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EUGENE CITY COUNCIL
AMENDED AGENDA

June 13, 2018

12:00 p.m. CITY COUNCIL WORK SESSION
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401

Meeting of June 13, 2018;
Her Honor Mayor Lucy Vinis Presiding

Councilors

Mike Clark, President	Betty Taylor, Vice President
Greg Evans	Chris Pryor
Emily Semple	Claire Syrett
Jennifer Yeh	Alan Zelenka

12:00 p.m. CITY COUNCIL WORK SESSION
Harris Hall, 125 East 8th Avenue
Eugene, Oregon 97401

Note: this agenda has been amended to reflect a change in the order of the items as well as renaming the first item

Mayor: *I call the June 13, 2018, meeting of the Eugene City Council to order.*

1. **WORK SESSION: Demographic Data Collection Practices Update**
2. **WORK SESSION: Modifications to the Transportation System Development Charge Methodology**

Adjourn.

The Eugene City Council welcomes your interest in these agenda items. This meeting location is wheelchair-accessible. For the hearing impaired, an interpreter can be provided with 48 hours' notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hours' notice. To arrange for these services, contact the receptionist at 541-682-5010. City Council meetings are telecast live on Metro Television, Comcast channel 21, and rebroadcast later in the week.

El consejo de la Ciudad de Eugene agradece su interés en estos asuntos de la agenda. El lugar de la reunión tiene acceso para sillas de ruedas. Se puede proveer a un intérprete para las personas con discapacidad auditiva si avisa con 48 horas de anticipación. También se puede proveer interpretación para español si avisa con 48 horas de anticipación. Para reservar estos servicios llame al 541-682-5010. Las reuniones del consejo de la ciudad se transmiten en vivo por Metro Television, Canal 21 de Comcast y son retransmitidas durante la semana.

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EUGENE CITY COUNCIL
AGENDA ITEM SUMMARY

Work Session: Modifications to the Transportation System Development Charge Methodology

Meeting Date: June 13, 2018 | Agenda Item Number: 1
Department: Public Works Engineering | Staff Contact: Dan Kaler
www.eugene-or.gov | Contact Telephone Number: 541-682-5216

ISSUE STATEMENT
The purpose of the work session is to provide the City Council with a summary of the additional public outreach conducted subsequent to the council work session held on February 18, 2018, and to review the proposed documents and formal actions necessary to modify transportation system development charge methodology.

BACKGROUND
System development charges are intended to provide an equitable means of funding capital improvements that provide capacity in infrastructure systems needed to serve growth. SDCs fees collected by the City of Eugene to fund capital projects in four primary infrastructure systems: wastewater (both local and regional), stormwater, parks, and transportation. SDCs must be expended on capital projects related to the system for which they are collected. Examples of the types of transportation projects funded in part by Transportation SDCs include pavement preservation on arterial and collector streets, traffic signals and intersection improvements, and off-street bicycle paths.

Two forms of SDCs, improvement and reimbursement fees, recognize that capacity to meet the needs of growth is provided in two forms – new capacity-increasing capital improvements, and reimbursement for extra capacity built in the past in systems and paid for by the general community. Improvement fee SDCs may be spent only on capacity-increasing projects. Reimbursement fees may also be spent on rehabilitation projects. The City has a combination of both reimbursement and improvement fee elements in each system's SDC.

Through Envision Eugene, a community vision was developed for how the community would grow and change over time. This vision was acknowledged by council in 2012, along with the implementation strategies included in the City Manager's Envision Eugene 2012 Recommendation. One of the seven pillars of Eugene's community vision is "compact growth and efficient transportation options." The 2012 Recommendation included direction to "assess benefits of new incentives such as restructuring systems development charges (SDCs)."

The Eugene 2035 Transportation System Plan identified a new set of capital improvements

focused on increasing transportation choices, improving safety for all street users, providing for more reliable transit on key corridors, and reducing reliance on the automobile by better accommodating and encouraging travel by foot and bike for short trips.

The City Council held a work session on the proposed changes to the TSDC methodology on February 28, 2018. At this work session the council was presented an overview of system development charges, proposed changes to the current TSDC methodology, incentives in the methodology to help achieve the community's vision for growth and the public outreach conducted prior to the work session.

Subsequent to the council work session on February 28, 2018, additional public outreach was conducted and focused on meeting with specific interest groups including the Active Transportation Committee, Neighborhood Leaders Council, Homebuilders Association, Planning Commission, and Local Government Affairs Committee of the Chamber of Commerce.

At each of the outreach events a wide range of TSDC related topics were discussed including elements of the methodology such as eligible project costs and determining the share of costs attributable to new development, the amount of the increase, elements of the incentives such as how the lost revenue will be replaced and how incentives will be tracked, and how Eugene's proposed TSDC compares to other Oregon communities.

In accordance with Oregon Revised Statutes written noticed was provided to interested parties 90 days prior to the proposed public hearing date of June 18, 2018 on modifications to the TSDC methodology. In addition, 60 days prior to the proposed public hearing the modifications to the TSDC methodology were made available to all interested parties.

The modifications to the TSDC methodology requires changes to numerous documents through various council actions. These documents and actions are summarized in the following paragraphs—

Amendments to Chapter 7 – Public Improvements of the Eugene Code – The amendments to Chapter 7 bring the Eugene Code into alignment with Oregon Revised Statutes and establish the regulatory framework for impact reductions and compact development adjustments. Amendments to the Eugene Code are made by an ordinance adopted by the City Council. See proposed ordinance at Attachment A.

The TSDC Project Plan includes a list of the transportation capital improvements that the City intends to fund with revenues from TSDC improvement fees, and the estimated costs, timing and percentage of costs eligible to be funded with revenues from improvement fees for those capital improvements, as provided in ORS 223.309. The TSDC Project Plan will be adopted by a resolution of the City Council. See Resolution #1 and TSDC Project Plan at Attachment B.

The TSDC methodology is described in the General Methodology and Appendices A, B, and F with modifications outlined in the following paragraphs—

- Modifications to the General Methodology clarifies text that pertains to the implementation of existing TSDC methodology documents and updates the text that pertains to the proposed TSDC methodology.

- Modifications to the Appendix A "Definitions of General Terms and Transportation Use Codes" updates the definitions of general terms referenced in the current and proposed TSDC methodology documents.

- Modifications to the Appendix B "Transportation System Development Charge System-Specific Methodology and Details" describes the proposed TSDC methodology and clarifies portions of the existing methodology that will remain in the proposed TSDC methodology. This appendix includes the incentives for compact growth and secondary dwelling units.

- Modifications to the Appendix F "Local SDC System Formulas and General Fee Schedule" updates the formulas and rates that pertain to the proposed TSDC methodology.

The TSDC methodology documents will be adopted by council resolution. See Resolution #2 and methodology documents at Attachment C.

RELATED CITY POLICIES

Growth Management Policy 14, adopted by Resolution No. 4554, is directly related to implementation and modification of SDCs. The policy provides: *Development shall be required to pay the full cost of extending infrastructure and services, except that the City will examine ways to subsidize the costs of providing infrastructure or offer other incentives that support higher-density, in-fill, mixed-use, and redevelopment.*

Envision Eugene Pillars –

Promote compact urban development and efficient transportation options.

Transportation System Plan –

Goal 1 – Create an integrated transportation system that is safe and efficient; supports the Metro Plan's land use diagram; Envision Eugene, a community vision for 2032 (2012), the City of Eugene's target for a 50 percent reduction in fossil fuel consumption; and other City land use and economic development goals; reduces the reliance on single-occupancy automobiles; and enhances community livability.

COUNCIL OPTIONS

None. This is an information item only.

CITY MANAGER'S RECOMMENDATION

None. This is an information item only.

SUGGESTED MOTION
None. This is an information item only.

ATTACHMENTS
A. Proposed Ordinance to amend Chapter 7 of City Code.
B. Proposed Resolution #1 to adopt the TSDC Project Plan (with proposed TSDC Project Plan shown in Exhibit A).
C. Proposed Resolution #2 to adopt SDC documents (with proposed methodology updates shown in Exhibit A).

FOR MORE INFORMATION
Staff Contact: Dan Kaler, Engineering Data Services Manager
Telephone: 541-682-5216
Staff E-mail: daniel.l.kaler@ci.eugene.or.us

ORDINANCE NO. _____

AN ORDINANCE CONCERNING SYSTEM DEVELOPMENT CHARGE METHODOLOGY; AMENDING SECTIONS 7.710, 7.715, 7.720, 7.725, 7.730 AND 7.735 OF THE EUGENE CODE, 1971; AND ADDING SECTION 7.732 TO THAT CODE.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. Section 7.710 of the Eugene Code, 1971, is amended to provide as follows:

7.710 SDC - Methodology.

(1) The methodology used to establish or modify a reimbursement fee shall consider the cost of then-existing facilities, prior contributions by then-existing users, gifts or grants from federal or state governments or private persons, the value of unused capacity available to future system users, rate-making principles employed to finance publicly owned capital improvements, and other relevant factors identified by the council. The methodology shall promote the objective that future systems users shall contribute an equitable share of the cost of then-existing facilities.

(2) The methodology used to establish or modify the public improvement charge shall consider the cost of projected capital improvements needed to increase the capacity of the systems to which the fee is related and shall provide for a credit against the improvement fee for the construction of any qualified public improvement.

(3) The methodology may also provide for a credit***, reduction, or adjustment*** as authorized in [~~sub~~]section***s*** 7.730[~~(5)~~] ***to 7.732***.

(4) Except when authorized in the methodology as provided in subsection 7.710(3), the fees required by this code which are assessed or collected as part of a local improvement district or a charge in lieu of a local improvement district assessment, or the cost of complying with requirements or conditions imposed by a land use decision are separate from and in addition to the systems development charge and shall not be used as a credit against such charge. Nothing in this subsection shall prevent the collection of a system development charge in connection with a local improvement assessment or charge in lieu of a local improvement district assessment.

(5) The methodologies for establishing the systems development charge shall be established by resolution of the council and may be adopted and amended concurrent with the establishment or revision of the systems development charge. A***n amendment to a methodology that***

change***s*** [~~in~~] the amount of a reimbursement fee or an improvement fee [~~is not a modification of the system development charge if the change in amount is~~] based on the periodic application of an adopted specific cost index or on a [~~modification to any of the factors related to rate that are incorporated in the established methodology.~~] ***change in the costs of materials, labor or real property applied to projects or project capacity on a project list adopted pursuant to section 7.715(2) may be adopted by*** [~~T~~]***t***he city manager [~~may adopt changes to such a cost index or rate factor~~] by administrative order pursuant to section 2.020 of this code.

Section 2. Section 7.715 of the Eugene Code, 1971, is amended to provide as follows:

7.715 SDC - Compliance With State Law.

(1) The revenues received from the systems development charges shall be budgeted and expended as provided by state law. The accounting of such revenues and expenditures required by state law shall be included in the city's Comprehensive Annual Financial Report required by ORS chapter 294.

(2) The capital improvement plan required by state law as the basis for expending systems development charge revenues for capital improvements shall be the Eugene Capital Improvement[~~s Plan~~] ***Program*** (CIP) and the comprehensive plan as adopted by the council (Plan), ***the Transportation SDC Project Plan,*** other city facilities plans that may include SDC-eligible capital projects, or the capital improvement plan adopted by another governmental body which was used by the city manager in establishing the methodology for the systems development charge, provided such capital improvement plan is consistent with the CIP***, the Transportation SDC Project Plan,*** and the Plan.

Section 3. Section 7.720 of the Eugene Code, 1971, is amended to provide as follows:

7.720 SDC - Collection of Charge.

(1) After adoption of the applicable methodology, a systems development charge is payable upon issuance of:

(a) A building permit;

(b) A development permit for development not requiring the issuance of a building permit; or

(c) A permit to connect to the water, wastewater sewer or stormwater

management facilities or in anticipation of the issuance of such a permit at the time of levying a local improvement district assessment for wastewater sewer or stormwater management facility.

(2) If development is commenced without an appropriate permit or connection is made to the water system, wastewater sewer system or stormwater management facility without an appropriate permit, the systems development charge is immediately payable upon the earliest date that a permit was required.

(3) The city manager or the manager's designee shall collect the systems development charges from the permittee. The city manager or the manager's designee shall not issue any permit or allow connection described in subsection 7.720(1) until the charge has been paid in full or until provision for installment payments has been made within the limits prescribed in subsection 7.190(2).

(4) Except as provided in this subsection, the obligation to pay the unpaid systems development charge and interest thereon shall be secured by a lien against the property upon which development is to occur. Such liens shall arise upon issuance of the permit requiring the system development charge and shall be entered on the city's lien docket and the debt secured thereby may be collected in the same manner as allowed by law for street improvement assessment liens. In lieu of such lien, upon application of the permittee the obligation to pay the unpaid systems development charge and interest thereon may be secured by property, bond, deposits, letter of credit or other security acceptable to the city manager or the manager's designee.

(5) When the obligation to pay the unpaid systems development charge is imposed at the time of levying a local improvement district assessment for wastewater sewer or of paying an equivalent assessment for wastewater sewer and the obligation is secured by a lien against the real property being developed, the person paying the systems development charge in installments may apply for deferral of the payments as provided in section 7.195.

(6) Except as provided in this subsection, SDC fees paid are not refundable and, in the case of an agreement to pay SDCs in installments, the terms of the agreement may not be modified. A partial refund of SDC fees will be made or a modification of an installment agreement will be allowed when an active development permit is canceled or expires without being used, a change of design of an active development permit is approved that results in a less intense use of the property, or property previously developed as a manufactured home park is partitioned and redeveloped. No portion of the administrative [~~fees~~]***charge*** will be refunded, and [~~an~~] additional [~~administrative charge~~] ***review fees*** may be imposed to cover the cost of calculating and processing the partial refund.

(7) The SDC methodology adopted under section 7.710 of this code

may require that a proposed development be reviewed by the city in order to determine whether the proposed development will result in an increase in the usage of any capital improvement or will create the need for additional capital improvements. Development that will have such an impact will be charged SDCs and associated administrative charges. If this review determines that the development will not have such an impact, then only a review fee may be imposed for this review.

Section 4. Section 7.725 of the Eugene Code, 1971, is amended to provide as follows:

7.725 SDC - Exemptions. [~~The following are exempt from the systems development charge imposed in section 7.705:~~]

(~~a~~*1*) Except for the systems development charge attributable to the wastewater sewer system and the stormwater management facilities, all development which existed or for which the city had received a completed building permit application on or before June 30, 1991***,*** or for which a building permit was issued before that date***, is exempt from the systems development charge imposed in section 7.705***.

[**~~(b)~~** ~~Any conducting of a building or mining operation, or making of a physical change in the use or appearance of a structure or which does not increase the usage of any capital improvement or which does not create the need for additional capital improvements. However, the SDC methodology adopted under section 7.710 of this code may require that a proposed development be reviewed by the city in order to determine whether such an impact will be incurred. If this review occurs and it is determined that there will be no increased usage of any capital improvements and no additional capital improvements will be needed, then an administrative charge shall be imposed for this review.~~]

(~~c~~*2*) Housing for low-income persons ***is exempt from the systems development charge imposed in section 7.705***, subject to the following limitations:

(~~1~~***a***) Commencing with the 1998 fiscal year, and continuing each fiscal year thereafter, the city manager or designee may waive a base amount totaling $115,000 annually of system development charges for housing for low-income persons.

(~~2~~***b***) Each fiscal year that there is a change in the rates for the system development charges for residential development, the base amount for that fiscal year shall be adjusted in an amount proportionate to that change.

(~~3~~***c***) If any portion of the authorized base amount remains unallocated at the end of a fiscal year, that portion shall be added to the authorized base amount for the next fiscal year.

(~~4~~***d***) In the event the property for which an exemption is granted ceases to be utilized for housing for low-income persons or is sold or transferred for use other than housing for low-income persons within five years from the date the certificate of exemption is recorded, the person to whom the exemption was granted shall be required to pay to the city the amount of the exempted systems development charges, plus interest at the statutory rate for interest on a judgment from the date the certificate was recorded.

(~~5~~***e***) Upon issuance of the certificate of occupancy, the city shall record the certificate of exemption documenting the date and amount of the exemption with the Lane County Recorder's office.

(~~6~~***f***) A transfer from an owner to whom an exemption was granted to the initial lessee under a lease to purchase agreement shall not be deemed a transfer of ownership for purposes of this subsection.

(~~7~~***g***) The exemption authorized herein does not include an exemption from the regional wastewater systems development charge.

(~~8~~***h***) For purposes of this subsection (~~c~~***2***), "low-income persons" means:

1. With regard to rental housing, persons with an income at or below 60 percent of the area median income as determined by the State Housing Council based on information from the United States Department of Housing and Urban Development; and
2. With regard to home ownership housing and lease to purchase home ownership housing, persons with an income at or below 80 percent of the area median income as determined by the State Housing Council based on information from the United States Department of Housing and Urban Development.

Section 5. Section 7.730 of the Eugene Code, 1971, is amended to provide as follows:

7.730 SDC - Credits.

(1) As used in this section and in the definition of "Qualified public improvements" in section 7.010***,*** the word "contiguous" means: in a public way which abuts.

(2) When development occurs which does not change the use of a building in its entirety and which must pay a system development charge under section 7.705 of this chapter, the system development charge for the existing use(s) shall be calculated and if it is less than the system development charge for the proposed use(s), the difference shall be the system development charge. If the change in use results in the system

development charge for the proposed use being less than the system development charge for the existing use, no system development charge shall be required; however, no reimbursement or credit shall be given and an administrative charge shall be imposed.

(3) When development occurs that ***demolishes an entire building or*** will change the use(s) of a building in its entirety and which must pay a system development charge under section 7.705 and/or an administrative charge per the SDC methodology adopted under section 7.710 of this chapter, the system development charge for the previous most intense verifiable use per system (i.e. parks, stormwater, transportation, wastewater) shall be calculated and if it is less than the system development charge for the proposed use, the difference shall be the system development charge. If the change in use results in the system development charge for the proposed use being less than the system development charge for the previous most intense verifiable use per system, no system development charge shall be required for that system; however, no reimbursement or credit shall be given and an administrative charge shall be imposed.

(4) A credit shall be given for the cost of a qualified public improvement associated with a development. The credit provided for by this subsection shall apply only to the improvement fee imposed for the type of improvement being constructed, and shall not exceed the improvement fee even if the cost of the capital improvement exceeds the applicable improvement fee. Credit may be granted only for the cost of that portion of such improvement that exceeds the government unit's minimum standard facility size or the capacity needed to serve the particular development project or property.

(5) The methodology may provide for a credit against the public improvement fee, the reimbursement fee, or both, for a capital improvement constructed as part of the development that reduces the development's demand upon existing capital improvements or the need for future capital improvements or that would otherwise have to be constructed at city expense under the then-existing council policies.

(6) Except to the extent that a capital improvement for which a credit is given is part of the phasing of a larger project and that the credit received against the systems development charge is greater than the charge for the phase where the capital improvement is constructed, credit shall not be transferable from one development to another.

(7) Credit shall not be transferable from one type of capital improvement to another.

Section 6. Section 7.732 of the Eugene Code, 1971, is added to provide as follows:

7.732 SDC – Impact Reductions and Compact Development Adjustments.

(1) The methodologies may include provisions pertaining to a reduction in a development's calculated SDC for one or more of the city's capital systems if the development incorporates private physical improvements or programs that will permanently reduce the impact the development has upon that capital system.

(2) The methodologies may include provisions pertaining to an adjustment to a development's calculated transportation SDC for specific types of compact development.

(3) The impact reductions and compact development adjustments approved for reduction or adjustment of the calculated SDC for one type of capital system shall not be transferable to reduce or adjust the SDC for another type of capital system.

Section 7. Section 7.735 of the Eugene Code, 1971, is amended to provide as follows:

7.735 SDC - Appeal Procedures.

(1) As used in this section, "working day" means a day when the general offices of the city are open to transact business with the public.

(2) A person aggrieved by a decision required or permitted to be made by the city manager or the manager's designee under sections 7.700 to [~~7.730~~]***7.732*** or a person challenging the propriety of an expenditure of systems development charge revenues may appeal the decision or the expenditure by filing with the public works staff at the city's permit center a written request for consideration by the hearings officer and by paying the fee for an appeal established under section 2.020 of this code. Such appeal shall describe with particularity the decision or the expenditure [~~from~~] which the person appeals and shall comply with subsection (4) of this section.

(3) An appeal of an expenditure must be filed within two years of the date of alleged improper expenditure. Appeals of any other decision must be filed within 15 working days of the date of the decision.

(4) The appeal shall state:

(a) The name and address of the appellant;
(b) The nature of the determination being appealed;
(c) The reason the determination is incorrect; and
(d) What the correct determination of the appeal should be or how the correct determination should be derived.

An appellant who fails to file such a statement within the time permitted

waives his/her objections, and his/her appeal shall be dismissed.

(5) Unless the appellant and the city agree to a longer period, an appeal shall be heard by a hearings officer within 15 working days of the receipt of the notice of intent to appeal. At least ten working days prior to the hearing, the city shall mail notice of the time and location thereof to the appellant.

(6) The hearings officer shall hear and determine the appeal on the basis of the appellant's written statement and any additional evidence he/she deems appropriate. At the hearing the appellant may present testimony and oral argument personally or by counsel. The rules of evidence as used by courts of law do not apply.

(7) The appellant shall carry the burden of proving that the determination being appealed is incorrect and what the correct determination should be or how a correct determination should be derived.

(8) The hearings officer shall issue a written decision within ten working days after the hearing date and the decision of the hearings officer shall be final.

Section 8. The City Recorder, at the request of, or with the consent of the City Attorney, is authorized to administratively correct any reference errors contained herein, or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

Passed by the City Council this

___ day of _____, 2018

_____
City Recorder

Approved by the Mayor this

____ day of _____, 2018

_____
Mayor

Attachment B

[Resolution No. 1]

RESOLUTION NO. _____

A RESOLUTION ADOPTING THE TRANSPORTATION SDC PROJECT PLAN.

The City Council of the City of Eugene finds that:

A. The City of Eugene's Transportation System Development Charge Project Plan ("the Plan") attached as Exhibit A to this Resolution includes a list of the transportation capital improvements that the City intends to fund with revenues from a System Development Charge ("SDC") improvement fee, and the estimated costs, timing and percentage of costs eligible to be funded with revenues from improvement fees for those capital improvements, as provided in ORS 223.309.

B. Public involvement was a major component of the Plan preparation process, culminating with a public hearing on June 18, 2018.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:

Section 1. Based on the above findings which are adopted, and the public hearing held on this matter, the City of Eugene's Transportation System Development Charge Project Plan attached as Exhibit A to this Resolution is approved.

Section 2. This Resolution shall become effective on _____, 2018.

The foregoing Resolution adopted the ___ day of _____, 2018.

_____

City Recorder

Exhibit A

CITY OF EUGENE

TRANSPORTATION SDC PROJECT PLAN

DRAFT May 8, 2018

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INTRODUCTION

INTRODUCTION

The City's recently adopted *2035 Transportation System Plan* (TSP) and the *Envision Eugene* Comprehensive Plan provide the foundation for the transportation infrastructure, goals, and policies that support an economically vital, healthy, and equitable community. Per the visions articulated in these documents, our transportation systems affect nearly every aspect of city life. We import the basic necessities of life – food, clothing, and building materials – to our homes. A constant flow of freight supplies many aspects of our lives. We travel to work and school, and move about to socialize and play. Streets, rail lines, rivers, and airports create the framework around which our cities are built and help define a city's livability. Our personal choices about how we travel affect our daily lives and our physical and mental well-being. Transportation is truly the backbone that supports a community as it grows and evolves.

The 20-year list of multimodal projects included in the TSP reflects a future transportation system that is designed and operated with the needs and safety of all travelers in mind, including people of all ages and abilities, especially the most vulnerable, who are walking, driving, bicycling, using transit, or traveling with mobility aids, some out of necessity. By making streets more inviting to pedestrians and bicyclists, especially for short trips, the City will gain more efficient use of limited available space within the street rights-of-way, provide a healthier environment in neighborhoods, and support higher density, mixed-use corridors. In furtherance of the goal to increase the number of people choosing active transportation as their travel option, there are 245 bicycle, pedestrian and transit projects planned for the next 20 years; these projects represent over 51% of the total transportation dollars that the City plans to spend over the next 20 years.

Within this context, it is important to recognize that today's fiscal environment is beset by uncertainty about future federal, state and local funding for transportation projects. This uncertainty provides challenges to accurately forecast the amount of funding available for transportation investments, and what projects or programs will receive funding. As such, the TSP provides a prudent and conservative list of capital construction projects, an emphasis on lower cost methods of improving personal mobility within the City, and an increased reliance on technologies that can improve the efficiencies of our streets. Providing an updated Transportation System Development Charge (TSDC) methodology and rate structure is one of the key implementation items associated with helping to achieve the TSP vision within this funding environment.

To address the requirement of ORS223.309, this Project Plan includes a list of the capital improvements that the City intends to fund, in whole or in part, with revenues from improvement fees collected through transportation system development charges. The City will update this plan as it updates the prioritization of projects in recognition of unforeseen opportunities associated with changes in policies or funding at the federal, state or local level as well as changes in local economic development priorities and public-private partnerships.

ACKNOWLEDGEMENTS

PROJECT STEERING COMMITTEE

Dan Kaler, Engineering Data Services Manager

Louranah Janeski, Engineering Compliance and Reporting Analyst

Rob Inerfeld, Transportation Planning Manager

Mark Schoening, City Engineer

Terri Harding, Principal Planner/Metro & Community Planning

Eric Brown, Assistant Planner

PREPARED BY:

Kittelson & Associates, Inc.

Galardi Rothstein Group, Inc.

TRANSPORTATION PRIORITIES

TSP PRIORITIES AND PROJECT CATEGORIES

The *2035 Transportation System Plan* (TSP) includes five categories of transportation programs and infrastructure improvements to fulfill the plan's goals and policies. These categories suggest timeframes for implementation based on complexity, likely available funding (including potential funding sources), and assessment of need, and include:

- Projects to be completed within 20 years;
- Operational projects (on-going);
- Projects to be completed upon development;
- Projects to be completed beyond 20 years; and
- Study projects.

PROJECTS TO BE COMPLETED WITHIN 20 YEARS

These projects represent the City's current priorities for implementation in the next 20 years (up to the year 2035). Projects in this category may be funded through a variety of sources including federal, state, or local transportation funds, Transportation System Development Charges (TSDCs), partnerships with private developers, or a combination of these sources. Roadway, multimodal, transit, and rail projects to be completed within 20 years are listed in the tables in Appendix A and shown on the maps in Appendix B.

OPERATIONAL PROJECTS

These projects are typically related to modifications to intersections that are lower in cost than a typical roadway project and are ones that generally do not require right-of-way acquisition. The operational projects generally include: new traffic signals, adding accessible pedestrian signals at intersections, and upgrading the existing traffic signal communications infrastructure to increase the capacity and overall efficiency of the transportation system. The funding of operational projects is included within the TSDC. This is reflected in the tables in Appendix A.

UPON-DEVELOPMENT PROJECTS

As properties develop or redevelop, a number of projects will be completed to serve new development. The timing of these projects is uncertain and they are unlikely to be advanced by the City in the absence of specific private development activities. Typically, these projects address only localized transportation needs associated with newly developing or redeveloping areas.

The list of projects to be completed upon development reflects the City's current understanding of likely priorities in these areas. At the time that development or land use applications are submitted, additional or different provisions may be required as conditions of approval based on the specifics of the actual development application and the applicable land use regulations. The projects in this category may also be funded through a variety of sources, such as urban renewal, private funds, TSDCs, or proportionate sharing (based on the level of anticipated impact of a specific development). These projects are provided in the tables in Appendix A and shown on the maps in Appendix B.

PROJECTS BEYOND 20 YEARS

Projects that will be implemented after 20 years are still important to consider because they could be needed to address future transportation issues, or are simply not able to be funded within the 20 year planning horizon of the TSP. Inclusion of projects in the Beyond 20 Years category provides the City flexibility to re-evaluate priorities and to pursue a variety of funding opportunities that may arise over the life of the TSP. The City has not identified cost estimates for these long term projects and they are not included in the TSDC.

PROJECT COSTS

Costs for each of the TSDC-eligible projects are shown in Appendix A. These costs were included in the TSP and reflect order-of-magnitude or planning-level estimates of right-of-way, design engineering and construction, and they generally include a 30 percent contingency. All costs are rounded and provided in 2014 dollars. The City will annually adjust the TSDC-eligible project costs using a Construction Cost Index to derive the TSDC trip rate

INCENTIVES FOR COMPACT DEVELOPMENT

As part of the City's strategies to promote compact development and the goals of Envision Eugene, certain types of compact development may qualify for a reduction to their calculated TSDC. Some of these reductions are available only within the specific geographic areas generally displayed in the "Incentive Area Map" in Appendix B.

