



CITY OF BEND

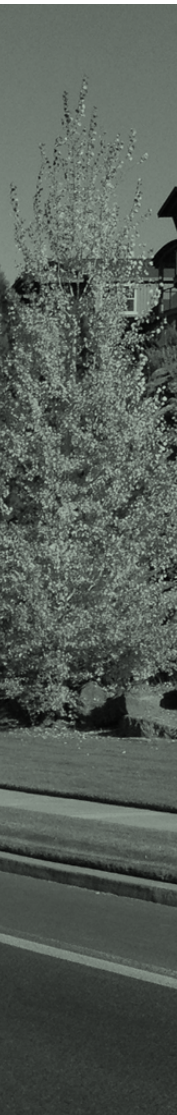


Methodology Report

Transportation System Development Charges

Prepared for City of Bend

March 31, 2024



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Abbreviations and Acronyms

ADU	Accessory Dwelling Unit
AHAC	Affordable Housing Advisory Committee
AHS	American Housing Survey
AMI	Area Median Income
BDC	Bend Development Code
BEDAB	Bend Economic Development Advisory Board
BPRD	Bend Park & Recreation District
BRM	Bend Redmond Transportation Model
CCI	Construction Cost Index
CEDD	Community and Economic Development Department
CFA	Climate Friendly Areas
CFEC	Climate Friendly and Equitable Community
City	City of Bend
COAR	Central Oregon Association of Realtors
COB	City of Bend
COBA	Central Oregon Builders Association
ECC	Environment and Climate Committee
EDCO	Economic Development for Central Oregon
ENR	Engineering News Record
GO	General Obligation
GRG	Galardi Rothstein Group
HREC	Human Rights and Equity Commission
ITE	Institute of Transportation Engineers
MPO	Metropolitan Planning Organization
LF	Linear Feet
LOS	Level of Service
ODOT	Oregon Department of Transportation
OHAS	Oregon Household Activity Survey
ORS	Oregon Revised Statute
SDC	System Development Charge
SQ FT	Square Feet
TI	Tenant Improvements
TSP	Transportation System Plan
UGB	Urban Growth Boundary



1. Introduction

Authorization

In September 2022, the City of Bend (City) contracted with Galardi Rothstein Group (GRG) to update its System Development Charge (SDC) methodology. This report presents the updated methodology that was developed in conformance with Oregon Revised Statutes (ORS) 223.297-223.316 (SDC Statutes), industry standards, the City's policy objectives and 2020 Transportation System Plan (TSP).

Report Organization

The following sections are included in this report:

- Section 1 – Introduction – Presents background information on the SDC project objectives and policy and legal framework for the methodology, a summary of the public engagement process that informed methodological choices, and the key elements of the updated methodology.
- Section 2 – SDC Cost Basis – Describes the growth capacity needs and the infrastructure costs associated with meeting those needs in aggregate, including the costs of the City's existing transportation system facilities and updated SDC project list.
- Section 3 – SDC Charge Basis – Provides information on how the transportation service requirements of individual developments are estimated for each land use category and location (urban area vs. other areas).
- Appendix A – SDC Project List – Provides the list of planned capital projects for the transportation system based on the TSP that form the basis for the calculations in this methodology. The list includes the project description, estimated cost, timing, and portion of cost eligible for improvement SDC funding. Bend City Council may amend or update this project list by resolution.
- Appendix B – Transportation SDC Reimbursement Projects – Provides a list of completed projects used to determine the reimbursement SDC cost basis.
- Appendix C – SDC Schedule – Provides the SDCs by land use category that are the product of the SDC methodology and project lists. Also provides a description of each category. Consistent with ORS 223.304(8) and the City's SDC ordinance, the fees presented in Appendix C may be adjusted periodically for changes in costs or changes to the project list. The SDC schedule adopted by the Bend City Council will be the applicable fee schedule.
- Appendix D – Exemptions for Certain Developments – Describes uses that will be exempt from payment of SDCs, subject to recording of deed restrictions. Also summarizes credits available on redevelopment of previously exempt uses. The provisions of the Bend Municipal Code control availability of credits.

Finally, Appendix E provides a map where urban area SDCs are proposed to apply. The map(s) adopted or amended by the Bend City Council will govern where this rate is available.

Rounding

The calculations contained in this report were produced by computer spreadsheets where numbers extend beyond the decimal places shown in the tables presented, so slight variations exist due to rounding. However, these variations are not material.

Background

System Development Charges (SDCs) are an important funding source for transportation system infrastructure. The City last updated the transportation SDC methodology in 2011 and the SDC project list in 2017. In September 2020, the City adopted the Transportation System Plan (TSP) that identifies \$750 million (in 2020 dollars) in capital improvements needed for the system through 2040. Later in 2020, voters authorized a General Obligation (GO) bond to fund \$190 million in transportation improvements to address traffic congestion, expand walking and biking facilities, and improve neighborhood safety conditions.

The primary objectives of the 2022-2023 SDC update are to:

- Determine SDC fee levels that align with infrastructure funding requirements, including growth-related project costs identified in the TSP (excluding those funded by the GO bond).
- Modify the way SDCs are charged to:
 - Achieve greater consistency and efficiency across the transportation, water, and sewer systems.¹
 - Support the City’s housing and other City Council goals.
- Review SDC payment and related policies and procedures, including timing of collection, deferrals, financing, and exemptions.

Oregon SDC Legal Framework

The SDC Statutes (ORS 223.297 - 223.316) authorize local governments to impose SDCs on new development to provide equitable funding for capital improvements needed to support orderly growth and development. Specifically, SDCs may be imposed for the following types of capital improvements:

- Drainage and flood control (i.e., storm water)
- Water supply, treatment, and distribution
- Wastewater collection, transmission, treatment, and disposal
- Transportation
- Parks and recreation

The City does not provide park and recreation services, and has only adopted SDCs for water, wastewater (sewer) and transportation systems. The SDC Statutes also provide guidelines on the calculation and modification of SDCs, accounting requirements to track SDC revenues, and adoption of administrative review procedures. Key provisions of the SDC Statutes are summarized below. This legal overview is provided as a summary of Oregon law, and does not change, or add requirements for future City action, which is governed by the Bend Municipal Code and statute.

¹ The water and sanitary sewer SDC methodologies are documented in separate reports.

SDC Structure

An SDC may include a reimbursement fee, an improvement fee, or a combination of the two.

Reimbursement Fee

The reimbursement fee is based on the value of available capacity associated with capital improvements already constructed or under construction. The methodology used to calculate the reimbursement fee must consider the cost of existing facilities, prior contributions by existing users, the value of unused capacity, grants, and other relevant factors. The objective of the reimbursement fee methodology is to require new users to contribute an equitable share of the capital costs of existing facilities.

Improvement Fee

The improvement fee is designed to recover the costs of planned capital improvements that add system capacity to serve future users. An increase in system capacity may be established if a capital improvement increases the level of performance or service provided by existing facilities or provides new facilities. The portion of the improvements funded by improvement fees must be related to the need for increased capacity for future users.

Project List

Local governments are required to prepare a master plan or comparable plan, prior to establishment of an SDC, that includes a list of the improvements that the jurisdiction intends to fund with improvement fee revenues and the estimated timing, cost, and eligible portion of each improvement. The improvement fee must demonstrate consideration of the projected costs of projects identified on the list that are related to meeting the capacity needs of future growth.

The project list may be updated at any time. If an SDC is to be increased by a proposed modification to the list, then required action includes: (1) written notice provided to interested parties at least 30 days prior to adoption of the proposed modification and (2) a public hearing on the proposed modification if a request is received in writing up to seven days before the date of the planned adoption.

