%      | 100%        | 0.25               | \$ 1,411   |            |
| 265      | Timeshare  | Dwelling Units          | 0.43               | 100%    | 0%      | 100%        | 0.43               | \$ 2,426   |            |
| 310      | Hotel  | Rooms                   | 0.61               | 100%    | 0%      | 100%        | 0.61               | \$ 3,442   |            |
| 420      | Marina   | Berths                  | 0.20               | 100%    | 0%      | 100%        | 0.20               | \$ 1,128   |            |
| 430      | Golf Course  | Holes                   | 3.68               | 100%    | 0%      | 100%        | 3.68               | \$ 20,763  |            |
| 444      | Movie Theater  | 1,000 SFGFA             | 14.06              | 100%    | 0%      | 100%        | 14.06              | \$ 79,327  |            |
| 488      | Soccer Complex   | Fields                  | 16.90              | 100%    | 0%      | 100%        | 16.90              | \$ 95,350  |            |
| 495      | Recreational Community Center                              | 1,000 SFGFA             | 2.30               | 100%    | 0%      | 100%        | 2.30               | \$ 12,977  |            |
| 520      | Elementary School  | 1,000 SFGFA             | 3.16               | 59%     | 41%     | 100%        | 1.86               | \$ 10,519  |            |
| 522      | Middle School/Junior High School                           | 1,000 SFGFA             | 3.33               | 59%     | 41%     | 100%        | 1.96               | \$ 11,085  |            |
| 530      | High School  | 1,000 SFGFA             | 2.15               | 59%     | 41%     | 100%        | 1.27               | \$ 7,157   |            |
| 540      | Junior/Community College                                   | 1,000 SFGFA             | 2.27               | 100%    | 0%      | 100%        | 2.27               | \$ 12,807  |            |
| 560      | Church / House of Worship                                  | 1,000 SFGFA             | 0.80               | 100%    | 0%      | 100%        | 0.80               | \$ 4,514   |            |
| 565      | Day Care Center  | 1,000 SFGFA             | 11.82              | 100%    | 0%      | 100%        | 11.82              | \$ 66,688  |            |
| 566      | Cemetery   | Acres                   | 1.26               | 100%    | 0%      | 100%        | 1.26               | \$ 7,109   |            |
| 590      | Library  | 1,000 SFGFA             | 8.53               | 100%    | 0%      | 100%        | 8.53               | \$ 48,126  |            |
| 610      | Hospital   | 1,000 SFGFA             | 0.97               | 100%    | 0%      | 100%        | 0.97               | \$ 5,473   |            |
| 620      | Nursing Home   | Beds                    | 0.37               | 100%    | 0%      | 100%        | 0.37               | \$ 2,088   |            |
| 710      | General Office Building                                    | Employee                | 0.45               | 100%    | 0%      | 100%        | 0.45               | \$ 2,539   |            |
| 750      | Office Park  | 1,000 SFGFA             | 1.33               | 100%    | 0%      | 100%        | 1.33               | \$ 7,504   |            |
| 770      | Business Park  | 1,000 SFGFA             | 1.26               | 100%    | 0%      | 100%        | 1.26               | \$ 7,109   |            |
| 813      | Free-Standing Discount Superstore                          | 1,000 SFGFA             | 4.40               | 71%     | 29%     | 100%        | 3.12               | \$ 17,626  |            |
| 816      | Hardware/Paint Store                                       | 1,000 SFGFA             | 1.13               | 74%     | 26%     | 100%        | 0.84               | \$ 4,718   |            |
| 817      | Nursery (Garden Center)                                    | 1,000 SFGFA             | 8.37               | 100%    | 0%      | 100%        | 8.37               | \$ 47,224  |            |
| 820      | Shopping Center  | Employee                | 1.89               | 100%    | 0%      | 100%        | 1.89               | \$ 10,663  |            |
| 840      | Automobile Sales (New)                                     | 1,000 SFGFA             | 2.65               | 100%    | 0%      | 100%        | 2.65               | \$ 14,951  |            |
| 849      | Tire Superstore  | 1,000 SFGFA             | 2.58               | 100%    | 0%      | 100%        | 2.58               | \$ 14,556  |            |
| 850      | Supermarket  | Employee                | 2.35               | 64%     | 36%     | 100%        | 1.50               | \$ 8,486   |            |
| 851      | Convenience Market   | 1,000 SFGFA             | 53.51              | 49%     | 51%     | 100%        | 26.22              | \$ 147,933 |            |
| 857      | Discount Club  | 1,000 SFGFA             | 4.61               | 63%     | 37%     | 100%        | 2.90               | \$ 16,386  |            |
| 861      | Sporting Goods Superstore                                  | 1,000 SFGFA             | 3.04               | 100%    | 0%      | 100%        | 3.04               | \$ 17,152  |            |
| 862      | Home Improvement Superstore                                | 1,000 SFGFA             | 3.29               | 58%     | 42%     | 100%        | 1.91               | \$ 10,766  |            |
| 863      | Electronic Superstore                                      | 1,000 SFGFA             | 4.44               | 60%     | 40%     | 100%        | 2.66               | \$ 15,030  |            |
| 875      | Department Store   | 1,000 SFGFA             | 2.81               | 100%    | 0%      | 100%        | 2.81               | \$ 15,854  |            |
| 881      | Pharmacy/Drugstore with Drive-Through Window               | 1,000 SFGFA             | 11.32              | 51%     | 49%     | 100%        | 5.77               | \$ 32,572  |            |