Image Source: Wikimedia Commons

Appendix A

Tables

SDC SUMMARY: IMPROVEMENT FEE COMPONENT

(a) Project Type	(b) Total Cost[1]	(c) Existing Capacity Replacement Cost	(d) (b-c) Net New Capacity Costs[2]	Growth Share of Net New Capacity (e) (d x f) $	(f) %	(g) Net of Other Funding[3]	(h) SDC per Vehicle Trip[4]	(i) Potential Assessable[5]	(j) Grants[6]	(k) (g + i + j) SDC Plus Grants & Assessable
Multimodal Projects										
Street Projects	$118,600,000	$21,100,000	$97,500,000	$28,824,569	30%	$26,624,569	$650	$19,800,000		$46,424,569
Upon Development Projects	$134,200,000	$12,200,000	$122,000,000	$80,114,483	66%	$47,929,992	$1,170	$64,100,000		$112,029,992
Operational Projects										
New Signals	$8,750,000		$8,750,000	$2,147,843	25%	$2,147,843	$52			
Accessible Pedestrian Signals	$7,490,000		$7,490,000	$1,838,554	25%	$1,838,554	$45			
Master Traffic Communications Plan	$9,500,000		$9,500,000	$2,331,944	25%	$2,331,944	$57			
Active Modes (20-Year Projects)										
Shared Use Paths	$24,529,000	$0	$24,529,000	$24,529,000	100%	$21,354,321	$521		$3,174,679	$24,529,000
Bike Facilities	$29,010,282	$0	$29,010,282	$11,634,752	40%	$10,721,547	$262		$4,592,661	$15,314,208
Pedestrian Facilities	$9,781,000	$0	$9,781,000	$810,000	8%	$772,519	$19	$8,971,000	$37,481	$9,781,000
Subtotal	$63,320,282		$63,320,282	$36,973,752	58%	$32,848,387	$802	$8,971,000	$7,804,821	$49,624,208
Subtotal Improvement	**$341,860,282**	**$33,300,000**	**$308,560,282**	**$152,231,146**	**37%**	**$113,721,290**	**$2,776**	**$92,871,000**	**$7,804,821**	**$208,078,769**

[1] Net of multimodal corridor bundle costs
[2] Net of rail-related project costs
[3] Reflects application of other funding on a project-specific basis
[4] Column (g) divided by PM Peak Hour Trip Ends through 2035: 40,972
[5] Average assessable cost of new roadway construction
[6] Reflects estimated existing commitments

2035 TRANSPORTATION SYSTEM PLAN (TSP) PROJECT LIST

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Multimodal Projects										
MM-16	Upgrade Bertelsen from 18th Ave. to Bailey Hill Rd.	20-yr	$3,900,000	$500,000	$3,400,000	40%	$1,375,511	$0	$1,375,511	35%
MM-13	Upgrade Bethel from Highway 99 to Roosevelt	20-yr	$11,800,000	$1,800,000	$10,000,000	37%	$3,653,925	$0	$3,653,925	31%
MM-12	Upgrade the North/South section of County Farm Loop	20-yr	$4,400,000	$400,000	$4,000,000	23%	$929,455	$0	$929,455	21%
MM-14	Upgrade W 11th from Terry to Green Hill	20-yr	$12,300,000	$1,100,000	$11,200,000	23%	$2,527,280	$0	$2,527,280	21%
MM-11	Upgrade Hunsaker Ln/Beaver St.	20-yr	$9,300,000	$1,100,000	$8,200,000	33%	$2,668,191	$0	$2,668,191	29%
MM-15	Upgrade Jeppesen Acres (Gilham to Providence)	20-yr	$3,900,000	$400,000	$3,500,000	26%	$900,000	$0	$900,000	23%
Multimodal—Other Projects										
MM-19	Reconstruct Franklin Blvd. as a multi-way boulevard between Walnut and Onyx	20-yr	$27,700,000	$2,100,000	$25,600,000	23%	$5,893,142	$0	$5,893,142	21%
MM-20	Add lanes on the Randy Pape Beltline from Roosevelt to W 11th, intersection improvements	20-yr	$28,100,000	$7,500,000	$20,600,000	34%	$6,923,236	$0	$6,923,236	25%
MM-21	Widen Barger Dr. to provide a second through lane in each direction	20-yr	$1,900,000	$700,000	$1,200,000	4%	$48,336	$0	$48,336	3%
MM-22	Convert 8th Ave. to 2-way street	20-yr	$3,900,000	$1,800,000	$2,100,000	4%	$87,027	$0	$87,027	2%

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
MM-8	Add center turn lane on Martin Luther King Jr. Blvd. between Parkway W & Centennial Loop W	20-yr	$6,700,000	$3,500,000	$3,200,000	9%	$284,181	$0	$284,181	4%
MM-27	North Gilham Rd.		$1,500,000	$200,000	$1,300,000	26%	$334,285.71	$0	$334,286	22%
MM-28	Collector in Crescent Village		$3,200,000	$0	$3,200,000	100%	$3,200,000	$2,200,000	$1,000,000	31%
	Subtotal Multimodal Projects		$118,600,000	$21,100,000	$97,500,000	30%	$28,824,569	$2,200,000	$26,624,569	
	Development-Driven Projects									
UD-1	Connector, Enid to Awbrey		$7,400,000	$0	$7,400,000	100%	$7,400,000	$2,300,000	$5,100,000	69%
UD-2	Hyacinth from 140' south of Brotherton to Argon		$700,000	$0	$700,000	100%	$700,000	$500,000	$200,000	29%
UD-3	Avengale from 870-feet east of Walton to County Farm		$2,800,000	$0	$2,800,000	92%	$2,570,400	$2,270,400	$300,000	11%
UD-5	Legacy from 250-feet south of Avalon to Roosevelt		$17,500,000	$0	$17,500,000	99%	$17,325,000	$7,125,000	$10,200,000	58%
UD-6	Colton Way from 140-feet south of Donohoe to Legacy Ext.		$3,700,000	$0	$3,700,000	100%	$3,700,000	$2,600,000	$1,100,000	30%
UD-7	Construct Collectors & other facilities in the Crow Rd. Area		$21,300,000	$200,000	$21,100,000	99%	$20,952,300	$12,352,300	$8,600,000	40%
UD-8	13th Ave. from 640-feet east of Bertelsen to Dani		$3,600,000	$0	$3,600,000	100%	$3,600,000	$2,400,000	$1,200,000	33%
UD-9	Awbrey Ln., HWY99 to 850-feet west of Prairie Rd.		$8,700,000	$2,700,000	$6,000,000	44%	$2,652,175	-	$2,652,175	30%
UD-10	Beacon Drive East, 440' east of River Road to Scenic Drive		$3,500,000	$700,000	$2,800,000	20%	$573,913	-	$573,913	16%
UD-11	Scenic Drive, River Loop #2 to Beacon Drive		$4,300,000	$300,000	$4,000,000	13%	$539,326	-	$539,326	13%

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
UD-12	Spring Creek Dr., River Rd. to Scenic Dr.		$2,600,000	$200,000	$2,400,000	15%	$351,648	-	$351,648	14%
UD-13	River Loop #2, River Rd. to Burlwood		$6,400,000	$500,000	$5,900,000	21%	$1,221,115	-	$1,221,115	19%
UD-14	Wilkes Dr., River Rd. to River Loop #1		$7,000,000	$1,200,000	$5,800,000	11%	$651,685	-	$651,685	9%
UD-15	River Loop #1, River Rd. to Dalewood		$1,500,000	$200,000	$1,300,000	26%	$337,709	-	$337,709	23%
UD-19	County Farm Rd. (east-west segment)		$3,200,000	$300,000	$2,900,000	64%	$1,867,031	$567,031	$1,300,000	41%
UD-20	Royal Ave., Terry St. to Greenhill Rd.		$11,200,000	$2,400,000	$8,800,000	45%	$3,947,398	-	$3,947,398	35%
UD-21	Willow Creek Rd., W. 18th Ave. to UGB		$5,100,000	$400,000	$4,700,000	78%	$3,669,760	$2,069,760	$1,600,000	31%
UD-22	Bailey Hill Rd., Warren to UGB		$9,900,000	$1,800,000	$8,100,000	49%	$3,970,573	-	$3,970,573	40%
UD-23	Dillard Rd., 43rd Ave. to UGB		$8,100,000	$900,000	$7,200,000	37%	$2,679,864	-	$2,679,864	33%
UD-24	Fox Hollow Rd. from Donald to UGB		$5,700,000	$400,000	$5,300,000	27%	$1,404,586	-	$1,404,586	25%
	Subtotal Development Driven Projects		$134,200,000	$12,200,000	$122,000,000		$80,114,483	$32,184,491	$47,929,992	
	Greenways									
53	Grove St.	20-yr	$66,000	$0	$66,000	40%	$26,470	$0	$26,470	40%
60	W Amazon Dr.	20-yr	$47,000	$0	$47,000	40%	$18,850	$0	$18,850	40%
73	N Danebo Ave.	20-yr	$63,000	$0	$63,000	40%	$25,267	$0	$25,267	40%
74	Golden Garden St.	20-yr	$62,000	$0	$62,000	40%	$24,865	$0	$24,865	40%
75	Avalon St.	20-yr	$32,000	$0	$32,000	40%	$12,834	$0	$12,834	40%

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
77	Spyglass Dr.	20-yr	$87,000	$0	$87,000	40%	$34,892	$1,748	$33,144	38%
85	Honeywood St.	20-yr	$34,000	$0	$34,000	40%	$13,636	$794	$12,842	38%
86	Honeywood St.	20-yr	$7,200	$0	$7,200	40%	$2,888	$176	$2,712	38%
95	Monroe St.	20-yr	$124,000	$0	$124,000	40%	$49,731	$0	$49,731	40%
105	University St.	20-yr	$104,000	$0	$104,000	40%	$41,710	$0	$41,710	40%
107	W 15th Ave.	20-yr	$117,000	$0	$117,000	40%	$46,924	$0	$46,924	40%
109	Willamette St.	20-yr	$18,000	$0	$18,000	40%	$7,219	$0	$7,219	40%
110	W Broadway	20-yr	$170,000	$0	$170,000	40%	$68,180	$0	$68,180	40%
111	Broadway	20-yr	$47,000	$0	$47,000	40%	$18,850	$0	$18,850	40%
114	Lawrence St.	20-yr	$151,000	$0	$151,000	40%	$60,559	$0	$60,559	40%
124	Greenview St.	20-yr	$23,000	$0	$23,000	40%	$9,224	$329	$8,895	39%
125	Fairoaks Dr.	20-yr	$10,000	$0	$10,000	40%	$4,011	$422	$3,589	36%
126	Lariat Dr.	20-yr	$34,000	$0	$34,000	40%	$13,636	$0	$13,636	40%
127	Tandy Turn	20-yr	$35,000	$0	$35,000	40%	$14,037	$836	$13,201	38%
128	Tandy Turn	20-yr	$33,000	$0	$33,000	40%	$13,235	$752	$12,483	38%
129	Firwood Way	20-yr	$11,000	$0	$11,000	40%	$4,412	$465	$3,947	36%
130	Palomino Dr.	20-yr	$45,000	$0	$45,000	40%	$18,048	$1,258	$16,790	37%

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
131	Bailey Ln.	20-yr	$106,000	$0	$106,000	40%	$42,512	$2,549	$39,963	38%
134	Delta Oaks Dr.	20-yr	$12,000	$0	$12,000	40%	$4,813	$507	$4,306	36%
135	Holly Ave.	20-yr	$66,000	$0	$66,000	40%	$26,470	$1,503	$24,967	38%
136	Snelling Dr.	20-yr	$46,400	$0	$46,400	40%	$18,609	$1,060	$17,549	38%
137	Erin Way	20-yr	$8,200	$0	$8,200	40%	$3,289	$218	$3,071	37%
138	Chad Dr.	20-yr	$21,000	$0	$21,000	40%	$8,422	$245	$8,177	39%
139	Jeppesen Acres Rd.	20-yr	$86,000	$0	$86,000	40%	$34,491	$1,705	$32,786	38%
141	Bond Ln.	20-yr	$52,000	$0	$52,000	40%	$20,855	$912	$19,943	38%
146	Copping St.	20-yr	$35,000	$0	$35,000	40%	$14,037	$0	$14,037	40%
153	Ruby Ave.	20-yr	$111,000	$0	$111,000	40%	$44,517	$0	$44,517	40%
155	N Park Ave.	20-yr	$61,000	$0	$61,000	40%	$24,464	$0	$24,464	40%
157	N Park Ave.	20-yr	$134,000	$0	$134,000	40%	$53,742	$0	$53,742	40%
159	Lake Dr.	20-yr	$54,000	$0	$54,000	40%	$21,657	$0	$21,657	40%
161	Horn Ln.	20-yr	$115,000	$0	$115,000	40%	$46,121	$0	$46,121	40%
162	Arbor Dr.	20-yr	$27,000	$0	$27,000	40%	$10,829	$0	$10,829	40%
163	Hillard Ln.	20-yr	$131,000	$0	$131,000	40%	$52,538	$0	$52,538	40%
167	Berntzen Rd.	20-yr	$32,000	$0	$32,000	40%	$12,834	$0	$12,834	40%

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
168	Waite St.	20-yr	$27,000	$0	$27,000	40%	$10,829	$0	$10,829	40%
374	Robin Hood Ave.	20-yr	$32,000	$0	$32,000	40%	$12,834	$709	$12,125	38%
381	E 13th Ave.	20-yr	$26,000	$0	$26,000	40%	$10,427	$0	$10,427	40%
386	Adkins St.	20-yr	$52,000	$0	$52,000	40%	$20,855	$912	$19,943	38%
387	N Clarey St.	20-yr	$93,000	$0	$93,000	40%	$37,298	$0	$37,298	40%
388	Gay St.	20-yr	$16,000	$0	$16,000	40%	$6,417	$0	$6,417	40%
389	Sarah Ln.	20-yr	$46,000	$0	$46,000	40%	$18,449	$0	$18,449	40%
397	Portland St.	20-yr	$38,000	$0	$38,000	40%	$15,240	$0	$15,240	40%
398	W 24th Ave.	20-yr	$9,000	$0	$9,000	40%	$3,610	$0	$3,610	40%
446	W 12th Ave.	20-yr	$115,000	$0	$115,000	40%	$46,121	$0	$46,121	40%
449	Ascot Dr.	20-yr	$35,000	$0	$35,000	40%	$14,037	$836	$13,201	38%
451	Fair Oaks Dr.	20-yr	$70,000	$0	$70,000	40%	$28,074	$1,672	$26,402	38%
452	Dapple Way	20-yr	$105,000	$0	$105,000	40%	$42,111	$2,507	$39,604	38%
453	Westward Ho Ave./Sunshine Acres	20-yr	$98,000	$0	$98,000	40%	$39,304	$2,212	$37,092	38%
458	E 27th/28th/29th Ave./High St.	20-yr	$60,000	$0	$60,000	40%	$24,063	$0	$24,063	40%
459	South Pearl St.	20-yr	$59,000	$0	$59,000	40%	$23,662	$0	$23,662	40%
460	Alder St.	20-yr	$80,000	$0	$80,000	40%	$32,084	$0	$32,084	40%

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
461	Park Ave.	20-yr	$98,000	$0	$98,000	40%	$39,304	$0	$39,304	40%
486	Willamette St.	20-yr	$58,000	$0	$58,000	40%	$23,261	$0	$23,261	40%
488	Mill Street/E 10th Ave.	20-yr	$91,000	$0	$91,000	40%	$36,496	$0	$36,496	40%
492	W 22nd Ave.	20-yr	$42,000	$0	$42,000	40%	$16,844	$0	$16,844	40%
503	High St.	20-yr	$42,000	$0	$42,000	40%	$16,844	$0	$16,844	40%
505	Stephens Dr.	20-yr	$11,000	$0	$11,000	40%	$4,412	$0	$4,412	40%
528	W 27th Pl., Washington St.	20-yr	$24,000	$0	$24,000	40%	$9,625	$0	$9,625	40%
542	Fair Oaks Dr.	20-yr	$18,000	$0	$18,000	40%	$7,219	$118	$7,101	39%
544	Calvin St.	20-yr	$25,000	$0	$25,000	40%	$10,026	$413	$9,613	38%
545	Monterey Ln. (Larkspur Lp. to Long Island Dr.)	20-yr	$9,000	$0	$9,000	40%	$3,610	$380	$3,230	36%
546	Monterey Ln. (Norkenzie Rd. to Larkspur Lp.)	20-yr	$10,000	$0	$10,000	40%	$4,011	$422	$3,589	36%
547	Long Island Dr.	20-yr	$35,000	$0	$35,000	40%	$14,037	$836	$13,201	38%
548	Shadow View Dr.	20-yr	$27,000	$0	$27,000	40%	$10,829	$0	$10,829	40%
576	Westleigh St.	20-yr	$14,000	$0	$14,000	40%	$5,615	$0	$5,615	40%
577	Jay St.	20-yr	$39,000	$0	$39,000	40%	$15,641	$0	$15,641	40%
578	Cubit St.	20-yr	$46,000	$0	$46,000	40%	$18,449	$0	$18,449	40%
579	Western Dr.	20-yr	$31,000	$0	$31,000	40%	$12,433	$667	$11,766	38%

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
587	Rio Glen Dr.	20-yr	$29,000	$0	$29,000	40%	$11,631	$583	$11,048	38%
588	17th Ave.	20-yr	$104,000	$0	$104,000	40%	$41,710	$0	$41,710	40%
591	Garden Ave.	20-yr	$52,000	$0	$52,000	40%	$20,855	$0	$20,855	40%
593	Alder St.	20-yr	$108,000	$0	$108,000	40%	$43,314	$0	$43,314	40%
595	Grant St. (W 5th Ave. to W 15th Ave.)	20-yr	$100,000	$0	$100,000	40%	$40,106	$0	$40,106	40%
597	Grant St. (W 17th Ave. to W. 22nd Ave.)	20-yr	$49,000	$0	$49,000	40%	$19,652	$0	$19,652	40%
598	W 22nd Ave. (Grant – Chambers)	20-yr	$18,000	$0	$18,000	40%	$7,219	$0	$7,219	40%
599	W 22nd Ave. (Grant – City View)	20-yr	$52,000	$0	$52,000	40%	$20,855	$0	$20,855	40%
600	City View St.	20-yr	$10,000	$0	$10,000	40%	$4,011	$0	$4,011	40%
601	W 21st Ave.	20-yr	$42,000	$0	$42,000	40%	$16,844	$0	$16,844	40%
605	Hyacinth St.	20-yr	$135,000	$0	$135,000	40%	$54,143	$0	$54,143	40%
606	Spring Creek Dr.	20-yr	$68,000	$0	$68,000	40%	$27,272	$0	$27,272	40%
607	Scenic Dr. (City Limits – Spring Creek)	20-yr	$55,000	$0	$55,000	40%	$22,058	$0	$22,058	40%
608	Scenic Dr. (Spring Creek – Wilkes)	20-yr	$89,000	$0	$89,000	40%	$35,694	$0	$35,694	40%
609	Throne Dr.	20-yr	$75,000	$0	$75,000	40%	$30,079	$0	$30,079	40%
614	Hyacinth St.	20-yr	$113,000	$0	$113,000	40%	$45,319	$0	$45,319	40%
	Subtotal Greenways		$5,097,800	$0	$5,097,800		$2,044,504	$27,741	$2,016,763	

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Protected Bike Lanes										
18	High St.	20-yr	$2,267,000	$0	$2,267,000	40%	$909,194	$0	$909,194	40%
46	E Amazon Dr.	20-yr	$2,209,000	$0	$2,209,000	40%	$885,933	$0	$885,933	40%
391	Oakway Rd.	20-yr	$2,184,000	$0	$2,184,000	40%	$875,907	$0	$875,907	40%
392	Cal Young Rd.	20-yr	$508,000	$0	$508,000	40%	$203,737	$0	$203,737	40%
393	Willakenzie Rd.	20-yr	$3,141,000	$0	$3,141,000	40%	$1,259,717	$0	$1,259,717	40%
526	River Rd.	20-yr	$4,441,000	$0	$4,441,000	40%	$1,781,090	$0	$1,781,090	40%
556	13th Avenue	20-yr	$3,280,000	$0	$3,280,000	40%	$1,315,464	$885,464	$430,000	13%
571	Lincoln St.	20-yr	$1,419,000	$0	$1,419,000	40%	$569,099	$0	$569,099	40%
580	Hilyard St.	20-yr	$330,000	$0	$330,000	40%	$132,349	$0	$132,349	40%
582	E Broadway	20-yr	$265,000	$0	$265,000	40%	$106,280	$0	$106,280	40%
583	8th Ave.	20-yr	$1,221,000	$0	$1,221,000	40%	$489,690	$0	$489,690	40%
589	E 24th Ave.	20-yr	$1,189,000	$0	$1,189,000	40%	$476,856	$0	$476,856	40%
Subtotal Protected Bike Lanes			$22,454,000	$0	$22,454,000		$9,005,315	$885,464	$8,119,851	

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Bike Lanes										
31	Willamette St.	20-yr	$115,000	$0	$115,000	40%	$46,121	$0	$46,121	40%
38	Fox Hollow Rd.	20-yr	Urban*	$0						
39	W 11th Ave.	20-yr	Urban*	$0						
41	Garfield St.	20-yr	$93,000	$0	$93,000	40%	$37,298	$0	$37,298	40%
42	Beaver St.	20-yr	Urban*	$0						
43	Hunsaker Ln.	20-yr	Urban*	$0						
44	Wilkes Dr.	20-yr	$126,000	$0	$126,000	40%	$50,533	$0	$50,533	40%
45	S Bertelsen Rd.	20-yr	Urban*	$0						
54	W 7th Pl.	20-yr	$136,000	$0	$136,000	40%	$54,544	$0	$54,544	40%
59	Prairie Rd.	20-yr	$19,000	$0	$19,000	40%	$7,620	$0	$7,620	40%
61	Bethel Dr.	20-yr	Urban*	$0						
63	Highway 99	20-yr	$72,000	$0	$72,000	40%	$28,876	$0	$28,876	40%
66	Dillard Rd.	20-yr	Urban*	$0						
71	Bailey Hill Rd.	20-yr	$20,000	$0	$20,000	40%	$8,021	$0	$8,021	40%
158	N Park Ave.	20-yr	$26,000	$0	$26,000	40%	$10,427	$0	$10,427	40%
226	W 13th Ave.	20-yr	$24,747	$0	$24,747	40%	$9,925	$0	$9,925	40%

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
229	County Farm Rd.	20-yr	$107,235	$0	$107,235	40%	$43,007	$0	$43,007	40%
400	Royal Ave.	20-yr	Urban*	$0						
445	City View St.	20-yr	$68,000	$0	$68,000	40%	$27,272	$0	$27,272	40%
447	Highway 99	20-yr	$44,000	$0	$44,000	40%	$17,646	$0	$17,646	40%
455	Oak Patch Rd.	20-yr	$63,000	$0	$63,000	40%	$25,267	$0	$25,267	40%
482	Gilham Rd.	20-yr	Urban*	$0						
523	Polk St.	20-yr	$200,000	$0	$200,000	40%	$80,211	$0	$80,211	40%
554	W 2nd Ave.	20-yr	$36,000	$0	$36,000	40%	$14,438	$0	$14,438	40%
561	W 13th Ave.	20-yr	$133,000	$0	$133,000	40%	$53,340	$0	$53,340	40%
564	Commerce St.	20-yr	$36,000	$0	$36,000	40%	$14,438	$0	$14,438	40%
568	Roosevelt Blvd.	20-yr	$20,000	$0	$20,000	40%	$8,021	$0	$8,021	40%
572	W 5th Ave.	20-yr	$8,000	$0	$8,000	40%	$3,208	$0	$3,208	40%
574	High St.	20-yr	$16,500	$0	$16,500	40%	$6,617	$0	$6,617	40%
575	County Farm Rd.	20-yr	$59,000	$0	$59,000	40%	$23,662	$0	$23,662	40%
592	E 40th Ave.	20-yr	$36,000	$0	$36,000	40%	$14,438	$0	$14,438	40%
	Subtotal Bike Lane		$1,458,482	$0	$1,458,482		$584,933	$0	$584,933	

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Shared Use Path										
21	E 30th Ave.	20-yr	$2,749,000	$0	$2,749,000	100%	$2,749,000	$0	$2,749,000	100%
211	Spring Boulevard Accessway	20-yr	$554,000	$0	$554,000	100%	$554,000	$0	$554,000	100%
222	W 7th Ave.	20-yr	$951,000	$0	$951,000	100%	$951,000	$0	$951,000	100%
223	Jessen Path	20-yr	$3,350,000	$0	$3,350,000	100%	$3,350,000	$1,898,662	$1,451,338	43%
231	Wilson Street Path	20-yr	$298,000	$0	$298,000	100%	$298,000	$0	$298,000	100%
243	Beltline Path	20-yr	$2,016,000	$0	$2,016,000	100%	$2,016,000	$0	$2,016,000	100%
376	Franklin Boulevard Path	20-yr	$639,000	$0	$639,000	100%	$639,000	$0	$639,000	100%
394	Amazon Roosevelt Connector	20-yr	$261,000	$0	$261,000	100%	$261,000	$0	$261,000	100%
395	Fern Ridge West Connector	20-yr	$125,000	$0	$125,000	100%	$125,000	$0	$125,000	100%
459	Hilyard St.	20-yr	$866,000	$0	$866,000	100%	$866,000	$460,039	$405,961	47%
475	W Amazon Dr.	20-yr	$709,000	$0	$709,000	100%	$709,000	$0	$709,000	100%
494	Amazon Park East-West Path	20-yr	$816,000	$0	$816,000	100%	$816,000	$0	$816,000	100%
552	UGB Path	20-yr	$3,209,000	$0	$3,209,000	100%	$3,209,000	$0	$3,209,000	100%
555	Kincaid St Path	20-yr	$209,000	$0	$209,000	100%	$209,000	$0	$209,000	100%
610	Roosevelt Blvd.	20-yr	$805,000	$0	$805,000	100%	$805,000	$716,450	$88,550	11%
	Subtotal Shared Use Path		$17,557,000	$0	$17,557,000		$17,557,000	$3,075,151	$14,481,849	

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Sidewalk Path										
481	Division Ave. Sidewalk Path	20-yr	$701,000	$0	$701,000	100%	$701,000	$0	$701,000	100%
508	Franklin Blvd. Sidewalk Path	20-yr	$273,000	$0	$273,000	100%	$273,000	$0	$273,000	100%
565	Commerce St.	20-yr	$157,000	$0	$157,000	100%	$157,000	$0	$157,000	100%
615	W 7th Ave.	20-yr	$207,000	$0	$207,000	100%	$207,000	$0	$207,000	100%
495	W 5th Ave.	20-yr	$74,000	$0	$74,000	100%	$74,000	$0	$74,000	100%
	Subtotal Sidewalk Path		**$1,412,000**	**$0**	**$1,412,000**		**$1,412,000**	**$0**	**$1,412,000**	
Accessways										
196	Avalon St. Accessway	20-yr	$87,000	$0	$87,000	100%	$87,000	$0	$87,000	100%
197	Lane County Fairgrounds Accessway	20-yr	$186,000	$0	$186,000	100%	$186,000	$0	$186,000	100%
218	Hansen Ln. Accessway	20-yr	$98,000	$0	$98,000	100%	$98,000	$0	$98,000	100%
220	McClure Ln. Accessway	20-yr	$45,000	$0	$45,000	100%	$45,000	$0	$45,000	100%
221	Arbor Dr. Accessway	20-yr	$46,000	$0	$46,000	100%	$46,000	$0	$46,000	100%
230	Murin St. Accessway	20-yr	$16,000	$0	$16,000	100%	$16,000	$0	$16,000	100%
250	W 11th Ave. Accessway	20-yr	$53,000	$0	$53,000	100%	$53,000	$0	$53,000	100%
255	W 27th Ave. Accessway	20-yr	$61,000	$0	$61,000	100%	$61,000	$0	$61,000	100%
256	Lincoln St. Accessway	20-yr	$66,000	$0	$66,000	100%	$66,000	$0	$66,000	100%

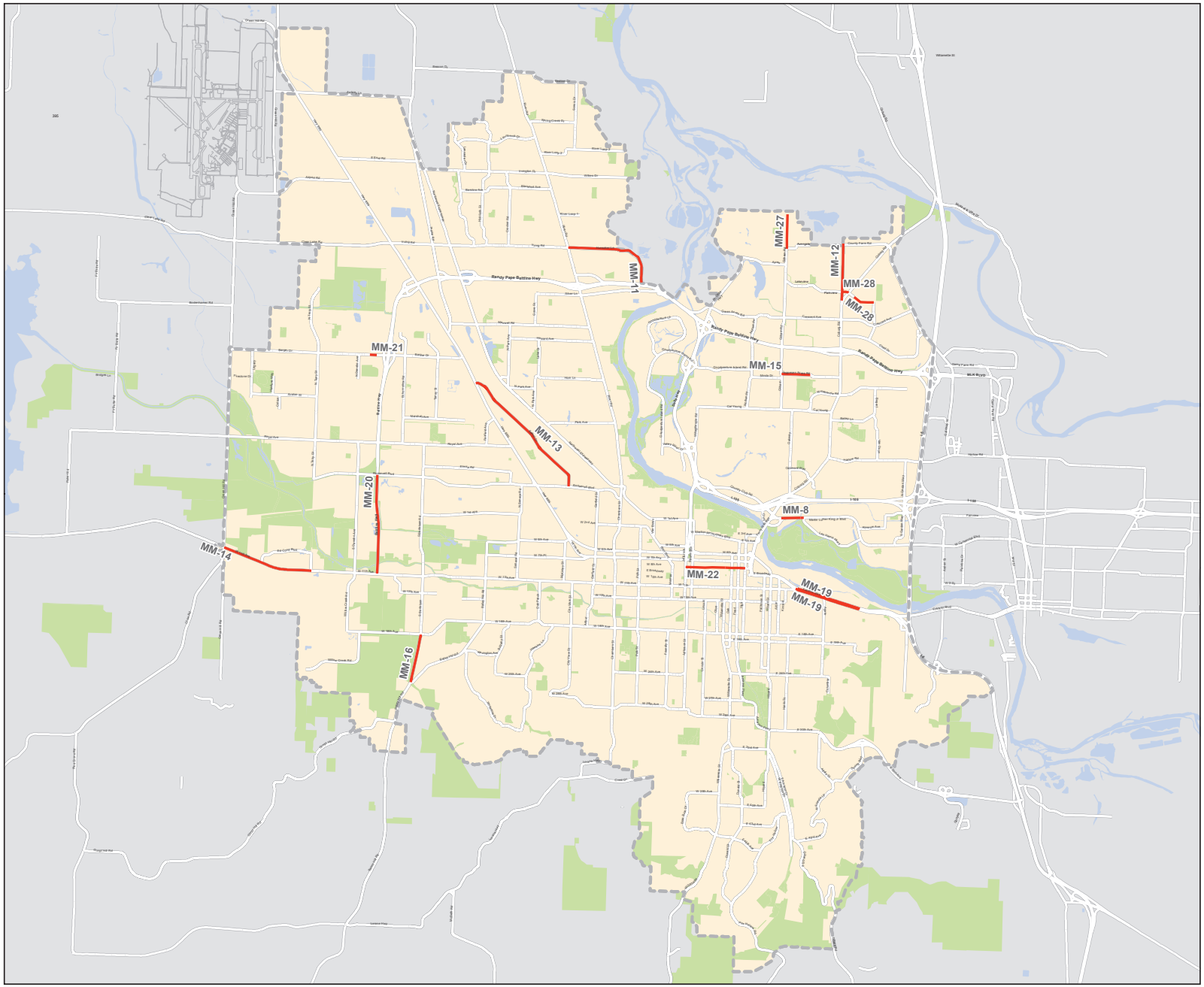
TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
258	Spyglass Accessway	20-yr	$64,000	$0	$64,000	100%	$64,000	$25,259	$38,741	61%
259	Holly Ave. Accessway	20-yr	$31,000	$0	$31,000	100%	$31,000	$12,222	$18,778	61%
472	E 25th Ave. Accessway	20-yr	$9,000	$0	$9,000	100%	$9,000	$0	$9,000	100%
560	Wallis St. Path	20-yr	$48,000	$0	$48,000	100%	$48,000	$0	$48,000	100%
	Subtotal Accessways		$810,000	$0	$810,000		$810,000	$37,481	$772,519	
	Grade Separated									
12	Park Ave. Overpass	20-yr	$4,110,000	$0	$4,110,000	100%	$4,110,000	$0	$4,110,000	100%
249	Amazon Dr. Footbridge	20-yr	$75,000	$0	$75,000	100%	$75,000	$33,176	$41,824	56%
390	Jay St. Bridge	20-yr	$125,000	$0	$125,000	100%	$125,000	$0	$125,000	100%
596	Grant St.	20-yr	$900,000	$0	$900,000	100%	$900,000	$0	$900,000	100%
612	Amazon and 36th Dr. Footbridge	20-yr	$75,000	$0	$75,000	100%	$75,000	$33,176	$41,824	56%
613	Amazon and Dillard Footbridge	20-yr	$75,000	$0	$75,000	100%	$75,000	$33,176	$41,824	56%
219	Amazon and 34th Ave. Footbridge	20-yr	$200,000	$0	$200,000	100%	$200,000	$0	$200,000	100%
	Subtotal Grade Separated		$5,560,000	$0	$5,560,000		$5,560,000	$99,528	$5,460,472	

TSP No.	Project Name	Timeframe	Total Cost	Existing Capacity Replacement Cost	New Capacity Costs	Growth Share of New Capacity	Growth Cost	Other Funds Applied	Net TSDC-Eligible Costs	TSDC %
Traffic Signals										
	New Signals		$8,750,000		$8,750,000	25%	$2,147,843	$0	$2,147,843	25%
	Accessible Pedestrian Signals		$7,490,000		$7,490,000	25%	$1,838,554	$0	$1,838,554	25%
	Master Traffic Communications Plan		$9,500,000		$9,500,000	25%	$2,331,944	$0	$2,331,944	25%
	Subtotal Traffic Signals		**$25,740,000**	**$0**	**$25,740,000**		**$6,318,342**	**$0**	**$6,318,342**	
	TOTAL		**$332,889,282**	**$33,300,000**	**$299,589,282**		**$152,231,146**	**$38,509,856**	**$113,721,290**	**34%**

Image Source: Ben Garney via Wikimedia Commons

Appendix B

Maps



City of Eugene

Transportation SDC Projects

Street Projects Funded by Transportation SDCs

Legend to Map Symbols

- Future Street Projects Eligible for SDC Credit
- Railroad
- Streets
- Water
- Parks & Open Space
- Urban Growth Boundary

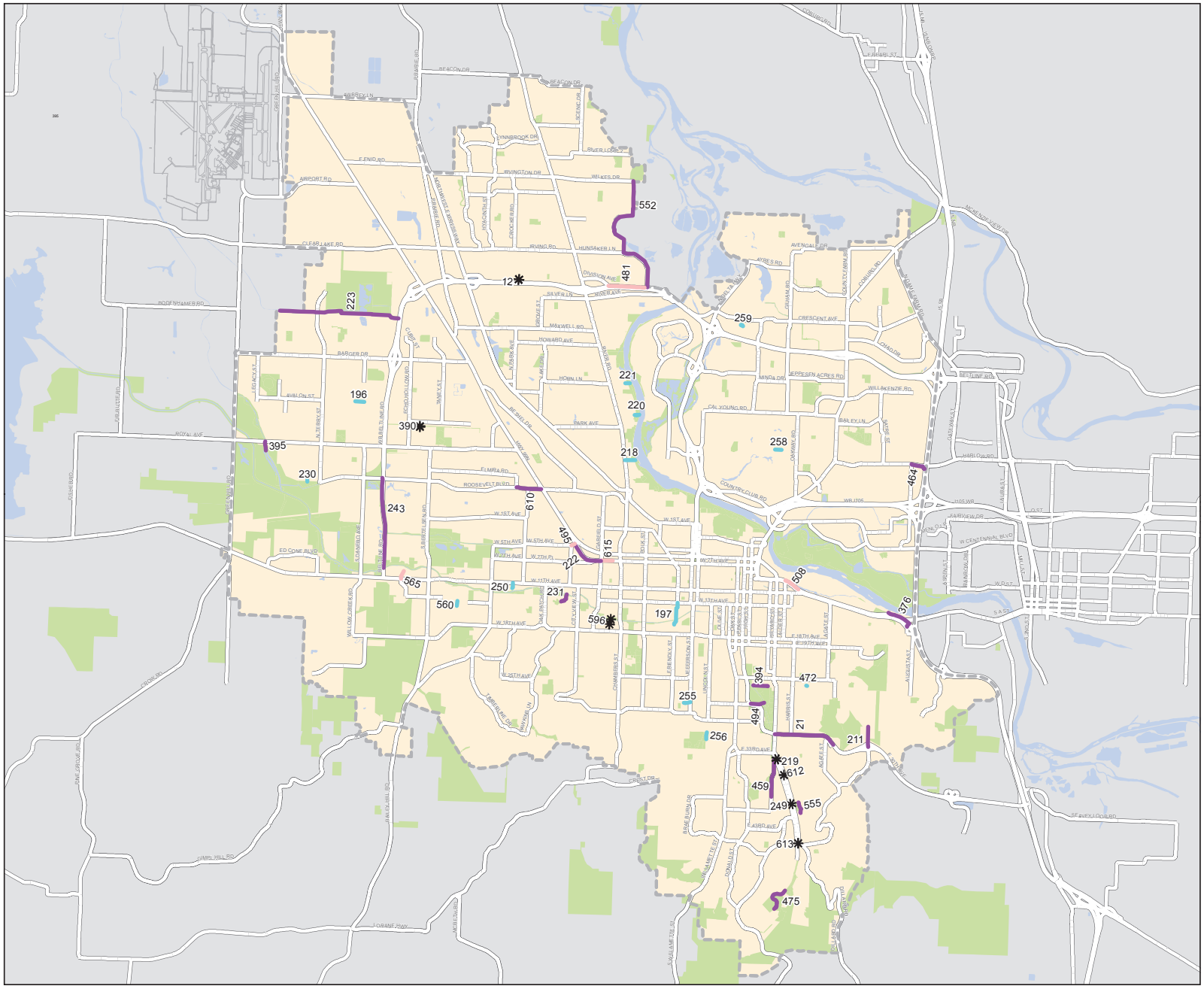
1 inch = 1.07 miles

0 1 2 Miles

These capital infrastructure projects to be constructed in the future will be financed using Transportation SDC funds.

