A RESOLUTION SETTING THE AMOUNT OF THE TRANSPORTATION SYSTEM DEVELOPMENT CHARGE))) **RESOLUTION NO. 2021-19**

WHEREAS, reference to ORS 223.297 to 223.314 and to City of Lebanon Ordinance No. 2378 establishing the City's ability to assess a transportation system development charge, and

WHEREAS, the City adopted the report, *Transportation System Development Charge Update* prepared for the City of Lebanon by Galardi Rothstein Group, July 2021, that applies methodologies consistent with ORS 223.304 to update the transportation reimbursement and improvement fees; and

WHEREAS, the City Council appointed a citizen advisory committee that met with City staff and consultants to update the transportation system development charge and recommend the City increase the transportation system development charge from its current level to the level in the report.

NOW, THEREFORE, be it resolved by the Lebanon City Council as follows:

SECTION 1: The amount of the transportation system development charge plus the compliance fee shall be by development type and by effective date over the next two years as shown in Table A-2 in Exhibit A. All development types are not shown in Table A-2. The most current version of the ITE Trip Generation Manual shall be applied to determine the System Development Charge for all development types. The total amount of the SDC shall include a 2.5 percent fee for compliance as permitted by ORS 223.307(5).

SECTION 2: Those developments that are determined to exhibit trip characteristics significantly different, as determined by the City Engineer, from the type listed within the ITE Trip Generation Manual or those developments not specifically listed in the ITE Trip Generation Manual will be treated in one of two ways: 1) the City Engineer will assign a trip rate based on the best available information at the time of actual SDC calculations, or 2) an approved site specific Traffic Impact Analysis (TIA) may be used in lieu of a published in the ITE Trip Generation Manual.

SECTION 3: System Development Charges established by Section 1 or 2 of this resolution shall be collected upon issuance of a building permit. If a development is subject to more than one SDC charge, all charges shall be collected at the time the first permit is issued.

SECTION 4: Beginning with July 1, 2022, and each July 1 thereafter, the transportation SDC shall be adjusted for inflation using the construction cost index (CCI) published by McGraw Hill, Inc. in its June ENR publication.

SECTION 5: The *Transportation System Development Charge Update* identifies or incorporates by reference the identification of capital improvements eligible for funding through the transportation SDC and is hereby adopted as the Systems Development Charge Funds Project Plan as required by Section 9, Ordinance No. 2378.

SECTION 6: This Resolution shall be effective January 1, 2022.

Passed by the Lebanon City Council and executed by the Mayor on this 8th day of September 2021, by a vote of 5 yeas and 0 nays.

CITY OF LEBANON, OREGON

Paul R. Aziz, Mayor ☒
Jason Bolen, Council President ☐

ATTESTED:

Kim Scheafer, MMC, City Recorder

Exhibit A

Transportation System Development Charge Update

Prepared for City of Lebanon | July 2021

In association with
Clifton-Currans, LLC and

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Tables

Introduction

Oregon legislation establishes guidelines for the calculation of system development charges (SDCs). Within these guidelines, local governments have latitude in selecting technical approaches and establishing policies related to the development and administration of SDCs. A discussion of this legislation follows.

SDC Legislation in Oregon

In the 1989 Oregon state legislative session, a bill was passed that created a uniform framework for the imposition of SDCs statewide. This legislation (Oregon Revised Statute [ORS] 223.297-223.314), which became effective on July 1, 1991, (with subsequent amendments), authorizes local governments to assess SDCs for the following types of capital improvements:

- Drainage and flood control
- Water supply, treatment, and distribution
- Wastewater collection, transmission, treatment, and disposal
- Transportation
- Parks and recreation

The legislation provides guidelines on the calculation and modification of SDCs, accounting requirements to track SDC revenues and expenditures, and the adoption of administrative review procedures.