**Appendix C (continued)**

Transportation SDC by ITE Land Use Code: FY 2022-23

TSDC per PHVT \$ 5,642.00

| ITE Code | Land Use  | Unit                      | PM Peak            |         |         | Net PM Peak |                    | Local TSDC |
|----------|---|---------------------------|--------------------|---------|---------|-------------|--------------------|------------|
|          |   |                           | Hour Vehicle Trips | Primary | Pass By | Total       | Hour Vehicle Trips |            |
| 882      | Marijuana Dispensary                              | 1,000 SFGFA               | 29.93              | 100%    | 0%      | 100%        | 29.93              | \$ 168,865 |
| 890      | Furniture Store                                   | 1,000 SFGFA               | 0.70               | 47%     | 53%     | 100%        | 0.33               | \$ 1,856   |
| 912      | Drive-in Bank                                     | 1,000 SFGFA               | 20.06              | 65%     | 35%     | 100%        | 13.04              | \$ 73,566  |
| 930      | Fast Casual Restaurant                            | 1,000 SFGFA               | 43.79              | 100%    | 0%      | 100%        | 43.79              | \$ 247,063 |
| 931      | Quality Restaurant                                | 1,000 SFGFA               | 8.28               | 56%     | 44%     | 100%        | 4.64               | \$ 26,161  |
| 932      | High-Turnover (Sit-Down) Restaurant               | 1,000 SFGFA               | 17.41              | 57%     | 43%     | 100%        | 9.92               | \$ 55,990  |
| 933      | Fast-Food Restaurant without Drive-Through Window | 1,000 SFGFA               | 48.70              | 50%     | 50%     | 100%        | 24.35              | \$ 137,383 |
| 934      | Fast-Food Restaurant with Drive-Through Window    | 1,000 SFGFA               | 51.36              | 50%     | 50%     | 100%        | 25.68              | \$ 144,887 |
| 936      | Coffee/Donut Shop without Drive-Through Window    | 1,000 SFGFA               | 28.23              | 100%    | 0%      | 100%        | 28.23              | \$ 159,274 |
| 937      | Coffee/Donut Shop with Drive-Through Window       | 1,000 SFGFA               | 37.43              | 100%    | 0%      | 100%        | 37.43              | \$ 211,180 |
| 944      | Gasoline/Service Station                          | Vehicle Fueling Positions | 14.41              | 58%     | 42%     | 100%        | 8.36               | \$ 47,155  |
| 960      | Super Convenience Market/Gas Station              | Vehicle Fueling Positions | 20.25              | 100%    | 0%      | 100%        | 20.25              | \$ 114,251 |

Abbreviations

- CFD commercial flights per day
- ODU occupied dwelling unit
- SFGFA square feet of gross floor area
- SFGLA square feet of gross leasable area
- VFP vehicle fueling position

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