Map produced by City of Eugene
Public Works Engineering Information Team
March 8, 2018 (1706-1800)

B-1



City of Eugene

Transportation SDC Projects

Pedestrian Facilities Funded by Transportation SDCs

Legend to Map Symbols

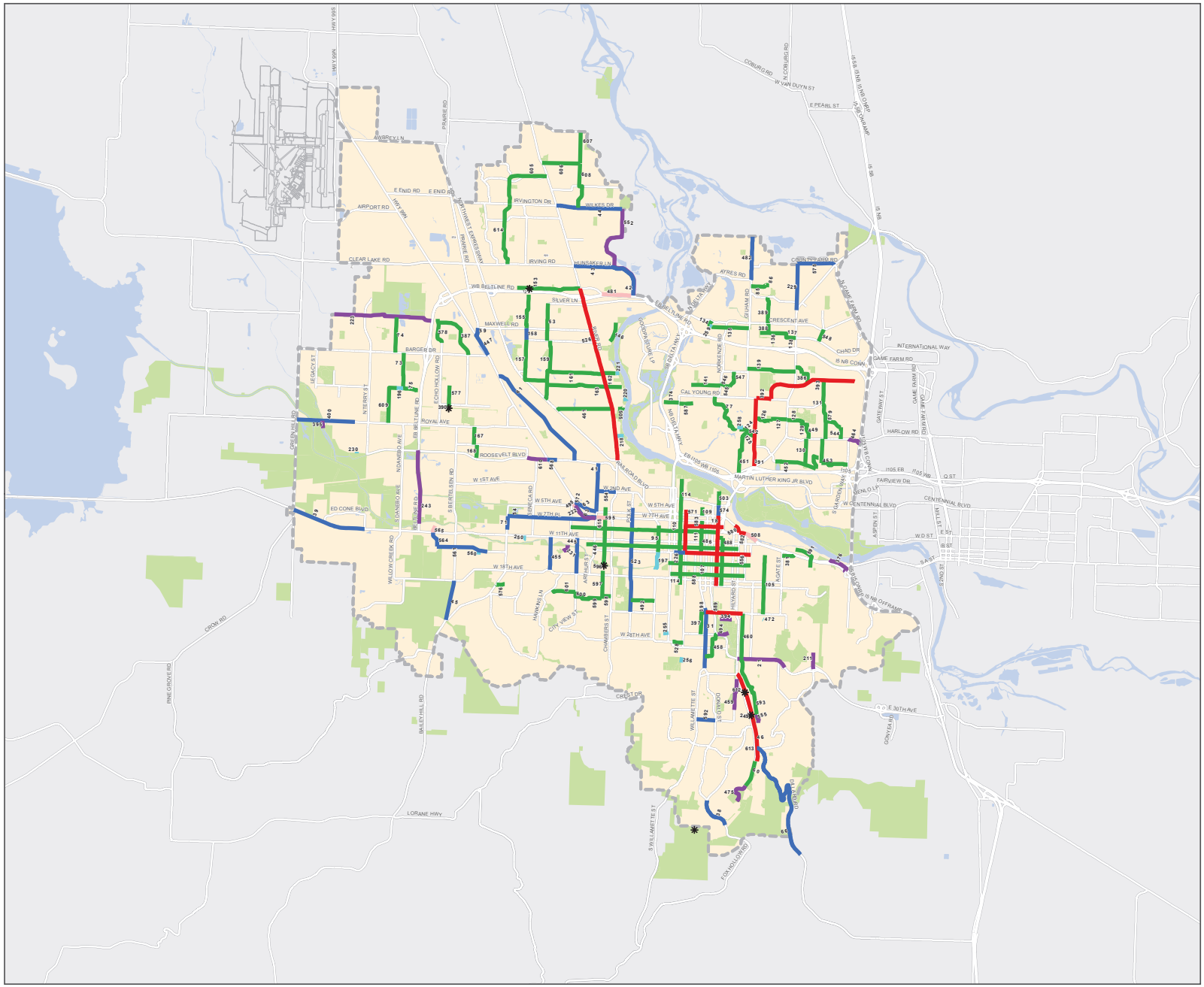
Proposed Pedestrian Improvements
- Shared Use Path
- Sidewalk Path
- Accessways
- ✱✱✱ Grade Separated Crossing
- Streets
- Railroad
- Water
- Parks & Open Space
- Urban Growth Boundary

1 inch = 1.07 miles

0 1 2 Miles

These capital infrastructure projects to be constructed within the next 20 years will be financed using Transportation SDC funds.

Map produced by City of Eugene
Public Works Engineering Information Team
March 8, 2018 (1706-1800)



City of Eugene

Transportation SDC Projects

Bicycle Facilities Funded by Transportation SDCs

Legend to Map Symbols

Proposed Bicycle Improvements

- Bike Lane
- Protected Bike Lane
- Shared Use Path
- Sidewalk Path
- Neighborhood Greenways
- Accessways
- Grade Separated Crossing
- Streets
- Railroad
- Waterbodies
- Parks & Open Space
- Urban Growth Boundary

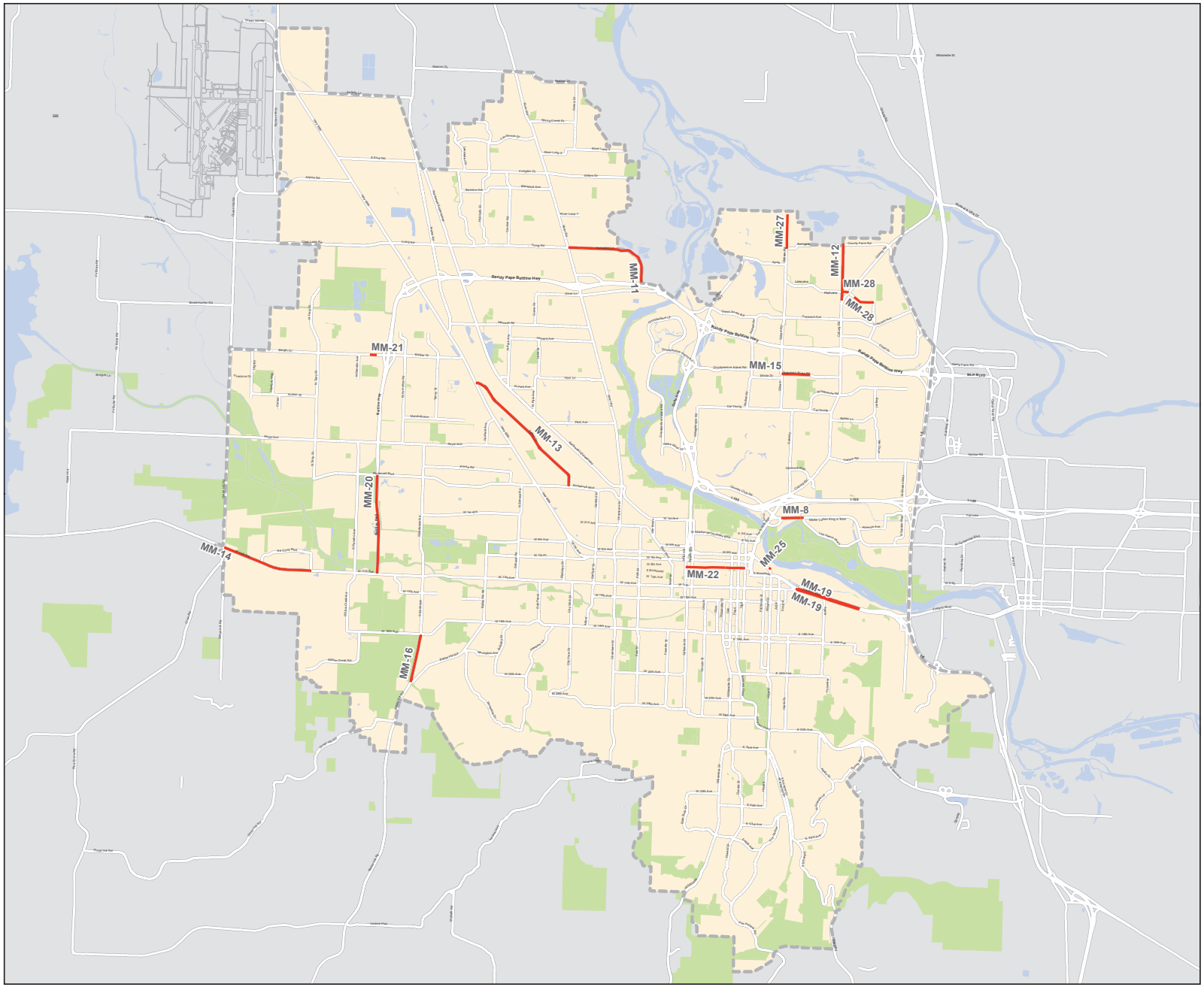
1 inch = 1.32 miles

0 1.25 2.5 Miles

These capital infrastructure projects to be constructed within the next 20 years will be financed using Transportation SDC funds.

Map produced by City of Eugene
Public Works Engineering Information Team
March 8, 2018 (1706-1800)

B-3



City of Eugene

Transportation SDC Projects

Street Projects Funded by Transportation SDCs

Legend to Map Symbols

- Future Street Projects Eligible for SDC Credit
- Railroad
- Streets
- Water
- Parks & Open Space
- Urban Growth Boundary

1 inch = 1.07 miles

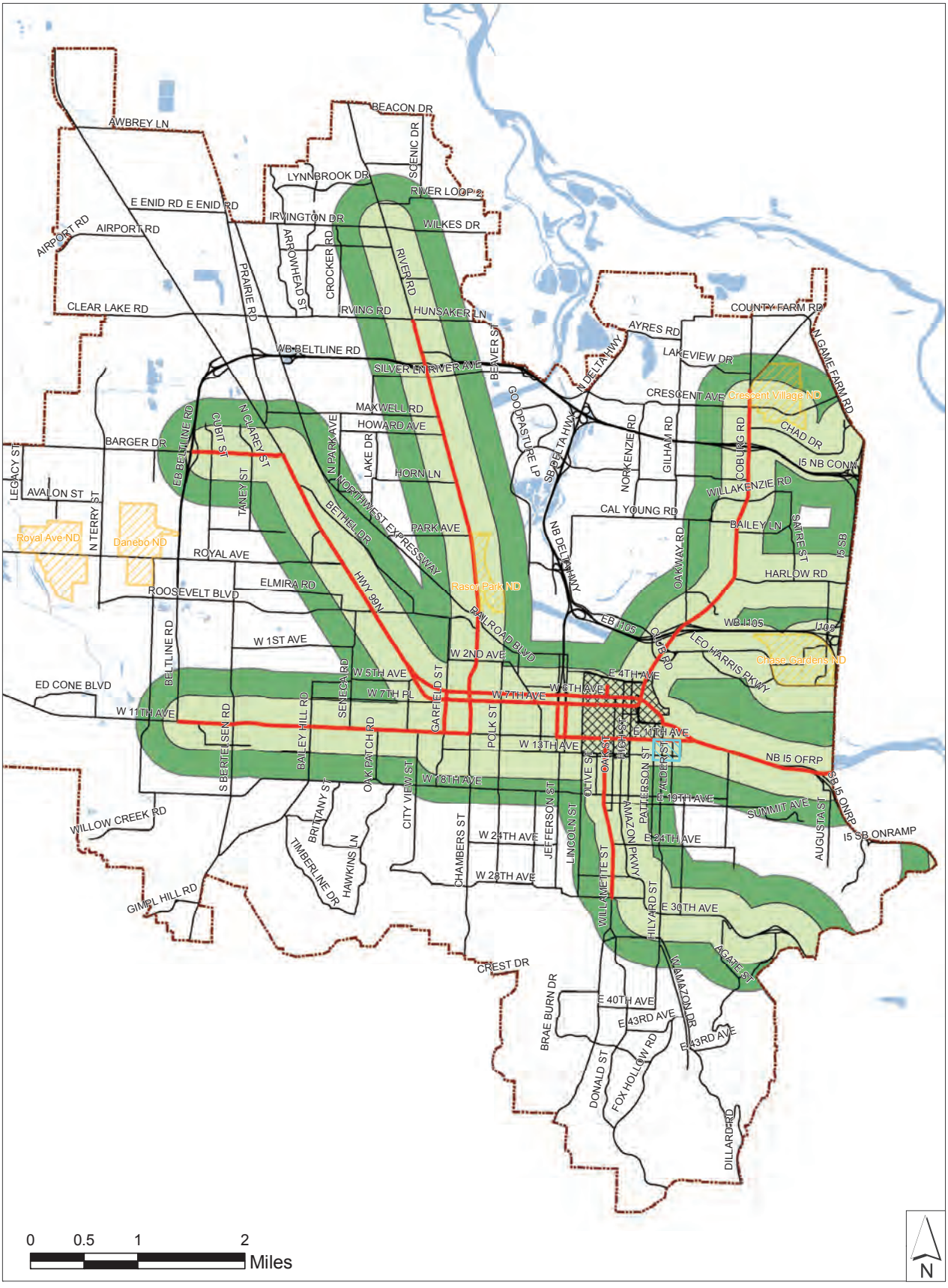
0 1 2 Miles

These capital infrastructure projects to be constructed in the future will be financed using Transportation SDC funds.

Map produced by City of Eugene
Public Works Engineering Information Team
March 8, 2018 (1706-1800)

B-4

Transportation SDC Incentive Areas



Legend

- West University Commercial District
- Nodal Development Areas (ND)
- Downtown Planning Boundary
- Frequent Transit Network (0.25 mile buffer)
- Frequent Transit Network (0.5 mile buffer)
- Eugene UGB
- Key Transportation Corridors
- Water Bodies
- Major Streets

Note:
The incentive area boundaries depicted on this map are intended for general reference. More precise boundaries are available in the City of Eugene GeoDart application or as a GIS file from the City of Eugene Public Works Engineering Division.

[Resolution No. 2]

RESOLUTION NO. _____

A RESOLUTION ADOPTING AMENDMENTS TO THE SYSTEM DEVELOPMENT CHARGE METHODOLOGIES (GENERAL METHODOLOGY AND APPENDICES A, B AND F) ORIGINALLY ADOPTED BY RESOLUTION NO. 4900.

The City Council of the City of Eugene finds as follows:

A. The City of Eugene System Development Charge Methodologies document was adopted by Resolution No. 4900, effective on May 7, 2007 and has subsequently been amended, most recently by Resolution No. 5100 on January 27, 2014.

B. The amendments to the System Development Charge (SDC) Methodologies made by this resolution:

1. Modifications to the General Methodology are needed in order to clarify text that pertains to the implementation of existing SDC Methodology documents and update the text that pertains to the proposed Transportation Methodology.

2. Modifications to the Appendix A "Definitions of General Terms and Transportation Use Codes" are needed in order to update the definitions of general terms referenced in the current and proposed SDC Methodology documents.

3. Modifications to the Appendix B "Transportation System Development Charge System-Specific Methodology and Details" are needed in order to insert text that describes the proposed Transportation Methodology and clarify portions of the existing methodology that will remain in the proposed Transportation Methodology.

4. Modifications to the Appendix F "Local SDC System Formulas and General Fee Schedule" are needed in order to update the formulas and rates that pertain to the proposed Transportation Methodology.

C. The Eugene City Council held a public hearing on June 18, 2018 to accept public testimony on the amendments to the SDC Methodologies made by this Resolution.

NOW, THEREFORE, based upon the above findings,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:

Section 1. The amendments to the City of Eugene System Development Charge Methodologies shown in Exhibit A to this Resolution are adopted and include amendments to:

A. The General Methodology;

B. Appendix A ("Definitions of General Terms and Transportation Use Codes & Cross-References for Wastewater & Parks SDCs Based Upon HUD BPR Use Codes Descriptions");

C. Appendix B ("Transportation System Development Charge System-Specific Methodology and Details"); and

D. Appendix F ("Local SDC System Formulas and General Fee Schedule").

Section 2. The unamended portions of the City of Eugene System Development Charge Methodologies, including the entirety of Appendices C, D and E, remain in full force and effect.

Section 3. This Resolution shall become effective on _____, 2018.

The foregoing Resolution adopted the _____ of _____, 2018.

_____

City Recorder

Appendix A

City of Eugene
System Development Charge Methodologies

General Methodology

DRAFT May 11, 2018

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City of Eugene System Development Charges

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City of Eugene Systems Development Charges

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GENERAL METHODOLOGY

City of Eugene Systems Development Charges

1.0 Introduction

The City's authority to establish and adopt system development charges (SDCs) is granted by the Eugene Charter of 1976 and by ORS 223.297 - 223.314. By virtue of that authority, the City adopted Eugene Code, 1971 sections 7.700 - 7.740 and related provisions.

For the purpose of interpreting Eugene Code, 1971 sections 7.700 through 7.740 and this document, the public record before the Council shall constitute the legislative history.

In addition to the general methodology for each system contained herein, the following appendices are adopted and made a part hereof:

A: Definitions of General Terms and Use Codes; and Cross Reference of Wastewater/Parks SDC / HUD BPR Use Codes
B: Transportation System Charge Detail
C1: Local Wastewater System Charge Detail
C2: Regional Wastewater System Charge Detail
D: Stormwater System Charge Detail
E: Parks System Charge Detail
F: Local System Formulas and General Fee Schedule

1.1 Basis for Charge

Systems Development Charges (SDCs) have been collected and used by the City of Eugene since 1978. They are presently collected on all new development in the City and are used to fund that portion of the construction of infrastructure (i.e., transportation, wastewater, stormwater and parks system components) required to support new development. These SDCs help the City provide for increased capacity needs, and recoup a portion of the community's investment in specific infrastructure reserve capacity that is already in place.

Sound planning requires future demands on each system be anticipated, and that reserve capacity needed to serve future users be built in. By preparing for this growth, standards for community infrastructure are maintained and the community can prosper with new development.

The Metropolitan Area General Plan and amendments provide a basis for planning of growth and development and includes the following goals and policies related to the financing of new development:

- Generally reduce public subsidy for utilities and facilities in new development (#5, p. III-G-5).
- In general, the amount of public subsidy for public utilities, services and facilities, including schools in new development, shall be reduced (#1, p. III-G-5).

In addition, City Council adopted Growth Management Study (GMS) policies to provide direction for provision of infrastructure services related to new development:

GMS Policy #14: Development shall be required to pay the full cost of extending infrastructure and services, except that the City will examine ways to subsidize the costs of providing infrastructure or offer other incentives that support higher-density, in-fill, mixed-use, and redevelopment.

1.2 SDC Charges

The SDCs and the associated administrative charges, impact reductions, credits, and compact development adjustments imposed by Eugene Code, 1971 sections 7.700 through 7.740 shall be determined as set forth in these methodologies. The current rates of charge for each system are listed in the adopted SDC fee schedule in Appendix F. ~~The methods of calculating administrative charges are noted within section 2.3.1 *Administrative Costs* and the methods of calculating credits are noted within section 7.2 *Credits*.~~
Methods for calculating each of the following items are located in this General Methodology, in the noted sections:

- Administrative Charge Costs – Section 2.3.1
- Impact Reductions – Sections 7.0 – 7.1
- Credits – Sections 7.0 and 7.2
- Compact Development Adjustments – Sections 7.0 and 7.3

2.0 General Approach

This section outlines the general approach taken in calculating the City's development charges and in determining and specifying appropriate expenditures of SDC revenue. For the purposes of this document, the definitions in the Eugene Code, 1971 shall apply unless expressly provided to the contrary. Appendix A contains definitions of words and phrases which are used throughout these methodologies.

2.1 Assignment of Use Classifications

Developments will be assigned use classifications that best reflect the developments' use per system (transportation, wastewater, stormwater, parks) as set forth in these methodologies. Different functional areas within the floor area space of a single use or tenant are not charged separately based upon the jobs performed in those functional areas (e.g., office, break room, shipping, storage room); rather, functional areas within a single use or tenant are assessed as a part of the overall use. If multiple uses are proposed and/or exist within one development, a single use classification may be assigned, as consistent with the definitions of transportation use codes adopted in Appendix A.

In the case of multiple uses that are proposed and/or exist within one development, ~~as determined by Staff,~~ a single use classification ~~or more than one use classification may~~ will be assigned ~~by which the~~ for SDC fee~~s~~ and credit~~s~~ calculations where that single use classification accurately describes the multiple uses (e.g., the "General Office Building" use classification may be assigned for a development that includes restaurants, retail, and warehousing). ~~will be calculated.~~

2.2 SDC Applicability

Permits for development on a site shall be reviewed to determine whether the proposed development will result in an increase in the usage of any capital improvement or will create the need for additional capital improvements. Development that will have such an impact will be charged SDCs and associated administrative charges. SDC administrative charges shall be charged per Section 2.3.1, *Administrative Costs*.

To simplify the administration of the SDC, no development involving then-existing improvements on a site will be deemed to increase usage of or create the need for additional capital improvements until one of the following occurs:

- For property improved with a residential use (e.g. single-family dwelling, duplex or other multiple-family use), when:
  - An additional dwelling unit is created,
  - There is an increase in square footage of living area, or
  - All or part of any structure on the site is changed to a use not permitted outright in any residential zoning district as noted in Eugene Code, 1971 section 9.2740.
- For all property improved with a nonresidential use (e.g. recreation center, convenience market), when:
  - An additional dwelling unit is created,
  - There is an increase in square footage of gross floor space or living area,
  - There is an increase in the number of nonresidential plumbing fixture units on the site,
  - 60 square feet of impervious surface is added to the site (for the purpose of calculating the stormwater SDC), or
  - Either 3,000 or more square feet of floor space in a building changes use or 50% or more of the gross floor space of the building changes use.
- An additional connection to, or an increase in the size of, an existing connection to the public wastewater or stormwater system is to be made.
- A property previously granted an exemption for housing for low-income persons is subsequently used for other than housing for low income persons, subject to the limitations and/or conditions imposed in Eugene Code, 1971 section 7.725(c).

2.3 General Method for City of Eugene SDC Rates

The intent of the methodology is that new development should be charged an equitable share of system facility costs. Additional capacity needs are determined using the City's planned levels of service. If the planned level of service is higher than the existing level of service, new development will not be charged to remedy the deficiency associated with providing service for existing system users.

The general approach used to calculate the development charge for various systems is based on requirements set forth in ORS 223.304:

- Reimbursement fees must be established or modified by ordinance or resolution setting forth a methodology that is, when applicable, based on:

  (A) Ratemaking principles employed to finance publicly owned capital improvements;
  (B) Prior contributions by existing users;
  (C) Gifts or grants from federal or state government or private persons;
  (D) The value of unused capacity available to future users or the cost of the existing facilities; and
  (E) Other relevant factors identified by the local government imposing the fee.

  The methodology for establishing or modifying a reimbursement fee must promote the objective of future system users contributing no more than an equitable share to the cost of existing facilities and it must be available for public inspection.

- Improvement fees must be established or modified by ordinance or resolution setting forth a methodology that is available for pubic inspection and demonstrates consideration of:

  (A) The projected cost of the capital improvements identified in the plan and list adopted pursuant to ORS 223.309 that are needed to increase the capacity of the systems to which the fee is related; and
  (B) The need for increased capacity in the system to which the fee is related that will be required to serve the demands placed on the system by future users.

- Credits are required for "qualified public improvements."

This general approach is illustrated in Figure G-1 and can be outlined in the following steps:

- Determine System Service Characteristics.

  - System consists of several components (e.g., lines, pump stations, force mains, and manholes are components of the wastewater system).

  - Establish impact measure - that feature of development that best reflects use of system capacity (e.g., trips for the transportation system, impervious surface for the stormwater system, etc.).

- Determine System Value, including associated costs such as design, construction, right-of-way acquisition and project administration.

  - Use replacement cost (current construction costs).

  - Determine capacity-oriented cost of system, net of assessments and grants.

- Determine portion of system value attributable to servicing the needs of future development.

- Allocate the system value to the unit of impact (e.g., cost per unit of impervious area for stormwater system).

- Determine the service impact of specific development types (e.g., single-family dwelling, motel, convenience market).**2.3.1 Administrative Costs**

  Administrative costs are estimated annually and include the periodic and on-going direct and indirect costs associated with complying with the requirements of state law and the costs of processing and administering the SDCs. An administrative charge shall be incurred when one of the following occurs:

  - When a redevelopment occurs that changes the use of a building in its entirety and it is determined that usage of any capital improvement is increased or there is need of additional capital improvements.

    The administrative charge will be calculated either as a percentage rate of the net charge after credits for previous use, compact development adjustments, and impact reductions are applied, or at a flat rate, whichever is higher, as listed in the SDC fee schedule in Appendix F.

  - When a redevelopment permit application (other than for redevelopment that changes the use of a building in its entirety) requires a review to determine that there will be no increased usage of any capital improvement and no additional capital improvements will be needed.

    The administrative fee will be applied at a flat rate as listed in the SDC fee schedule in Appendix F.

  - When an SDC is imposed for all other development:

    The administrative charge will be calculated either as a percentage rate of the net charge after credits for previous use, compact development adjustments, and impact reductions are applied, or at a flat rate, whichever is higher, as listed in the SDC fee schedule in Appendix F.

  In no case will administrative charges be refunded, unless necessary as a result of City error. Additional review fees (e.g., supplemental information permit review fees) may be incurred for additional city staff review time needed when permit plans are changed or new SDC-related information is provided after the initial SDC review has been completed.

2.3.2 Maximum Administrative Charge

An administrative charge ~~calculated~~ shall not exceed a maximum amount of $30,000.00 for a single permit issued. If multiple permits are issued for different phases of the same development, the maximum administrative charge shall be applied to each permit independently.

2.4 ~~Adjustment~~ Amendment to the SDC Methodology and Fees

~~Modifications to the methodologies for the systems development charge shall be established by resolution of the council. A change in the amount of a reimbursement fee or an improvement fee is not a modification of the SDC if the change in amount is based on the periodic application of an adopted specific cost index or on a modification to any of the factors related to rate that are incorporated in these adopted methodologies. The city manager may adopt fee changes, based on such a cost index or rate factors by administrative order pursuant to section 2.020 of the Eugene Code, 1971, so long as the fees are not revised administratively in an amount greater than five (5) percent within any 12-month period. Revisions to fees by more than five percent shall be established by resolution of the council.~~

Amendments to the SDC methodologies shall be made by resolution of the city council except as follows. An amendment to the methodology that changes the amount of a reimbursement fee or an improvement fee may be made by an administrative order of the city manager pursuant to section 2.020 of the Eugene Code, 1971, so long as the fees are not increased by more than five (5) percent within any 12-month period, and only if the change is based on either:

- The periodic application of the cost index described in 2.4.1, or
- A change in the costs of materials, labor or real property applied to projects or project capacity on a project list adopted pursuant to ORS 223.309.

2.4.1 Adopted Cost Index

~~SDC fees and credits may be periodically adjusted to account for changes in construction costs and system valuation.~~ The 20-city national average construction cost index, as published by Engineering News-Record (ENR), shall be used when preparing periodic cost index adjustments.

~~**2.4.2 Rate Factors Subject to Administrative Revision**~~

~~SDC fees and credits may be periodically adjusted to account for changes in rate factors incorporated in the established SDC methodologies. Changes in rate factors may occur to account for changes in the systems' characteristics and related factors as noted in the methodologies document specific to the systems' fees and credit rates as reflected in supporting analyses and formulas.~~

2.5 Expending City of Eugene SDCs

~~The City of Eugene's SDC revenue, except for administrative fees, is comprised of two components: an improvement fee and a reimbursement fee as defined in Eugene Code, 1971 section 7.010.~~ Improvement fee revenue may be spent only on capacity increasing capital improvements included on the adopted capital improvement lists, as defined in Eugene Code 1971 section 7.715(2), or debt related to such improvements. Reimbursement fee revenue may be spent only on capital improvements associated with the systems for which the fees are assessed and debt related to such improvements. Revenue from both types of fees may be expended on direct costs of complying with related state statutes.

3.0 Transportation System

The Transportation Systems Development Charge (SDC) is made up of several components. The costs of these components include the total cost of design, construction, right-of-way acquisition, purchasing, testing, and project administration. The components included in this analysis are:

- Collector and arterial streets
    - Non-assessable linear section construction costs, including, but not limited to, on-street bike lanes and greenways
    - Intersection construction costs
    - Traffic signal costs
    - Street light costs
    - Bridge and other structure construction costs
- Off-street bicycle and multi-use paths
    - Path construction costs
    - Path light costs

The cost impacts of new development on these components are allocated on the basis of p.m. peak hour traffic on adjacent streets using either the trips specified in the Standard Calculation or based upon an Alternate Calculation as set forth in Appendix B.

The detailed Cost of Service formula as well as the cost per trip for each component of the transportation system is set forth in Appendix B. The cost per trip is the sum of all transportation system components identified in Appendix B.

The transportation SDC for a proposed development is determined by multiplying the units which describe the impact by the trip rate (to determine the number of trips assigned to the proposed development) using the Transportation Trip Rates table and the cost per trip in the current adopted SDC fee schedule in Appendix F.

4.0 Local (City) and Regional Metropolitan Wastewater Management Commission (MWMC) Regional Wastewater Systems

Collection of the wastewater SDC includes both a local (City) and regional (MWMC) system charge.

4.1 Local Wastewater System

The local wastewater SDC is based upon estimated wastewater flow discharge (impact on and/or use of system capacity) from various development types. A unit cost of capacity in terms of cost per gallon per day is established and used to determine SDC rates. For residential development the rate is based on number of dwelling units and area of living space. For nonresidential development the rate is based on number of PFUs and the proposed development type. The detailed analysis,

methods for calculating, and the Cost of Service formula for the local wastewater system can be found in Appendix C. The local wastewater SDC rates can be found in the current adopted fee schedule in Appendix F.