SDC Structure

SDCs can be developed around two concepts: (1) a reimbursement fee, and (2) an improvement fee, or a combination of the two. The **reimbursement fee** is based on the costs of capital improvements *already constructed or under construction*. The legislation requires the reimbursement fee to be established or modified by an ordinance or resolution setting forth the methodology used to calculate the charge. This methodology must consider the cost of existing facilities, prior contributions by existing users, gifts or grants from federal or state government or private persons, the value of unused capacity available for future system users, rate-making principles employed to finance the capital improvements, and other relevant factors. The objective of the methodology must be that future system users contribute no more than an equitable share of the capital costs of *existing* facilities. Use of reimbursement fee revenues are restricted only to capital expenditures for the specific system which they are assessed, including debt service.

The methodology for establishing or modifying an **improvement fee** must be specified in an ordinance or resolution that demonstrates consideration of the *projected costs of capital improvements identified in an adopted plan and list*, that are needed to increase capacity in the system to meet the demands of new or expanded development. Use of revenues generated through improvement fees are dedicated to capacity-increasing capital improvements or the repayment of debt on such improvements. An increase in capacity is established if an

improvement increases the level of service provided by existing facilities or provides new facilities.

In many systems, growth needs will be met through a combination of existing available capacity and future capacity-enhancing improvements. Therefore, the law provides for a **combined fee** (reimbursement plus improvement component).

Credits

The legislation requires that a credit be provided against the improvement fee for the construction of "qualified public improvements" by a developer or other private party. Qualified public improvements are improvements that are required as a condition of development approval, identified in the system's capital improvement program, and either (1) not located on or contiguous to the property being developed, or (2) located in whole or in part, on or contiguous to, property that is the subject of development approval and required to be built larger or with greater capacity than is necessary for the particular development project to which the improvement fee is related.

Update and Review

The methodology for establishing or modifying improvement or reimbursement fees shall be available for public inspection. The local government must maintain a list of persons who have made a written request for notification prior to the adoption or amendment of such fees. The legislation includes provisions regarding notification of hearings and filing for reviews. "Periodic application of an adopted specific cost index or… modification to any of the factors related to the rate that are incorporated in the established methodology" are not considered "modifications" to the SDC methodology. As such, the local government is not required to adhere to the notification provisions under these circumstances. The criteria for making adjustments to the SDC rate, which do not constitute a change in the methodology, are further defined as follows:

- "Factors related to the rate" are limited to changes to costs in materials, labor, or real property as applied to projects in the required project list.
- The cost index must consider average change in costs in materials, labor, or real property and must be an index published for purposes other than SDC rate setting.

The notification requirements for changes to the fees that *do* represent a modification to the methodology are 90-day written notice prior to first public hearing, with the SDC methodology available for review 60 days prior to public hearing.

Other Provisions

Other provisions of the legislation require:

- Preparation of a capital improvement program or comparable plan (prior to the establishment of an SDC), that includes a list of the improvements that the jurisdiction intends to fund in whole or in part with SDC revenues and the estimated timing, cost, and eligible portion of each improvement.

- Deposit of SDC revenues into dedicated accounts and annual accounting of revenues and expenditures, including a list of the amount spent on each project funded, in whole or in part, by SDC revenues.
- Creation of an administrative appeals procedure, in accordance with the legislation, whereby a citizen or other interested party may challenge an expenditure of SDC revenues.

The transportation SDC methodology presented in this report has been prepared in accordance with Oregon SDC requirements.

Note: The calculations contained in this report were produced using numbers that extend beyond the decimal places shown in the tables presented, so slight variations exist due to rounding. These variations are not material.

Transportation SDC Methodology

The updated transportation SDC methodology is structured as a combined reimbursement and improvement SDC. The cost per trip is calculated by dividing the existing and future growth-related capacity costs by the growth in future trips. The transportation SDC for a particular development is then determined by multiplying the cost per trip by the number of trips associated with the development.