Credits for Qualified Public Improvements

A credit must be provided against the improvement fee for the construction of “qualified public improvements.” Qualified public improvements are improvements required as a condition of development approval, identified in the SDC project list, 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. The credit amount provided need only be for the improvement fee portion of the SDC owed by the development or future phases of the development; however, local governments have some latitude in establishing credit policies beyond the minimum requirements.

Methodology Review and Notification Requirements

The methodology for establishing or modifying improvement or reimbursement fees must be available for public review prior to adoption. 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 that are resultant of a methodology amendment. The requirements for any changes to the fees that represent a modification to the methodology are: (1) 90-day written notice prior to the first public hearing, and (2) SDC methodology made available for review 60 days prior to the public hearing.

Application of one or more cost indices periodically is allowable and is not considered a change in the methodology and is therefore not subject to the methodology review and notification procedures, provided that the index is published by a recognized agency and incorporated into the methodology or adopted separately by ordinance or resolution.

Other Provisions

Other provisions of the SDC Statutes include:

- Deposit of SDC revenues into dedicated accounts and annual accounting of revenues and expenditures is required.
- Expenditure of SDCs may include costs of complying with the provisions of the SDC Statutes, including costs of developing SDC methodologies, and providing an annual accounting of SDC expenditures.
- Creation of an administrative appeals procedure is required, whereby a citizen or other interested party may challenge the expenditure of SDC revenues. Furthermore, in the event a written objection to the calculation of an SDC is received, the local government must provide information on the right to petition for review pursuant to ORS 34.010, and about any locally adopted administrative review procedures.
- Specific information related to SDCs (e.g., SDC schedule, project list and methodology) must be made available on the local government's website along with the contact information for an SDC official that can be contacted in case of questions.

Policy Framework

Within the guidelines established by the SDC Statutes, local governments have flexibility to choose among different methodological approaches that balance data and administration requirements, and other considerations. For example, the SDC Statutes do not prescribe a particular basis for charging different development types or sizes (i.e., the development characteristics that will be used to estimate infrastructure demands or impact). Local governments may choose approaches that best align with their specific growth projections and policy objectives.

Key policy considerations used in the development of the transportation SDC methodology are summarized below.

Bend Comprehensive Plan

The Bend Comprehensive Plan guides how the City will meet projected growth in population and employment, including planning for public infrastructure. In addition to the infrastructure plans, which are part of the Comprehensive Plan, other supporting documents included in Chapter 11 (Growth Management), provide analyses and findings related to the specific types and scale of housing needed to meet the City's forecast population growth. Key needs identified in the 2016 Housing Needs Analysis include:

- Higher density housing forms (e.g., single unit attached and multi-unit housing).
- Greater diversity of housing choices (e.g., small single unit detached and attached units, cottages, accessory dwelling units, family-sized units, and group housing).
- Income-qualified affordable housing units.

The Comprehensive Plan framework provided important context for evaluating SDC methodology options, particularly in establishing charges for different types and sizes of residential development and for urban areas. As noted in the 2016 Housing Needs report, incentivizing greater production of smaller units supports housing affordability goals:

In most cities, the stock of housing affordable to low-income households increases through the addition of new subsidized units, smaller market rate units, and older market rate units that become more affordable over time.²

Chapter 11 of the Bend Comprehensive Plan. Growth Management, states the following about future growth and increasing urbanization in certain areas of Bend, called “Opportunity Areas”:

During the UGB [Urban Growth Boundary] Remand planning process (2014 to 2016), the City evaluated the efficient use of existing urban land through the lens of “opportunity areas”. Opportunity areas are locations within the City that are appropriate to focus new growth due to their location, zoning (existing or planned), amount of vacant or underdeveloped land, and/or proximity to urban services.

This methodology recognizes this planning effort, and survey data reported by the Institute of Transportation Engineers (ITE) showing reduced trip counts for urban levels of development, by providing an Urban Rate for certain developments in Bend Development Code (Chapter 2.2) Central Business District (CBD) and Opportunity Areas 1, 2, 3 and 5 (Bend Central District, East Downtown, Inner Hwy 20/Greenwood, and KorPine) shown in Figure 11-1 of the Bend Comprehensive Plan and as further defined in the adopted SDC fee schedule. (Collectively, the “Urban Rate Area” for purposes of SDCs.) The City may add additional locations that have development standards serving this same intent, for example future Climate Friendly Areas, through amendments to the City’s fee schedule.

Bend City Council Goals (2023-2025)

The City Council goals for the 2023-2025 biennium provide additional context for development of the SDC methodology. Goals that are most relevant to SDCs are summarized in Table 1-1 below.

Table 1-1. Bend City Council Goals Related to SDCs (2023-2025)

Goal	Strategies & Action Items
Affordable Housing + Sustainable Development	<ul style="list-style-type: none"> • Plan for growth in alignment with climate, economic, and housing affordability strategies to ensure sufficient land supply for future needs including improving permitting process and review times. • Encourage economic development that results in shared prosperity, including strategic investments in the Core Area. • Optimize housing continuum including policy options to increase affordable and middle-income housing.
Environment + Climate	<ul style="list-style-type: none"> • Encourage sustainable development including through reducing emissions from transportation.
Transportation + Infrastructure	<ul style="list-style-type: none"> • Improve the transportation system by focusing on safety and securing sustainable funding aligned with the Transportation System Plan, including updating the SDC methodology and implementing near-term multimodal and safety projects to capitalize on the existing system. • Ensure water, wastewater, and stormwater systems are aligned with the needs of a growing city.

Source: 2023-25 Council Goals and Work Plan
<https://www.bendoregon.gov/home/showpublisheddocument/56311/638241653504570000>

² Bend Housing Needs Analysis, August 31, 2016, page 77 (Based on analysis presented in the ECONorthwest report “Seattle Housing Affordability Policy Framework and Recommendations,” March 2015.)

Collectively, the Comprehensive Plan and City Council goals highlight the City’s desire to support growth throughout the City and redevelopment in the Urban Rate Area³ through investments in the infrastructure systems. The policy framework also includes the need to encourage a greater diversity of housing options, particularly smaller units, and higher density forms to align with affordability and sustainability goals. The SDC methodology includes approaches designed to address these goals.

Public Engagement

In addition to the policy framework established by the City’s Comprehensive Plan and the City Council, the updated transportation SDC methodology presented in this report reflects feedback from stakeholders obtained through a combination of facilitated stakeholder group meetings, written comments, and discussions with individual stakeholders. The City conducted six (6) stakeholder meetings over the course of the SDC update that included participation from members of the City Council and the following organizations:

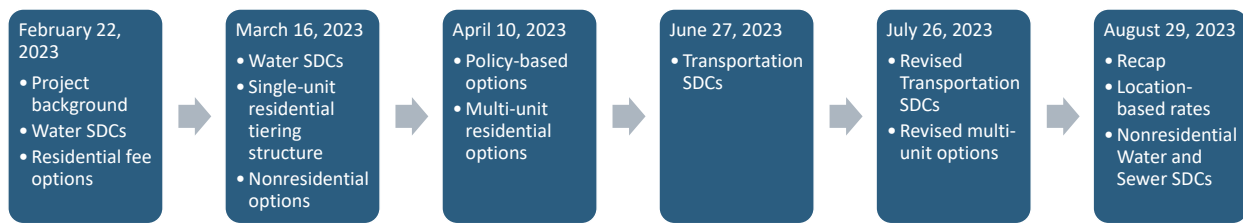
Affordable Housing Advisory Committee (AHAC)	Environment and Climate Committee (ECC)
Bend Chamber of Commerce	Habitat for Humanity
Bend Economic Development Advisory Board (BEDAB)	Hayden Homes
Bend La Pine School District	Hiatus Homes
Bend Park & Recreation District (BPRD)	Housing Works
Brooks Resources	Human Rights and Equity Commission (HREC)
Cascadia Partners	Macher Management
Central Oregon Association of Realtors (COAR)	Oregon Department of Transportation (ODOT)
Central Oregon Builders Association (COBA)	Oregon State University-Cascades
Compass Commercial	Pahlisch Homes
Deschutes County	R&H Construction
Economic Development for Central Oregon (EDCO)	Stone Bridge Homes
	Sunwest Builders
	Wishcamper Development Partners
	Wood Hill Homes

Feedback collected through these meetings⁴ helped formulate the methodological framework and recommended policy changes related to the City’s SDC program summarized in the following section. A list of meeting dates and topics is provided in Figure 1-1.

