



COUNCIL RESOLUTION NO. 5254

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

PASSED: 6

REJECTED:

OPPOSED: 1

ABSENT: Evans

CONSIDERED: November 26, 2018

EFFECTIVE DATE: January 1, 2019

RESOLUTION NO. 5254

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 include:

1. Modifications to the General Methodology 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” 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” 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” 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. In order to phase-in the increased transportation system development charge, beginning on January 1, 2019, the City will apply a cost per trip of \$2692.63 in determining transportation system development charges. Beginning on January 1, 2020, the City will apply the full cost per trip consistent with Appendix F to the SDC Methodology.

Section 4. This Resolution shall become effective on January 1, 2019.

Section 5. The City Recorder, at the request of or with the consent of the City Attorney, is authorized to administratively correct any reference errors contained in Exhibit A to this Resolution.

The foregoing Resolution adopted the 26th of November, 2018.

W
Deputy Wamantha Roberts
City Recorder



City of Eugene
System Development Charge Methodologies

General Methodology

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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. 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, a single use classification will be assigned for SDC fee and credit 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).

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 public 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 charge 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 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 Amendment to the SDC Methodology and Fees

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

The 20-city national average construction cost index, as published by Engineering News-Record (ENR), shall be used when preparing periodic cost index adjustments.

2.5 Expending City of Eugene SDCs

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 sections 7.730 and 7.732. 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, 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 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, and compact development adjustments exceed the SDC.
- 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 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;
- Be privately financed; and
- 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 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.

Commencing with the 2019 fiscal year, and continuing each fiscal year thereafter, the City may grant a base amount totaling \$130,000 annually for location-based, transit proximity and transportation demand management adjustments, combined. Each fiscal year there is a change in the rates for the SDCs for residential development, the base amount for that fiscal year shall be adjusted in an amount proportionate to that change.

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.

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 7.5.2, 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 disbursement 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.

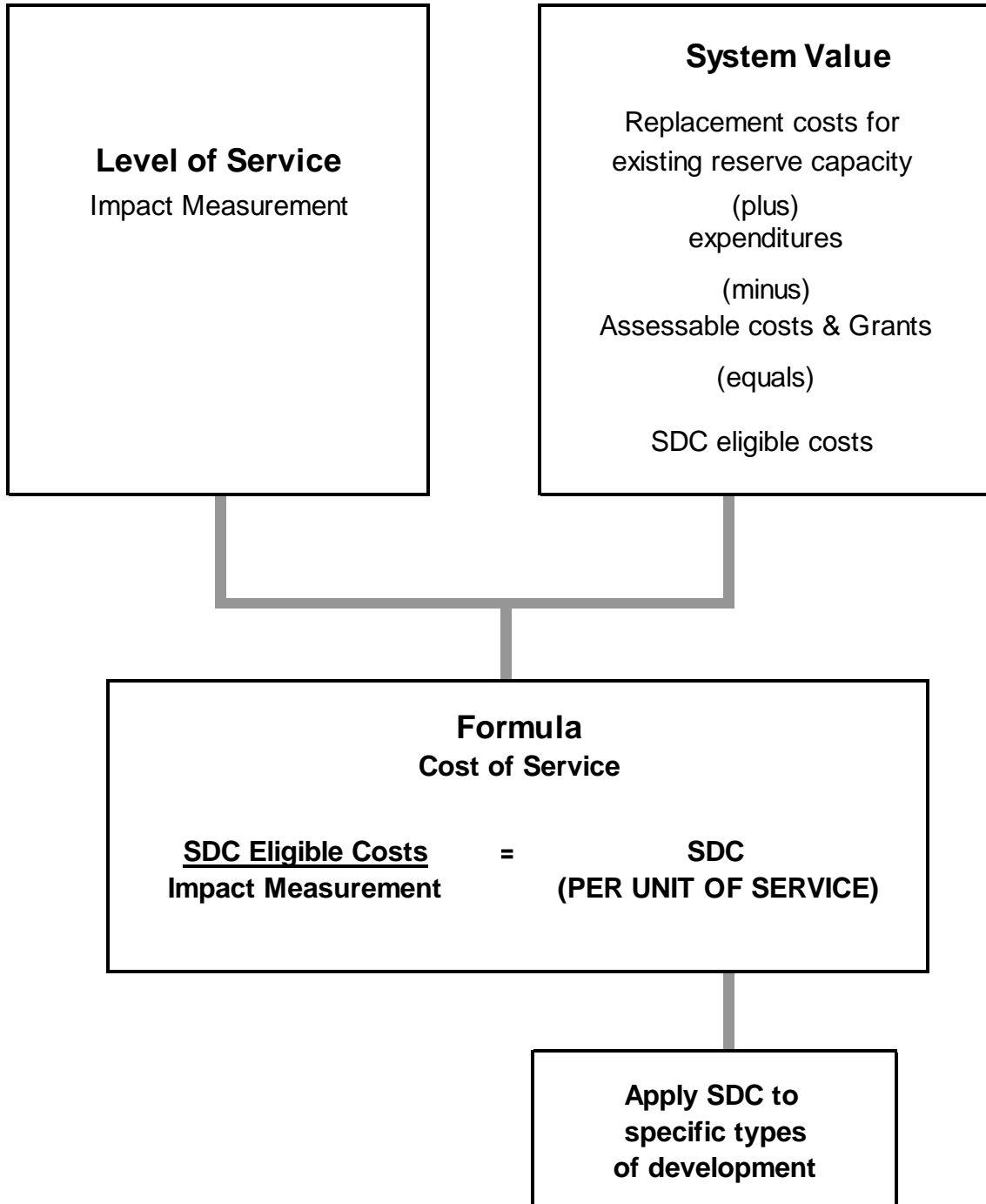
A person objecting to the City's final decision under Eugene Code, 1971 section 7.735 concerning the calculation of a systems development charge may seek judicial review of the decision pursuant to ORS 34.010 to 34.100.