Determine Capacity Needs

To evaluate the roadway capacity needs, the regional travel demand model was utilized to approximate the existing number of trips and future projected trips generated by households and employment in the City of Lebanon (City). Trip generation data are available from the Corvallis, Albany and Lebanon (CALM) travel demand model for base year (2016) and future year (2040). For purposes of the SDC analysis, the trip generation for the base year was adjusted to represent 2020 conditions assuming linear growth to 2040.

Table 1 shows 2020 base year and future (2040) year trip assumptions. Based on the CALM analysis, future growth in PM peak hour trip ends is estimated to be 5,026 (excluding trips without an origin or destination in the city.

Table 1

Transportation SDC Methodology

Projected Growth in Trip Ends[1]

	Internal-Internal	External-Internal	Internal - External	External - External	Total
2020	4,242	1,648	1,595	49,072	56,557
2040	5,832	2,122	2,044	59,626	69,624
Change	37%	29%	28%	22%	23%
Growth Trips	1,590	474	449	--	
Growth Trip ends	3,180	948	898	--	5,026

[1]PM Peak Trips

Develop Cost Basis

As previously discussed, the reimbursement fee is intended to recover the costs associated with the available capacity in the existing system; the improvement fee is based on the costs of capacity-increasing future improvements needed to meet the requirements of growth.

Reimbursement Fee Cost Basis

Table 2 shows the calculation of the reimbursement fee cost basis for the City's transportation system, based on estimated replacement costs net of developer contributions.

The City's construction records were used to identify prior improvements to City-owned streets and current construction costs per unit. The growth share for most projects is based on the future growth in trips as a percent of total future trips for each segment. New construction needed specifically for growth (E. Airport Rd) is 100 percent reimbursable. The total reimburse fee cost basis is about $5.0 million.

Table 2
Transportation SDC Methodology
Reimbursement Fee Cost Basis [1]

Street Name	From	To	2020 $[1]	City Cost[2]	Growth %	Growth $
5th St	Mary St	Reeves Pkwy	$701,635	$701,635	51%	$354,897
Morton & Tangent St	N. 3rd St	N. Main St	$428,676	$428,676	31%	$133,466
2nd St	Tangent (Hwy 34)	Academy	$167,123	$167,123	38%	$63,900
12th St	Burkhart Creek	"F" St	$190,495	$190,495	74%	$141,004
Airport Rd & Signal (2nd)	Hwy 20	7th St.	$784,493	$784,493	3%	$25,190
2nd Street	"J" Street	Airport	$171,843	$171,843	6%	$10,926
S. Main Rd & Signal (Market)	Cedar St.	Vaughn Ln.	$461,698	$461,698	46%	$211,450
2nd St/ Bridge	Santiam Canal (S)	"J" Street	$500,595	$500,595	6%	$31,574
Signal 5th & Oak			$350,039	$350,039	22%	$75,439
7th St	Kees	Airport Rd	$334,317	$334,317	14%	$47,240
Hansard Ave	Reeve's Pkwy	Harrison St	$801,834	$801,834	35%	$551,662
Harrison St	Hansard	12th	$456,117	$456,117	35%	$161,116
12th St	Harrison St	Tangent St	$357,348	$357,348	52%	$269,440
Reeves Pkwy	Hansard	Hwy 20	$303,537	$303,537	38%	$115,505
Hansard Ave	Harrison St	Tangent St	$150,445	$150,445	35%	$123,064
12th St	Tangent (Hwy 34)	Vine St.	$1,004,544	$1,004,544	40%	$397,839
12th St	Vine St	Sherman St	$78,127	$78,127	39%	$30,135
Sherman St	12th St	Airway Rd	$153,307	$153,307	24%	$37,545
Airway Rd	Sherman St	Oak St	$61,968	$61,968	0%	$0
Oak St	Airway Rd	Williams St	$1,590,047	$1,590,047	41%	$644,745
E. Airport Rd	Hwy 20	Russell Dr	$1,005,483	$1,005,483	100%	$1,005,483
Russell Dr	E. Airport Rd	Franklin St	$390,254	$390,254	32%	$124,459
Russell Dr	Primrose St	Porter St	$507,777	$507,777	36%	$181,713
Russell Dr	Franklin St	River/Mtn River (N)	$705,056	$352,528	25%	$88,132
River Rd	Mtn River (N)	Mtn River (S)	$176,874	$88,437	10%	$8,844
River Rd	Mtn River (S)	WTP Intake	$210,428	$105,214	13%	$13,205
N. 5th St	Reeves Pkwy	Mill Race Dev.	$565,968	$282,984	50%	$226,387
Total			**$12,610,028**	**$11,780,865**		**$5,074,361**