³ The Urban Rate Area is the Bend Central District, East Downtown, Inner Highway 20 / Greenwood, and KorPine, Areas 1, 2, 3 and 5 of Figure 11-1 in the Bend Comprehensive Plan.

⁴ As of the date of adoption of this methodology, detailed meeting summaries and recordings are available on the City’s website. Archive copies may be available on request.

Figure 1-1. SDC Update Stakeholder Engagement Meetings and Topics



Methodological Framework

Key aspects of the updated transportation SDC methodology are summarized in Table 1-2. The methodology is comprised of two distinct components: 1) “Cost Basis” – the determination of growth-related system capacity costs in aggregate, and 2) “Charge Basis” – the determination of how individual developments will be charged. Each component is summarized below and addressed in more detail in Sections 2 and 3 of this report. Controlling definitions are provided in the SDC fee schedule adopted by Bend City Council resolution.

Table 1-2. Transportation SDC Methodology Framework

Methodology Element	Approach
SDC Cost Basis (Section 2)	
Fee Structure	Combined reimbursement and improvement fee
Improvement Fee	Project list based on capital projects identified in the TSP excluding other funding sources.
Reimbursement Fee	Existing system value for a list of completed projects based on original acquisition cost and available capacity.
SDC Charge Basis (Section 3) ^a	
Residential	<ul style="list-style-type: none"> • Single unit and “middle” housing: tiered SDC structure with six (6) tiers based on living area size. • Multi-unit and other housing: uniform SDC per unit by housing type.
Nonresidential	<ul style="list-style-type: none"> • Land use categories consolidated into a limited number of SDC categories. • SDCs based on cost per unit by type of land use.^b
Urban Rate Area	Transportation SDCs for qualified development in the Urban Rate Area reflect a 30 percent lower rate compared to SDCs in other areas of the City.

^a “Middle” housing is defined in the Bend Development Code. See SDC fee schedule for other development category definitions.

^b Units for most uses are gross square feet of building area.

Cost Basis

For most transportation systems, like Bend, growth capacity needs will be met through a combination of existing facility available capacity and future capacity-enhancing improvements. Therefore, the SDC methodology is based on a combined reimbursement and improvement SDC structure. The improvement fee is based on the capital project list identified in the TSP, adjusted for inflation through January 2023 and for anticipated other funding sources.

The reimbursement fee is based on the available capacity of a set of previously constructed system improvements funded by the City and valued at original acquisition cost (net of developer contributions).

Charge Basis

As discussed previously, SDCs are needed to provide the infrastructure to make development of new housing and employment centers possible. However, for housing, there is also a recognition that SDCs assessed uniformly without consideration for the dwelling size or development context may not adequately reflect the relative service requirements of different sized units, as estimated from published Oregon and national travel demand survey data. Furthermore, uniform SDCs may contribute to affordability challenges for smaller dwellings.⁵ Therefore, the transportation SDC methodology is designed to scale residential SDCs based on the type and size of the housing unit (i.e., lower SDCs for smaller single units and higher density multi-units, and higher SDCs for larger and lower density single units), reflecting relative trip generation rates from the published surveys, as a means of balancing the City's infrastructure funding and housing needs.

Similarly, the SDCs for nonresidential development are also scaled based on the size and type of the development relying on documented trip generation rates published by the ITE *Trip Generation Manual*. For the purpose of defining individual development types, land uses are consolidated into a limited number of SDC categories to improve administrative and permitting efficiency and to increase clarity of SDC calculations for developers.

Finally, to support the City's growth framework that includes a focus on walkable mixed-use redevelopment in certain Opportunity Areas identified in the 2016 Comprehensive Plan or other areas that the City may identify in future SDC fee schedules, an Urban Rate Area SDC is included in the methodology that is 30 percent lower than the SDCs in other areas of the City. The Urban Rate Area SDC reflects the lower vehicle trip generation rates reported by ITE for some land uses⁶ in more densely developed, mixed use areas, which include some of the same characteristics anticipated in the City's urban areas as development occurs under adopted codes. The Urban Rate Area SDC will only apply to non-auto-oriented and non-auto-dependent uses in the identified urban areas that meet other requirements set forth in the adopted fee schedule (i.e., minimum of three stories, with first floor commercial ready).

Policy Recommendations

Beyond methodological incentives, the City is considering policy-based incentives that reduce or exempt SDCs for certain development types. Certain uses will be exempt from payment of SDCs, and either subject to a durational deed restriction requiring the exempt use to remain in place for a certain period, or requiring that upon redevelopment, SDCs are paid without a credit for an existing, exempt use. Exemptions and credits are addressed in the Bend Municipal Code, and in attached Appendix D, describing the uses to which exemptions apply. Additionally, the SDC stakeholder group discussed expansion of the City's existing program for deferral of the time SDCs are payable. This is also addressed in the Bend Municipal Code.

Table 1-3 summarizes the policy recommendations related to SDC implementation and administration that were developed as part of the SDC update.

⁵ See for example *Oregon System Development Charges Study: Why SDCs Matter and How They Affect Housing*, Prepared for Oregon Housing and Community Services, (December 2022).

⁶ For example, ITE code 221 multifamily mid-rise and code 710 general office have dense urban area rates that are at least 30 percent lower than similar uses in general urban contexts.

Table 1-3. SDC Update Policy Recommendations

SDC Program Element	Recommendation
Exemptions	Provide 100% exemption from transportation SDCs for the following developments: <ul style="list-style-type: none">• Affordable Housing^a• Temporary shelters• Childcare facilities
Deferrals	<ul style="list-style-type: none">• Expand program (in phases) from multi-unit only to all residential development and then possibly commercial.• Lock in SDC rate at time of permit application.• Require payment of SDCs any time prior to Certificate of Occupancy.• No development agreement required for participation in program.

^a See Appendix D for definitions.



2. SDC Cost Basis

Introduction

The methodology used to calculate transportation SDCs begins with the determination of growth capacity needs and costs. The City adopted a comprehensive update to its Transportation System Plan (TSP) in 2020. The TSP identifies system investments needed for the integrated, multimodal transportation network to meet the needs of the community through 2040. The SDC methodology provides a framework for determining an equitable allocation of system investments to future growth in proportion to capacity needs determined for each mode of travel (vehicle, bicycle, and pedestrian).

Like most infrastructure systems, transportation networks are designed to accommodate peak rates of use, which typically occur during the weekday afternoon period between the hours of 4 and 6 PM (the “PM peak”). Therefore, consistent with industry practices, the methodology uses PM Peak vehicle trips as the basis for determining the systemwide average cost per growth trip and the SDCs for individual developments.⁷

This section presents the projected growth in trips over the TSP planning period and the infrastructure costs needed to expand capacity for growth over the same period.