The local wastewater SDC for a proposed development is determined by:

- Number of Residential Dwelling Units (RDU) and area of living space for single-family, duplex, multiple-family, and other residential development

- Plumbing Fixture Units (PFU) and proposed development type for other than Residential Dwelling Units (e.g., recreation center, convenience market).

4.2 Regional Metropolitan Wastewater Management Commission (MWMC) Wastewater System

The City of Eugene entered into an Intergovernmental Agreement with the City of Springfield and Lane County in 1978, which established the Metropolitan Wastewater Management Commission. On May 15, 1997, the Commission adopted the MWMC wastewater Systems Development Charge which included a regional administrative charge. On April 1, 2004, the Commission adopted a modified MWMC regional wastewater SDC methodology; the MWMC SDC structure was amended to include a compliance charge and to discontinue the use of a separate administrative charge. The regional MWMC wastewater SDC methodology is located in Appendix C2. Current regional rates are also summarized in the Appendix F fee schedule.

5.0 Stormwater System

The stormwater SDC is based upon impervious surface area (e.g., rooftops, driveways, sidewalks, parking lots, patios, and other non-porous surfaces). The detailed formulas for calculating the stormwater SDC unit cost (rate) per square foot of impervious surface area is set forth in Appendix D. The stormwater SDC is determined by multiplying the applicable rate by the unit of measure for the proposed development type. The costs per unit of measure and resulting rates can be found in Table 9 and the fee schedule in Appendix F.

Where the stormwater SDC is a fixed amount per dwelling unit or space, it shall be determined by multiplying the applicable rate per dwelling unit or space times the number of units or spaces plus, for manufactured home park development, the SDC is based upon the impervious surface area of all additional common areas times the applicable stormwater unit cost per square foot of impervious surface area. Where the stormwater SDC is not a fixed amount per dwelling unit or space, it shall be determined by multiplying the applicable rate per square foot of impervious surface area times the total impervious surface area of the proposed development. Where a development creates impact not attributable to impervious surface area, the stormwater SDC shall be determined by evaluating equivalent impervious surface area, multiplied by the applicable rate per square foot of impervious surface area.

6.0 Parks System

The parks SDC is based upon the estimated cost of capacity in future capacity-enhancing projects to serve new development, as contained in the Parks, Recreation and Open Space (PROS) Project & Priority Plan, and the estimated capacity in the existing parks system to be used by new development. The details for calculating the park SDC unit costs (rates) for residential development (per dwelling unit type) and nonresidential development (per room or per thousand gross square feet) are set forth in

Appendix E. The park SDC is determined by multiplying the applicable rate by the unit of measure for the proposed development type. The costs per unit of measure and resulting rates may be found in Table 17.

7.0 Impact Reductions, Credits, and Compact Development Adjustments

This section provides detail on the City's administration of SDC impact reductions, credits, and compact development adjustments. Potential sources, criteria for eligibility, and the basis for calculation of impact reductions, credits, and compact development adjustments are defined in this Methodology (including appendices) and in Eugene Code, 1971 section 7.730. A list of examples of facilities and programs which are potentially eligible for these adjustments appears in Table G-1 of this section. (Note: As development standards change, some examples may no longer be considered eligible for reduction, but may influence future rates.) In no case may the sum of all approved credits ~~and~~, impact reductions, and compact development adjustments for a single system exceed the amount of the SDC assessed for that system for any approved building or development permit.

The amount owed for SDCs may be reduced by one or more of the following processes described in this methodology:

- Impact Reduction, based on quantified mitigation of demand generated by the development for new identifiable capital improvements (available for transportation and stormwater system SDCs);

- Credit, based on the specific costs for privately engineered construction of certain public improvements as part of the development;

- Credit, based upon the payment of or contribution to the cost of certain capital improvements in association with multiple-family residential projects of five dwelling units or more (available for transportation, wastewater, stormwater, and parks system SDCs);

- Credit based on previous payment or use (available for transportation, wastewater, stormwater, and parks system SDCs);

Compact Development Adjustments (available for transportation system SDCs)
Adjustment of SDCs due to impact reductions, credits, and compact development adjustments:

- Shall not be given for improvements constructed or programs instituted prior to City approval.

- Shall be applied up to the maximum SDC fee for the applicable ~~each~~ system.

- Shall reduce the SDCs paid on building permits at the time of issuance, but in no case may the sum of impact reductions, credits, ~~or~~and compact development adjustments exceed the ~~amounts applied will not be greater than the~~ SDC fees.

- Shall be applied to a particular system (e.g., Transportation, Stormwater, Wastewater, Parks); credits or reductions approved for a particular system cannot be transferred or applied to any other system charges.

- Shall be applied to the SDCs for the particular development, may only be further applied to subsequent phases of the same development for which the improvement was constructed or program instituted, and cannot be transferred or applied to other properties or developments.

7.1 Impact Reductions or Mitigation

City approval of an ~~I~~impact reduction or mitigation will be based on programs instituted in connection with development and/or private physical improvements (as defined in Appendix A) constructed as part of the development . Such programs and improvements shall:

- Reduce the demand from that development for future construction of identifiable capital improvements~~.~~;
- ~~must b~~Be privately financed; and
- ~~intended to b~~Be designed to be permanent.

The anticipated reduction in demand must be demonstrated to the satisfaction of the City Engineer. Calculation of impact reduction shall be based on the ratio of the system impact with the program or facility in place, to the system impact if the program or facility did not exist.

Prior to application of the impact reduction to the SDCs for the development, the City shall receive assurances that will bind the developer, owner, and the owner's successors as is necessary to ensure that the program or facility will function as planned for the agreed upon time period. Such agreements may include, but are not limited to performance bonds, maintenance programs, annual reports, monitoring and inspections, or other pertinent items to document proper functioning as determined by the City Engineer.

7.1.1 Transportation System Impact Reduction

For the transportation system, an impact reduction may be granted if the applicant demonstrates to the satisfaction of the City Engineer, that the improvement or program to be instituted in connection with the development will materially reduce the number of automobile trips the development will generate and that it will continue for at least twenty years after the development is occupied.

7.1.2 Stormwater System Impact Reduction or Mitigation

For the stormwater system, an impact reduction may be granted based on two forms of impact reduction:

- Flood Control (Destination and Quantity Reduction)
- Stormwater Quality (Pollution Reduction)

These impact reductions will be granted after review and approval by the City Engineer of the design documentation submitted in accordance with standards specified in Eugene Code, 1971 section 9.6790 (3). Criteria for stormwater SDC impact reduction for development can be found in Appendix D, section 6.0.

7.1.2.1 Stormwater System Impact Reduction Criteria

Criteria for stormwater SDC impact reduction for development can be found in

Appendix D, section 6.0. A development that meets the required criteria will be eligible to receive a reduction against stormwater SDCs at the time of permit issuance as follows:

SFD and duplex residential development:

- 100% flat rate stormwater SDC impact reduction for complete containment of all on-site stormwater, with no direct or indirect connection to the public system; or
- 50% flat rate stormwater SDC impact reduction for any amount of partial containment of runoff on-site.

Multi-family residential, commercial, industrial, other development using a common or shared facility:

- The stormwater SDC will be reduced in the same proportion that the mitigating facility reduces runoff leaving the fully developed site.

7.2 Credits

City approval of credits shall be given based on one or more of the following:

7.2.1 Qualified Public Improvement Credit

For any qualified public improvement (as defined in Eugene Code) to be constructed in connection with the development for which an SDC is collected.

7.2.2 Capital Improvement Credit

For any capital improvement (as defined in Eugene Code) to be constructed as part of a development to the extent:

- That it reduces the need for construction of specific, identifiable public improvements; or
- That it would otherwise have to be constructed or acquired at public expense and is eligible for funding with Systems Development Charge funds under the current policies of the City Council; or
- That the City can recover credits through collection of an equivalent assessment from benefited properties, or for which the City Council has formed a Local Improvement District in accordance with provisions in Eugene Code, 1971 section 6.610 (6) or 7.407 (2).

7.2.3 Credit for Multiple-Unit Housing Capital Improvements

Per Eugene Code, 1971 section 7.731, a multiple-unit housing credit may be granted for the construction of, payment for, or contribution to the cost of certain capital improvements, as part of a multiple-family residential project consisting of five or more dwelling units, if all the following conditions are met:

- The capital improvement must be included on a capital improvement plan described in Eugene Code 1971, section 7.715(2) and be eligible for SDC funding under the Plan; and

- The improvement must be located within the boundaries of the neighborhood association in which the development is being constructed; and

- Credit for the construction of or contribution to the improvement is permissible under state law; and

- The City Council, the developer, and the applicable neighborhood association board of directors each:

    - Agree that the improvement will mitigate one or more impacts resulting from the multiple-family residential project in the neighborhood; and
    - Approve the grant of SDC credit in exchange for the construction of, or contribution to, the improvement.

A multiple-unit housing credit may be applied only toward the SDC attributable to the same capital system (transportation, wastewater, stormwater, parks) as the improvement constructed, paid for, or contributed to by the developer. A multiple-unit housing credit may be for no more than fifty percent of the SDC for the applicable capital system.

7.2.4 Credit for Previous Payment or Use

SDC fees, including administrative charges, that have been paid are not refundable and, in the case of an agreement to pay SDCs in installments, the terms of the agreement may not be modified. A partial refund of SDC fees will be made or a modification of an installment agreement will be allowed when an active development permit is canceled or expires without being used, a change of design of an active development permit is approved that results in a less intense use of the property, or property previously developed as a manufactured home park is partitioned and redeveloped. No portion of the administrative charges will be refunded, and additional review fees may be imposed to cover the cost of calculating and processing the partial refund**.**

Credits for other types of previous payment or use may, however, be provided. In calculating the credits given under this section, the City Engineer shall apply credit for previous payment or use only to developments (e.g. structure, impervious area) for which the previous use, including that for which developments have been demolished, or payment can be verified and for which a credit has not been previously given. The burden of proof is on the applicant to provide adequate documentation (e.g. tax records, utility billing / water usage records, building permit records). Credits for previous payment or use are provided in the following manner:

- When redevelopment occurs that does not change the use of a building in its entirety, the credit will be based on the most previous verifiable use; or

- When an entire building is demolished or when redevelopment occurs that will change the use of a building in its entirety, the credit for previous use will be based on the previous most intense verifiable use per system. In this case, the credit calculation will be performed independently for each system which may result in different periods of the use of the site being the basis of comparison.

7.2.5 City Cost of Construction Credit

In calculating the credits given under section 7.2.1 and 7.2.2, the City Engineer shall estimate the cost of the capital improvement based upon what the City would pay were it to construct such improvements.

7.2.6 Revenue Collection for Equivalent Assessment or Special Benefit Credit

When an equivalent assessment or a special benefit assessment is collected when property connects to a public improvement for which the City has granted a credit under 7.2.2 (3) above, the revenue collected (net of the costs of collection) shall be deposited in the SDC fund for the system to which connection was made and for which the credit was given unless the SDC fund has been reimbursed for the credit from other City funds. If the SDC fund has been reimbursed in advance from other City funds, the revenue collected will be deposited to the City fund which reimbursed the SDC fund.

7.3 Compact Development Adjustments

Compact development adjustments may be granted to reduce the amount owed for a transportation system SDC, as detailed in section 4.4 of the transportation methodology, located in Appendix B to this General Methodology.

7.4 Revocation of Impact Reduction, Credit, or Compact Development Adjustment

An impact reduction, credit, or compact development adjustment which has been applied to reduce SDC fees may be revoked and the unpaid portion of the SDC reimposed as a lien against the property, within the time required by these Methodologies, if:

- The associated reduction program for which an impact reduction has been approved is not instituted or is modified without the approval of the City Engineer, or ceases to function as designed;
- The associated capital improvement for which SDC credit has been given is not constructed or completed as required, or fails to function as designed; or
- The associated development for which a compact development adjustment has been approved removes required automobile and/or pedestrian connections to transit corridors, or changes use to a development type that does not meet the compact development adjustment criteria.

Such revocation shall not occur until ten days prior written notice has been given to and an opportunity to be heard afforded the applicant and property owner. If the credit or impact reduction is revoked, the City Manager may add to the amount due, the cost of the revocation proceedings.

7.5 Application for Credit and Impact Reduction

An application for a credit or impact reduction, including related documentation and information, shall be submitted by the applicant in the manner prescribed by the City, together with any fee set by the

City Engineer pursuant to Eugene Code, 1971 section 2.020. The applicant shall have the burden of demonstrating the eligibility for a credit and/or impact reduction. No credit or impact reduction shall be granted for an SDC that has already been imposed, collected or agreed to be paid in installments unless resulting from cancellation of an active permit, expiration of a permit without being used, or an approved change of design of an active permit.

7.5.1 Application for Impact Reduction

Applicants must submit their request for an impact reduction in writing, accompanied by documentation that supports the basic function and design criteria for estimated impact reduction.

For commercial development, impact reduction will be applied uniformly for all lots or building sites in the development phase approved. Impact reductions granted under this methodology document may be used in subsequent phases of a development when the applicant demonstrates to the satisfaction of the City Engineer that the program or improvements continue to provide the anticipated reduction in demand, and the City has received assurances or agreements from the developer, owner, and owners successors, as approved by the City Engineer as is necessary to ensure that the program or facility will continue to function as planned for the agreed upon time period. Changes to the mitigated program or facility attributable to the connection of an additional phase which results in any deviation from the previously determined impact reduction will be adjusted proportionately.

7.5.2 Application for Credit Based on Construction of Public Improvements

For credits derived from the construction of public improvements, the property owner(s) will be notified in writing about potential credit availability, subsequent to the approval and bonding of the construction plans. The property owner(s) will have 60 days from the date of written notification to submit the SDC Credit Application and complete the approval process. Applications that include disbursement instructions for ineligible lots or which contain requests in conflict with City code, state law, or current City policies/practices will be considered incomplete applications.

7.5.3 Credit Distribution in the Absence of Directions from an Approved SDC Credit Application

With the exception of cases where the recovery of credit through an equivalent assessment is uncertain, if the owner does not comply with the requirements of section 7.4<u>5</u>.2, the credit will be distributed by the “equal lot” method. All eligible lots or building sites will be identified, and the credit will be distributed in an equal amount to each of these eligible lots or building sites. Credit applied under this policy will not be eligible to be appealed. Development for which a building permit is issued prior to administration of credit disbursal or approval by the City Engineer will not be considered eligible for credit distribution.

7.5.4 Changes to an Approved Credit Application

Whether established by the City using the “equal lot” method or by the property owner(s)/applicant(s), any modifications to the distribution of credits will require a new completed application, must be approved by the City Engineer, and will be effective only

upon approval by the City Engineer of the revised credit application. The revised distribution will apply only to the remaining credit balances and undeveloped lots or building sites to which the credit originally applied.

7.6 Decision on Application for Credit

The City Engineer shall approve, conditionally approve, or deny an application in writing, setting forth the reason for the decision. Such a decision shall be mailed or personally delivered to the applicant.

7.7 Credit and Impact Reduction Duration

Credits for qualified public improvements, capital improvements, and multiple-unit housing capital improvements granted under this methodology document may be applied to SDC fees for a development up to a maximum of 10 years from the date of the original written notification.

Impact reductions granted under this methodology document may be applied to SDC fees for a development until such time as the program or improvements no longer continue to provide the anticipated reduction in demand and the City has determined that assurances or agreements from the developer, owner, or owners successors, are no longer adequate to ensure that the program or facility will continue to function as planned for the agreed upon time period.

8.0 Appeals

An appeal by an applicant or a permittee of any decision of the City Manager under these Methodologies shall be governed by Eugene Code, 1971 section 7.735 and must be filed and the appeal fee paid within 15 working days of the date of the decision. Such appeals shall be in writing and filed with Public Works Engineering Permit Technician staff located at the City's Permit & Information Center. A separate appeal must be filed for each decision being appealed. The appeal fee, as established under Eugene Code, 1971 section 2.020, can be found in the current adopted SDC Fee schedule in Appendix F.

A person objecting to the City's final decision under Eugene Code, 1971 section 7.735 concerning the calculation of a systems development charge may seek judicial review of the decision pursuant to ORS 34.010 to 34.100.

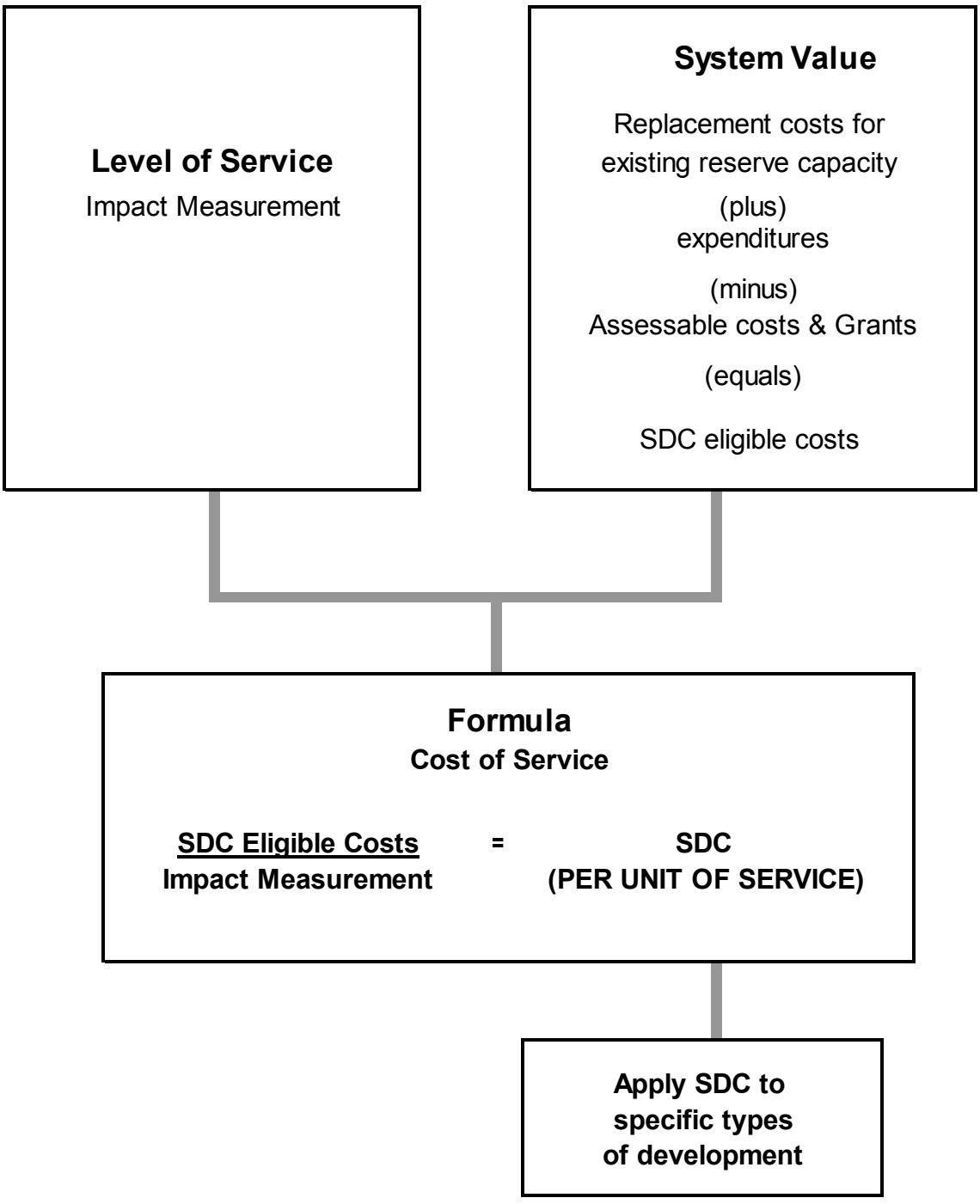
9.0 Interested Persons Notification

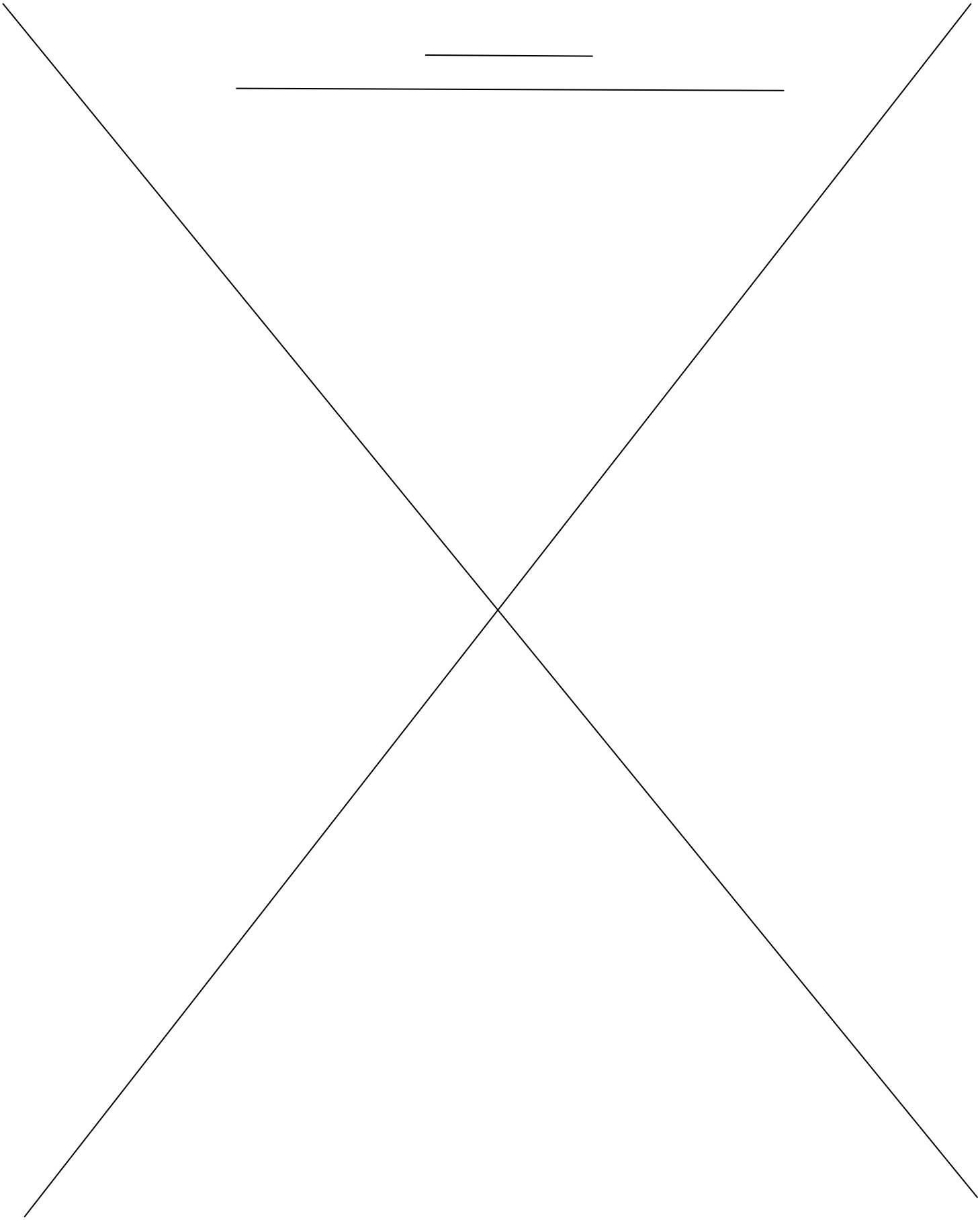
The City shall maintain a list of persons who have made a written request for notification prior to adoption or modification of a methodology for any SDC. The City shall mail written notification to persons on the list at least 90 days prior to the first hearing to adopt or modify a system development charge. The methodology supporting the adoption or modification will be available 60 days prior to the first hearing to adopt or amend a systems development charge. The failure of a person on the list to receive a notice that was mailed will not invalidate the action of the City. The City may periodically delete names from the Interested Persons List or require a new written request for notification be made if the person wishes to remain on the list. At least thirty (30) days prior to removal of the name from the Interested Persons List, the City will send notification to the person whose name is to be deleted. It is the responsibility of the person requesting to maintain a current address with the City for the purposes of being included on the Interested Persons List. An amendment to a methodology that changes the amount of a reimbursement fee or an improvement

fee is not a “modification” of the system development charge subject to this notification requirement if the change is based on the periodic application of the cost index described in 2.4.1, or on a change in the costs of materials, labor or real property applied to projects or project capacity on a project list adopted pursuant to ORS 223.309.

F I G U R E G-1

Rate-Setting Methodology





T A B L E 2

Potential Impact Reduction and Credits for Systems Development Charges

NOTE: These are possible examples only; eligibility is established at time of review of plans which approve the proposed improvements.

1. Transportation System

REDUCTIONS:

Successful bus pass program for employees

CREDITS:

Street width in excess of assessable width
Off-site, non-contiguous arterial or collector intersection
Street light on arterial or collector street
Off-site arterial or collector right of way and easement acquisition
Traffic signal on arterial or collector street
Off-street bicycle paths identified in adopted City plan
Off-site eligible public improvements where equivalent assessments can be collected

2. Wastewater System

CREDITS:

Public Wastewater collection lines > 8-inch diameter
Public pump stations and pressure lines that serve more than the development
Off-site public improvements, where equivalent assessments can be collected
Prior payment of Metropolitan Wastewater Service District debt service

3. Stormwater System

REDUCTIONS:

Destination and Quantity: Reduction or elimination by retention of stormwater otherwise discharged into public system
Pollution: Reduction of pollution via approved treatment techniques

CREDITS:

Stormwater collection lines > 24 inches in diameter
Major drainage channels: construction and off-site easement
Off-site public improvements where equivalent assessments can be collected or that benefit existing developments

4. Parks System

CREDITS:

Land dedication (for sites accepted by City, consistent with adopted City plans)
On-site park facility dedication (for improvements accepted by City, consistent with adopted City plans)

T A B L E G-1

Potential Impact Reductions, Credits, and Compact Development Adjustments for System Development Charges

NOTE: These are examples only; eligibility is established at time of review of plans which approve the proposed improvements.

1. Transportation System

IMPACT REDUCTIONS:

- Successful bus pass program for employees

CREDITS:

- Street width in excess of assessable width
- Off-site, non-contiguous arterial or collector intersection
- Street light on arterial or collector street
- Off-site arterial or collector right-of-way and easement acquisition
- Traffic signal on arterial or collector street
- Off-street bicycle paths identified in adopted City plan
- Off-site eligible public improvements where equivalent assessments can be collected

COMPACT DEVELOPMENT ADJUSTMENTS:

- Adjustments based on site's location in relation to nodal areas, key corridors, frequent transit network routes, and Downtown Plan and West University Commercial Districts boundaries
- Transportation Demand Management (TDM) agreement to reduce parking spaces
- Secondary dwelling units (SDUs)

2. Wastewater System

CREDITS:

- Public Wastewater collection lines > 8-inch diameter
- Public pump stations and pressure lines that serve more than the development
- Off-site public improvements, where equivalent assessments can be collected
- Prior payment of Metropolitan Wastewater Service District debt service

3. Stormwater System

IMPACT REDUCTIONS:

- Destination and Quantity: Reduction or elimination by retention of stormwater otherwise discharged into public system
- Pollution: Reduction of pollution via approved treatment techniques

CREDITS:

- Stormwater collection lines > 24inch diameter
- Major drainage channels: construction and off-site easement
- Off-site public improvements where equivalent assessments can be collected or that benefit existing developments

4. Parks System

CREDITS:

- Land dedication (for sites accepted by City, consistent with adopted City plans)
- On-site park facility dedication (for improvements accepted by City, consistent with adopted City plans)

City of Eugene
System Development Charge Methodologies

Appendix A

Definitions of General Terms and Transportation Use Codes

&

Cross-References for Wastewater & Parks SDCs Based Upon HUD BPR Use Codes Descriptions

DRAFT May 11, 2018

Appendix A

Definitions of General Terms and Use Codes

~~**Administrative Charge:** The amount charged to each development to cover the cost of developing the methodologies, providing an annual accounting of system development charge expenditures, implementation and operational costs associated with the SDC program.~~

Accessory Dwelling Unit (ADU): See Secondary Dwelling Unit.~~As used in the determination of SDC rates, an accessory dwelling unit is any additional residential dwelling unit added to a development site for which a secondary dwelling unit is allowed per local code and typically has the following components:~~

- ~~separate ingress / egress~~
- ~~living area~~
- ~~kitchen facilities including sink (in addition to bathroom sink), refrigerator, or stove~~
- ~~separate bathroom~~

~~Note that while inclusion of all of the above would constitute the potential impact of an additional dwelling unit, exclusion of any item(s) listed above would not preclude such an impact for the purposes of calculating SDC fees.~~

Acquisition Costs: The indirect or direct amount expended to procure use, possession, rights, or title as related to the construction of public improvements. This cost may be determined by current market experience, or other reasonable and prudent methods approved by the City Engineer.

Administrative Charge: A City to recover costs associated with staff time to review a permit's SDC impact, the development of the methodologies, the provision of an annual accounting of system development charge expenditures, and the implementation and operational costs associated with the SDC program.

Assessable Costs: The amount of capital improvement costs which are collected through the City's local improvement assessment program as established in City code. This cost has been removed from the total cost of capital improvements in determining the system-specific SDC.

Average Cost Determination:

- The average cost of inspecting and installing connections with the wastewater facilities and with the stormwater facilities, which are not part of the SDC as defined in E.C. 7.010, is the connection permit fee established by the City.
- If an applicant to connect to a wastewater or stormwater facility would result in extraordinary cost of inspecting and installing the connection, nothing in this definition shall prevent the City from requiring the applicant pay such costs. The extraordinary costs may be paid by the applicant in installments as part of the SDC.

Average Flow: The typical average daily flow of development, by type of land use. For purposes of calculating the Metropolitan Wastewater Management Commission SDC, this flow is expressed in terms of a unit of development.

BOD: Biochemical Oxygen Demand. The quantity of oxygen utilized in the biochemical oxidation of organic matter.

Change of Use of a Building in Its Entirety: An existing building proposed to redevelop in

manner that changes all existing use classifications as determined by staff.

City Engineer: The City Manager, the person designated by the City Manager to serve as the City Engineer, or the City Engineer's designee.

City Manager: City Manager or designee.

Construction Costs: The cost in current fiscal year dollars for construction of future capital improvements.

Cost of Service: The calculation of a "per unit" cost to the City of providing system-specific capacity (e.g., wastewater collection capacity).

Credit: An amount that may be subtracted from the net SDCs assessed for a development. Credits may be based upon (a) previous payment or use, or (b) the costs of, or contributions to, certain capital improvements associated with the development.

Development Types: As used in determining SDC rates, development and uses of development sites are categorized, per system, depending on the relative impact. Also referred to as use codes.

EDU: Equivalent Dwelling Unit: EDU is used in the parks SDCs as a basis for determining the relative impact or service used by different types of development. Represents the use of capacity that is approximately equal to that of a single dwelling unit.

Equitable Share of Public Facility Costs: As used in the development of SDCs, the City's cost of providing system capacity, allocated to new development relative to the development's impact or use of system capacity.

FEU: Flow Estimation Unit. For the Metropolitan Wastewater Management Commission SDC, the Flow Estimation Unit is the unit of impact upon which the rate per unit is based. The FEU is typically per 1,000 square feet of building area for most commercial users, and dwelling units for residential development.

ITE: Institute of Transportation Engineers

Impact Measurement: The unit of system capacity used to determine the relative effect of a new development on the capacity of a specific system. For example, the number of gallons of discharge flow per plumbing fixture unit is used to determine the effect of various development types on the local wastewater system.

Impact Reduction: (a) Private physical improvements constructed as part of a development, or programs instituted in connection with the development, which will reduce the demand from that development upon one or more capital systems; (b) the amount by which an SDC fee is lowered based upon an impact reduction.

Impervious Surface: Impervious surface is used as an impact measure for the stormwater SDC. An impervious surface is that which prevents or retards saturation of water into the surface of the soil or causes water to run off the surface in greater quantity or at an increased rate of flow compared to the natural condition of the property before development. Asphalt, concrete, and roofing materials are examples of impervious materials.

Improvement Fee: The portion of the system-specific SDC charged for costs associated with ~~to cover an equitable share of the~~ capital improvements to be constructed to increase capacity of the system to accommodate new development.