[1]Replacement costs estimated by city staff.
[2]Net of developer funding.

Improvement Fee Cost Basis

The cost of future capacity-increasing improvements (the improvement fee cost basis) is based on the SDC project list presented in detail in **Appendix A (Table A-1)** and summarized by mode in **Table 3**. The improvements are based on the City's 2018 Transportation System Plan (TSP). Costs have been updated to 2020 using inflation factors from the Engineering News Record (ENR) Construction Cost Index (CCI) for Seattle. The SDCs exclude improvement costs that are anticipated to be funded by other parties (e.g., developers and State of Oregon).

Table 3
Transportation SDC Methodology
Improvement Fee Cost Basis

			Growth Share	
Project Type	**Total Cost**	**Other Funding**	$	%
Demand Management	$221,810	$0	$32,460	15%
Roadway	$23,100,700	$7,833,680	$12,119,687	79%
Bike/Ped	$9,278,150	$1,038,720	$8,239,430	100%
SUP	$8,980,600	$3,181,080	$5,712,851	99%
Transit	$405,750	$0	$160,641	40%
TOTAL	$41,987,010	$12,053,480	$26,265,068	88%

The total project list costs are almost $42 million, with about $12 million of other funding anticipated. The growth (SDC-eligible) share of project costs total $26.3 million and is determined based on the type of improvement. The SDC-eligible portion of transit projects reflects the growth in population as a percent of total future population (40 percent). Demand management project costs are limited to capacity increasing improvements, which as shown in Table A-1 are additional bicycle parking facilities. The SDC-eligible portion of roadway and nonmotorized travel improvements are summarized below.

Roadway Improvements

The projects shown in Table A-1 include upgrades to existing facilities (e.g., realignment and intersection improvements) to increase the level of performance of existing facilities or add new improvements or extensions. Projects that improve the level of performance for both existing and future development (e.g., modernization and safety projects) are allocated in part to future growth, reflecting the projected growth in trips over the planning period, as a percentage of total future trips on that segment. For new roadway extensions or intersection improvements needed to expand capacity for growth to maintain mobility targets, the SDC-eligible share is 100 percent.

Bicycle and Pedestrian Facilities

Growth capacity needs for bike and pedestrian facilities are evaluated based on a planned level of service (LOS) basis. The planned LOS is defined as the quantity of future facilities per capita served.

The following equation shows the calculation of the planned LOS:

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

Where:

Q = quantity (miles of bike or pedestrian facilities), and
Future Population Served = 28,365

The existing and planned future miles of bike and pedestrian facilities are shown in **Table 4**.

Table 4
Transportation SDC Methodology
Existing and Future Bike and Pedestrian Facilities[1]

	Total Miles		
	Current	Additional	Future
Pedestrian	40.31	4.48	44.79
Bike	24.43	5.28	29.71
Shared Use Path (SUP)	2.89	2.00	4.98

[1]Accounts for single and bi-directional projects respectively.

Table 5 presents the existing and planned LOS for bike and pedestrian facilities, based on the existing and planned future facilities presented in Table 4 divided by the estimated existing and projected future population (in 1,000s). In the case of shared use paths (SUP), the planned LOS is slightly higher than the existing LOS, which means there is a small existing deficiency relative to the planned LOS. The deficiency (0.3 miles as shown in Table 5) is calculated by multiplying the future LOS of 0.1754 miles per 1,000 by the existing population in 1,000's (17.135) to determine the total need (3.01 miles) and deducting the current inventory (2.98 miles).