Growth in Trips

As part of the TSP development process, traffic volume forecasts within the City’s Urban Growth Boundary (UGB) were developed for the collector and arterial street network using the Bend-Redmond Travel Demand Model (BRM). The BRM is a calibrated tool maintained by the Oregon Department of Transportation (ODOT) that is used for evaluating future land use and transportation investment scenarios. Traffic volumes developed for the TSP reflect population and employment forecasts coordinated at the state and regional level, and new development within the UGB consistent with land use designations in the 2016 Bend Comprehensive Plan.⁸

Table 2-1 shows the base year and future year PM peak vehicle trip ends based on the BRM. Base and future year trip ends are broken down by trips that are both started and completed within the City’s UGB and trips that have one trip end outside of the UGB (i.e., the trip either starts outside the UGB and ends inside the UGB or vice versa). At the time the TSP was developed, the “base year” model was calibrated to 2010 land use and traffic conditions. To estimate trip ends for the TSP (and SDC) planning period, 2020 trip ends were interpolated from the 2010 and 2040 BRM scenarios.⁹ As shown in Table 2-1, the total number of PM Peak vehicle trip ends is forecasted to grow by 29,934 over the 2020-2040 period.

⁷ Vehicle trip rates published by the Institute of Transportation Engineers Trip Generation Manual are available for a broader range of development types compared to mode-neutral “person trip” rates.

⁸ City of Bend 2020 Transportation System Plan, pages 45-46.

⁹ The BRM was updated in 2023 to reflect a 2019 base year scenario. The 2020 trip ends interpolated from the TSP model scenarios generally align with the updated 2019 model scenario which estimates total PM Peak trip ends of approximately 69,000 within the UGB, compared to almost 71,000 estimated for 2020 from the prior model.

Table 2-1. PM Peak Hour Vehicle Trip Ends (City of Bend Urban Growth Boundary)

System Component	Internal-Internal	Internal-External & External-Internal	Total
Base Year (2010) Model Trip Ends	49,366	6,552	55,918
Interpolated 2020 Trip Ends	63,160	7,725	70,885
Future Year (2040 Model) Trip Ends	90,746	10,073	100,819
Growth Trip Ends (2020-2040)	27,586	2,348	29,934

Source: 2010 and 2040 from Bend-Redmond Travel Demand Model for TSP.

Growth Share Framework

The “growth share” determines the portion of improvement fee revenue the City can use to pay for the improvements on the SDC project list and the portion of reserve capacity costs to be recovered from growth through the reimbursement SDCs.

Past and planned future investments in the City’s integrated, multimodal network include upgrades and expansion of City-owned arterial and collector roadway segments and intersections, and reconstruction and expansion of roadway facilities along key corridors under the jurisdiction of ODOT. Many existing and planned future roadway segments include capacity for multiple travel modes (vehicles, bicycles, and pedestrians). For the purposes of the SDC methodology, the determination of growth costs is based on capacity measures specific to each travel mode. Therefore, to determine the overall growth share for each project, the project costs are first weighted by travel mode for each type of project as described below:¹⁰

- Segment upgrade – urban standards – Projects improve performance of existing roadways and add new facilities, including additional vehicle lanes, bike lanes, or sidewalks. Projects may also upgrade signal timing to improve traffic flow. **Weight: 50% Auto / 50% Bike & Pedestrian**
- Roadway extensions and new roads – Projects provide new roadway connections and segment capacity for all modes. **Weight: 50% Auto / 50% Bike & Pedestrian**
- Intersection – reconfigure – Projects add new signals or roundabouts to improve intersection performance and capacity. **Weight: 100% Auto**
- Intersection – add/upgrade bike/ped crossing – Project restricts turning movements to reduce conflict points with vehicles to enhance bicycle and pedestrian mobility. **Weight: 100% Bike & Pedestrian**
- Intersection – upgrade/new system – Projects add Intelligent Transportation System (ITS) level upgrades to existing signals. ITS improves and manages traffic flow, enabling more capacity and performance per lane on existing roadways. **Weight: 100% Auto**
- Add or upgrade bike lane miles – Projects add or upgrade new bike facilities to expand active mode capacity. **Weight: 100% Bike & Pedestrian**
- Add or upgrade pedestrian lane miles – Projects add or upgrade new pedestrian facilities to expand active mode capacity. **Weight: 100% Bike & Pedestrian**
- Bridge replacement/add bike/pedestrian lane miles – Projects replace existing capacity and expand capacity for active modes. **Weight: 100% Bike & Pedestrian**

¹⁰ While individual project costs will vary, the assumed weights are representative of the project list generally, based on planning level estimates.

Auto Improvements

Determination of the growth share for most auto-related project costs relies on project level data from the BRM, including segment volumes and capacities. Volumes from the BRM reflect the relationship between land use and transportation and reflect estimates of household and employment growth by area of City (i.e., transportation analysis zone). Segment capacities reflect roadway functional classification, number of lanes, and other factors. Base year segment volumes are compared to segment capacities for determining whether available capacity exists (for purposes of the reimbursement fee) and identifying existing deficiencies for future improvement projects.

Roadway Segment Improvements

The growth share of auto-related costs associated with roadway segment improvements varies based on the type of project and the model volumes and capacities. New roadways and extensions on the SDC project list (Table A-1 in Appendix A) are identified as 100 percent growth given that they provide entirely new capacity that is needed for future development areas (as in the case of new roadways in expansion areas).

Many prior and future improvements expand system capacity through upgrades to existing segments to reflect a higher level of performance consistent with urban standards. While these improvements are generally needed to expand capacity for growth along key corridors, they involve some level of reconstruction of existing roadways. Therefore, the auto portion of costs are allocated between existing development and future growth in proportion to future (2040) segment volumes.

Intersection Improvements

Future and completed intersection improvements include construction of new facilities (in the case of reconfiguration of existing side street intersections to signals and roundabouts) and system upgrades (e.g., addition of ITS) to enhance intersection level of performance. Where current operations meet required performance standards (for example, volume-capacity ratios), improvements at these locations on the SDC project list are 100 percent attributed to growth. The growth share for improvements needed to upgrade intersections with existing performance issues is limited to growth's share of future intersection volumes, as estimated from the RDM.

ODOT Capacity Improvements

The improvement project list includes a limited number of projects along key corridors under the jurisdiction of ODOT that are needed to support expansion area growth and other development throughout the system. For most ODOT projects, the City's share of costs is estimated to be 10 percent of total project costs, and the growth share is the lesser of the City's share and growth's share of future volumes estimated from the BRM.

Bike and Pedestrian Improvements

Unlike auto-related project costs, growth capacity needs for bike and pedestrian facility costs are evaluated based on the planned level of service (LOS) systemwide. Oregon SDC Statutes do not prescribe a specific approach to determining growth capacity needs and costs, and a variety of approaches are used by local governments across the state.¹¹ The TSP identifies system investments needed for the integrated, multimodal transportation network over the next 20 years, consistent with the City's vision.¹²

¹¹ Some approaches rely on project-specific capacity metrics, while other approaches evaluate growth capacity needs more broadly based on systemwide levels of service measured by past infrastructure investment costs or quantity of infrastructure per capita.

¹² City of Bend 2020 Transportation system Plan (Introduction)

Under a LOS framework, a systemwide standard (in this case, bike, and pedestrian miles per 1,000 population) is used to determine capacity needs for existing development and future growth for the purpose of determining a proportionate allocation of existing and planned future system facility costs. Table 2-2 shows the base year and future LOS for bike and pedestrian facilities.