Level of Service (LOS): (per unit of development) As used in development of SDC rates, LOS represents the amount of system (or sub-system) capacity provided at a certain point in time. The ~~current~~ planned level of service is used as the basis for determining the system impacts of new development. This is presented in terms of the appropriate impact measure.

Living Area: As used in the determination of local wastewater SDC rates, living area is defined as the gross floor area, to the outside perimeter, of a dwelling including floor area within structures accessory to the dwellings that is intended for habitation, e.g. bonus rooms over garages, some attic spaces.

Low Impact Development (LID): As used in determination of stormwater SDC rates, LID is the management of stormwater runoff by approved infiltration and filtration facilities in accordance with standards specified in EC 9.6792 (3).

Methodology: This document entitled "City of Eugene Systems Development Charge Methodologies" and any amendment or modification made hereto.

Mixed-Use Development: As relating to Transportation Compact Development Adjustments (see section 4.4 of Appendix B / Transportation SDC Methodology), a development (either a single building or a group of buildings) that includes a combination of commercial and certain residential uses. Residential uses may include the following compact development types, but shall not include detached single-family dwelling or duplex development:

- Multi-family residential development, including apartments and apartment-style condominiums
- Rowhouses and townhouses

MWMC: Metropolitan Wastewater Management Commission - responsible for regional wastewater treatment.

Peak Flow: For purposes of the Metropolitan Wastewater Management Commission SDC, peak flow is the peak wet weather design capacity of the regional wastewater treatment plant.

PFU: Plumbing Fixture Unit~~s~~. PFUs are defined in the state Uniform Plumbing Code. A unit equivalent is assigned to different drainage fixtures depending on drain pipe or fixture size. The rate of charge per PFU will vary and is dependent upon a development's land use and associated impact to the pubic wastewater system.

Private Physical Improvements (for impact reduction/mitigation): A facility or asset, designed and constructed at the developer's expense, which is owned and maintained by the property owner or owner's agent; not a program or activity or naturally occurring physical attribute.

Process Wastewater: Water which, during manufacturing or processing, comes into contact with or results from the production of or use of any raw material, intermediate product, finished product, byproduct or waste product.

Proportionate Share of Public Facility Costs: The cost of capital improvements which are

reasonably attributable to new development.

Reimbursement Fee: The portion of the system-specific SDC charged for costs associated with capital improvements already constructed, or under construction when the fee is established, that have existing capacity to serve ~~to recoup the community's past or current investment in extra capacity in anticipation of~~ future growth. ~~An example is the facility charge established by MWMC to recoup the regional investment in extra capacity in the wastewater treatment facility.~~

Replacement Costs: The cost (in current fiscal year dollars) of replacing existing system capacity.

Residential Dwelling Unit (RDU): Residential Dwelling Units are used in the calculation of wastewater SDCs as a basis for determining the relative impact or service used by residential development. A base fee is applied to each RDU, such as one house, one accessory dwelling unit, or each apartment unit, plus a rate per square foot is applied to the total living area. For manufactured home parks, which are charged SDCs at the time a park's initial development permit is issued, the local wastewater SDC will be based upon the maximum size of manufactured home that can be placed on building pads located within the park. Each space shall constitute an RDU and the rate per square foot shall be applied to the total gross floor area of all additional proposed structures within the park.

SDC Eligible Costs: System value net of assessable costs, grants and outstanding debt. This cost is allocated to all development in proportion to its impact on system capacity.

SS: Suspended Solids. The total elements and compounds which float on the surface of, or are suspended in, wastewater and which are removable by laboratory filtration, expressed in milligrams per liter.

Secondary Dwelling Unit (SDU): As used in the determination of SDC rates, a secondary dwelling unit is any additional residential dwelling unit added to a development site for which a secondary dwelling unit is allowed per local code. A secondary dwelling unit is created auxiliary to, and is smaller than, the main dwelling, and typically has the following components:

- separate ingress/egress
- living area
- kitchen facilities including sink (in addition to bathroom sink), refrigerator, and cooking facilities
- separate bathroom

Note that while inclusion of all of the above would constitute the potential impact of an additional dwelling unit, exclusion of any item(s) listed above would not preclude such an impact for the purposes of calculating SDC fees.

Single Family Dwelling (SFD): As used in EC 7.725(b) and this methodology, a "single family dwelling" means a "Dwelling, single family detached" as defined in EC 9.015.

TGSF: Thousand Gross Square Feet. Sum (expressed in the thousands, in decimal form) of the area of each floor level, including, but not limited to, basements, mezzanines, penthouses, corridors, mechanical rooms, and storage areas that are within the principal outside faces of the exterior walls. The City's TGSF definition is based upon the definition of "gross floor area" in the Institute of Traffic Engineer's ***Trip Generation Manual***. TGSF measurements:

- Include exterior walls
- Include all areas that have clear standing headroom (6 feet, 6 inches minimum), regardless of their use
- Shall count the area of stairs once for each two floors the stairs connect
- Shall count the shaft of an elevator once, regardless of the number of stories it connects
- Do not include parking and drive aisle areas within parking garages

TGSFLA: Thousand Gross Square Foot Leasable Area

Transportation Demand Management (TDM): A transportation planning proposal for a given development that reduces the demand that development places upon the transportation system by redistributing or eliminating vehicle trips and encouraging the use of alternate modes of travel.

Unit of Development (Unit): Unit of measure for determining the size of a development for use in calculating the effect of the development on a system.

- Example: Number of Units of Development x Impact Measure per Unit = Impact of Development

Definitions of Transportation Use Codes

030 Truck Terminal
Truck terminals are facilities where goods are transferred between trucks, trucks and railroads, or trucks and ports.

090 Park & Ride Lot with Bus Service
Park-and-ride lots with bus service are areas used for the transfer of people between private vehicles and buses. They usually contain a bus passenger shelter, a parking lot, and circulation facilities for buses, as well as for private motor vehicles. In addition to park-and-ride, there are a significant number of passengers who are dropped off.

~~**100 Industrial**~~ **110 General Light Industrial**
Industrial facilities have an emphasis on activities other than manufacturing, and ~~which~~ may include activities such as printing~~plants~~, material-testing laboratories, and assembling~~ers~~ of data processing equipment~~, and power stations~~. Typically these facilities are freestanding and devoted to a single use/activity. ~~This use code also includes development within an industrial park which is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another; may be highly diversified facilities with a large number of small businesses or with one or two dominant industries. *[Combines ITE use codes 110 general light industrial and 130 industrial park.]*~~

130 Industrial Park
Development within an industrial park is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Industrial park tenants may be highly diversified; some parks may contain a large number of different types of small businesses, while others may have one or two dominant industries.

140 Manufacturing
Manufacturing facilities are areas where the primary activity is the conversion of raw material or parts into finished products. The s~~S~~ize and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions. This use code also includes general heavy industrial uses which are facilities typically limited to the manufacturing of large items. *[Combines ITE use codes 120 General Heavy Industrial and 140 Manufacturing.]*

150 Warehousing
Warehouses are primarily devoted to the storage of materials; they may also include office and maintenance areas.

151 Mini-Warehouse
Mini-warehouses are buildings in which a number of storage units or vaults are rented for the storage of goods. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point. These are often referred to as "self-storage facilities."

160 Data Center

Data centers are free-standing, warehouse-type facilities that are primarily used for off-site storage of computer systems and associated components, including applications and secure data. Data centers may be occupied by single or multiple tenants and may include maintenance areas and a small office. Data centers typically have a small number of employees and visitors.

170 Utilities

Utilities are free-standing buildings containing electromechanical or industrial space equipment. These facilities may include storage areas and office space. ~~Utilities generally include office space, electro mechanical or industrial space, or parts and equipment storage areas.~~

~~**200 Other Residential**~~

~~This category includes all residential development for which a unique use code does not exist. Such development includes apartments, condominiums, townhouses, and mobile home parks. *[Combines ITE use codes 220 apartment, 230 residential condominium/townhouse, 240 mobile home park.]*~~

210 Single-Family Dwelling / Duplex

This use code includes s~~S~~ingle-family detached housing, mobile homes, ~~includes all single-family~~and ~~/~~duplex ~~detached~~ homes on individual lots.

[Combines ITE use codes 210 Single-Family Dwelling and 240 Mobile Home Park.]

220 Apartments

Apartments are rental dwelling units located on the same property with at least two other dwelling units.

230 Condominium/Townhome

Condominiums/townhomes are ownership dwelling units constructed in a group of three or more attached units.

~~**250 Senior Housing Development - Multi-Unit**~~

~~Retirement communities — restricted to adults or senior citizens — contain residential units similar to apartments or condominiums, and they are usually self-contained villages. They may also contain special services such as medical facilities, dining facilities, and some limited, supporting retail facilities. *[Combines ITE use codes 250 retirement community and 253 elderly housing - attached.]*~~

251 Senior Housing Development ~~– Detached Unit~~

Senior adult housing consists of detached independent living developments, such as retirement communities, age-restricted housing and active adult communities. In addition to residential units, these developments may include golf courses, pools, security, transportation and common recreational/social facilities.

[Combines ITE use codes 251 Senior Adult Housing – Detached and 252 Senior Adult Housing - Attached.]

~~Detached housing, restricted to senior citizens, which contains residential units similar to single-family housing. Is sometimes a self-contained village. Special services such as medical facilities, dining facilities, and some limited, supporting retail facilities may be provided.~~

~~**252 Senior Assisted Living Care Development - Multi-Unit**~~

~~This congregate care category typically consists of one or more multi-unit buildings designed for senior citizen living. The development may also contain dining rooms, medical facilities, and recreational facilities.~~

253 Congregate Care Facility / Continuing Care Retirement Community

Congregate care facilities are independent living developments that provide centralized amenities such as dining, housekeeping, transportation, and organized social/recreational activities. Limited medical services may or may not be provided.

254 Assisted Living / Nursing Home
Assisted living developments and nursing homes are residential facilities that provide protective oversight and/or daily care to mentally or physically limited persons. Assisted living facilities provide routine general assistance with activities necessary for independent living. They commonly have separate living quarters for residents and services related to dining, housekeeping, social and physical activities, medication administration, and transportation. Nursing homes are facilities whose primary function is to provide care for persons who are unable to care for themselves. Skilled nurses and nursing aides are available 24 hours a day. Both assisted living and nursing homes are occupied by residents who do very little or no driving; traffic is primarily generated by employees, visitors, and delivery trucks.
[Combines ITE use codes 254 Assisted Living and 620 Nursing Home.]

310 Hotel/Motel
Hotels are places of lodging that provide sleeping accommodations and supporting facilities, such as, restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool/fitness room), and other retail and service shops. ~~Some of the sites included in this use category are actually large motels providing the facilities of a hotel.~~Motels are places of lodging that provide sleeping accommodations and often a restaurant. Motels generally have little or no meeting space.
[Combines ITE use codes 310 Hotel and 320 Motel.]

~~**320 Motel**~~
~~Motels are places of lodging that provide sleeping accommodations and often a restaurant. Motels generally offer free on-site parking and provide little or no meeting space.~~

411 City Park
City parks are publicly owned and operated ~~by a city~~ and may vary widely as to location, type, and number of facilities. Seasonal use of the individual sites differs widely as a result of the varying facilities and local conditions ~~(i.e. weather)~~.

430 Golf Course
Golf courses can be publicly or privately maintained and operated. This category also includes ~~The golf courses contained in this use code include municipal courses and~~ private country clubs. Some sites have driving ranges and clubhouses with a pro shop and/or restaurant, lounge, and banquet facilities. ~~Many of the municipal courses do not have any of these facilities.~~
~~**435 Multipurpose Recreational Facility**~~
~~Multipurpose recreational facilities contain two or more of the following uses combined at one site: miniature golf, batting cages, video arcade, bumper carts, go-carts, and golf driving ranges. Other ancillary facilities and refreshment areas may also be provided.~~

437 Bowling Alley
Bowling alleys are recreational facilities that include bowling lanes. A small lounge, restaurant and/or snack bar, video games, and pool tables may also be available.

~~443~~ 444 Movie Theater
Movie theaters consist of audience seating, single or multiple screens and auditoriums, a lobby, and a refreshment stand. Matinees may or may not be provided.
[Combines ITE use codes 443 Movie Theater without Matinee, 444 Movie Theater with Matinee, and 445 Multiplex Movie Theater.]

491 Racquet/Tennis/Handball Facility
Racquet, tennis, squash, and handball sports facilities may be either publicly or privately owned and include indoor and/or outdoor facilities. These facilities may include other ancillary uses such as swimming pools, saunas, weight rooms, snack bars and retail.
[Combines ITE use codes 490 Tennis Courts and 491 Racquet/Tennis Club.]

492 Health/Fitness/Athletic Club
Health, fitness, and athletic clubs are privately owned facilities that may include swimming pools, whirlpools, saunas, tennis, racquet ball, and handball courts, exercise classes, weightlifting and gymnastics equipment, locker rooms, and a restaurant or snack bar. Athletic clubs may offer additional team sports activities and social facilities.
[Combines ITE use codes 492 Health/Fitness Club and 493 Athletic Club.]

495 Recreational Community Center / Multi-Purpose Recreational Facility
Recreational community centers are facilities similar to and including YMCAs, often including classes and clubs for adults and children; a day care or a nursery school; meeting rooms; swimming pools and whirlpools; saunas; tennis, racquetball, and handball courts; exercise classes; weightlifting and gymnastics equipment; locker rooms; and a restaurant or snack bar. Multi- purpose recreational facilities contain two or more of the following uses: miniature golf, video arcade, bumper boats, go-carts, and golf driving ranges.
[Combines ITE use codes 435 Multi-Purpose Recreational Facility and 495 Recreational Community Center.]

520 Elementary School
Elementary schools typically serve students attending kindergarten through the fifth or sixth grade. This use category consists of public schools where bus service is usually provided to students living beyond a specified distance from the school.

522 Middle School / Junior High School
Middle schools or junior high schools serve students who have completed elementary school and have not yet entered high school.

530 High School
High schools serve students who have completed middle school or junior high school. Land use category includes both public and private high schools.

536 Private School (K-12)
Private schools in this category serve students attending kindergarten through the twelfth grade. Students may travel a long distance to get to private schools.

540 Junior/Community College
This use category includes two-year junior colleges, technical schools, or community colleges. Some include sizable evening programs.

550 University/College
This use category includes undergraduate universities or colleges that may offer graduate programs.

560 Worship Facilities

This type of facility is a building in which public worship services of any religious or spiritual practice are held. It may also house an assembly hall or sanctuary; meeting rooms; classrooms; and, occasionally, dining, catering, or party facilities.
[Combines ITE use codes 560 Church, 561 Synagogue, and 562 Mosque.]

565A Child Day Care Center
A child day care center is a facility where care for pre-school age children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas, and playgrounds. Some centers also provide after-school care for children.

565B Adult Day Care Center
An adult day care center is a facility where care for older teens and adults is provided, normally during the daytime hours. Adult day care facilities generally include classrooms and social activity rooms, offices, and eating areas.

566 Cemetery
A cemetery is a place for burying the deceased, possibly including buildings used for funeral services, a mausoleum, and/or a crematorium.

590 Library
A library can be either a public or private facility that consists of shelved books, reading rooms or areas, and sometimes meeting rooms.

591 Lodge / Fraternal Organization
A lodge or fraternal organization typically includes a clubhouse with dining and drinking facilities, recreational and entertainment areas, and meeting rooms.

610 Hospital
A hospital is any institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients. The term “hospital” does not, however, refer to stand-alone medical clinics (facilities that provide diagnoses and outpatient care only) or to nursing homes (facilities devoted to the care of persons unable to care for themselves). Hospital campuses may include outpatient services, medical office buildings/uses, diagnostic imaging, and/or pharmacies.

640 Animal Hospital / Veterinary Clinic
An animal hospital or veterinary clinic is a facility that specializes in the medical care and treatment of animals.

710 General Office Building
This use category provides for flexible tenant space and lends itself to a variety of business, commercial, and/or service activities uses, including subdivision or planned unit developments, containing general office buildings and support services. Uses may include offices, retail and wholesale stores, restaurants, recreational area, warehousing, manufacturing, industrial, scientific research functions, financial institutions, service stations.
[Combines ITE use codes 710 General Office Building, 714 Corporate Headquarters Building, 715 Single Tenant Office Building, 730 Government Office Building, 733 Government Office Complex, and 750 Office Park.]

720 Medical-Dental Office
A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. This type of

facility is generally operated by one or more private physicians or dentists. Medical office/clinic uses contained within a hospital campus are assessed under 610 Hospital use code.
[Combines ITE use codes 720 Medical-Dental Office and 630 Clinic].

731 Department of Motor Vehicles
A state motor vehicles department is an office-type building where driver license testing, vehicle registration, and other related functions are administered.

760 Research and Development Center
Research and development centers are facilities or groups of facilities devoted almost exclusively to the investigative activities to improve existing products and procedures or to lead to the development of new products and procedures. Research and development centers may contain offices and light fabrication areas.

770 Business Park
Business parks consist of a group of flex-type or incubator one- or two-storey buildings served by a common roadway system. The tenant space is flexible and lends itself to a variety of uses. Tenant spaces may be served by a garage door. Spaces may include offices, retail and wholesale stores, restaurants, warehousing, manufacturing, light industrial, scientific research functions, and/or recreational facilities.

811 Construction Equipment Rental Store
A construction equipment rental store is a business that specializes in the rental of construction-related equipment tools and supplies including, but not limited to, electrical and industrial tools, lawn and garden equipment, earthmoving equipment, and safety equipment.

812 Building Materials and Lumber Store
A building materials and lumber store is a small freestanding building that sells hardware, building materials, and lumber. The lumber may be stored in the main building or in a yard storage shed. The storage areas are not included in the total gross floor areas.

813 Free-Standing Discount Superstore
Free-standing discount stores and superstores offer a variety of customer services, centralized cashiering, and a wide range of products; some also include grocery. They often maintain long store hours, seven days a week.
[Combines ITE use codes 813 Free-Standing Discount Superstore and 815 Free-Standing Discount Store.]

814 Variety/Dollar Store
A variety/dollar store is a retail store that sells a broad range of inexpensive items, often at a single price. Items sold typically include kitchen, cleaning, office, and household supplies.

816 Hardware/Paint Store
These stores typically sell home improvement supplies such as home-building materials, small tools, keys, locks, plumbing supplies, electrical supplies, cleaning products, housewares, paint, and lawn and garden products directly to consumers for use at home or for business.

817 Nursery (Garden Center)
A nursery or garden center is a freestanding building with an outside storage area for planting or landscape stock. Some have large greenhouses and offer landscaping services. Most have office storage, and shipping facilities. Outdoor storage areas are not included in the size for purposes of assessing the SDC.

[Combines ITE use codes 817 Nursery (Garden Center) and 818 Nursery (Wholesale).]

820 Shopping Center
A shopping center is an integrated group of commercial/retail stores that are planned, developed, owned and managed as a unit. In addition to a variety of store types, a shopping center may contain non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities (e.g. ice skating rinks, indoor miniature golf). A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. In addition to the integrated unit of stores and commercial areas, a shopping center may include out-parcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points).

823 Factory Outlet Center
A factory outlet center is a shopping center that primarily houses stores that sell factory-made goods directly to consumers for less than current retail prices.

826 Specialty Retail Center and Other
Specialty retail centers are generally small strip shopping centers that contain a variety of retail shops and specialize in quality apparel, hard goods, and services such as real estate offices, dance studios, florists, and small restaurants. This use category also includes miscellaneous retail and services that may not fit into other available use categories, as determined by staff. A specialty retail center is typically oriented along and parallel to the adjacent street.

841 Automobile Sales
In addition to automobile sales, these dealerships often include areas for servicing, parts sales, offices, and used car sales.
[Combines ITE use codes 841 Automobile Sales and 842 Recreational Vehicle Sales.]
843 Automobile Parts Sales
These facilities specialize in the sale of automobile parts for do-it-yourself maintenance and repair. Items sold include items such as spark plugs, distributor caps, and batteries. These facilities are not equipped for on-site vehicle repair or automobile sales/service.

848 Tire Store
These stores primarily specialize in the sale, installation and repair of tires. Some stores also include other automotive maintenance or repair services and customer assistance. These stores generally do not contain large storage or warehouse areas.

850 Supermarket
Supermarkets are typically freestanding retail stores selling a complete assortment of food (sometimes in bulk), food preparation and wrapping materials, and household cleaning and servicing items. They may also contain facilities such as money machines, photo center, pharmacies, and video rental areas. *[Combines ITE use codes 850 supermarket and 854 discount supermarket.]*

851 Convenience Market (Open 24 Hours)
The convenience markets in this classification are open 24 hours per day. These markets typically sell convenience foods, newspapers, magazines, and often, beer and wine; and they do not have gasoline pumps.

852 Convenience Market (Open ~15 - 16 Hours)
The convenience markets in this classification are open 15 to 16 hours per day. These markets sell convenience foods, newspapers, magazines, and often, beer and wine; and they do not have

gasoline pumps.

854 Discount Supermarket
Discount supermarkets are free-standing retail stores selling a complete assortment of food (often in bulk) and food preparation materials, and household cleaning and servicing items at discount prices.

857 Discount Club
A discount club is discount store or warehouse where shoppers pay a membership fee in order to take advantage of discounted prices on a wide variety of items such as food, clothing, tires, and appliances. Many items may be sold in large quantities or bulk. Some sites may include on-site fueling pumps.

862 Home Improvement Superstore
Home improvement superstores are freestanding warehouse-type facilities that typically provide a variety of construction, tools, supplies, and landscaping materials associated with home construction, remodeling and upgrades. Some of the sites also include garden centers/nursery facilities. The outside storage areas/garden areas are not included in the determination of the SDCs. They typically maintain long store hours seven days a week.

863 Electronics Superstore
Electronic superstores are large, freestanding facilities that specialize in the sale of home and vehicle electronic merchandise. They typically maintain store hours seven days a week. Major home appliances may also be sold at these facilities.

864 Toy/Children's Superstore
These stores are large, freestanding warehouse type facilities offering a variety of baby and child-oriented supplies, toys, clothing, and home-related goods.

875 Department Store
Department stores are free-standing facilities offering a variety of products, including apparel, footwear, home products, bedding and linens, luggage, jewelry, and accessories. These stores typically maintain long hours of operation, seven days a week.

876 Apparel Store
An apparel store is an individual store specializing in the sale of clothing.

879 Arts and Crafts Store
Arts and crafts stores are free-standing facilities that sell art, framing, décor, and seasonal merchandise. These stores may also provide in-store arts and crafts classes.

880 Pharmacy/Drugstore without Drive-Through Window
Pharmacies/drugstores are retail facilities that primarily sell prescription and non-prescription drugs. These facilities may also sell cosmetics, toiletries, medications, stationary, personal care products, limited food products, and general merchandise. These drugstores do not have drive-up windows.

881 Pharmacy/Drugstore with Drive-Through Window
Pharmacies/drugstores are retail facilities that primarily sell prescription and non-prescription drugs. These facilities may also sell cosmetics, toiletries, medications, stationary, personal care products, limited food products, and general merchandise. These drugstores have drive-up windows.

890 Furniture Store
These stores often include large show-rooms, featuring home furnishings, carpeting, and both pre-assembled as ordered furniture. Both customer pick-up and delivery options are often provided. These stores often also have large storage areas, which are included in the calculation of size for assessing the SDC.

911 Walk-In Bank
Walk-in banks are generally free-standing buildings without drive-in windows for customer service. They often provide walk-up ATMs.

912 Drive-In Bank
Drive-in banks provide facilities for motorists to conduct financial transactions (often including ATM access) while in a vehicle. Many also provide services for walk-in patrons within the building.

918 Hair Salon
Hair salons are facilities that specialize in cosmetic and beauty services, including hair cutting and styling, skin and nail care, and massage therapy. Hair salons may also contain spa facilities.

931 Quality Restaurant
Quality restaurants are full-service eating establishments with a typical duration of stay of at least one hour. Quality restaurants generally do not serve breakfast; some do serve lunch; all serve dinner. This type of restaurant is generally not part of a chain, reservations are often required, and patrons are served by a waiter/waitress. Some also contain bar/lounge facilities that support the restaurant.

932 Higher Turnover Restaurant, Including Tavern/Bar
A higher turnover restaurant consists of sit-down eating establishments that generally serve lunch and dinner, may also be open for breakfast, and are sometimes open 24-hours per day. These restaurants typically do not offer reservations; rather patrons wait to be seated. Turnover rates are usually one hour or less. Some facilities contained within this land use may also operate as a tavern, brewpub, or bar and serve alcoholic drinks.
[Combines ITE use codes 925 Drinking Place and 932 High-Turnover (Sit-Down) Restaurant.]

934 Fast Food Restaurant with or without Drive-Through
This use code includes both restaurants with drive-through windows and those without. These restaurants are characterized by long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late or 24 hours) and high turnover rates for eat-in customers.
[Combines ITE use codes 933 Fast-Food Restaurant without Drive-Through Window and 934 Fast-Food Restaurant with Drive-Through Window.]

937 Coffee/Donut Shop and Coffee/Donut Drive-Through Establishment
This use code includes single-tenant facilities serving coffee, beverages, pastries, sandwiches, and a variety of food/snack items and other small, miscellaneous products. This category includes shops with and shops without drive-through windows, as well as those with and those without indoor seating.
[Combine ITE use codes 936 Coffee/Donut Shop without Drive-Through Window, 937 Coffee/Donut Shop with Drive-Through Window, and 938 Coffee/Donut Shop with Drive-Through Window and No Indoor Seating.]

941 Quick Lubrication Vehicle Stop

These facilities primarily perform oil change services for vehicles. Other ancillary services provided may include preventative maintenance, such as fluid and filter changes. Automobile repair service is generally not provided.

942 Auto Care Center
An automobile care center houses numerous facilities (that may or may not be under common ownership) that provide a variety of automobile-related services, such as repair and servicing, stereo installation, and seat cover upholstering.

944 Gasoline/Service Station
The primary activity for these stations is for the fueling of motor vehicles; some facilities may have ancillary servicing and/or repair services. This use includes service stations without convenience stores. For purposes of assessing the SDC, the vehicle fueling position is defined as the maximum number of vehicles that can be fueled simultaneously.

945 Gasoline/Service Station with Convenience Market with or without Car Wash
The primary activity for these stations is for the fueling of motor vehicles and provision of small food items, beverages and other ancillary convenience-oriented goods. Some facilities may have ancillary servicing and/or repair services. These facilities may include car washes. For purposes of assessing the SDC, the vehicle fueling position is defined as the maximum number of vehicles that can be fueled simultaneously.
[Combines ITE use codes 945 Gasoline/Service Station with Convenience Market and 946 Gasoline/Service Station with Convenience Market and Car Wash]

947 Self-Service Car Wash
Self-service car washes are stand-alone facilities, not co-located with gasoline/service stations, that allow for the manual cleaning of vehicles by providing stalls for the driver to park and wash the vehicle.

948 Automated Car Wash
Automated car washes are stand-alone facilities, not co-located with gasoline/service stations, that allow for the mechanical cleaning of the exterior of vehicles. Manual cleaning and detailing services may also be available.

950 Truck Stop
Truck stops are facilities that provide refueling, food, and other services to motorists and truck drivers. These facilities typically contain convenience stores, showers, restaurants, and on-site truck parking spaces.

Table A-1
Cross-References for Wastewater & Parks SDCs ~~/~~ Based Upon HUD BPR* Use Code~~s~~ Descriptions

* Bureau of Public Records, Housing and Urban Development

Eugene Wastewater SDC Use Code	Eugene Park SDC Use Code	HUD BPR Land Use Codes	Land Use Description
1F	SFD	1111	Single Family Housing
1F	SFD	1119	Common or Open Area - Typically In Single Family Area
1F	Duplex	1120	Two Family Housing Unit-Duplex
1F	Duplex	1129	Common or Open Area - Typically In Duplex Structure Area
11	Multifamily	1130	Apartment Under Construction
11	Multifamily	1131	Quad
11	Multifamily	1132	Apartment With 1 To 4 Units
11	Multifamily	1133	Apartment With 5 To 19 Units
11	Multifamily	1134	Apartment With 20 Units or More
11	Multifamily	1139	Common or Open Area - Typically In Multi-Unit Structure Area
1F	MH	1150	Mobile Home - Not In Mobile Home Park
1F	MH	1151	Mobile Home - Temporary
1F	MH	1159	Common or Open Area - Typically In Mobile Home Area
1F	MH	1160	Houseboat-Separate
12C	per Person	1210	Boarding & Rooming Houses
12C	per Person	1221	Fraternity & Sorority Houses
12C	per Person	1231	Nurses Home
12C	per Person	1232	College Dormitory
12C	per Person	1239	Other Residence Halls or Dormitories
12A, B, or C	per Person	1241	Retirement Home
12C	per Person	1251	Convents
12C	per Person	1252	Monasteries
12C	per Person	1253	Rectories
12C	per Person	1259	Religious Quarters
12C	per Person	1290	Group Quarters (Military, Forest Service)
13	per Rm/Multi	1300	Residential Hotel or Motel With 75% or More Permanently Occupied
14	MH	1400	Mobile Home Park or Court
15	A	1510	Hotels, Motels, Lodges, Cabins, Resorts
15	MH	1520	Mobile Home, Temporary Weekly Lodging
15	per Person	1590	Other Transient Lodgings (YMCA or YWCA)
15	MH	1900	Moorages, Houseboat, Commercial
15	SFD	1910	Seasonally Occupied Family Quarters
21	C	2111	Meat Packing Establishments or Slaughtering Plants
21	C	2113	Poultry & Small Game Dressing & Packing
21	C	2120	Creamery Multi-Dairy Products
21	C	2121	Butter, Creamery & Whey / Mfg
21	C	2122	Cheese Natural & Processed
21	C	2123	Condensed & Evaporated Milk / Mfg
21	C	2124	Ice Cream & Frozen Desserts / Mfg
21	C	2125	Milk Processing & Distribution
21	C	2131	Canning & Preserving Of Sea foods / Mfg
21	C	2132	Canning Specialty Foods
21	C	2133	Canning Fruits, Vegetables, Preserves / Mfg
21	C	2134	Drying & Dehydrating Fruits & Vegetables / Mfg
21	C	2135	Pickling Of Fruits & Vegetables
21	C	2137	Frozen Food Processing (Fruits, Vegetables, Specialties) / Mfg
21	C	2140	Grain Mill Products (Prepared, Concentrated, Supplemented Feeds)
21	C	2150	Bakery Products / Mfg