Table 5
Transportation SDC Methodology
Existing and Future Level of Service

	Miles/1,000 Pop	
	Current	Future
Pedestrian	2.3523	1.5790
Bike	1.4256	1.0472
SUP	0.1737	0.1754
Population	17,135	28,365

As shown in **Table 6**, the existing deficiency for SUP facilities equals one percent of the planned improvements; the remaining 99 percent of costs are SDC eligible. As shown in Table 4, the future LOS for bike and pedestrian facilities is lower than the current LOS indicating no existing deficiency, so 100 percent of the planned future bike and pedestrian improvements are SDC-eligible.

Table 6
Transportation SDC Methodology
Future Miles Required

	Total Need Existing	Deficiency	Total Need Growth	Growth Share
Sidewalks	27.06	0.00	17.73	100%
Bike	17.94	0.00	11.76	100%
SUP	3.01	0.03	1.97	99%

[1] Existing need assumed to be met first by current facilities

Develop Unit Costs

Based on the growth trips and SDC cost bases summarized previously, the total cost per growth trip is equal to $6,235, as shown in Table 7, and is comprised of the following components:

$5,226 (improvement fee) + $1,010 (reimbursement fee)

Table 7
Transportation SDC Analysis
Unit Costs of Capacity ($/Trip End)

	Improvement	Reimbursement	Total
Cost Basis	$26,265,068	$5,074,361	$31,339,430
Growth PM Peak Trip Ends	5,026	5,026	5,026
SDC per PM Peak Trip End	**$5,226**	**$1,010**	**$6,235**

SDC Schedule

The SDC for an individual development is based on the cost per trip (including the reimbursement, improvement, and compliance fees) and the number of trips (PM peak hour) attributable to a particular development. The number of development trips is computed as follows:

Number of Development Trips = Trip Generation Rate X Adjustment Factors X Development Units

Table A-2 (in Appendix A) includes the transportation SDC rates and traffic impact assumptions for typical land use categories. The calculated rates are provided along with rates based on a potential two-year phase in.

Trip Generation Rates

Transportation SDCs are based on the number of trips a development is likely to generate, specifically the afternoon "PM peak" trip generation. Traffic is heaviest during weekday afternoon commute times, and road improvements are often needed to accommodate these high traffic flows, so the SDCs reflect these impacts.

Appendix **Table A-2** provides trip rate assumptions for sample land uses, based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition. In the future, the City will use the most current version of the ITE Trip Generation Manual that is available. Furthermore, for land uses that are not explicitly identified in Table A-2, City staff will make a determination of the appropriate SDC rate, based on the specific use.

Use of ITE trip generation data is standard in the transportation industry. ITE trip rates by land use are based on studies from around the country, and in the absence of local data, represent the best available source of trip data for specific land uses.

Single-Family Residential SDCs

As shown in Table A-2, trip rates were developed for three subcategories of single-family residential development based on a sample of Linn County households from the Oregon Household Activity Survey (OHAS). The OHAS trip data was matched with information on dwelling unit size (finished area in square feet) from the Linn County Assessor's Office to determine adjustment factors for large and small homes.

As shown in Table A-2, the average PM peak hour trip rate of 0.99 per dwelling unit is applied to the middle tier (1,450-2,349 SQ FT), and the lower and upper tier trip rates are 0.75 and 1.21, respectively.

Trip Rate Adjustments

The SDC methodology and Table A-2 include pass-by and diverted linked trip adjustments (combined in a single "Trip Adj"column in Table A-2) which are applied to the base ITE trip generation rates for purposes of calculating SDCs.

Pass-by Trips

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 (or primary) trip on the roadway. Pass-by trip adjustments in the updated methodology are based on published data by land use from the ITE.