To estimate the current LOS, base year (2020) infrastructure quantities were estimated from the TSP for arterial and collector infrastructure and divided by estimated 2020 population from the United States Census Bureau (99,178). The planned LOS is determined by the following equation:

$$\frac{\text{Existing}Q + \text{Planned}Q}{\text{FuturePopulationServed}} = \text{PlannedLOS}$$

Where:

Q = quantity (lane miles of bike or pedestrian facilities), and the future population served (within the UGB) = 153,700 (153.7, 1,000 population).

Table 2-2. Base Year and Planned Level of Service

System Component	Base Year (Lane Miles) ^a	Base LOS (Miles/ 1,000 Pop.) ^b	Project List Facilities (Miles) ^c	Planned LOS (Miles/ 1,000 Pop.) ^d	Qty. Needed for Existing @ Planned LOS (Miles) ^e	Available Capacity (Miles) ^e
Bike Facilities	114	1.146	39.0	0.993	98.5	15.2
Pedestrian Facilities	137	1.384	47.4	1.202	119.2	18.1

^a Excludes existing facilities to be upgraded by future improvements on the project list.

^b Existing facility divided by base year population in 1,000s (99,178/1,000)

^c Includes upgrades and new facilities planned as stand-alone and multimodal projects.

^d Sum of base year and project list quantities divided by future population in 1,000s (153,700/1,000)

^e Growth population (54,522) X planned LOS.

As shown in Table 2-2, the planned LOS (based on the improvements included on the SDC project list) is lower than the current LOS. The quantity of facilities needed for existing development and future growth is determined by multiplying the planned LOS by the population of each (in 1,000s), as shown in Table 2-3. Because the capacity needed for existing development is lower than the current miles of bike and pedestrian facilities, there is “excess” capacity in the current system, and to recover an equitable share of bike and pedestrian facility costs from future development, the SDCs include both capacity from the planned SDC project list and a portion of existing available capacity.

Planned bike and pedestrian improvements that add new facilities or increase the level of performance of existing facilities are included in the SDCs at 100 percent of City-funded costs, given there is no current systemwide deficiency (relative to the planned LOS). Planned multimodal bridge replacement costs are included at 50 percent of project costs, because a portion of costs replace existing capacity.

Table 2-3: Bike and Pedestrian Facility Miles Needed for and Existing and Future Development

Facility Type/Development	Miles Needed @ Planned LOS	Allocated Miles		
		Existing Facility Miles	Project List Miles	Total Allocated Miles
Bike Facilities				
Existing Development	98.5	98.5	-	98.5
Future Development	54.2	11.8	38.1	49.9
Total	152.7	110.3	38.1	148.4
Pedestrian Facilities				
Existing Development	119.2	119.2	-	119.2
Future Development	65.5	11.1	46.6	57.7
Total	184.7	130.3	46.6	176.8

Growth Costs

Improvement Fee

As mentioned previously, the methodology for establishing an improvement fee must demonstrate 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 development.

Improvement Project List

The cost of future capacity-increasing improvements (the improvement fee cost basis) is based on the SDC project list shown in Table A-1 of Appendix A. The TSP is the City’s adopted transportation infrastructure plan needed to support future growth. Therefore, the TSP projects provide the primary basis of the SDC project list. The projects included in the TSP were further evaluated for potential SDC funding as follows:

- Projects that have been constructed or are under construction are excluded from the improvement project list because they are included in the reimbursement fee list.
- Projects identified in adopted City plans that are being funded via the 2020 Transportation General Obligation (GO) Bond (“2020 GO Bond”), development contributions, or other agency funding or grants were excluded from the SDC list.
- Projects included in the City’s prior SDC update that are still planned but have not been completed and are not on the TSP list were added to the SDC project list.
- Projects that are unlikely to be funded through SDCs based on City practices and policies related to developer credits and proportionate share funding are excluded from the SDC project list.

Notably, prior funding allocations, especially the 2020 GO Bond, significantly reduced the overall project list and SDC funding needed to deliver the projects necessary to support growth within the UGB. Where developers are required to build improvements that are included on the project list as a condition of development approval, they will be potentially eligible for SDC credits, in accordance with the City’s policies identified in the Bend Municipal Code.

The project costs were also updated to reflect estimated cost inflation since the TSP was adopted in 2020. Specifically, the Engineering News Record (ENR) Construction Cost Index (CCI) 20-City average was used as a basis for cost escalation through January 2023 (index = 13,175).

Improvement Fee Cost Basis

Each improvement on the project list was reviewed in the context of the growth share framework discussed previously to determine the portion of costs that are SDC-eligible (i.e., increase capacity for future growth). Based on the SDC Statutes, an increase in system capacity may be established if a capital improvement increases the level of performance or service provided by existing facilities or provides new facilities.

Table 2-4 summarizes the future improvement costs and growth share (net of the other funding sources discussed previously) by major system component. Detailed project information, including description, growth share category, estimated cost, timing, and SDC-eligible share and costs are provided in Table A-1 (Appendix A).

Table 2-4. Improvement Fee Cost Basis

System Component	Improvement Cost ^a	Growth %	SDC-Eligible Growth Cost
Segments – Upgrade – Urban Standards	\$106,277,443	74%	\$78,440,835
Segments - Bike/Pedestrian	60,875,786	96%	58,234,981
Intersections	47,611,588	61%	28,939,229
ODOT	81,400,308	15%	11,832,431
UGB Expansion	50,654,769	83%	41,835,711
Total	\$346,819,894	63%	\$219,283,188

^a Excludes other project funding (e.g., 2020 GO Bond, developer funding, grants, etc.)

Adjustment for Prior SDCs Collected

As noted previously, the SDC project list includes projects that were on the City’s prior project list developed in 2011 as part of the last comprehensive methodology update. The future growth share of auto-related costs for these carryover projects excludes capacity costs attributable to 2010-2020 vehicle trip volumes, as estimated from the BRM. The City may expend SDC revenue (including improvement fee revenue previously collected) for these projects; however, the future growth share excludes these costs for purposes of developing the improvement fee cost basis.

Unlike auto-related costs, the determination of bike and pedestrian growth costs is not based on trip considerations for individual segments. For active modes, the SDC revenue collected previously has contributed to funding existing bike and pedestrian improvements that are included in the base year miles for the purpose of establishing the current LOS and the determination of existing (base year) development infrastructure needs. As was shown in Table 2-3, an allocation of 100 percent of the new bike and pedestrian facility capacity from the SDC project list is needed to recover a proportionate share of system capacity costs from future development consistent with the planned LOS for each type of infrastructure.

Summary of Future Growth Costs

As shown in Table 2-4, the total future growth share for improvement projects is \$219.3 million which is 63 percent of the total \$346.8 million of SDC project list costs.¹³

¹³ For reference purposes, the TSP estimates over \$750 million (in 2020 dollars) in local funding need (inclusive of SDCs, grants, and GO Bond and developer funding) over the 20 years to deliver all the recommended improvement projects.

Reimbursement Fee

Completed (Reimbursement) Project List

The reimbursement fee is based on a list of capital projects already constructed or under construction, with available capacity to serve future users. Table B-1 in Appendix B lists the projects and costs included in the reimbursement fee cost basis. The projects include multimodal roadway segment and intersection facilities constructed in whole or in part by City funds.