21	C	2171	Candy & Other Confectionery Products / Mfg
21	C	2185	Beverages, Nonalcoholic, Bottled or Canned / Mfg
21	C	2195	Roasting Coffee & Coffee Products / Mfg
21	C	2190	Other Food Preparations & Kindred Products / Mfg
2X	C	2220	Knit Goods / Mfg
2X	C	2330	Women's, Misses, Girl's, Children's, Infant's Outerwear / Mfg
2X	C	2361	Leather Tanning & Finishing / Mfg
2X	C	2369	Other Leather Products / Mfg
2X	C	2392	House Furnishings (Except Curtains & Draperies) / Mfg
2X	C	2393	Textile Bags / Mfg
2X	C	2394	Canvas Products / Mfg
2X	C	2395	Pleating, Tucking, Decorative & Novelty Stitching For Trade
24	C	2400	Lumber & Paper Co.-Multi-Products
66	C	2410	Logging Camps & Logging Contractors
24	C	2421	Sawmills & Planning Mills, General / Mfg
24	C	2422	Hardwood Dimension & Flooring / Mfg
24	C	2429	Special Sawmill Products (Shingles, Hoops, Staves) / Mfg
24	C	2431	Millwork / Mfg
24	C	2432	Veneer & Plywood / Mfg
24	C	2433	Prefabricated Wooden Buildings & Structural Members / Mfg
24	C	2440	Wooden Containers / Mfg
24	C	2491	Wood Preserving
24	C	2499	Other Lumber & Wood Products (Except Furniture) / Mfg
2X	C	2510	Household Furniture / Mfg
2X	C	2520	Office Furniture / Mfg
2X	C	2540	Partitions, Shelving, Lockers & Store Fixtures / Mfg
2X	C	2599	Other Furniture & Fixtures (Cabinets, Carts, Stools) / Mfg
2X	C	2620	Paper / Mfg
2X	C	2642	Envelopes, Printed or Unprinted, Paper, Glassine, Cello / Mfg
2X	C	2646	Pressed & Molded Pulp Goods / Mfg
2X	C	2647	Sanitary Paper Products/ Mfg
2X	C	2649	Other Converted Paper & Paper Products (Except Containers)/Mfg
2X	C	2650	Paperboard Containers & Boxes / Mfg
2X	C	2660	Building Paper & Building Board (Fiber, Siding, Felt) / Mfg
2X	C	2710	Newspapers, Publishing & Printing or Publishing Only / Mfg
2X	C	2720	Periodicals, Publishing & Printing or Publishing Only / Mfg
2X	C	2730	Books, Publishing & Printing, or Publishing Only / Mfg
2X	C	2740	Commercial Printing / Mfg
2X	C	2750	Business Forms, Manifold / Mfg
2X	C	2760	Cards, Greeting, Except Hand Painted / Mfg
2X	C	2781	Typesetting For The Printing Trade
2X	C	2789	Other Printing Trade Service Industries (Decals)
2X	C	2790	Other Printing & Publishing (Maps, Directories) / Mfg
3X	C	2810	Industrial Inorganic & Organic Chemicals / Mfg
3X	C	2820	Plastics, Synthetic Resins, Rubbers & Other Manmade Fibers / Mfg
3X	C	2860	Gum & Wood Chemicals / Mfg
3X	C	2850	Paints, Varnishes, Lacquers, Enamels & Allied Products / Mfg
3X	C	2870	Agricultural Chemicals (Fertilizers, Herbicides) / Mfg
3X	C	2899	Other Chemicals & Allied Products / Mfg
3X	C	3140	Miscellaneous Plastic Products / Mfg
3X	C	3190	Other Fabricated Rubber Products / Mfg
3X	C	3200	Stone, Clay & Glass Products / Mfg
3X	C	3229	Other Glass & Glassware Products (Pressed or Blown) / Mfg
3X	C	3230	Cement, Hydraulic, Portland, Natural, Masonry, Puzzolan / Mfg
3X	C	3249	Structural Clay Products / Mfg
3X	C	3259	Pottery & Related Products / Mfg
3X	C	3261	Blocks, Concrete & Cinder / Mfg

3X	C	3262	Concrete Products (Excluding Brick & Block) / Mfg
3X	C	3263	Concrete (Ready Mixed) / Mfg
3X	C	3270	Cut Stone Products For Building, Ornamental, Paving, / Mfg
3X	C	3280	Abrasive, Asbestos & Misc. Nonmetallic Mineral Products / Mfg
3X	C	3311	Blast Furnace, Steel Works & Rolling / Mfg
3X	C	3320	Iron & Steel Foundries / Mfg
3X	C	3360	Nonferrous Foundries (Aluminum, Bronze, Copper, Brass) / Mfg
3X	C	3390	Other Primary Metal Industries / Mfg
3X	C	3421	Engines & Turbines / Mfg
3X	C	3423	Construction, Mining & Materials Handling Machinery & Equipment / Mfg
3X	C	3424	Metalworking Machinery & Equipment / Mfg
3X	C	3425	Special Industry Machinery (Sawmill Machinery) / Mfg
3X	C	3426	General Industrial Machinery & Equipment / Mfg
3X	C	3429	Other Machinery Manufacturing (Pistons, Valves)
3X	C	3433	Household Electrical Appliances / Mfg
3X	C	3435	Radio & Television Receiving Sets / Mfg
3X	C	3437	Electronic Components & Accessories / Mfg
3X	C	3439	Other Electrical Machinery, Equip. & Supplies Manufacturing
3X	C	3441	Motor Vehicles & Equipment / Mfg
3X	C	3443	Ship & Boat Building
3X	C	3449	Other Transportation Equip. (Campers, Trailers) / Mfg
3X	C	3491	Metal Cans / Mfg
3X	C	3492	Cutlery, H& Tools & Hardware / Mfg
3X	C	3493	Heating Apparatus & Plumbing Fixtures / Mfg
3X	C	3494	Fabricated Structural Metal Products (Awnings, Boilers) / Mfg
3X	C	3496	Metal Stamping / Mfg
3X	C	3497	Coating, Engraving & Allied Services
3X	C	3498	Fabricated Wire Products (Misc.) / Mfg
3X	C	3499	Other Fabricated Metal Products (Irrigation Equipment, Industrial Patterns).
3X	C	3521	Mechanical Measuring & Controlling Instruments / Mfg
3X	C	3542	Orthopedic, Prosthetic & Surgical Appliances & Supplies / Mfg
3X	C	3913	Lapidary Work, Contract & Other Stone Polishing
3X	C	3930	Toys, Amusement, Sporting & Athletic Goods / Mfg
3X	C	3950	Costume Jewelry, Novelties, Buttons & Misc. Notions / Mfg
3X	C	3997	Signs & Advertising Displays / Mfg
3X	C	3999	Other Miscellaneous Manufacturing
		4111	Railroad Right-of-Way
		4112	Railroad Switching & Marshaling Yard
4X	C	4113	Railroad Terminals, Passenger
4X	C	4114	Railroad Terminals, Freight
4X	C	4115	Railroad Terminals, Passenger & Freight
4X	C	4116	Railroad Equipment & Maintenance
4X	C	4119	Other Railroad Transportation
4X	C	4211	Terminal, Bus Passenger, Intercity
4X	C	4214	Maintenance Facilities For Passenger Bus Vehicles
4X		4219	Bus Stops
4X	C	4221	Freight Trucking Terminals, With or Without Maintenance Facility
4X	C	4222	Motor Freight Garaging & Maintenance Facility
4X	E	4223	Moving & Storage, Household
4X	C	4229	Other Motor Freight Transportation
4X	C	4291	Taxicab Transportation
4X	C	4311	Airport & Flying Field Landing/Takeoff Fields
4X	C	4312	Airport & Flying Field Terminals (Passenger)
4X	C	4313	Airport & Flying Field Terminals (Freight)
4X	C	4314	Airport & Flying Field Terminals (Passenger & Freight)
4X	C	4315	Aircraft Storage & Equipment Maintenance
4X	C	4319	Other Airports & Flying Fields Necessary

4X	C	4391	Heliport Landing/Takeoff Pads
4X	C	4399	Other Aircraft Transportation
		4500	Highway & Street Rights-of-Way
		4508	Bridges - Railroad, Vehicular or Pedestrian
		4510	Freeways, (i.e., Routes With No At-Grade Intersections)
		4520	Expressways, (i.e. Routes With Grade Intersect Only At Major Streets)
		4550	Collector/Distributor Streets
		4570	Alleys, Public
		4571	Bicycle Path
		4575	Pedestrian Walkway, Stairway, Etc.
		4580	Rights-Of-Way, Roads-Proposed Roadway
		4590	Private Roads
		4599	Other Rights-of-Way Related
4X		4600	Automobile Parking (Non-Structure/Retail)
4X		4601	Automobile Parking (Non-Structure/Service)
4X		4602	Automobile Parking (Non-Structure/Government)
4X		4603	Automobile Parking (Non-Structure/Education)
4X		4604	Automobile Parking (Non-Structure/Transportation)
4X		4605	Automobile Parking (Non-Structure/Recreation)
4X		4606	Automobile Parking (Non-Structure/Industrial)
4X		4607	Automobile Parking (Non-Structure/Utility)
4X		4608	Automobile Parking (Non-Structure/Religious)
4X		4610	Automobile Parking (Structure/Retail)
4X		4611	Automobile Parking (Structure/Service)
4X		4612	Automobile Parking (Structure/Government)
4X		4613	Automobile Parking (Structure/Education)
4X		4614	Automobile Parking (Structure/Transportation)
4X		4615	Automobile Parking (Structure/Recreation)
4X		4616	Automobile Parking (Structure/Industrial)
4X	C	4711	Telephone Exchange Stations
4X	C	4719	Telephone Equipment Repair & Servicing
4X	D	4721	Radio Telegraph Message Center
4X	D	4731	Radio Broadcasting Studios, Commercial & Public Educational
4X	D	4732	Radio Broadcasting Transmitters & Towers, Commercial & Public Education
4X	D	4739	Other Radio Communication
4X	D	4741	Television Broadcasting Studio, Commercial & Public Educational
4X	D	4742	Television Transmitters & Towers, Commercial & Public Educational
4X	D	4749	Other Television Communication
4X	D	4759	Radio & Television Transmitter, Combined, Commercial or Public Education
4X	C	4810	Electric & Power Companies
		4811	Electric Transmission Right-of-Way
4X	C	4812	Electric Generation Plant
4X	C	4813	Electricity Regulating Substations
4X	C	4819	Other Electric Utility
4X	C	4823	Gas Storage Tanks & Distribution Facilities, Mfg or Natural
4X	C	4824	Gas Pressure Control Stations
		4831	Water Pipeline Right-of-Way (EWEB Canal)
4X	C	4832	Water, Domestic Supply, Treatment Plant
4X	C	4833	Water Storage (Flood Control Dam, Water Tower)
4X	C	4835	Pumping Station, Domestic Water
4X	C	4839	Water, Domestic Supply, Aqueduct
4X	C	4841	Sewage Treatment Plant
4X	C	4842	Sewage Sludge Drying Beds
4X	C	4843	Sewage Pressure Control Station
4X	C	4852	Garbage Grinding Station, Central
4X	C	4853	Composting Plants
4X	C	4854	Sanitary Land Fill

4X	C	4855	Refuse Disposal, Except Industrial Wastes
4X	C	4856	Industrial Waste Disposal
4X	C	4859	Other Solid Waste Disposal
		4911	Petroleum Pipeline Right Of Way
4X	D	4921	Freight Forwarding Service
4X	D	4922	Crating & Packing Service
4X	D	4923	Travel Arranging Services (Information, Freight Agencies)
4X	D	4924	Transportation Ticket Services (Travel Agency, Ticket Office)
4X	D	4990	Other Transportation, Communication & Utilities
51	C	5111	Automobiles & Other Motor Vehicles / Whsle
51	C	5112	Automotive Equipment / Whsle
51	C	5113	Tires & Tubes / Whsle
51	C	5121	Drugs, Drug Proprietaries & Druggist's Sundries / Whsle
51	C	5122	Paints & Varnishes (Shellac, Lacquers, Enamels) / Whsle
51	C	5129	Other Drugs, Chemicals & Allied Products / Whsle
51	C	5131	Dry Goods, Piece Goods & Notions / Whsle
51	C	5132	Apparel & Accessories, Hosiery & Lingerie / Whsle
51	C	5133	Footwear / Whsle
51	C	5141	Groceries, General Line / Whsle
51	C	5142	Dairy Products / Whsle
51	C	5143	Poultry Products / Whsle
51	C	5144	Confectionery / Whsle
51	C	5145	Fish, Fresh / Whsle
51	C	5146	Meat & Meat Products / Whsle
51	C	5147	Fruits & Vegetables / Whsle
51	C	5149	Other Groceries & Related Products / Whsle
51	C	5151	Cotton, Raw / Whsle
51	C	5152	Grain / Whsle
51	C	5153	Hides, Skins & Pelts / Whsle
51	C	5154	Exporters Of Leaf Tobacco
51	C	5155	Wool, Raw / Whsle
51	C	5156	Livestock / Whsle
51	C	5157	Horses / Whsle
51	C	5159	Farm Products, Raw (Except Cotton, Grain or Livestock) / Whsle
51	C	5161	Electrical Apparatus & Equipment; Wiring Supplies & Construction Equipment
51	C	5162	Electrical Appliances, TV & Radio Sets / Whsle
51	C	5163	Electronic Parts & Equipment / Whsle
51	C	5171	Hardware / Whsle
51	C	5172	Plumbing & Heating Equipment & Supplies / Whsle
51	C	5173	Air Conditioning, Refrigerated Equipment & Supplies / Whsle
51	C	5181	Commercial & Industrial Machinery, Equipment & Supplies/Whsle
51	C	5182	Farm Machinery & Equipment / Whsle
51	C	5183	Professional Equipment & Supplies / Whsle
51	C	5184	Equipment & Supplies For Service Establishments / Whsle
51	C	5185	Transportation Equipment & Supplies (Except Motor Vehicles)/Whsle
51	C	5189	Other Machinery, Equipment & Supplies / Whsle
51	C	5191	Metals & Minerals (Except Petroleum Products & Scrap) / Whsle
51	C	5192	Petroleum Bulk Stations & Terminals / Whsle
51	C	5193	Scrap & Waste Materials / Whsle
51	C	5194	Tobacco & Tobacco Products / Whsle
51	C	5195	Beer, Wine & Distilled Alcoholic Beverages / Whsle
51	C	5196	Paper & Paper Products / Whsle
51	C	5197	Furniture & Home Furnishings / Whsle
51	C	5198	Lumber & Construction Materials / Whsle
51	C	5199	Other Wholesale Trade
5X	D	5211	Lumber Yards / Ret
5X	D	5212	Building Materials / Ret

5X	D	5220	Plumbing & Heating Equipment / Ret
5X	D	5230	Paint, Glass & Wallpaper / Ret
5X	D	5240	Electrical Supplies / Ret
5X	D	5251	Hardware Stores / Ret
5X	D	5252	Farm Equipment / Ret
5X	D	5310	Department Stores / Ret
5X	D	5320	Mail Order Houses / Ret
5X	D	5330	Limited Price Variety Stores / Ret
5X	D	5340	Merchandise Vending Machine Operators / Ret
5X	D	5350	Selling Organizations, Direct, Headquarters of Door-To-Door
5X	D	5391	Dry Goods & General Merchandise / Ret
5X	D	5392	General Stores / Ret
54	B	5410	Grocery Stores, With or Without Fresh Meat / Ret
54	D	5421	Meat Markets / Ret
54	D	5422	Sea Food Markets / Ret
54	D	5430	Fruit & Vegetable Stands / Ret
54	D	5440	Candy, Nut & Confectionery / Ret
54	D	5450	Dairy Products Stores / Ret
54	C	5461	Retail Bakeries / Mfg
54	D	5462	Bakeries, Nonmfg, Retail
54	D	5491	Egg & Poultry Dealers / Ret
54	D	5499	Other Retail Trade - Food
55	D	5511	New & Used Cars & Trucks / Ret
55	D	5512	Automobiles, Used Cars & Trucks Only / Ret
55	D	5520	Tires, Batteries & Accessories / Ret
55	D	5530	Automobile Service Stations, With or Without Minor Repair Service
55	D	5591	Marine Craft & Accessories / Ret
55	D	5592	Aircraft Dealers / Ret
55	D	5599	Other Retail Trade - Auto trailers, Mobile Homes, Motorcycles
5X	D	5610	Clothing Stores, Men's & Boy's / Ret
5X	D	5620	Clothing Stores, Women's Ready To Wear / Ret
5X	D	5630	Women's Accessories & Specialties / Ret
5X	D	5640	Children's & Infant's Wear / Ret
5X	D	5650	Family Clothing Stores / Ret
5X	D	5660	Shoe Stores, Family, Men's, Women's or Children's / Ret
5X	D	5670	Custom Tailors / Ret
5X	D	5680	Furriers / Retail
5X	D	5690	Other Retail Trade--Apparel & Accessories
5X	D	5711	Furniture / Ret
5X	D	5712	Floor Covering Stores / Ret
5X	D	5713	Draperies, Curtains & Upholstery / Ret
5X	D	5714	China, Glassware & Metalware Stores / Ret
5X	D	5719	Other Furniture, Home Furnishings & Equipment / Ret
5X	D	5720	Household Appliances / Ret
5X	D	5731	Radios, TV's, Stereos / Ret
5X	D	5732	Music Supplies / Ret
5X	D	5733	Calculators, Computers & Other Office Machines / Ret
5A/B/C	B	5810	Eating Places (Food & Both Food & Alcoholic Beverages)
5D	B	5820	Bars, Drinking Establishments
59	D	5910	Drug & Proprietary / Ret
59	D	5920	Liquor, Wine & Beer (Packaged) / Ret
59	D	5931	Antique Stores / Ret
59	D	5932	Secondhand Merchandise / Ret
59	D	5941	Book Stores, New / Ret
59	D	5942	Stationery Stores / Ret
59	D	5951	Sporting Goods / Ret
59	D	5952	Bicycle & Bicycle Parts Dealers / Ret

59	D	5961	Feed Grain & Hay Stores / Ret
59	D	5969	Other Farm & Garden Supplies (Nurseries) / Ret
59	D	5970	Jewelry, Precious & Precious Metals, Including Custom Made/Ret
59	D	5981	Fuel Dealers, Coal, Wood, Ice / Ret
59	D	5982	Fuel Oil Dealers / Ret
59	D	5983	Bottled Gas / Ret
59	D	5991	Florists / Retail
59	D	5992	Cigars & Cigarettes / Ret
59	D	5993	Magazines & Newspapers / Ret
59	D	5994	Camera Shops & Photographic Supply Stores / Ret
59	D	5995	Gift, Novelty & Souvenir Shops (Ceramic Shop) / Ret
59	D	5996	Optical Goods Stores / Ret
59	D	5999	Other Retail Trade--Artist Supply, Luggage Shop, Pet Shop
61	B	6111	Banking Services
61	B	6112	Bank-Related Functions
61	B	6121	Savings & Loan Associations
61	B	6122	Agriculture, Business & Personal Credit Services (Credit Union)
61	B	6129	Other Credit Services (Loan Co.)
61	B	6131	Security Brokers, Dealer & Flotation Services
61	B	6132	Commodity Contracts Brokers & Dealers Services
61	B	6133	Security & Commodity Exchange
6X	B	6141	Insurance Carriers
6X	B	6142	Insurance Agents, Brokers & Services
6X	B	6151	Real Estate Operators (Except Developers) & Lessors
6X	B	6152	Real Estate Agents, Brokers & Management Services
6X	B	6153	Title & Trust Companies
6X	B	6154	Real Estate Subdividing & Developing Services
6X	B	6155	Real Estate Operative Builders
6X	B	6159	Other Real Estate & Related Services
6X	B	6160	Holding & Investment Services
6X	B	6190	Other Finance, Insurance & Real Estate Services
6A3	D	6211	Laundering, Dry Cleaning & Dyeing Services (Except Rug Cleaning)
6A1	D	6212	Linen Supply & Industrial Laundry Services
6A1	D	6213	Diaper Service
6A2	D	6214	Laundries, Self-Service
6A3	D	6215	Rug Cleaning & Repairing Plants
62	D	6220	Photographic Services (Including Commercial)
62	D	6231	Beauty Services
62	D	6232	Barber Services
62	D	6241	Funeral & Crematory Services
62	D	6242	Cemeteries
62	D	6251	Pressing & Alteration, & Clothing Repair Shops
62	D	6252	Fur Garments, Cleaning, Repairing, & Storage
62	D	6253	Shoe Repair Shops
62	D	6290	Other Personal Services
62	D	6311	Advertising Agencies
62	D	6312	Outdoor Advertising Services
62	D	6319	Other Advertising Services, NEC
62	D	6320	Collection Agencies , Accounts (Except Real Estate)
62	D	6332	Blueprinting & Photocopying Services
62	D	6339	Stenographic Services & Other Duplicating & Mailing Services
62	D	6341	Window Cleaning Services
62	D	6342	Disinfecting & Exterminating Service
62	D	6349	Building Maintenance, Janitorial, & Similar Services
62	D	6350	News Syndicate Services
62	D	6360	Commercial Employment Agencies
63	D	6371	Farm Product Warehousing & Storage (Barns, Livestock Shelters)

63	D	6372	Stockyards (Not Exclusively For Fattening Livestock)
63	E	6373	Refrigerated Warehousing, Except Food Lockers
63	E	6374	Rental Of Cold Storage Lockers
63	E	6375	Commercial Warehousing & Storage
63	E	6379	Industrial Warehousing & Storage
62	D	6391	Research Development & Testing Services
62	D	6392	Business & Management Consulting Services
62	D	6393	Detective & Protective Services
62	D	6394	Equipment Rental & Leasing Services
62	D	6395	Photographic Laboratories, Not Manufacturing
62	D	6396	Trading Stamp Redemption Store
62	D	6397	Automobile & Truck Rental Services
62	D	6398	Motion Picture Distribution & Services
62	D	6399	Other Business Svc (Garbage Collctn; Sewer or Answering Svc)
6B	D	6412	Car Wash
64	D	6411	Automobile Repair Shops, General
64	D	6419	Other Automobile Services
64	D	6491	Electric Appliance Repair (Except Radio, TV, or Refrigeration)
64	D	6492	Television & Radio Repair Services
64	D	6493	Watch, Clock & Jewelry Repair Services
64	D	6494	Re-upholstery & Furniture Repair Services
64	D	6499	Other Repair Services (Tool, Locksmith, Musical Instrument, Hydraulic)
6X	B	6500	Professional Office Building
65	B	6511	Physicians Services
65	B	6512	Dental Services
65	B	6513	Hospital Services
65	B	6514	Medical Laboratory Services
65	B	6515	Dental Laboratories
65	per person	6516	Convalescent Homes, Sanitariums, Nursing Homes
65	B	6517	Medical Clinic, Out- Patient Service
65	B	6519	Other Medical & Health Services
6X	B	6520	Legal Services
6X	B	6591	Architectural & Engineering Services
6X	B	6592	Scientific & Educational Research Services
6X	B	6593	Accounting, Auditing & Bookkeeping Services
6X	B	6599	Other Professional Services
66	D	6611	Building Construction--General Contractor Services
66	D	6619	Other General Construction Contractor Services
66	D	6621	Plumbing, Heating & Air Conditioning Services
66	D	6622	Painting, Paper Hanging & Decorating Services
66	D	6623	Electrical Work / Contractors
66	D	6624	Masonry, Stonework, Tile Setting & Plastering Services
66	D	6625	Carpentry Work / Contractors
66	D	6626	Roofing & Sheet Metal Services
66	D	6627	Concrete Construction, Other Than Paving, Foundation & Excavation
66	D	6628	Water Well Drilling / Contractors
66	D	6629	Other Special Construction Trade Services
67	B	6710	Executive, Legislative & Judicial Functions (Offices, Courts)
67	B	6719	Other Publicly Owned Property
67	B	6721	Police Protection & Related Activities
67	B	6722	Fire Stations, Community Fire Protection
67	B	6729	Other Protective Functions & Their Related Activities
67	B	6730	Post Offices & Related Facilities
67	per person	6741	Prisons, State, Federal or Other Civil Government
67	per person	6749	Other Correctional Institutions
67	B	6755	Recruiting Station, U.S. Army, U.S. Navy, etc.
67	B	6759	Other Military Bases & Reservation

6X		6810	School District Administration Office
68		6811	Nursery Schools
68		6812	Elementary Schools
68		6813	Junior High Schools
68		6814	Senior High Schools
68		6815	Private Handicap Schools
68	B	6816	Parochial Schools
68	B	6821	Universities & Colleges
68	B	6822	Junior Colleges
68	B	6823	Theological Seminaries
68	B	6831	Vocational or Trade Schools
68	B	6832	Business & Stenographic Schools
68	B	6833	Barber & Beauty Schools
68	B	6834	Art & Music Schools
68	B	6835	Dance Studios & Schools
68	B	6836	Driving Schools
68	B	6839	Other Special Training & Schooling (Language, Modeling)
69	D	6911	Churches, Temples, Sunday School Facilities
69	D	6919	Other Religious Activities (Retreats, Camps, Diocesan Offices)
69	D	6920	Welfare & Charitable Services (Red Cross, Salvation Army)
69	D	6991	Business Associations, (Grange Halls, Trade or Farm Assn.)
69	D	6992	Professional Membership Organizations
69	D	6993	Labor Unions & Similar Labor Organizations
69	D	6994	Civic, Social & Fraternal Associations
69	D	6999	Misc. Services (Historical Clubs, City Clubs, Youth Projects)
68	D	7111	Libraries
68	D	7112	Museum, Historical Exhibit
68	D	7113	Art Galleries
68	D	7119	Other Cultural Activities
68	D	7123	Arboreta & Botanical Gardens
7X	D	7212	Theater, Motion Picture, Indoor
7X	D	7213	Drive-In Motion Picture Theater
7X	D	7214	Theater, Legitimate Stage
7X	D	7219	Other Entertainment Assembly
7X	D	7221	Stadium, Football, Baseball, Track & Field or Other
7X	D	7223	Race Track Operation, Horse, Dog, Automobile
7X	D	7231	Auditorium
7X	D	7232	Exhibition Hall
7X	D	7239	Other Miscellaneous Assembly
7X	D	7290	Other Public Assembly
7X	D	7311	Fairground
7X	D	7312	Amusement Park
7X	D	7391	Penny Arcades
7X	D	7393	Golf Driving Ranges
7X	D	7399	Other Amusements (Pool Hall, Shooting Range)
7X	D	7411	Golf Course, Without Country Club
7X	D	7412	Golf Course, With Country Club
7X	D	7413	Tennis Courts
7X	D	7414	Ice Skating Rinks
7X	D	7415	Roller Skating Rinks
7X	D	7416	Riding Stable
7X	D	7417	Bowling Alleys
7X	D	7419	Other Sports Activities
7X	D	7421	Play Lot or Tot Lot (Preschool or Elementary School-Aged Children)
7X	D	7422	Playground, Equipped (Not Part of Another Facility)
7X	D	7423	Play Fields or Athletic Fields
7X	D	7424	Recreation Center, General

7X	D	7425	Gymnasiums & Athletic Clubs
7X	D	7429	Other Playground & Athletic Areas
7X	D	7431	Swimming Beach, Designated
7X	D	7432	Swimming Pool, Indoor or Covered (Not Part of Residential Use)
7X	D	7442	Boat Rentals & Boat Access Sites
7X	D	7449	Other Marinas
7X	D	7491	Camping & Picnicking Areas
7X	D	7499	Other Recreation Not Elsewhere Classified
7X	D	7520	Group or Organized Camps (Girl Scout & Boy Scout, etc.)
7X	D	7620	Park, Ornamental (Plaza or Monument or Traffic Circle, etc.)
7X	D	7625	Park, Private Leisure
7X	D	7630	Open Space, Natural Area, Wetland
7X	D	7690	Other Parks
7X	D	7900	Other Cultural, Entertainment & Recreational Activities
	C	8010	Orchards, Tree Fruit or Nut
	C	8020	Intensive Grain or Field Crop
	C	8030	Bush, Fruit, Berries
	C	8040	Pasture, Cows, Sheep, Cattle
	C	8120	Farm, Predominant Crop - Cash Grain (Wheat, Corn, etc.)
	C	8130	Farm, Predominant Crop - Field Crop Except Cash Grain or Fiber
	C	8141	Farm, Predominant Crop - Tree Fruits (Pear, Date, Lemon, etc.)
	C	8142	Farm, Predominant Crop - Tree Nuts
	C	8143	Farm, Predominant Crop - Vegetables, Ground Fruits
	C	8150	Farm, Predominant Product - Dairy Goods (Milk, Cheese, etc.)
	C	8161	Farm, Predominant Activity - Cattle Raising
	C	8170	Farm, Predominant Activity - Poultry Raising (Incl. Egg Products)
	C	8180	Farm, General, No Predominant Crop or Activity
	C	8192	Farm, Predominant Activity - Nursery or Flower Stock
	C	8194	Farm, Predominant Activity - Horse Raising
	C	8199	Other Agricultural & Related Activities
	C	8213	Grist Milling Services
	C	8219	Other Agricultural Processing Services
82	B	8221	Veterinarian Service
82	B	8222	Animal Hospitals & Other Veterinary Service
	C	8223	Poultry Hatcheries
	C	8229	Animal Breeding & Other Husbandry Services (Worm Hatchery)
	C	8310	Timberlands
	C	8321	Forest Nurseries
	C	8390	Guard Station, Game Management Area & Other Forestry Activities
	C	8542	Quarrying - Crushed & Broken Stone Including Riprap
	C	8543	Quarrying - Sand & Gravel
	C	8553	Crude Petroleum & Gas Field Services
	C	8900	Other Resource Production & Extraction
		9100	Vacant, Unused, Undeveloped Land
		9101	Broadleaf Brush
		9102	Stump Land, Cutover Land
		9103	Sand Dunes
		9220	Non-reserve Forests
		9310	Rivers, Creeks, Streams
		9320	Lakes, Ponds, Reservoirs
		9390	Other Water Areas (Swamps)
		9395	Sand Bars
		9400	Unused Building or Structure
		9410	Vacant Shop or Office

City of Eugene

System Development Charge Methodologies

Appendix B

Transportation System Development Charge

System-Specific Methodology and Details

DRAFT May 11, 2018

Transportation System Development Charge Detail

Transportation SDC Methodology

The transportation system development charge (SDC) methodology is based on a system-wide cost per trip, where the costs associated with meeting future growth needs are divided by the projected growth in trips. The methodology includes both improvement and reimbursement SDC components.

Development of the SDC includes the following basic steps:

- Determine growth in trips
- Determine growth share of system costs
- Calculate the system-wide costs per trip
- Develop SDC rate schedule

These steps are discussed further below.

1.0 Growth in Trips

To evaluate the roadway capacity needs and the amount of vehicle trips that are generated by growth, the regional travel demand model was utilized. Table B-1 shows the projected growth in the number of trip ends for the 2035 Transportation System Plan period, broken down by trip ends that have both an origin and destination within the City's Urban Growth Boundary (UGB) (internal-internal), and trip ends that have one end outside of the UGB (internal-external & external-internal).

Like most infrastructure systems, roadway systems are designed to accommodate peak rates of use, which typically occur during the weekday afternoon period between the hours of 4 and 6 p.m. (the "PM peak"). Therefore, roadway system capacity is typically measured by trip generation during the average weekday PM peak hour.

Table B-1
Model Vehicle Weekday PM Peak Hour Trip Ends (within the City's Currently Acknowledged UGB)

	Internal-Internal	Internal-External & External-Internal	Total
Existing Trip Ends	104,128	52,818	156,949
Projected Trip Ends	131,128	66,790	197,918
Growth Trip Ends	**27,000**	**13,972**	**40,972**
Source: Lane Council of Governments EMME travel demand model for the Eugene 2035 Transportation System Plan			

2.0 Growth Share of System Costs

Future development capacity needs will be met by a combination of existing system available capacity and future improvements that increase the level of performance of existing facilities, or add new facilities. The value of existing system capacity is referred to as the *reimbursement fee cost basis*, while the value of future growth-related improvements is referred to as the *improvement fee cost basis*.

The development of the improvement and reimbursement cost bases are summarized below.

2.1 Reimbursement Fee

Determination of the reimbursement fee cost basis includes the following steps:

1. Reserve capacity of existing roadways is determined,
2. The existing system value net of contributions is estimated, and
3. The existing system value for growth in the planning period (the reimbursement fee cost basis) is determined.

2.1.1 Existing System Reserve Capacity

The LCOG EMME travel demand model was used to determine the portion of the existing roadway network that has reserve capacity for growth in the planning period. The reserve capacity of the roadway system was determined by comparing the traffic volume on each roadway to the capacity of that roadway (based on level of service E). If the future volume was less than capacity, the amount available for growth was calculated as a simple ratio of the future volume less the existing volume to the capacity of the particular roadway. If the total volume in 2035 exceeded the capacity, the amount of capacity available for growth was calculated as a ratio of the capacity less the existing daily traffic volume to the capacity.

A weighted average reserve capacity was determined for each roadway classification (excluding local streets and state highway facilities). The resulting calculations are shown in Table B-2. This shows the reimbursement fee is based, in part, on the value of unused capacity available to future users.

Table B-2: Reimbursement Fee

Project Type	Total Value[1]	Assessable Cost[2]	Other Funding	SDC Cost Basis			SDC per Vehicle Trip[4]
				Net Value[3]	$	%	
Roads							
Major Arterials	$5,745,499	$0		$5,745,499	$919,280	16.0%	$22
Minor Arterials	$26,174,864	$619,230		$25,555,634	$2,836,675	11.1%	$69
Major Collectors	$16,176,479	$3,204,075		$12,972,404	$1,193,461	9.2%	$29
Neighborhood Collectors	$10,433,027	$3,291,865		$7,141,162	$349,917	4.9%	$9
Subtotal	$58,529,869	$7,115,170	$0	$51,414,699	$5,299,333	10.3%	$129
Active Modes							
Bike (On-Street)	$8,455,636	$178,565		$8,277,070	$0	0.0%	$0
Pedestrian (On-Street)	$790,772	$407,127		$383,645	$0	0.0%	$0
Bike & Pedestrian (Off-street)	$19,384,550	$0	$13,409,587	$5,974,962	$0	0.0%	$0
Subtotal	$28,630,957	$585,692	$13,409,587	$14,635,678	$0		$0
Bridges[5]							
On-Street	$20,556,308			$20,556,308	$2,220,081	9.8%	$54
Off-System	$15,924,100		$14,331,690	$1,592,410	$156,056	9.8%	$4
Subtotal	$36,480,408	$0	$14,331,690	$22,148,718	$2,376,137		$58
Subtotal Reimbursement	**$123,641,235**	**$7,700,862**	**$27,741,277**	**$88,199,095**	**$7,675,471**		**$187**

[1] Based on replacement value for preservation (segments obtained from other agencies) and new construction (City-constructed) excludes bike and pedestrian facility costs.
[2] Average assessable cost of new roadway construction.
[3] Net of assessable value and other funding.
[4] PM Peak Hour Trip Ends through 2035.
[5] City-Owned.