Diverted Link Trips

Diverted link trips are another type of non-primary trip. In this case, the motorist will divert from a primary route to access a nearby use (e.g., a vehicle may turn off a major roadway onto an intersecting street to access a land use), and then return to the original route to complete the trip. As with the pass-by trip adjustments, the diverted link trip adjustments included in the SDC methodology are based on reported ITE data.

Inflationary Adjustments

In accordance with Oregon statutes, the SDCs will be adjusted annually based on a standard inflationary index. Specifically, the City plans to use the ENR Seattle CCI as the basis for adjusting the SDCs annually.

Appendix A – SDC Project List and Fee Schedule

Table A-1
City of Lebanon Transportation SDC Methodology
SDC Project List

Type/#	Description	Pkg	Cost Estimate (2020 $)	Other Funding	City Cost	% Growth	Growth Cost
MOTOR VEHICLE PROJECTS							
D9	Airway Rd. extension from airport Rd. to Walker Rd. extension	3	$2,732,050		$2,732,050	100%	$2,732,050
D16	Dewey Street realignment to Walker Road	1	$1,298,400		$1,298,400	27%	$347,527
D17	Airport Road extension to Russell Drive	1	$0		$0		$0
D19	New north to south street between Grant Street and the Milton Street ext.	3	$3,029,600	$3,029,600	$0	100%	$0
D20	Milton Street extension from Post Street to the Mayfly Street extension	3	$1,298,400	$1,298,400	$0	100%	$0
D23	US 20/ Mullins Drive intersection improvements	3	$2,164,000	$0	$2,164,000	100%	$2,164,000
D24	US 20/ Industrial Way intersection improvements	3	$189,350	$151,480	$37,870	100%	$37,870
D22	US 20/ Reeves Parkway intersection improvements	1	$2,164,000	$1,731,200	$432,800	100%	$432,800
D25	US 20/ OR 34 - Wheeler Street intersection improvements	1	$1,136,100	$908,880	$227,220	100%	$227,220
D28	OR 34/ 5th Street intersection improvements	1	$568,050	$454,440	$113,610	100%	$113,610
D29	OR 34/ 12th Street intersection improvements	1	$324,600	$259,680	$64,920	100%	$64,920
D31	Oak Street/ 12th Street intersection Improvements	1	$2,164,000		$2,164,000	33%	$716,825
D34	Airport Road/ 12th Street intersection Improvements	1	$2,164,000		$2,164,000	75%	$1,623,000
D35	Airport Road/ 7th Street intersection Improvements	3	$297,550		$297,550	66%	$196,383
D36	12th Street extension/ Walker Road intersection Improvements	2	$3,570,600		$3,570,600	97%	$3,463,482
	Subtotal		$23,100,700	$7,833,680	$15,267,020		$12,119,687
	SHARED PEDESTRIAN AND BICYCLE PROJECTS						
S4	US 20 shared-use path connection - Albany Santiam Canal and Reeves Pkwy	1	$1,244,300	$995,440	$248,860	99%	$245,141
S5	US 20 shared-use path connection - Reeves Pkwy & path north of Mullins Dr	1	$486,900	$389,520	$97,380	99%	$95,925
S33	Crowfoot Road shared-use path connection - Bald Eagle Dr & Cascade Dr	1	$2,136,950		$2,136,950	99%	$2,105,015
S42	US 20 shared-use path connection - Weldwood Dr & Weirich Dr	1	$2,245,150	$1,796,120	$449,030	99%	$442,320
S46	Shared-use path connection - River Rd & Burdell Blvd	1	$1,595,950		$1,595,950	99%	$1,572,100
S58	Tennessee Rd shared-use path connection - Albany Santiam Canal and Marks Slough Trail	1	$1,271,350		$1,271,350	99%	$1,252,351
	Subtotal		$8,980,600	$3,181,080	$5,799,520		$5,712,851
	PEDESTRIAN PROJECTS						
P14	Airport Road pedestrian improvements between Airway Road and 7th Street	1	$2,813,200		$2,813,200	100%	$2,813,200
P21	Vaughan Lane pedestrian improvements between 10th Street and 5th Street	1	$1,217,250		$1,217,250	100%	$1,217,250
P22	Vaughan Lane pedestrian improvements between 5th Street and South Main Road	1	$1,406,600		$1,406,600	100%	$1,406,600
P27	Cascade Dr pedestrian improvements - Weldwood Dr and Crowfoot Rd	1					