The determination of the growth share (shown for individual project costs in Table B-1) followed the same framework described previously, including weighting project costs by mode and evaluating capacity by segment or intersection for auto-related costs, and systemwide based on the planned LOS for active modes. Specific assumptions that pertain to the reimbursement list include the following:

- Segment data from both the 2019 BRM show Newport – Awbrey to Wall (project ST 0503) with no excess capacity; therefore, the auto portion of project costs are excluded from the reimbursement cost basis.
- The future growth share for completed bike and pedestrian projects is 76 percent, as the projects were 100% future growth on a previous version of the City’s project list. The 24 percent reduction is equivalent to the estimated population growth between 2010-2020, as a percentage of the total 2010-2040 population growth.
- Project costs for M-21 (27th St. – Reed Market Rd to Ferguson Rd are limited to the City’s share (credits) from a developer agreement, so are included at 100 percent of the oversizing costs.

Summary of Reimbursement Cost Basis

Table 2-5 summarizes the reimbursement cost basis. Recently completed projects along the Empire and Murphy corridors (shown in Table B-1) were funded by Full Faith and Credit bonds issued by the City, and improvement SDCs have been used to repay the growth-related debt service to date. The overall growth share of the Empire/Murphy projects is 57 percent. Future debt financing costs are discounted at 3.96 percent and the present value is \$26.3 million, of which \$15.1 million (57 percent) is included in the reimbursement SDC cost basis. Future debt costs will be paid from reimbursement fee revenues after the effective date of the new fee schedules based on this methodology.

Table 2-5. Reimbursement Fee Cost Basis

System Component	Acquisition Cost ^a	Growth % ^b	SDC-Eligible Growth Cost
Infrastructure Total	111,946,612	52%	\$57,697,299
Debt Financing Costs ^c	\$26,263,699	57%	15,059,442
Combined Infrastructure & Debt	\$138,210,311	53%	\$72,756,742

^a Excludes developer and other external funding.

^b See Table C-1 in Appendix C for project-specific growth percentages.

^c Present value of future interest costs associated with Empire/Murphy Full Faith and Credit bonds.

Compliance Costs

Local governments may spend SDCs on the costs of complying with the SDC Statutes. Compliance costs include costs related to developing the SDC methodology and project list, as well as compliance functions performed across several different City departments.

Table 2-6 shows the calculation of the estimated compliance costs based on the 20-year planning period. The estimated compliance costs include 35 percent of transportation system planning costs (associated with development of the project list and other information needed for the SDC methodology). Periodic updates to the project list and methodology are amortized over the planning period to determine the annual cost estimates.

Table 2-6. Compliance Costs

Cost Category (Example Costs)	Growth Cost
<i>Multi-System “Shared” Compliance Costs by Department (Annual)^a</i>	
Finance (Budgeting, accounting, reporting)	\$18,458
Planning (SDC calculations and credits)	\$21,716
Development Services (credits, website updates, updates)	\$361,653
Engineering (appeals, developer agreements)	\$5,883
Building Department (permit techs)	\$2,068
CEDD Administration (administrative support)	\$1,505
Office of Performance Management (software maintenance)	\$85,653
City Administration (legal review, code development, appeals)	\$80,806
SDC methodology updates ^b	\$42,857
Software modifications for updated SDCs ^b	\$2,369
<i>Total Shared Costs (Annual)</i>	\$622,969
<i>Total Shared Costs (20-Year)</i>	\$12,459,378
<i>Allocated Transportation System Compliance Costs (20-Year)</i>	
Transportation system planning (35 percent growth based on population) ^b	\$1,698,781
Transportation share of Multi-System Compliance Costs (50% of Total Shared Costs)	6,229,689
Total Transportation Compliance Cost (20-Year)	\$7,928,470

CEDD = Community and Economic Development Department

^a City of Bend estimates.

^b Assumes three updates amortized over planning period.

Unit Costs of Capacity

Table 2-7 summarizes the components of the SDC cost bases and the system-wide unit costs of capacity which are determined by dividing each cost basis component by the aggregate growth in trip-ends over the planning period from Table 2-1. These unit costs are then used to develop the SDCs for each development category, as described in Section 3.

Table 2-7. Unit Costs of Capacity

SDC Component	Units
<i>Growth (\$)^a</i>	
Reimbursement ^b	\$72,756,742
Improvement	\$219,283,188
Compliance	7,928,470
Total	\$299,968,400
<i>Growth Capacity (trip-ends)</i>	
	29,934
<i>Unit Cost (\$/trip-end)</i>	
Reimbursement ^b	\$2,430
Improvement	7,326
Compliance	265
Total \$/trip	\$10,021

^a From Tables 2-4 through 2-6.

^b Includes debt financing costs.



3. SDC Charge Basis

Introduction

Transportation SDCs are determined for individual developments based on the systemwide unit cost of capacity (cost per trip-end) presented in Section 2 and the estimated service requirements (trip-ends) of the development. The estimated number of trips generated is both a function of the type of land use and the scale of the development. The SDC schedule establishes the charges that will be assessed for each land use category and the units of measure that will be used to determine the development scale and total SDCs owed.

The transportation SDC schedule based on this methodology and project list is shown in Appendix C (Table C-1).

This section describes the determination of SDC categories and the estimated service requirements (trip-ends) for each category.

Transportation SDC Categories

As discussed in Section 1, a primary objective of the updated SDC methodology framework is greater efficiency and consistency in how SDCs are determined across the City's water, sanitary sewer, and transportation systems. Establishing a limited number of land use categories with individualized fees is key to enhanced administrative efficiency and clarity. Part of the efficiency gained from this type of approach is a reduction in the number of SDC reassessments for commercial and industrial tenant improvements (TI) for changes in use alone. A methodology with fewer distinct SDC categories may also make it easier for developers to estimate charges for a particular project, as the overlap between categories is reduced.

Historically, the practice of disaggregating land uses for SDC assessment (particularly for transportation systems) had been driven by the inclusion of dozens of different categories in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* that is used by most local governments to estimate trip making characteristics for different land uses. However, the quantity of studies that form the basis for the trip estimates vary across land use categories and the rates for many categories may be based on outdated studies. Furthermore, the BRM used to develop the transportation SDC project list uses highly aggregated land use types (e.g., industrial, retail, office, schools) for trip estimating purposes. As indicated in *Proportionate Share Impact Fees and Development Mitigation*:

An alternative approach is to use a smaller number of broader, more generalized nonresidential categories. Having learned that attempts to enumerate every possible land use in the fee schedule is both unnecessary and overly complicated, many communities are now moving in this direction.¹⁴

Therefore, consistent with current industry practice and the City's policy and planning framework, the SDC schedule shown in Table C-1 consolidates similar uses into eight (8) primary residential and about two dozen primary nonresidential SDC categories. Sample development types and descriptions of each category are also provided in Appendix C. Many of

¹⁴ "Arthur C. Nelson, James C. Nicholas, Julian Conrad Juergensmeyer, and Clancy Mullen, *Proportionate Share Impact Fees, and Development Mitigation* (Routledge, 2023), 128.

the category definitions are based on the ITE *Trip Generation Manual, 11th edition*. These categories will be included in the City’s adopted fee resolution. The City may periodically review, and update SDC category definitions included in the City’s SDC fee resolution(s) as needed to reflect more current editions of the ITE manual and evolving land use types and forms developing in the City. Such updates will not be considered changes to this methodology.

Residential Categories

Table 3-1 shows the residential SDC categories included in the SDC methodology framework. Single unit (detached and attached units on individual lots or parcels) and middle housing with two-four units (e.g., duplex, triplex, quadplex, cottages, and townhomes) are combined for SDC assessment purposes and will be charged according to tiers based on size of living area of the unit. Under Oregon House Bill 2001 (2019) and the City’s development code, any lot zoned for single unit detached housing may also be developed with up to four units (attached or detached), so combining these housing types is administratively straightforward, and a tiered structure enhances equity within the overall category, as it scales the SDC in proportion to transportation service requirements.