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.

FIGURE G-1

Rate-Setting Methodology



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 shared-use 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
- Accessory dwelling units (ADUs)

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**

Appendix A

Definitions of General Terms and Use Codes

Accessory Dwelling Unit (ADU): (Also referred to as a Secondary Dwelling Unit). As used in the determination of SDC rates, an accessory dwelling unit is any interior, attached or detached residential structure that is used in connection with or that is accessory to a single family dwelling on the same lot. An ADU typically has the following components:

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

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 charge 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 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 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 Units. 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 public 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 future growth.

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): See Accessory Dwelling Unit.

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.

110 General Light Industrial

Industrial facilities have an emphasis on activities other than manufacturing, and may include activities such as printing, material-testing laboratories, and assembling of data processing equipment. Typically these facilities are freestanding and devoted to a single use/activity.

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 size 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.

210 Single-Family Dwelling / Duplex

This use code includes single-family detached housing, mobile homes, and /duplex homes on individual lots.

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

211 Accessory Dwelling Unit (ADU) / Secondary Dwelling Unit (SDU)

Any interior, attached or detached residential structure that is used in connection with or that is accessory to a single family dwelling on the same lot. An ADU typically has the following components:

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

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.

251 Senior Housing Development

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.]

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. 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.]

411 City Park

City parks are publicly owned and operated 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.

430 Golf Course

Golf courses can be publicly or privately maintained and operated. This category also includes private country clubs. Some sites have driving ranges and clubhouses with a pro shop and/or restaurant, lounge, and banquet facilities.

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.

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 upholstery.

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 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

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
				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
Bridges⁵							
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

¹Based on replacement value for preservation (segments obtained from other agencies) and new construction (city constructed) excludes bike and pedestrian facility costs

²Average assessable cost of new roadway construction

³Net of assessable value and other funding

⁴PM Peak Hour Trip Ends through 2035:

⁵City-owned

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		(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
				(e) (d x f) \$	(f) %					
Multimodal Projects										
Street Projects Upon Development	\$118,600,000	\$21,100,000	\$97,500,000	\$28,824,569	30%	\$26,624,569	\$650	\$19,800,000		\$46,424,569
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 ⁷	\$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 ⁸	\$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

⁷ Includes "Shared Use Path," "Grade Separated Path," and "Sidewalk Path" projects.

⁸ Includes "Accessways" projects and sidewalk projects not funded with SDC revenue.

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:

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

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:

$Cost\ per\ Trip \times Number\ of\ Development\ Trips = SDC\ for\ Development$

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).