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2.1.2 Existing System Valuation

The Geographic Information System (GIS) was used to produce an inventory of existing arterial and collector roadways. The inventory included the necessary data to determine the replacement cost of each roadway segment, broken down into the following cost components:

- Right of way
- Pavement (rehabilitation and new construction costs)
- Curb and gutter
- Sidewalk
- Bike lanes
- Street lights
- Traffic signals

For roadways transferred to the City from other agencies, only the costs of recent reconstruction improvements are included in the system value, since the original construction was not funded by the City. Local streets are excluded from the reimbursement fee cost basis, as local streets are generally funded by developers or assessments. By excluding local street value, the reimbursement fee excludes prior contributions by existing users consistent with ORS 223.304(1)(a)(B).

As for roadways, GIS data was used to develop an inventory of off-street bike and pedestrian facilities, as well as on- and off-system bridges. The current value of each facility was estimated by applying the growth in the ***Engineering News Record*** Construction Cost Index since the time of construction to the original facility cost.

The existing system value for all facilities is reduced by estimated assessments and other funding sources (grants and contributions), to determine the net system value. These estimates are provided in the "Assessable Cost" and "Other Funding" columns on Table B-2.

2.1.3 Growth Share of Existing System Value (Reimbursement Fee Cost Basis)

The reimbursement fee cost basis for roadways is determined by applying the existing system reserve capacity for growth within the planning period, (calculated by multiplying the net system value by the average reserve capacity for each road classification). For bridges, the growth share is assumed to be the system average reserve capacity (across all roadway classifications).

The existing system value associated with active travel modes (bicycle and pedestrian facilities) is excluded from the reimbursement fee cost basis, as there is no reserve capacity. As is discussed later in Section 2.2.2.4, the planned level of service for bicycle and pedestrian facilities is higher than the existing level of service; therefore, the existing system facilities are not adequate to meet the needs of existing development (i.e., there is no reserve capacity for future growth).

The reimbursement fee cost basis is provided in Table B-2.

2.2 Improvement Fee

The improvement fee is calculated to obtain the cost of capital improvements for the projected transportation system needs of future users. Determination of the improvement fee cost basis includes the following steps:

1. The portion of project costs related to increasing system capacity is determined.
2. New capacity costs are allocated between growth and existing development, based on the portion of each project that relates to providing capacity for growth vs. addressing an existing deficiency or future service level enhancement related to existing development.
3. Capacity costs are reduced by any external funding sources (assessments, grants, contributions by other agencies) that are projected to cover a portion of growth's new capacity costs.

The improvement fee cost basis is shown in Table B-3.

TABLE B-3: IMPROVEMENT FEE

(a) Project Type	(b) Total Cost[1]	(c) Existing Capacity Replacement Cost	(d) (b-c) Net New Capacity Costs[2]	Growth Share of Net New Capacity (e) (d x f) $	(f) %	(g) Net of Other Funding[3]	(h) SDC per Vehicle Trip[4]	(i) Potential Assessable[5]	(j) Grants[6]	(k) (g + i + j) SDC Plus Grants & Assessable
Multimodal Projects										
Street Projects	$118,600,000	$21,100,000	$97,500,000	$28,824,569	30%	$26,624,569	$650	$19,800,000		$46,424,569
Upon Development Projects	$134,200,000	$12,200,000	$122,000,000	$80,114,483	66%	$47,929,992	$1,170	$64,100,000		$112,029,992
Operational Projects										
New Signals	$8,750,000		$8,750,000	$2,147,843	25%	$2,147,843	$52			
Accessible Pedestrian Signals	$7,490,000		$7,490,000	$1,838,554	25%	$1,838,554	$45			
Master Traffic Communications Plan	$9,500,000		$9,500,000	$2,331,944	25%	$2,331,944	$57			
Active Modes (20-Year Projects)										
Shared Use Paths	$24,529,000	$0	$24,529,000	$24,529,000	100%	$21,354,321	$521		$3,174,679	$24,529,000
Bike Facilities	$29,010,282	$0	$29,010,282	$11,634,752	40%	$10,721,547	$262		$4,592,661	$15,314,208
Pedestrian Facilities	$9,781,000	$0	$9,781,000	$810,000	8%	$772,519	$19	$8,971,000	$37,481	$9,781,000
Subtotal	$63,320,282		$63,320,282	$36,973,752	58%	$32,848,387	$802	$8,971,000	$7,804,821	$49,624,208
Subtotal Improvement	**$341,860,282**	**$33,300,000**	**$308,560,282**	**$152,231,146**	**37%**	**$113,721,290**	**$2,776**	**$92,871,000**	**$7,804,821**	**$208,078,769**

[1] Net of multimodal corridor bundle costs
[2] Net of rail-related project costs
[3] Reflects application of other funding on a project-specific basis
[4] Column (g) divided by PM Peak Hour Trip Ends through 2035: 40,972
[5] Average assessable cost of new roadway construction
[6] Reflects estimated existing commitments

2.2.1 New Capacity Costs

Detailed cost estimates for each project included in the Transportation SDC Project Plan were reviewed to determine what portion of project costs related to replacement of existing capacity versus expanding existing facilities or constructing new facilities. Existing facility replacement costs included overlay or reconstruction of existing pavement, as well as replacement of existing facilities (e.g., bridges or other crossings). This shows that, in calculating the improvement fee, the City considered the projected costs of the capacity-increasing capital improvements identified on the Transportation SDC Project Plan.

2.2.2 Growth Share of Capacity Costs

For purposes of determining SDC-eligibility, individual projects from the Transportation SDC Project List ("Project List") are analyzed to determine first, the portion of costs that expand or provide new capacity, versus replacing existing system capacity. Second, the new capacity costs are further analyzed to determine the portion of costs related to meeting the needs of future growth (the "growth share") versus costs associated with raising the level of service for existing development.

The general methods used for determining the growth share of costs for each project on the Project List are summarized below. These methods show that, in calculating the improvement fee, the City considered the increased capacity needed to meet the demands of future transportation system users.

2.2.2.1 New Roadways

New roadways and expansions driven by future development capacity requirements are allocated 100% to growth, since the capacity is needed entirely for new development.

2.2.2.2 Upgrades to Roadways and Intersections

Improvements to existing facilities to address safety, modernization, and other performance considerations provide capacity for growth and enhanced performance for existing development, so the costs are allocated in proportion to the utilization of the facilities. Specifically, weekday PM peak hour travel demand data by roadway link (from the LCOG travel demand model) are used to quantify growth's utilization of future roadway and intersection capacity. The growth share is estimated based on the growth in trips over the planning period, as a percentage of total future trips for individual roadway links. If a link provides regional 'through' traffic capacity, an adjustment to the growth share is made to exclude the portion of trips that represent "through" versus local trips.

2.2.2.3 Operational Improvements

Capacity enhancing improvements include new traffic signals, as well as improvements that enhance intersections performance (accessible pedestrian signals and master traffic communications plan). The growth share for these improvements is determined based on growth's share of future person trips, as estimated from the LCOG travel demand model.

2.2.2.4 New Bicycle and Pedestrian Facilities (Active Modes)

The growth share for bike and pedestrian facilities is determined based on the planned level of service (LOS) for each facility type. The planned LOS for purposes of this analysis is defined as the quantity of future facilities per capita served.

The following equation shows the calculation of the planned LOS for bicycle and pedestrian facility analysis:

$$\frac{Existing\ Q + Planned\ Q}{Future\ Population\ Served} = Planned\ LOS$$

Where:
Q = quantity (miles of bicycle or pedestrian facilities)

The existing and future miles of bicycle and pedestrian facilities are shown in Table B-4, based on the Project List. Population data for the estimated base year and future year (2035) are presented in Table B-5.

Table B-4
Existing and Future Bike and Pedestrian Facilities (miles)

	Existing	New (Project List)[1]	Future (Total)
Shared Use Path	43.3	9.5	52.8
Bicycle Facilities	160.2	121.4	281.6
Pedestrian Facility	223.2	77.4	300.6

[1] Includes multimodal and stand-alone bicycle and pedestrian projects

Table B-5
Population Growth

	Base Year	Future Year (2035)	Population Growth
Population	177,332	219,060	41,728

Source: Table 3-1 Transportation System Plan, February 2017

Table B-6 presents the existing and planned LOS for each facility type, based on the existing and planned future facilities presented in Table B-4, divided by the estimated existing and projected population presented in Table B-5. (For purposes of this analysis, population figures are divided by 1,000 in order to show the planned LOS per 1,000 population in Table B-6.)

Table B-6
Existing and Planned LOS (miles per 1,000 population)

	Existing LOS	Planned LOS
Shared Use Path	0.244	0.241
Bike Facility	0.903	1.286
Pedestrian Facility	1.259	1.372

The capacity requirements, or number of miles, needed for the existing population and for the growth population are estimated by multiplying the planned (future) LOS for each facility type (from Table B-6) by the estimated population (in 1,000's) of each group (from Table B-5).

These calculations are shown in Table B-7; each column is then described following the table.

Table B-7
Existing and Growth Capacity Needs for Bicycle and Pedestrian Facilities (Miles)

	Existing Population Need (1)	Existing Inventory (2)	Existing Need from Project Improvements (3)		Growth Need from Project Improvements (4)	
			Multimodal Projects	Stand-Alone Projects	Multimodal Projects	Stand-Alone Projects
Shared Use Paths	42.7	43.3	0	0	0	9.5
Bicycle Facility	228.0	160.2	24.6	43.2	24.7	28.9
Pedestrian Facility	243.4	223.0	21	0	22.6	34.6

(1) Existing Population Need
The need for the existing population is equal to the planned LOS multiplied by the estimated base year population (from Table B-5) in 1,000's.
(2) Existing Inventory
Existing users' needs are assumed to be met first by the existing inventory of facilities; column (2) shows the existing facility miles from Table B-4.
(3) Existing Need from Project Improvements
The difference between columns 1 and column 2 is the portion of existing development's need that will be met by the Project List improvements. Some of the need is met through the multimodal projects that add bicycle and pedestrian facilities; the remainder will be met through the stand-alone bicycle and pedestrian improvements on the Project List.
(4) Growth Need from Project Improvements
The total facility need required by growth is equal to the planned LOS (from Table B-6) multiplied by the projected increase in population over the planning period (from Table B-5) in 1,000's.

Table B-8 shows the existing and growth shares for the stand-alone bicycle and pedestrian improvements by project type.

Table B-8
Existing and Growth Share of Stand-Alone Bicycle and Pedestrian Improvements

	Total Stand-Alone Improvements (TSDC Project List)	Existing Share	Existing %	Growth Share	Growth %
Shared-Use Path	9.5	0	0%	9.5	100%
Bicycle Facility	72.2	43.2	60%	28.9	40%
Pedestrian Facility	34.6	0	0%	34.6	100%

2.2.3 Growth Share of Project List Cost (Improvement Fee Cost Basis)

The improvement fee cost basis is determined by applying the growth share of new capacity costs for each project, by the project new capacity costs, and deducting any other funds to be applied. Other funding sources include assessments which are likely to pay for a portion of development-driven (based on the City's current assessment policy), and grants for bicycle and pedestrian facilities.

The improvement fee cost basis is provided in Table B-3.

3.0 System-Wide Cost per Trip

The system wide costs per trip (also known as "costs per vehicle trip" or "costs per trip end") are determined by dividing the improvement and reimbursement fee cost bases (as shown in Tables B-2 and B-3) by the projected growth in weekday PM peak hour trip ends (shown in Table B-1).

3.1 Reimbursement Fee

Table B-2 shows the result of this calculation for the reimbursement fee in the column entitled "SDC per Vehicle Trip".

3.2 Improvement Fee

The improvement fee SDC per trip is shown in Table B-3 in the column entitled "SDC per Vehicle Trip".

4.0 SDC Rate Calculations

4.1 Formula

The transportation SDC for an individual development is based on the total cost per trip (including the reimbursement and improvement components) and the number of weekday PM peak hour trips attributable to a particular development. This calculation is as follows:

Cost per Trip X Number of Development Trips = SDC for Development

Where:
Cost per Trip = *Cost per Trip* (reimbursement) + *Cost per Trip* (improvement), and
Number of Development Trips = *Trip Generation Rate X Pass-by Adjustment X Development Size* (based upon the unit of measure).

Table B-9, which is located in Appendix F, shows the assumptions for the SDC rate schedule, including the total cost per trip and the trip rates and adjustments by land use category.

4.2 Assigned Trip Generation Rates

The standard practice in the transportation industry is to use information contained in the *Trip Generation Manual*, as published by the Institute of Transportation Engineers (ITE) to calculate the SDCs *for individual* developments. ITE trip rates by land use category are based on studies from around the country, and, in the absence of local data, represent the best available source of trip data for specific land uses.

Pass-by trip adjustments to ITE trip rates have been applied to the ITE trip rates. Also referred to as *linked* trips or *trip chaining*, pass-by trips refer to trips that occur when a motorist is already on the roadway (as in the case of a traveler stopping by a fast food restaurant on the way home from work.) In this case, the motorist making a stop while "passing by" is counted as a trip generated by the restaurant, but it does not represent a new trip on the roadway.

Pass-by adjustments are provided for those uses included in the *Trip Generation Manual.* An applicant may choose to submit a request for an alternative pass-by adjustment through the Alternate Calculation method.

Except when the City Engineer has approved an applicant's election to use the Alternate Trip Generation Calculation method or an alternative pass-by adjustment, the City Engineer shall apply rates included in the Transportation Trip Rates table, Table B-9, which is located in Appendix F. Descriptions for the land use categories included in Table B-9 are included in Appendix A and are based upon ITE land use categories. A land use category may be assigned by the City Engineer should a proposed use not be accurately represented by one of the published transportation use codes. In addition, trip rates for published use codes may be alternatively assigned as best available information in the case that a revised ITE trip rate is published prior to an administrative modification to the Transportation Trip Rates Table (Table B-9).

~~Appendix B~~

~~Transportation System Charge Detail~~

~~1.1 Transportation SDC Methodology~~

~~The transportation SDC methodology is based on a level of service (LOS) approach, and consists of a street component and an off-street bicycle path component. The street component is a combination of improvement and reimbursement fees.~~

~~Development of the SDC under the LOS methodology includes the following basic steps:~~

- ~~Determine SDC cost basis~~
- ~~Define system capacity~~
- ~~Calculate the unit cost of capacity~~
- ~~Develop SDC rate schedule~~

~~These steps are discussed below for the street and bicycle components. Related information is displayed in Figures 2 and 3.~~

~~1.2 Street Component~~

~~1.2.1 Formula~~

~~The street component is determined based on the average cost per lane mile of the arterial and collector street system and the estimated lane miles required by an average trip, given a specified level of service. The SDC calculation under a LOS approach is represented by the following formulas~~

~~Cost per Trip (street) =~~

~~*Average Cost Per Lane Mile of Street System X Average Lane Miles Per Trip*~~

~~1.2.2 Step 1 – Determine SDC Cost Basis~~

~~The cost basis is the average cost of constructing a lane mile in the arterial and collector street system. The average cost per lane mile is based on a Replacement Cost New valuation, whereby all facilities are valued in terms of current year dollars, thus capturing any inflationary impacts, as well as changes in market conditions since original construction of assets. In calculating the average cost per lane mile in the transportation system, the following cost components are considered:~~

- ~~Collector and Arterial Streets~~
  - ~~Non-assessable Linear Construction Costs~~
  - ~~Intersection Construction Costs~~
  - ~~Traffic Signal Costs~~

- Street Light Costs
- Bridge and Other Structure Construction Costs

Cost basis assumptions and related factors are listed in Table 4. Specific system valuation calculations for these cost components are reflected in Table 5. Because new development trips will be served by a combination of existing and new facilities, and because the costs of new and existing facilities vary according to prevailing design standards and policies, the average cost per lane mile is calculated based on a weighted average of existing and projected new lane mile costs. The weighting between the existing system average cost and the new system cost is based on new development's projected utilization of existing system capacity versus new capacity-oriented improvements.

This weighted average cost basis approach also supports the development of separate Reimbursement and Improvement SDCs. Oregon SDC law allows local governments to charge an improvement SDC, a reimbursement SDC, or a combination of the two. The Improvement fee is intended to recover the costs of future capacity improvements needed to serve new development, while the Reimbursement fee relates to the costs of existing facilities that provide capacity for growth.

In determining the appropriate weighting of the existing system and future system costs to be used in the development of the cost basis, projected vehicle trips generated by growth were modeled and separated into 2 categories:

- Trips that conduct their travel entirely on the existing Eugene arterial and collector network (existing system); and
- Trips that rely on projected SDC-funded future improvement during their travel on the Eugene arterial and collector network (future system).

Modeling and analysis of the future trips using this approach results in a split of 40 percent existing system trips and 60 percent future system trips. These percentages are applied to the average costs per lane mile of the existing and future systems respectively to determine the weighted average cost per lane mile of the street system (see Table 5).

The formula for developing the street component cost basis is as follows:

SDC Cost Basis =

Avg. Cost Per Lane Mile (existing system) X Capacity % (existing system) +

Avg. Cost per Lane Mile (future system) X Capacity % (future system)

Table 5 details the calculation of the average cost per lane mile by component for the existing and future systems. The development of separate costs for existing and new capacity allows for changes in building standards, system configuration, assessable construction costs, and other assumptions between the existing and

planned systems to be captured in the cost basis. In developing the average costs for the existing versus future system, the following factors were among those considered:

- The average number of lanes per mile of arterial and collector street
- Typical street width
- The assessable and non-assessable percent of linear street cross-section costs
- The density of components (e.g., bridges, street lights, traffic signals) per lane mile
- Typical features included in streets, given changes in design standards.

1.2.3 Step 2 – Determine System Capacity

Street system capacity is measured by the average number of lane miles per trip. The average lane miles per trip is calculated as follows:

$$\text{Average Lane Miles Per One-Way Trip} = \frac{\textit{(Average Trip Length in miles (ATL) X0.5)}}{\textit{Capacity Per Lane Mile}}$$

The system-wide average trip length (ATL) used in the SDC calculation is based on the miles traveled by an average one-way trip on the arterial and collector network in the Eugene Urban Growth Boundary (UGB). This figure is determined by first determining the current or base year average vehicle trip length for all PM peak hour (4-6 p.m.) trips with one trip end in the Eugene UGB on Eugene's arterial and collector streets. The average trip length is divided in half because trips are charged according to Institute of Transportation Engineers' (ITE) trip generation rates which are expressed as trip ends, accounting for both trips entering and leaving a development. The origin of a trip pays for one-half of the ATL while the destination pays for the other half.

Capacity per lane mile is determined by the community's adopted level of service standard. The Eugene-Springfield Metropolitan Area General Plan adopted transportation level of service standard of accepting LOS D but avoiding LOS E correlates to the border between LOS D and E. This defines capacity as the number of vehicles that can be accommodated on a given roadway segment at the border between level of service D and E.

1.2.4 Step 3 – Determine Unit Cost of Capacity

The street component unit cost of capacity is calculated as follows:

Cost per Trip (Unit cost of Capacity) =

Average Cost Per Lane Mile of Street System (Cost Basis) X

Average Lane Miles Per Trip (Capacity Requirements)

The total street SDC is allocated between the reimbursement and improvement fees as follows:

Reimbursement SDC =

Cost per Trip (existing system) X Capacity % (existing system)

Improvement SDC =

Cost per Trip (future system) X Capacity % (future system)

1.3 Off-Street Bicycle Path Component

1.3.1 Formula

The off-street bicycle path component is determined based on the average cost of off-street bicycle path per person and the estimated vehicle trips per person. The SDC calculation under a LOS approach is represented by the following formulas:

$$\text{Cost per Trip} = \frac{\textit{Average Off-Street Bicycle Path Cost Per Person}}{\textit{Average Vehicle Trips per Person}}$$

1.3.2 Step 1 – Determine SDC cost basis

The off-street bicycle path component of the SDC is based on maintaining an existing standard number of miles of path per thousand persons. The cost per mile of off-street bicycle path is added to the cost per mile for off-street bicycle path lighting and the total is divided by the population to derive a per person cost.

- Off-Street Bicycle Paths
  - Path Construction Costs
  - Path Light Costs

1.3.3 Step 2 – Determine System Capacity

Off-street bicycle capacity is defined as the average vehicle trips per person. Based on path inventory and population data, the average vehicle trips per person is 0.895. In order to provide a uniform basis for the SDC, per capita is converted to per vehicle trip using the average number of vehicle trips per person.

1.3.4 Step 3 – Determine Unit Cost of Capacity

The off-street bicycle component unit cost of capacity is calculated as follows:

Cost per Trip (unit cost of capacity) =

Average Off-Street Bicycle Path Cost Per Person (cost basis) X

Average Vehicle Trips per Person (system capacity)

Because the current standard level of service is based on current inventory and population, no "excess" bike path capacity is considered to exist, so the entire fee is characterized as an improvement fee.

~~1.4 SDC Rate Schedule~~

~~1.4.1 Formula~~

~~The transportation SDC for an individual development is based on the total cost per trip (including the street and bike components) and the number of trips attributable to a particular development. This calculation is as follows:~~

~~Cost per Trip X Number of Development Trips = SDC for Development *where:*~~

~~Cost per Trip =~~

~~*(Cost per Trip (street) + Cost per Trip (bicycle), and*~~

~~Number of Development Trips =~~

~~*Trip Generation Rate X Pass-by Adjustment X Nodal Development Adjustment X Development Size*~~

~~1.4.2 Assigned Trip Generation Rates~~

~~The standard practice in the transportation industry is to use Institute of Transportation Engineers (ITE) trip generation rates to ultimately determine the SDCs *for individual* developments. ITE trip rates by land use are based on studies from around the country, and in the absence of local data, represent the best available source of trip data for specific land uses.~~

~~Pass-by trip adjustments to ITE trip rates have been applied to the ITE trip rates. Also referred to as *linked* trips or *trip chaining*, pass-by trips refer to trips that occur when a motorist is already on the roadway (as in the case of a traveler stopping by a fast food restaurant on the way home from work.) In this case, the motorist making a stop while "passing by" is counted as a trip generated by the restaurant, but it does not represent a new trip on the roadway.~~

~~Pass-by adjustments are provided only when three or more studies as reported in the ITE manual have established an average range for percent of pass-by trips for a particular use category contained in the Table 3. If the minimum number of studies is not available, no pass-by adjustment is assigned. An applicant may choose to submit a request for an alternative pass-by adjustment through the Alternate Calculation method.~~

~~Except when the City Transportation engineer has approved an applicant's election to use the Alternate Calculation method or an alternative pass-by adjustment, the City Transportation Engineer shall apply the description that most nearly describes the type of development proposed ITE trip rates by land use as published in Table 3 to determine the trip rate to be assigned to the proposed development. A transportation trip rate may be assigned by the City Transportation Engineer should a proposed use not be accurately represented by one of the published transportation use codes. In addition, trip rates for published use codes may be alternatively assigned as best available information in the case that a revised ITE trip rate is published prior to an administrative modification to the Transportation Trip Rate Table (Table 3).~~

~~1.4.3~~4.3 Alternate Trip Generation Calculation

Prior to the issuance of a permit requiring payment of Transportation SDCs, an applicant may elect to use the alternate calculation method (ACM) of determining the trip generation for the type of development proposed, as provided here. This election must be by written application to the City ~~Transportation~~ Engineer, must be accompanied with payment or the agreement to pay the transportation SDC using the ~~S~~standard ~~C~~calculation and must be approved by the City ~~Transportation~~ Engineer. Issuance of a final certificate of occupancy for the development will be contingent on a final decision by the City ~~Transportation~~ Engineer on the a~~A~~lternate c~~C~~alculation submitted for review. In the absence of the City ~~Transportation~~ Engineer's approval of the applicant's election to use an ~~A~~alternate ~~C~~calculation, the s~~S~~tandard c~~C~~alculation shall be used. All calculations shall be based on ~~the p.m. peak hour traffic on the adjacent street for a general type of development similar to the proposal and not on the p.m. peak hour traffic on the development site.~~ the site's trip generation that occurs concurrently with the PM peak hour of the City's transportation system (as defined as the peak one-hour period between 4 PM and 6 PM).

~~1.~~4.3.1 Existing Traffic Study Standards

If an applicant provides previously performed traffic studies that meet the standards in ~~this paragraph~~ section 4.3 and have been approved by the City ~~Transportation~~ Engineer, the trip rate based upon those studies may be used to calculate the transportation SDC. Except that the studies may come from geographic locations other than those listed in section ~~1.3.3.3.3~~4.3.3.3 the studies shall meet the standards set in ~~paragraph~~ section ~~1.3.3.3.3~~4.3.3 and shall not be more than ten years old.

~~1.~~4.3.2 Independent Traffic Study

If an applicant does not want to use the trip generation rates in section ~~1.3.2~~4.2 or to have the rate determined under ~~paragraph~~ section ~~3.2.1~~4.3.1, with the prior written approval of the City Engineer by complying with the standards in ~~paragraph~~ section ~~3.2.3~~4.3.3 below, the applicant may conduct an independent survey of the proposed development's trip generation rate.

~~1.~~4.3.3 Transportation Traffic Study Criteria

To be used to calculate the Transportation SDC for a proposed development under this ~~paragraph~~ section 1.3.3~~4~~.3.3, a transportation study must meet the following standards unless the City ~~Transportation~~ Engineer modifies them because of unique circumstances:

~~1.~~4.3.3.1 Qualifications of Study

The completed study must be stamped by either a licensed civil engineer qualified to conduct traffic studies or a licensed transportation engineer, who has been approved by the City ~~Transportation~~ Engineer.

~~1.~~4.3.3.2 Development Specifications

The study shall be based upon analyses of the trip-making characteristics of similar facilities, both in size and type of land uses operating at full occupancy/capacity.

~~1.~~4.3.3.3 Specifications for Number of Sites

A minimum of five local sites with comparable land use shall be proposed for the study and approved by the City ~~Transportation~~ Engineer. If, in the sole discretion of the City ~~Transportation~~ Engineer, there are insufficient local sites, the City ~~Transportation~~ Engineer will consider alternate sites within the states of Idaho, Oregon or Washington. The sites shall have land uses that are of comparable general description to that proposed upon build-out**.**

~~1.~~4.3.3.4 Specifications for Traffic Study ~~Design~~Scope

The assumptions, parameters and methodology included in the traffic study shall be scoped in accordance with both the methodology described in the current edition of the Institute of Transportation Engineers *Trip Generation Manual*, ~~current edition as well as~~and direction provided by the City ~~Transportation~~ Engineer.

~~1.~~4.3.3.5 Specifications for Description and Drawings

The request to use the alternate calculation shall include a detailed description and drawing of the proposed development site, a description and drawing of each sampling site, a description of why these sites are representative of the impact likely to be generated by the proposed development and such other information as may be required by the City ~~Transportation~~ Engineer.

~~1.~~4.3.3.6 Specifications for Report Format

The completed report of the study shall be in a form approved by the City Engineer and upon its completion shall be submitted to the City ~~Transportation~~ Engineer forapproval.

~~1.~~4.3.4 Approval & Outcome of Alternate Calculation Traffic Study

The City ~~Transportation~~ Engineer may approve, approve with conditions, or reject the trip generation rate calculated in a report prepared under ~~paragraph~~ section ~~1.3.3~~4.3 hereof. Upon approval, the trip rate for the proposed development shall be used to calculate the transportation SDC. In the event that the a~~A~~lternate c~~C~~alculation results in a transportation SDC less than the s~~S~~tandard c~~C~~alculation, upon approval of the a~~A~~lternate c~~C~~alculation by the City ~~Transportation~~ Engineer, the City shall refund the excess transportation SDC collected to the applicant or reduce the amount the applicant agreed to pay. If the approved a~~A~~lternate c~~C~~alculation results in a transportation SDC greater than the s~~S~~tandard c~~C~~alculation, the applicant shall pay the underage to the City or modify the agreement to pay to include the underage. In the event

the applicant fails to promptly pay the underage to the City or to promptly modify the agreement to pay, the City may suspend the permit for the development until payment is made or the agreement to pay is modified to include the underage.

~~**1.4.4 Nodal Development Adjustments**~~

~~The Eugene City Code encourages the creation of transportation-efficient land use patterns and implementation of nodal development concepts to reduce reliance on the automobile for personal travel and encourage a diversity of higher-density and mixed use areas. There is evidence that shows that this type of development can result in reduced automobile trip generation rates. Furthermore, the Oregon *Transportation Planning Rule* (TPR), in OAR 660-012-0060(5) states in partthat:~~

> ~~. . . local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers . . .~~
>
> ~~and,~~
>
> ~~. . . local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual. . .~~

~~Based on this information, the City will apply a ten percent reduction in the street (auto-related) component of the transportation SDC to approved development types in designated Nodal Development Areas.~~

4.4 Compact Development Adjustments

As part of the City's strategies to promote compact development and the goals of Envision Eugene, certain types of compact development may receive one or more adjustments to reduce their calculated Transportation SDC. These compact development adjustments fall within one of the following categories, as summarized in Table B-10:

- Location-Based
  - Eugene Downtown Plan boundary
  - West University Commercial District
  - Residential or mixed-use development along a key corridor
  - Nodal development
- Transit Proximity
  - Frequent Transit Network (FTN)
- Transportation demand management (TDM)
- Secondary dwelling units (SDUs)

The location-based and transit proximity compact development adjustments are geographically based adjustments. The areas in which these geographic adjustments may apply are shown on the maps in Appendix B of the ***Transportation SDC Project Plan***.

Compact development adjustments:

- Shall be applied to the calculated base transportation SDC fee, prior to the application of any credits or impact reductions;
- Are cumulative (using the categories listed in Table B-10), not to exceed 100% of the transportation SDC; and

- May not to be applied to single-family detached or duplex housing.

4.4.1 Location-Based Compact Development Adjustments

There are four types of location-based compact development adjustments. The city will not approve more than one type of location-based compact development adjustment for a development, even if the development meets the criteria for more than one type.

4.4.1.1 Development within the Eugene Downtown Plan Boundary

Development within the boundary of the Eugene Downtown Plan shall be given a compact development adjustment when at least one of the following criteria is met.

A. Re-development of Existing Building or Tenant Space with a Use Generally Found in a Shopping Center

A 100% reduction to the calculated transportation SDC shall be granted for re-development located within the Downtown Plan Boundary that changes the use of an existing commercial tenant space or building from a use generally found in a shopping center to another use also generally found in a shopping center.

For purposes of this adjustment, a "use generally found in a shopping center" includes commercial/retail stores and non-merchandising facilities as described in the definition of Shopping Center in Appendix A to the General Methodology.

Development is not eligible to receive this compact development adjustment if it:

- Changes use from a shopping center use to a non-shopping-center use or vice-versa (e.g., commercial to residential), or
- Includes a new building, or
- Includes a building addition (the addition of floor area).

B. Development Subject to Density and/or FAR Requirements

A 30% reduction of the calculated transportation SDC shall be granted for new commercial or mixed-use buildings, building additions, and changes of use not consistent with section 4.4.1.1A above if such development is:

- Located within the Downtown Plan boundary; and
- Located within a zone or overlay zone (e.g., /TD Overlay) that requires density and/or minimum floor area ratios (FAR); and

- Meets the minimum land use code requirements for the zoning area (e.g., FARs that are adjusted to a lower ratio will not receive the compact development adjustment).

C. Development Not Subject to Density and/or FAR Requirements

A 30% reduction of the calculated transportation SDCs shall be granted for new commercial or mixed-use buildings, building additions, and changes of use not consistent with section 4.4.1.1A above if such development:

- Is located within the Downtown Plan boundary; and
- Is not located inside a zone or overlay zone (e.g., /TD Overlay) that requires additional density standards; and
- Has a floor area of at least 0.65 square feet for each 1 square foot of lot area.