Table 3-1. Residential SDC Categories^a and Service Requirement Measure

SDC Category	Unit of Measure
<i>Single Unit & Middle Housing</i>	
Living Area Tiers	Dwelling Unit
Tier 1 (<600 SQ FT)	Dwelling Unit
Tier 2 (601-1200 SQ FT)	Dwelling Unit
Tier 3 (1201-1600 SQ FT)	Dwelling Unit
Tier 4 (1601-2200 SQ FT)	Dwelling Unit
Tier 5 (2201-3000 SQ FT)	Dwelling Unit
Tier 6 (>3001 SQ FT)	Dwelling Unit
<i>Multi-Unit Housing</i>	
Housing >4 units	Dwelling Unit
Manufactured Dwelling Park, per pad	Dwelling Unit/Pad
Micro-Units/Single Occupancy	Dwelling Unit
Dormitories ^b	Not Applicable
Attached Sr. Housing (55+ restricted, no care)	Dwelling Unit
<i>Other Housing</i>	
Continuing Care Facility ^c	Units
Accessory Dwelling Unit	Dwelling Unit

^a Single unit housing includes manufactured homes (up to 3) on single lots and senior detached housing. Middle housing = 2-4 dwelling units on one lot, including townhomes and cottage housing, as defined in the Bend Development Code. Full category descriptions are included in Appendix C and controlling definitions are found in the City’s adopted fee resolution.

^b On-campus housing units (e.g., dormitories) are not assessed a separate transportation SDC. Trips are included in the nonresidential trip rates for colleges and universities. Such housing is charged water and sewer SDCs.

^c Units include a mix of beds and dwelling units in these facilities.

Scaled SDCs that charge lower fees for smaller homes and higher fees for larger homes are a way to capture different system impacts and balance the City's housing affordability objectives with the need to fund infrastructure.¹⁵ For residential development, U.S Census data generally show a relationship between the size of the dwelling unit and the number of occupants which is a factor in demand for most types of infrastructure. Regional travel surveys show increases in trips generated as the number of occupants in the home increases, and the number of occupants generally is assumed to increase as the size of a unit increases.

Multi-unit development categories include multiple unit housing (more than four units on a single lot or parcel) and special categories for small multiple-unit developments (micro or single occupancy units), and age-restricted senior housing without care facilities. With the exception of dormitories (which are not assessed a separate transportation SDC), a uniform SDC per dwelling unit applies within each category due to the relatively limited size variations (compared to single unit and middle housing units), the additional complexity of measuring individual units in larger scale multi-unit development, and affordability concerns for family-sized units.

Other housing categories are limited to continuing care facilities (defined as facilities that provide a continuum of housing types along with medical care facilities and other amenities such as dining) and accessory dwelling units (ADUs).

Nonresidential Categories

Table 3-2 shows the nonresidential SDC categories and units of measure included in the transportation SDC methodology framework. The determination of nonresidential categories began with an analysis of the City's existing categories for transportation and sewer SDCs which included dozens of land use types.

Standard Categories

As shown in Table 3-2, the revised nonresidential SDC framework includes standard categories that will be charged based on gross square feet (SQ FT) of building area (consistent with the water and sewer SDC methodologies). The area of greatest consolidation of land uses is within the area of retail and services. The "Retail/Services" categories shown in Table 3-2 apply to most forms of retail and service establishments, including stand-alone developments and those that are part of an integrated group of commercial establishments (e.g., shopping centers, "strip" retail, and retail space within a mixed-use building).

The two (2) Retail/Service category tiers shown in Table 3-2 are based on the ITE *Trip Generation Manual*, 11th Edition "shopping" category that establishes trip rates based on the development scale (as measured by gross SQ FT of building area¹⁶). For purposes of determining the applicable tier for a development, the building area of the individual establishment will be used, unless the development is part of an "integrated group",¹⁷ in which case the total building area for the group will be used.

¹⁵ As noted in *Proportionate Share Impact Fees and Development Mitigation*: "Moreover, when calibrated to reflect the costs of housing – where smaller homes on smaller lots in areas that cost less to serve are assessed at a lower value than larger homes on larger lots – impact fees can improve housing affordability.", xxxv.

¹⁶ The SQ FT measurement does not include any area for structured or surface parking nor does it include outdoor dining areas.

¹⁷ Integrated development is defined as a development that is planned or developed as a unit with features such as shared parking or access. See Appendix C for full definition.

Table 3-2. Nonresidential SDC Categories and Service Unit of Measure

SDC Category	Unit of Measure
<i>Standard Unit Categories</i>	
Industrial/Manufacturing ^a	1,000 SQ FT
Warehouse/Storage/Distribution Center	1,000 SQ FT
Movie Theater	1,000 SQ FT
Indoor Fitness & Recreation	1,000 SQ FT
Church/Religious Organization	1,000 SQ FT
Hospital	1,000 SQ FT
Medical - Dental - Vet Office ^b	1,000 SQ FT
General Office	1,000 SQ FT
Stand-Alone Retail/Services with >50% Floor Area Warehouse/Storage	1,000 SQ FT
Retail/Services & Integrated Dev. ^c Over 150K SQ FT (Tier 2)	1,000 SQ FT
Retail/Services & Integrated Dev. ^c Less than 150K SQ FT (Tier 1)	1,000 SQ FT
Super Store (with or w/out membership or discount) ^a	1,000 SQ FT
Car Sales ^a	1,000 SQ FT
Supermarket ^a	1,000 SQ FT
Convenience Store	1,000 SQ FT
Furniture Store	1,000 SQ FT
Bank/Financial Institution	1,000 SQ FT
Restaurant (Table Service)	1,000 SQ FT
Quick Service Restaurant ^a	1,000 SQ FT
<i>Special Unit Categories</i>	
Public Park, Private/Public Golf Course, Common Area ^a	Acre
Childcare (presently exempted in methodologies)	Child
School K-12	Student
College/University	Student
Gas Sales/Service Station ^a	Fuel/Service Position
Car Wash (Manual and Automated) ^a	Bay
Hotel/Motel/RV Park ^a	Room or Space
RV Dump Station (for Park or Public) ^d	Not Applicable

NOTE: See category definitions in Appendix C and the City's adopted fee resolution.

^a Individual category applies even if use is part of an integrated development. For Quick Service Restaurants, only those with a drive-thru will be charged based on individual category, even if included in an integrated development.

^b Medical-Dental offices w/in hospital campus included in Hospital category. Medical-Dental offices in the Medical Overlay District (defined in BDC Chapter 2.7 Article IV) have a separate rate.

^c Integrated development is defined as a development that is planned or developed as a unit with features such as shared parking or access.

As defined by ITE, typical uses in the shopping (retail/services) categories include both retail merchandising and other types of services, like restaurants. Larger scale shopping centers may also include establishments beyond retail merchandising, like office space, movie theaters, post office, bank, health club, and recreation facilities. Therefore, the retail/services category appropriate for the overall (i.e., integrated) development scale will generally apply to all the different uses within the integrated group, except the following which will be charged based on the individual category trip rates and SDCs shown in the fee schedule:

- Industrial/manufacturing
- Hotels and other tourist accommodations
- Parks
- Quick-service restaurants with drive-throughs
- Super stores
- Supermarkets
- Car washes
- Gas sales/service stations
- Car sales

Individual category rates listed in the SDC schedule (e.g., Medical – Dental - Vet Office, Indoor Fitness and Recreation, General Office, Movie Theater, etc.) in Appendix C will generally apply in any case where the land use is the primary use.¹⁸ For Retail/Service uses that have greater than 50 percent floor area used for warehouse/storage, a separate category (and SDC) is provided due to the different service requirements of these mixed uses.