Table A-1
City of Lebanon Transportation SDC Methodology
SDC Project List

Type/#	Description	Pkg	Cost Estimate (2020 $)	Other Funding	City Cost	% Growth	Growth Cost
	Subtotal		$5,437,050	$0	$5,437,050		$5,437,050
	BICYCLE PROJECTS						
B1	US 20 bicycle improvements between Olive Street and Wheeler Street	1	$1,298,400	$1,038,720	$259,680	100%	$259,680
B4	12th Street bicycle improvements between Sherman Street and Oak Street	1	$892,650		$892,650	100%	$892,650
B5	9th St-Sherman St-Airway Rd bicycle improvements between US 20 and S. 2nd St, and Oak St and 7th St	1	$81,150		$81,150	100%	$81,150
B6	S. 2nd Street bicycle improvements between OR 34 and Oak Street	1	$108,200		$108,200	100%	$108,200
B7	Grove Street bicycle improvements between Wheeler Street and Milton Street	1	$81,150		$81,150	100%	$81,150
B8	Sherman Street-Hiatt Street bicycle improvements between S. 2nd Street and Milton Street	1	$81,150		$81,150	100%	$81,150
B17	S. 2nd Street bicycle improvements between Oak Street and H Street	1	$54,100		$54,100	100%	$54,100
B21	Franklin Street bicycle improvement between Milton Street and the Lebanon Santiam Canal	1	$54,100		$54,100	100%	$54,100
B22	Franklin Street bicycle improvements between the Lebanon Santiam Canal and Russell Drive	1	$1,136,100		$1,136,100	100%	$1,136,100
B29	7th Street-Manor Way-8th Street-10th Street bicycle improvements between Walker Road and Vaughan Lane	1	$54,100		$54,100	100%	$54,100
B37	Cascade Drive bicycle improvements between Seven Oak Middle School and Crowfoot Road	1					
	Subtotal		$3,841,100	$1,038,720	$2,802,380		$2,802,380
	TRANSIT PROJECTS						
T1	Cascade Ridge Transit Stop	1	$81,150		$81,150	40%	$32,128
T2	US 20 northbound/ Oak Street Transit Stop	1	$81,150		$81,150	40%	$32,128
T3	US 20 southbound/ Oak Street Transit Stop	1	$81,150		$81,150	40%	$32,128
T4	US 20/ Airport Road Transit Stop	1	$81,150		$81,150	40%	$32,128
T5	Lebanon Walmart Transit Stop	1	$81,150		$81,150	40%	$32,128
	Subtotal		$405,750	$0	$405,750		$160,641
	DEMAND AND SYSTEM MANAGEMENT PROJECTS						
A	Neighborhood Traffic Calming Program	1	$108,200		$108,200		$0
B	Bike Parking Program	1	$32,460		$32,460	100%	$32,460
C	Wayfinding Signage Program	1	$81,150		$81,150		$0
	Subtotal		$221,810	$0	$221,810		$32,460
Total			**$41,987,010**	**$12,053,480**	**$29,933,530**	**88%**	**$26,265,068**