For the purposes of calculating the floor area for the adjustment described in 4.4.1.1.C, floor area shall be defined as the entire floor area of the building, as measured from the outside of the exterior walls, including that portion of the basement that is designed and constructed as permanent underground parking, office, or retail use; stairs and elevator shafts shall be counted once per every two floors that they service.

D. Residential-Only Buildings

A 30% reduction to the calculated Transportation SDC shall be granted for new residential-only buildings, additions to existing residential-only buildings, or changes of use of existing buildings to residential-only uses which are located in the Downtown Plan boundary and which are designed with a minimum of twenty (20) residential dwelling units per net acre.

4.4.1.2 Location-Based Adjustment for Development within the West University Commercial District

A 100% reduction to the calculated transportation SDC shall be granted for re-development that:

- Is located within the West University Commercial District; and
- Changes the use of an existing commercial tenant space or building from a use generally found in a shopping center to another use also generally found in a shopping center.

For purposes of this adjustment, a “use generally found in a shopping center” includes commercial/retail stores and non-merchandising facilities as described in the definition of Shopping Center in Appendix A to the General Methodology.

Development is not eligible to receive this compact development adjustment if it:

- Changes use from a shopping center use to a non-shopping-center use or vice-versa (e.g., commercial to residential), or

- Includes a new building or
- Includes a building addition (the addition of floor area).

4.4.1.3 Location-Based Adjustment for Residential or Mixed-Use Development along a Key Corridor

The Envision Eugene Plan has identified key transportation corridors that are intended to have transit service connecting downtown to numerous core commercial areas.

A 15% reduction to the calculated transportation SDC shall be granted for multi-family apartments and condominiums, rowhouses, townhouses, and mixed-use development that:

- Is located on property with frontage on identified key corridors; and
- Provides pedestrian corridors from the development to the key corridor right-of-way.

Single-family detached and duplex housing are not eligible to receive this adjustment.

4.4.1.4 Location-Based Adjustment for Nodal Development

The General Plan (Metro Plan) recognizes the plan designation of "Nodal Development Area (Nodes)". The intent of this designation is to establish areas for mixed-use, pedestrian-friendly development that will reduce reliance on the automobile. There is evidence that shows that this type of development can result in reduced automobile trip generation rates. Furthermore, the Oregon *Transportation Planning Rule* (TPR), in OAR 660-012-0060(5) states in part that:

> *. . . local governments shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers . . .*

and,

> *. . . local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10% fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual. . .*

A 10% reduction to the calculated transportation SDC shall be granted for commercial development, multi-family apartments and condominiums, rowhouses, and townhouses in Nodal Development Areas.

Single-family detached and duplex housing are not eligible to receive this adjustment.

4.4.2 Transit Proximity Compact Development Adjustments - Frequent

Transit Network

The Frequent Transit Network (FTN), as defined by Lane Transit District, provides transit service for at least 16 hours per day with an average trip frequency of 15 minutes or better. The City FTN area is shown on the maps in Appendix B of the ***Transportation SDC Project Plan,*** which show the rights-of-way included in the Frequent Transit Network and the centerlines for the FTN corridors.

The FTN includes both current and future routes that will provide the above defined level of service. Multi-family apartments and condominiums, rowhouses, townhouses, and mixed-use development will be granted a reduction of the calculated transportation SDC based on the following proximities to the centerlines of the FTN corridors:

A. Proposed development located wholly or partially within 0.25 miles of the FTN centerline will be granted a 10% reduction, unless a physical condition (e.g. a water body or intervening development) precludes direct pedestrian access between the development and the FTN; OR
B. Proposed development located wholly or partially within 0.5 miles of the FTN centerline will be granted a 5% reduction, unless a physical condition (e.g. a water body or intervening development) precludes direct pedestrian access between the development and the FTN.

The city will not approve more than one type of transit proximity compact development adjustment for a development, even if the development meets the criteria for more than one type.

Single-family detached and duplex housing are not eligible to receive this adjustment.

4.4.3 Transportation Demand Management Compact Development Adjustments

A development that qualifies for one of the location and/or transit proximity adjustments listed above may also be eligible for a Transportation Demand Management (TDM) compact development adjustment.

A 10% reduction to the calculated transportation SDC shall be granted for TDMs that meet the following TDM criteria:

- Have a signed TDM agreement with the City, pursuant to EC 9.8030(10);
- Meet one of the location and/or transit proximity criteria described above; and
- Reduce the number of parking spaces otherwise required by code. TDMs used to increase the number of parking spaces are not granted adjustments.

A TDM that has been additionally reviewed by the City Engineer as a transportation impact reduction, per the SDC Methodology, to reduce the demand from the development for the future construction of identifiable capital improvements may receive the 10% TDM reduction (in addition to the approved impact reduction), if it meets the TDM criteria above.

4.4.4 Secondary Dwelling Unit Compact Development Adjustments

As part of the City's strategies to further efficient housing options and the goals of Envision Eugene, new secondary dwelling units (SDUs) shall be granted a reduction equal to 50% of the calculated transportation SDC, prior to the application of any credits or other adjustments. This reduction will be in addition to any of the applicable location, transit proximity, and/or TDM adjustments listed above.

Table B-10 – Compact Development Adjustments

Criteria[1]	**% Reduction of Transportation SDC**
Location (only one applies)	
• Commercial, residential[1], or mixed-use[2] development in the Eugene Downtown Plan boundary	
o Re-development of existing building or tenant space from and to a use generally found in a shopping center	100%
o Commercial or mixed-use development meeting either (1) land use code density and/or FAR requirements, or (2) SDC-imposed 0.65 floor area ratio (for sites outside zoning areas with minimum requirements)	30%
o Residential–only buildings	30%
• Re-development of existing building or tenant space within the West University Commercial District from and to a use generally found in a shopping center	100%
• Residential or mixed-use development fronts on a key corridor	15%
• Development is located within one of five nodes	10%
Transit Proximity (only one applies)	
• Residential or mixed-use development is within ¼ mile of an adopted LTD Frequent Transit Network (FTN) Route	10%
• Residential or mixed-use development is within ½ mile of an adopted Frequent Transit Network (FTN) Route	5%
Transportation Demand Management (TDM) (only applicable to developments qualifying under at least one of the above criteria)	
• Development has a signed transportation demand management (TDM) agreement with the City	10%
Secondary Dwelling Unit (SDU)	50%

[1] Single-family detached and duplex housing are not eligible for compact development adjustments. See the Methodology for specific requirements for each adjustment.

[2] A mixed-use development is a development that includes a combination of commercial and certain residential uses, as defined in Appendix A.

Appendix F

Local SDC System Formulas and General Fee Schedule

City of Eugene
System Development Charge Methodologies

DRAFT April 30, 2018

Appendix F

Local System Formulas & General Fee Schedule

1.0 Local System Formulas, Calculation Details, and Rates

1.1 General Rate Setting, Cost of Service Formula

$$\frac{\text{SDC Eligible Costs}}{\text{Impact Measurement}} = \text{SDC per Unit of Service}$$

1.2 Transportation System Cost and Rates

1.2.1 Transportation System Cost of Service

General Formula

Cost Basis / Growth Trips = Cost per Trip

Calculation

Initial cost per trip calculations at the time of the *Transportation System Development Charge Methodology* adoption (shown in the box below) employ a cost per trip calculation that has been rounded to the nearest whole number (or dollar) and was based upon 2014 project costs.

Cost per Trip Calculation Using Original Cost Basis Amounts in Tables B-2 and B-3, Appendix B, Based upon 2014 Project Costs

Reimbursement:
$7,675,471 / 40,972 = $187 per Trip

Improvement:
$113,721,290 / 40,972 = $2,776 per Trip

Total Allocated Cost per Trip =
$187 + $2,776 = $2,963 per Trip

As part of the adoption of the *Transportation System Development Charge*

Methodology in 2018, the calculated "total allocated cost per trip" shown in the box above was adjusted for inflation using the 20-city national average construction cost index (CCI), as published by Engineering News-Record (ENR), to reflect then current day costs at the time of adoption. This adjusted amount, as shown in the box below, was rounded to the nearest whole number (or dollar) and was included in Section 2.0 of this Appendix F.

Inflationary Adjustment to 2014 Calculations, Prior to Methodology Adoption

2014 Cost per Trip X (1 + Increase in ENR CCI (Between Dec 2014 and April 2018) = Current Cost per Trip

- Increase in ENR CCI (Between Dec 2014 and April 2018) = 10.42%

$2,963 X (1.1042) = $3,272 Cost per Trip

Subsequent adjustments to the cost per trip (i.e., fee changes adopted per Section 2.4 of the *General Methodology*) shall round to the nearest hundredth (or penny). See Section 2.0 of this Appendix F for current rates.

1.2.2 Transportation SDC Rates

Except when the City Engineer has approved an applicant's election to use the Alternate Trip Generation Calculation method or an alternative pass-by adjustment, the City Engineer shall apply rates included in the Transportation Trip Rates table, Table B-9, located below. Descriptions for the land use categories included in Table B-9 are included in Appendix A and are based upon ITE land use categories.

Table B-9
Transportation Trip Rates

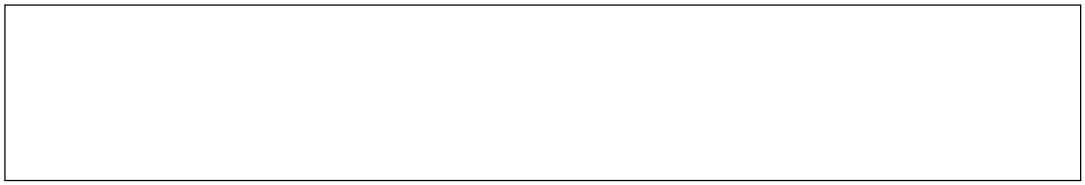
Eugene Trans Use Code	Description	Unit of Measure	Trip Rate	% Pass-by	Adjusted Trip Rate
30	TRUCK TERMINAL	PER TGSF	0.83	0%	0.83
90	PARK & RIDE LOT WITH BUS SERVICE	PER PARKING SPACE	0.62	0%	0.62
110	GENERAL LIGHT INDUSTRIAL	PER TGSF	0.97	0%	0.97
130	INDUSTRIAL PARK	PER TGSF	0.85	0%	0.85
140	MANUFACTURING / HEAVY INDUSTRY (120&140)	PER TGSF	0.73	0%	0.73
150	WAREHOUSING	PER TGSF	0.32	0%	0.32
151	MINI WAREHOUSE	PER TGSF	0.26	0%	0.26
160	DATA CENTER	PER TGSF	0.09	0%	0.09
170	UTILITIES	PER TGSF	0.76	0%	0.76
210	SINGLE FAMILY DWELLING / DUPLEX	PER DU	1.00	0%	1.00
220	APARTMENTS	PER DU	0.62	0%	0.62
230	CONDO/TOWNHOME	PER DU	0.52	0%	0.52
251	SENIOR HOUSING DEVELOPMENT	PER DU	0.27	0%	0.27
253	CONGREGATE CARE FACILITY / CONTINUING CARE RETIREMENT COMMUNITY	PER DU	0.17	0%	0.17
254	ASSISTED LIVING / NURSING HOME (254 & 620)	PER DU	0.22	0%	0.22
310	HOTEL/MOTEL	PER ROOM	0.60	0%	0.60
411	CITY PARK	PER ACRE	3.50	0%	3.50
430	GOLF COURSE	PER ACRE	0.30	0%	0.30
437	BOWLING ALLEY	PER TGSF	1.71	0%	1.71
444	MOVIE THEATRE	PER TGSF	3.80	0%	3.80
491	RACQUET/TENNIS/HANDBALL FACILITIES (490 & 491)	PER COURT	3.35	0%	3.35
492	HEALTH/FITNESS/ATHLETIC CLUB (492 & 493)	PER TGSF	3.53	0%	3.53
495	RECREATIONAL COMMUNITY CENTER / MULTIPURPOSE RECREATIONAL FACILTY (435&495)	PER TGSF	2.74	0%	2.74
520	ELEMENTARY SCHOOL	PER TGSF	1.21	0%	1.21
522	MIDDLE SCHOOL / JUNIOR HIGH SCHOOL	PER TGSF	1.19	0%	1.19
530	HIGH SCHOOL	PER TGSF	0.97	0%	0.97
536	PRIVATE SCHOOL (K-12)	PER TGSF	5.50	0%	5.50
540	JUNIOR/COMMUNITY COLLEGE	PER STUDENT*	0.12	0%	0.12
550	UNIVERSITY/COLLEGE	PER STUDENT*	0.17	0%	0.17
560	WORSHIP FACILITIES (560, 561, & 562)	PER TGSF	0.55	0%	0.55
565A	CHILD DAY CARE CENTER	PER TGSF	6.01	0%	6.01
565B	ADULT DAY CARE CENTER	PER TGSF	2.64	0%	2.64
566	CEMETERY	PER ACRE	0.84	0%	0.84
590	LIBRARY	PER TGSF	7.30	0%	7.30
591	LODGE/FRATERNAL ORDER	PER MEMBER	0.03	0%	0.03
610	HOSPITAL	PER TGSF	0.93	0%	0.93
640	ANIMAL HOSPITAL/VETERINARY CLINC	PER TGSF	4.72	0%	4.72
710	GENERAL OFFICE BUILDING (710, 714, 715, 733, & 750)	PER TGSF	1.49	0%	1.49
720	MEDICAL/DENTAL OFFICE (720 & 630)	PER TGSF	3.57	0%	3.57
731	DEPARTMENT OF MOTOR VEHICLES	PER TGSF	17.09	0%	17.09
760	RESEARCH & DEVELOPMENT CENTER	PER TGSF	1.07	0%	1.07
770	BUSINESS PARK	PER TGSF	1.26	0%	1.26
811	CONSTRUCTION EQUIPMENT & RENTAL STORE	PER TGSF	0.99	0%	0.99
812	BUILDING MATERIALS & LUMBER STORE	PER TGSF	4.49	0%	4.49
813	FREE-STANDING DISCOUNT SUPERSTORE (813 & 815)	PER TGSF	4.35	27%	3.18
814	VARIETY/DOLLAR STORE	PER TGSF	6.82	34%	4.50
816	HARDWARE/PAINT STORE	PER TGSF	4.84	0%	4.84
817	NURSERY (GARDEN CENTER)	PER TGSF	6.94	0%	6.94

NOTE: TGSF = Thousand Gross Square Feet
TSFGLA = Thousand Square Feet Gross Leasable Area
DU = Dwelling Unit
* For school-based academic, administration, support, and classroom uses only; for uses that are also used by the community for non-school uses (e.g., large athletic facilities, museums, or performing arts centers), choose the use code that best fits the proposed development type.

Table B-9 -- Transportation Trip Rates

Eugene Trans Use Code	Description	Unit of Measure	Trip Rate	% Pass-by	Adjusted Trip Rate
820	SHOPPING CENTER	PER TSFGLA	3.71	34%	2.45
823	FACTORY OUTLET CENTER	PER TGSF	2.29	0%	2.29
826	SPECIALTY RETAIL CENTER & OTHER	PER TSFGLA	2.71	34%	1.79
841	AUTOMOBILE SALES	PER TGSF	2.62	0%	2.62
843	AUTOMOBILE PARTS SALES	PER TGSF	5.98	43%	3.41
848	TIRE STORE	PER TGSF	4.15	28%	2.99
850	SUPERMARKET	PER TGSF	9.48	36%	6.07
851	CONVENIENCE MARKET (open 24 hours)	PER TGSF	52.41	51%	25.68
852	CONVENIENCE MARKET (open ~ 15-16 hours)	PER TGSF	34.57	63%	12.79
854	DISCOUNT SUPERMARKET	PER TGSF	8.34	21%	6.59
857	DISCOUNT CLUB	PER TGSF	4.18	37%	2.63
862	HOME IMPROVEMENT SUPERSTORE	PER TGSF	2.33	42%	1.35
863	ELECTRONICS SUPERSTORE	PER TGSF	4.50	40%	2.70
864	TOY/CHILDREN'S SUPERSTORE	PER TGSF	4.99	34%	3.29
875	DEPARTMENT STORE	PER TGSF	1.87	0%	1.87
876	APPAREL STORE	PER TGSF	3.83	0%	3.83
879	ARTS AND CRAFTS STORE	PER TGSF	6.21	34%	4.10
880	PHARMACY/DRUGSTORE W/OUT DRIVE-THROUGH WINDOW	PER TGSF	8.40	53%	3.95
881	PHARMACY/DRUGSTORE WITH DRIVE-THROUGH WINDOW	PER TGSF	9.91	49%	5.05
890	FURNITURE STORE	PER TGSF	0.45	53%	0.21
911	WALK-IN BANK	PER TGSF	12.13	0%	12.13
912	DRIVE-IN BANK	PER TGSF	24.30	26%	17.98
918	HAIR SALON	PER TGSF	1.45	0%	1.45
931	QUALITY RESTAURANT	PER TGSF	7.49	44%	4.19
932	HIGHER TURNOVER REST, INCL TAVERN/BAR (925 & 932)	PER TGSF	9.85	43%	5.61
934	FAST FOOD RESTAURANT WITH OR WITHOUT DRIVE-THROUGH	PER TGSF	32.65	50%	16.33
937	COFFEE/DONUT SHOP / COFFEE ESTABLISHMENT (936, 937, & 938)	PER TGSF	42.80	89%	4.71
941	QUICK LUBRICATION VEHICLE STOP	PER SERV.POS.	5.19	0%	5.19
942	AUTO CARE CENTER	PER TSFGLA	3.11	0%	3.11
944	GASOLINE/SERVICE STATION	PER VEH.FUEL.POS.	13.87	42%	8.04
945	GASOLINE/SERVICE STATION W/CONVENIENCE MARKET (W/ OR W/OUT CAR WASH)	PER VEH.FUEL.POS.	13.51	56%	5.94
947	SELF-SERVICE CAR WASH	PER STALL	5.54	0%	5.54
948	AUTOMATED CAR WASH	PER TGSF	12.12	0%	12.12
950	TRUCK STOP	PER TGSF	13.63	0%	13.63

NOTE:
TGSF = Thousand Gross Square Feet
TSFGLA = Thousand Square Feet Gross Leasable Area
DU = Dwelling Unit
SERV. POS. = Service Position
VEH. FUEL. POS. = Vehicle Fueling Position



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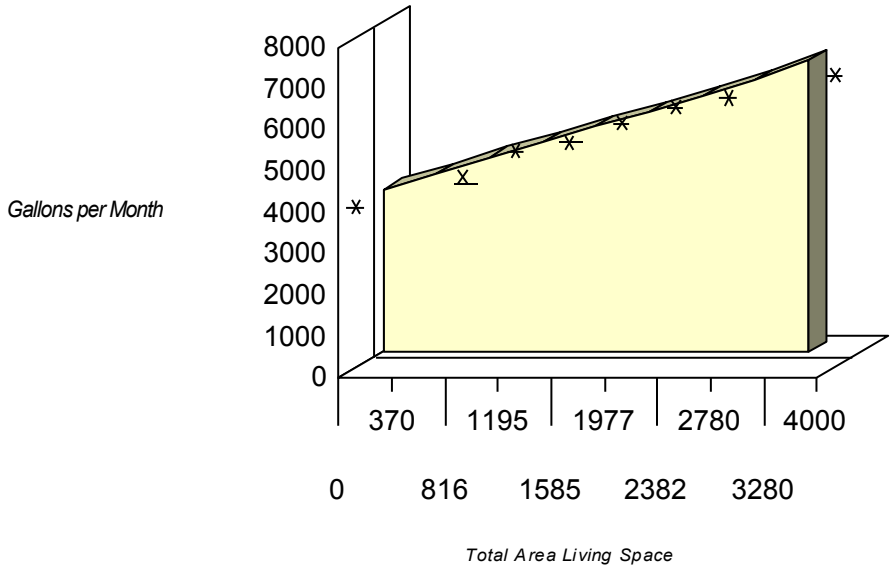
1.3 Wastewater System Cost of Service:

1.3.1 Local Wastewater System Cost of Service

Determination of Flow Estimation Formula for Residential Development

Graphical comparison of water consumption per month to square foot of living area results in a slope of 0.951 gallons per month per square foot and a base flow per dwelling unit of 3,946 gallons per month.



Base Flow Intercept, Gal. / Month	3,946
Gal. / Day (GPD) --30 day month--	132
Cost per Gal/Day	$3.5030
Base Charge = GPD x Cost per Gal.	$462.40

Slope	0.951 gal/mo/sq ft
Days per Month	30
Slope / 30 Days	0.032
Cost per Gal/Day	$3.5030
Cost per sq ft = Daily usage factor x Cost per Gal.	$0.1121

The implementation of this rate structure results in each new single family dwelling being charged a local wastewater SDC that is comprised of a base rate of $462.40 plus an additional charge of $0.1121 applied to the total proposed living space area of the dwelling.

Formulas for Non-Residential Development

Non-Assessable System Valuation (Value of Existing + Value of Planned) Build-out Capacity (mgd)	=	Cost per Unit of Capacity

Per Unit of Capacity **X** Flow per PFU for Development Type **X** Number of PFUs for Development **=** SDC for Development

Calculations for Non-Residential Development

$156.249662 + $15.324095M --- 49.0 mgd	=	$3.5030 per Gallon per Day

$3.5030 **X** Gallon per PFU (varies by development type) **X** Number of PFUs **=** SDC for Development

1.4 Stormwater System Cost of Service:

General Formulas

SDC eligible costs Total additional impervious surface area using capacity (sq. ft)	=	Unit cost per square foot of impervious surface area

Reimbursement:

$17,073,927 155,770,560 sq. ft.	=	$0.1096 per sq. ft. impervious surface area

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Improvement:

General System Capacity

$$\frac{\$18,800,662}{155,770,560 \text{ sq. ft.}} = \$0.1207 \text{ per sq. ft. impervious surface area}$$

LID System Capacity

$$\frac{\$8,513,629}{4,650,000 \text{ sq. ft.}} = \$1.8309 \text{ per sq. ft. impervious surface area}$$

General System Capacity Total Unit Cost per Sq. Ft. Impervious Surface Area = (Reimbursement + Improvement) = $0.1096 + $0.1207 = $0.2303

Total Unit Cost per Sq. Ft. Impervious Surface Area with LID System Capacity = (Reimbursement + Improvement + LID) = $0.1096 +$0.1207 +$1.8309 = $2.0612

1.5 Parks System Cost of Service:

General Formulas:

Residential – costs and equivalent population densities per dwelling unit type vary

Cost per person	**X**	Persons per Dwelling Unit Type	**=**	Cost per DU

Nonresidential – costs and equivalent population densities per development category type vary

Cost per Person	**X**	Persons per TGSF	**=**	Cost per TGSF
OR				
Cost per Person	**X**	Persons per Room	**=**	Cost per Room

TGSF = Thousand Gross Square Feet of floor area

Calculations: Vary; see Table 17

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2.0 Adopted SDC Fee Schedule: Current Rates

2.1 Transportation System:

Cost per trip	$3,272.00

2.2 Local Wastewater System:

Residential dwelling unit base fee	$462.40
Residential dwelling unit total living area multiplication factor	$0.1121
Non-Residential rate per gal/day per land use type per PFU	Varies

2.3 Regional (MWMC) Wastewater System:

Residential dwelling unit	$1709.67
Non-Residential rate per gal/day per land use type per FEU	Varies

2.4 Stormwater System:

General System Capacity		
Small Residential	(building footprint ≤ 1,000 sq. ft.)	$414.54
Medium Residential	(building footprint > 1,000 sq.ft. and < 3,000 sq. ft.)	$667.87
Small Duplex	(unit building footprints ≤ 1,000 sq. ft.)	$829.08
Medium Duplex	(unit building footprints >1,000 sq. ft. and < 3,000 sq. ft.)	$1,335.74
Manufactured Home Park		
Per space	(assumes 1,684 sq. ft. per space)	$387.83
plus		
Per sq. ft. actual impervious surface area, addt'l common areas		$0.2303
All Other Development		
Per sq.ft. actual impervious surface area and/or equivalent		$0.2303

LID System Capacity		
Small Residential	(building footprint ≤ 1,000 sq. ft.)	$3,710.16
Medium Residential	(building footprint > 1,000 sq.ft. and < 3,000 sq. ft.)	$5,977.48
Small Duplex	(unit building footprints ≤ 1,000 sq. ft.)	$7,420.32
Medium Duplex	(unit building footprints >1,000 sq. ft. and < 3,000 sq. ft.)	$11,954.96
Manufactured Home Park		
Per space	(assumes 1,684 sq. ft. per space)	$3,471.06
plus		
Per sq. ft. actual impervious surface area, addt'l common areas		$2.0612
All Other Development		
Per sq.ft. actual impervious surface area and/or equivalent		$2.0612

Continuation of Current Rates on next page.

2.5	**Parks System:**	
	Residential (per Dwelling Unit)	
	Single Family	$4,246.00
	Duplex/Town Home/Mobile Home/Accessory DU	$3,442.00
	Multifamily	$2,686.00
	Nonresidential (unit varies – see Table 19 for Class description)	
	Class A (per Room)	$1,697.00
	Class B (per thousand gross square feet or TGSF)	$1,134.00
	Class C (per TGSF)	$694.00
	Class D (per TGSF)	$413.00
	Class E (per TGSF)	$167.00
2.6	**Administration Fees:**	
	City of Eugene if based on percentage	9.0%
	City of Eugene if based on flat rate	$80.00
2.7	**Appeal Fee:** City of Eugene per SDC appeal	$100.00

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EUGENE CITY COUNCIL
AGENDA ITEM SUMMARY

Work Session: Ordinance for Protection of Individuals and Groups Update

Meeting Date: June 13, 2018 | Agenda Item Number: 2
Department: Central Services | Staff Contact: Becky DeWitt and Jennifer Lleras VanDer Haeghen
www.eugene-or.gov | Contact Telephone Number: 541-682-5616/541-682-5619

ISSUE STATEMENT

The purpose of this work session is to provide City Council with an overview of the information staff have gathered as part of a review of how the City gathers and uses demographic data in the delivery of services to the community. The presentation is intended to provide City Council with information regarding how demographic information is used as well as what information is required under federal or state statute.

BACKGROUND

At the November 14, 2016, meeting, City Council passed Council Resolution No. 5174, "declaring the City of Eugene's commitment to being a welcoming, inclusive, and safe community for everyone." In response to continued community interest, City Council, at their December 12, 2016, meeting, directed the Mayor to form an Ad Hoc Committee to establish concepts, goals and outcomes for a potential ordinance. The Ad Hoc Committee met twice in late January and early February and presented their proposed outcomes for an ordinance to council at the February 22 work session.

At the February 22, 2017, work session, council passed a motion to bring back a proposed ordinance for public hearing that would adopt the provisions of ORS 181A.820 and 181A.250 related to law enforcement personnel; expand the applicability of ORS 181A.820 to cover all other city employees; and prohibit all other city employees from collecting and maintaining information regarding political, religious or social views of individuals.

On March 13, 2017, the Eugene City Council unanimously passed the Protections for Individuals Ordinance (Ordinance 20579). This ordinance provides certain protections for all Eugene residents, including immigrants. This action put provisions of an existing state law into City Code preventing the use of City resources (moneys, equipment or personnel) to detect or apprehend individuals whose only violation of the law is that they are present in the United States in violation of federal immigration laws. Ordinance 20579 also generally prevents city staff from tracking the religious, political or social views of individuals or groups.

At the time of its passage, the Mayor's Ad Hoc Committee also proposed an expansion to include additional protections. The proposed additional language would require the City of Eugene be

prohibited from collecting individually identifiable information as it relates to 16 categories. These categories include: immigration status, race, ethnicity, national origin, gender, gender identity, sexual orientation, housing status, disability, association, activities, organization, corporation, business, partnership or group.

This work session will provide council with information related to current City policies and practices regarding data collection for these categories as part of the service delivery for each department. It will also provide additional insights into federal and state requirements regarding gathering individually identifiable demographic data.

RELATED CITY POLICIES
Protection for Individuals Ordinance (Ordinance 20579) incorporated into City Code 2.497

COUNCIL OPTIONS
This item is informational only.

CITY MANAGER'S RECOMMENDATION
No City Manager recommendation is needed at this time.

SUGGESTED MOTION
None. This item is informational only.

ATTACHMENTS
A. Protection for Individuals Ordinance (Ordinance 20579)

FOR MORE INFORMATION
Staff Contact: Becky DeWitt
Telephone: 541-682-5616
Staff E-Mail: becky.l.dewitt@ci.eugene.or.us

COUNCIL ORDINANCE NO. 20579

COUNCIL BILL 5173

AN ORDINANCE CONCERNING PROTECTIONS FOR INDIVIDUALS AND ADDING SECTIONS 2.495 AND 2.497 TO THE EUGENE CODE, 1971.

ADOPTED: March 13, 2017

SIGNED: March 15, 2017

PASSED: 5:0

REJECTED:

OPPOSED:

ABSENT: Taylor, Poling, Evans

Although Section 2 of this Ordinance contains an immediate effective date, the Ordinance actually will take effect after 30 days. Only five councilors voted to approve the Ordinance; under the Eugene Charter, enactment of an immediate effective date requires that six councilors vote yes.

EFFECTIVE: April 15, 2017

ORDINANCE NO. 20579

AN ORDINANCE CONCERNING PROTECTIONS FOR INDIVIDUALS AND ADDING SECTIONS 2.495 AND 2.497 TO THE EUGENE CODE, 1971.

THE CITY OF EUGENE DOES ORDAIN AS FOLLOWS:

Section 1. Sections 2.495 and 2.497 are added to the Eugene Code, 1971, to provide as follows:

2.495 **Protections for Individuals.**

(1) The city shall not use city law enforcement moneys, equipment or personnel for the purpose of detecting or apprehending persons whose only violation of law is that they are persons of foreign citizenship present in the United States in violation of federal immigration laws.

(2) Notwithstanding subsection (1) of this section, city law enforcement personnel may exchange information with the United States Bureau of Immigration and Customs Enforcement, the United States Bureau of Citizenship and Immigration Services and the United States Bureau of Customs and Border Protection in order to:

(a) Verify the immigration status of a person if the person is arrested for any criminal offense; or

(b) Request criminal investigation information with reference to persons named in records of the United States Bureau of Immigration and Customs Enforcement, the United States Bureau of Citizenship and Immigration Services or the United States Bureau of Customs and Border Protection.

(3) Notwithstanding subsection (1) of this section, city law enforcement personnel may arrest any person who:

(a) Is charged by the United States with a criminal violation of federal immigration laws under Title II of the Immigration and Nationality Act or 18 U.S.C. 1015, 1422 to 1429 or 1505; and

(b) Is subject to arrest for the crime pursuant to a warrant of arrest issued by a federal magistrate.

(4) As used in this section, "warrant of arrest" has the meaning given that term in ORS 131.005.

(5) All non-law enforcement personnel working for the city also shall not use city moneys, equipment or personnel for the purpose of detecting or apprehending persons whose only violation of law is that they are persons of foreign citizenship present in the United States in violation of federal immigration laws.

2.497 **Information Not to Be Collected or Maintained.**

(1) No city law enforcement personnel may collect or maintain information about the political, religious or social views, associations or activities of any individual, group, association, organization, corporation, business or partnership unless such information directly relates to an investigation of

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criminal activities, and there are reasonable grounds to suspect the subject of the information is or may be involved in criminal conduct.

(2) No non-law enforcement personnel working for the city may collect or maintain information about the political, religious or social views of any individual.

Section 2. Pursuant to the provisions of Section 32(2) of the Eugene Charter of 2002, with the affirmative vote of two-thirds of the members of the City Council, this Ordinance shall become effective immediately upon adoption by the Council and approval by the Mayor, or passage over the Mayor's veto. An immediate effective date is necessary in light of the recent directives from the federal government related to enforcement of immigration laws.

Section 3. The City Recorder, at the request of, or with the consent of the City Attorney, is authorized to administratively correct any reference errors contained herein, or in other provisions of the Eugene Code, 1971, to the provisions added, amended or repealed herein.

Passed by the City Council this

13th day of March, 2017

Beth Forrest
City Recorder

Approved by the Mayor this

15 **day of March, 2017**

Lucy Vinis
Mayor