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 Engineer, must be accompanied with payment or the agreement to pay the transportation SDC using the standard calculation and must be approved by the City Engineer. Issuance of a final certificate of occupancy for the development will be contingent on a final decision by the City Engineer on the alternate calculation submitted for review. In the absence of the City Engineer's approval of the applicant's election to use an alternate calculation, the standard calculation shall be used. All calculations shall be based on 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).

4.3.1 Existing Traffic Study Standards

If an applicant provides previously performed traffic studies that meet the standards in section 4.3 and have been approved by the City 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 4.3.3.3 the studies shall meet the standards set in section 4.3.3 and shall not be more than ten years old.

4.3.2 Independent Traffic Study

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

4.3.3 Transportation Traffic Study Criteria

To be used to calculate the Transportation SDC for a proposed development under this section 4.3.3, a transportation study must meet the following standards unless the City Engineer modifies them because of unique circumstances:

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 Engineer.

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.

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 Engineer. If, in the sole discretion of the City Engineer, there are insufficient local sites, the City 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.

4.3.3.4 Specifications for Traffic Study 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*, and direction provided by the City Engineer.

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 Engineer.

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 Engineer for approval.

4.3.4 Approval & Outcome of Alternate Calculation Traffic Study

The City Engineer may approve, approve with conditions, or reject the trip generation rate calculated in a report prepared under-section 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 alternate calculation results in a transportation SDC less than the standard calculation, upon approval of the alternate calculation by the City 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 alternate calculation results in a transportation SDC greater than the standard calculation, 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.

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)
- Accessory dwelling units (ADUs)

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;
- May not to be applied to single-family detached or duplex housing; and
- Are subject to annual caps. See section 7.3 of General Methodology and section 4.4.4, below.

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 Accessory Dwelling Unit Compact Development Adjustments

As part of the City's strategies to further efficient housing options and the goals of Envision Eugene, new accessory dwelling units (ADUs) shall be granted a reduction equal to 100% of the calculated transportation SDC. This reduction is available to any structure meeting the definition of "Accessory Dwelling Unit" provided in Appendix A to the City of Eugene's System Development Charge Methodologies, regardless of whether the structure is referred to as an "accessory dwelling unit" or an additional "one-family dwelling" on the same lot as another.

Commencing with the 2019 fiscal year, and continuing each fiscal year thereafter, the City may grant a base amount totaling \$40,000.00 annually for accessory dwelling unit compact development adjustments. Each fiscal year there is a change in the rate 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. 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.

Table B-10 – Compact Development Adjustments

Criteria¹	% Reduction of Transportation SDC³
Location (only one applies)	
<ul style="list-style-type: none"> • Commercial, residential¹, or mixed-use² development in the Eugene Downtown Plan boundary <ul style="list-style-type: none"> ○ Re-development of existing building or tenant space from and to a use generally found in a shopping center 	100%
<ul style="list-style-type: none"> ○ 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%
<ul style="list-style-type: none"> ○ Residential-only buildings 	30%
<ul style="list-style-type: none"> • 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%
<ul style="list-style-type: none"> • Residential or mixed-use development fronts on a key corridor 	15%
<ul style="list-style-type: none"> • Development is located within one of five nodes 	10%
Transit Proximity (only one applies)	
<ul style="list-style-type: none"> • Residential or mixed-use development is within ¼ mile of an adopted LTD Frequent Transit Network (FTN) Route 	10%
<ul style="list-style-type: none"> • 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)	
<ul style="list-style-type: none"> • Development has a signed transportation demand management (TDM) agreement with the City 	10%
Accessory Dwelling Unit (SDU)	100%

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.

³ Adjustments are subject to annual caps. See General Methodology section 7.3 and section 4.4.4, above.



Appendix F

Local SDC System Formulas and General Fee Schedule

City of Eugene
System Development Charge Methodologies

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

$$\text{Cost Basis} / \text{Growth Trips} = \text{Cost per Trip}$$

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:

$$\$7,675,471 / 40,972 = \$187 \text{ per Trip}$$

Improvement:

$$\$113,721,290 / 40,972 = \$2,776 \text{ per Trip}$$

$$\text{Total Allocated Cost per Trip} = \$187 + \$2,776 = \$2,963 \text{ per Trip}$$

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
211	ACCESSORY DWELLING UNIT	PER DU	0.52	0%	0.52
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 FACILITY (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 CLINIC	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.				