Table A-2
Transportation SDC Analysis
SDC Fee Schedule

Development Type	Trips/ Unit[1]	Units	Trip Adj.	SDC	Phase-in Year 1	Year 2
Base Trip Rate				**$6,235**	**$4,595**	**$6,235**
Residential						
Single Family[2]						
<1,450 SQ FT	0.75	DU	0%	$4,651	$3,428	$4,651
1,450-2,349 SQ FT	0.99	DU	0%	$6,173	$4,549	$6,173
>2,349 SQ FT	1.21	DU	0%	$7,545	$5,560	$7,545
Apartment/Condo (Low Rise)	0.56	DU	0%	$3,492	$2,573	$3,492
Mobile Home Park	0.46	DU	0%	$2,868	$2,114	$2,868
Sr. Adult Housing - Detached	0.30	DU	0%	$1,871	$1,379	$1,871
Congregate Care	0.18	Beds	0%	$1,122	$827	$1,122
Medical/Office						
Hospital	0.97	TGSF	0%	$6,048	$4,457	$6,048
Clinic	3.28	TGSF	0%	$20,452	$15,072	$20,452
Medical/Dental Office	3.46	TGSF	0%	$21,575	$15,899	$21,575
General Office	1.15	TGSF	0%	$7,171	$5,284	$7,171
Retail						
Building Materials/Lumber	2.06	TGSF	0%	$12,845	$9,466	$12,845
Hardware/Paint Store	2.68	TGSF	26%	$12,366	$9,113	$12,366
Nursery (Garden Center)	6.94	TGSF	34%	$28,561	$21,047	$28,561
Quality Restaurant	7.80	TGSF	71%	$14,105	$10,394	$14,105
High Turnover Restaurant	9.77	TGSF	69%	$18,885	$13,917	$18,885
Fast Food w/o Drive Thru	28.34	TGSF	50%	$88,356	$65,112	$88,356
Fast Food with Drive Thru	32.67	TGSF	73%	$55,002	$40,533	$55,002
Service Station	14.03	Fuel. Pos	77%	$20,121	$14,828	$20,121
Serv.Station w/ Conv.Mkt	13.99	Fuel. Pos	87%	$11,340	$8,357	$11,340
Tire Store	3.98	TGSF	28%	$17,868	$13,168	$17,868
Supermarket	9.24	TGSF	74%	$14,980	$11,039	$14,980
Discount Club	4.18	TGSF	37%	$16,420	$12,101	$16,420
Furniture Store	0.52	TGSF	53%	$1,524	$1,123	$1,524
Walk-in Bank	12.13	TGSF	17%	$62,778	$46,263	$62,778
Drive-in Bank	20.45	TGSF	61%	$49,731	$36,648	$49,731
Shopping Center	3.81	TGSF	60%	$9,503	$7,003	$9,503
Auto Parts Sales	2.43	TGSF	43%	$8,637	$6,365	$8,637
Convenience Market	49.11	TGSF	82%	$55,120	$40,620	$55,120
Discount Supermarket	8.38	TGSF	49%	$26,649	$19,638	$26,649
Home Improve Superstore	2.33	TGSF	50%	$7,264	$5,353	$7,264
Pharmacy Drug Store	8.51	TGSF	67%	$17,511	$12,904	$17,511
Coffee Donut (w/drive-thru)	43.38	TGSF	89%	$29,754	$21,927	$29,754
Institutional/Other						
Motel	0.38	Rooms		$2,369	$1,746	$2,369
Hotel	0.60	Rooms		$3,741	$2,757	$3,741
Health/Fitness Club	3.45	TGSF		$21,512	$15,853	$21,512
Church	0.49	TGSF		$3,055	$2,252	$3,055
Daycare Center	11.12	TGSF	56%	$69,338	$22,483	$30,509
Elementary School	1.37	TGSF		$8,543	$6,295	$8,543
High School	0.97	TGSF		$6,048	$4,457	$6,048
Industrial						
General Light Industrial	0.63	TGSF		$3,928	$2,895	$3,928
Truck Terminal	1.72	TGSF		$10,725	$7,904	$10,725
Mini Warehouse	0.19	TGSF		$1,185	$873	$1,185

[1]ITE Trip Generation Manual, 10th Ed.
[2]Square feet of finished area.
TGSF = Gross Square Feet (in thousands)