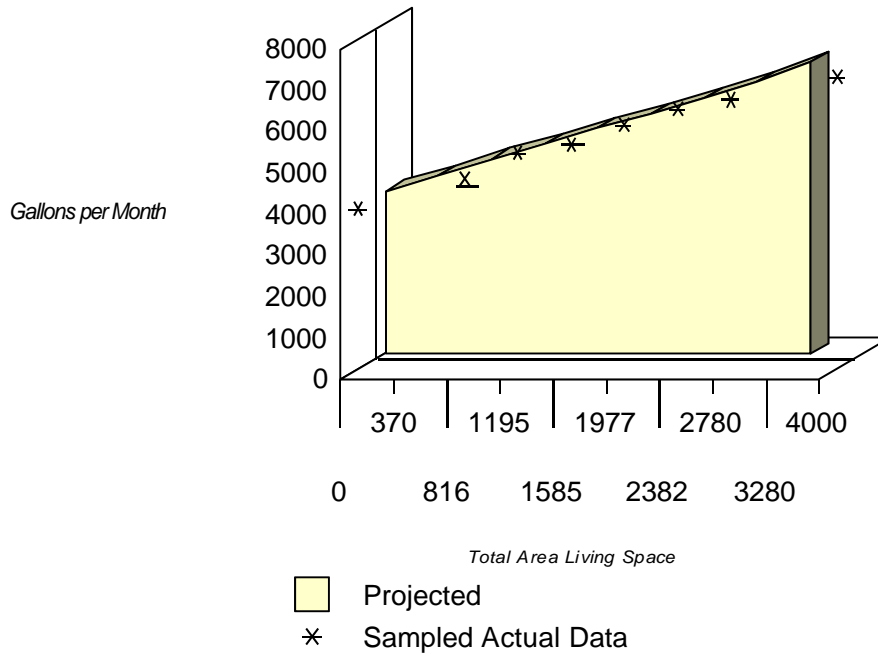
Table B-9 -- Transportation Trip Rates					
Eugene Trans Use Code	Description	Unit of Measure	Trip Rate	% Pass-by	Adjusted Trip Rate
820	SHOPPING CENTER	PER TSFGLA	3.71	34%	2.45
823	FACTORY OUTLET CENTER	PER TGSF	2.29	0%	2.29
826	SPECIALTY RETAIL CENTER & OTHER	PER TSFGLA	2.71	34%	1.79
841	AUTOMOBILE 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				

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

$$\frac{\text{Non-Assessable System Valuation} \\ (\text{Value of Existing} + \text{Value of Planned})}{\text{Build-out Capacity (mgd)}} = \text{Cost per Unit of Capacity}$$

$$\text{Per Unit of Capacity} \times \text{Flow per PFU for Development Type} \times \\ \text{Number of PFUs for Development} = \text{SDC for Development}$$

Calculations for Non-Residential Development

$$\frac{\$156.249662 + \$15.324095\text{M}}{49.0 \text{ mgd}} = \$3.5030 \text{ per Gallon per Day}$$

$$\$3.5030 \times \text{Gallon per PFU (varies by development type)} \times \\ \text{Number of PFUs} = \text{SDC for Development}$$

1.4 Stormwater System Cost of Service:

General Formulas

$$\frac{\text{SDC eligible costs}}{\text{Total additional impervious} \\ \text{surface area using capacity (sq. ft)}} = \text{Unit cost per square foot of} \\ \text{impervious surface area}$$

Reimbursement:

$$\frac{\$17,073,927}{155,770,560 \text{ sq. ft.}} = \$0.1096 \text{ per sq. ft.} \\ \text{impervious surface area}$$

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

$$\text{Cost per person} \quad \times \quad \text{Persons per Dwelling Unit Type} = \text{Cost per DU}$$

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

$$\text{Cost per Person} \quad \times \quad \text{Persons per TGFSF} = \text{Cost per TGFSF}$$

OR

$$\text{Cost per Person} \quad \times \quad \text{Persons per Room} = \text{Cost per Room}$$

TGSF = Thousand Gross Square Feet of floor area

Calculations: Vary; see Table 17

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 \leq 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 \leq 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, add'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 \leq 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 \leq 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, add'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	AdministrationCharges:	
	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