In addition to Retail/Services, other categories that reflect consolidation of similar land uses include:

- Industrial (manufacturing and light industries)
- Warehouse, storage, and distribution centers
- Indoor fitness and recreation (recreation and fitness centers, spas, etc.)
- Office (all multi-tenant, single tenant, business and office parks, and research and development offices)
- Education (K-12)
- University/College/Community College
- Parks (local, regional, and other public parks)
- Super store (free standing super stores with and without membership and discount and discount clubs)
- Bank (walk in and drive in)
- Quick Service Restaurants (fast food, coffee/donut shops, and higher turnover establishments with counter service, with and without drive-thru)
- Restaurant (eating and drinking places with table service)

¹⁸ Refer to the Bend Development Code for definitions of “use, primary” and “use, secondary”, to determine appropriate categories.

- Gas sales/service stations (applies to all types with and without convenience markets, and charged based on fueling positions or service bays)
- Lodging (hotel, motel, and other overnight tourist accommodations)
- Car washes (automated and self service)

Special Categories

As shown in Table 3-2, there are several uses (e.g., schools, gas sales/service stations, car washes, lodging, and outdoor parks and golf courses) that will be charged based on units of measure other than building area (e.g., acres, students, rooms, etc.), consistent with available ITE data and best practices for SDC assessment.

Transportation System Service Requirements

General Approach

As discussed in Section 2, a primary planning consideration for transportation system infrastructure is the trip generation during the PM peak hour (as defined one hour between 4:00 PM and 6:00 PM). Trip-end rates for the SDC categories are derived from national data published by ITE, and in some cases (i.e., residential scaling) reflect local and regional data sources. The ITE information provided in this report reflects the *Trip Generation Manual, 11th edition*. The City may update the trip rates that form the basis of the SDC schedule shown in Appendix Table C-1 as new editions of the manual are published, consistent with industry best practices. Such City updates may be by resolution, with adoption of the City's SDC fee schedule, and will not be considered updates to the methodology.

Residential Service Requirements

Single Unit and Middle Housing

Home-Based Trip Rates by Dwelling Size

While ITE trip generation information is currently limited to average trips per dwelling unit by dwelling *type*, local and regional survey data on home-based trip generation by number of occupants provide a basis for estimating *relative* trip rates for single unit and middle housing dwellings based on household *size*. For this study, data from the Oregon Household Activity Survey (OHAS)¹⁹ was reconciled spatially with local tax lot information to determine estimates of home-based trip rates²⁰ by dwelling unit living area. Figure 3-1 shows the home-based PM peak²¹ vehicle trips per unit for single unit housing units across the full spectrum of unit sizes

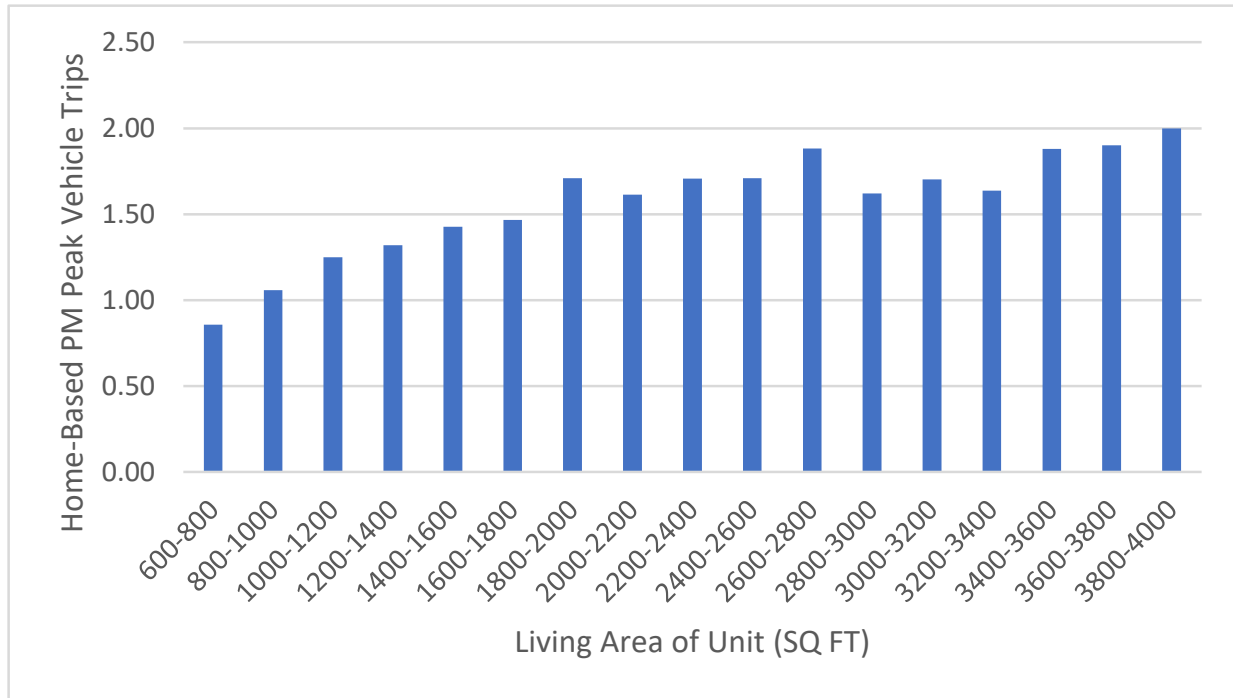
¹⁹ The most recent OHAS data edition (2009-2011) includes a sample of 998 single unit dwellings in Deschutes County. To increase the sample of customers across a broader spectrum of house sizes, the Deschutes County sample was merged with additional samples from other Oregon counties including Linn County (434 households) and households from Clackamas, Washington, and Multnomah County samples within similar a square footage of living area range (200-10,000 square feet range) and in block groups with similar development densities--< 6 households per acre as identified in the 2021 EPA Smart Location Database.

²⁰ Home-based trip rate data from OHAS capture only a household's travel—trips made by individuals within the household during the specific observation period (as captured by a travel diary of individual households sampled). On the other hand, ITE trip rates may include other trips, such as deliveries and visitors to the house that may also occur during the same data collection period.

²¹ The ITE trip generation methodology defines the PM peak as representing the maximum contiguous hourly demand of trip ends to or from the development captured within the PM peak window (e.g., 4-6 PM or 4-7 PM). Travel surveys are intended to capture variation across different types of households spread across the region and/or state, which means the definitions of trip rates and peak hour are also related but different. Here, the use of OHAS provides an opportunity to capture *relative* variation in average rates across the peak hour to *adjust* ITE's rates. Therefore, we define the OHAS trip rate as including all trips defined as home-based and where at least one of the trip ends either departs and/or arrives during the 4-7 PM window. While this definition is broader than ITE's to capture and compare the variation associated with living area, we use these rates to *adjust* ITE's rates and not for direct estimation.

where sufficient data observations were available.²² While the general trend shows an increase in trip rates as size of dwelling increases, there is variability within some size categories, which may be attributable to relatively smaller sample sizes (particularly in categories above 2,800 SQ FT) and other factors.

Figure 3-1. Single Unit Home-Based PM Peak Vehicle Trips per Unit by Size of Unit (SQ FT of Living Area)^a



^a OHAS 2009-11 data sample for Deschutes, Linn, and Clackamas, Washington, and Multnomah County samples within a similar square footage of living area range (200-10,000 square feet range) and in block groups with similar development densities--< 6 households per acre as identified in the 2021 EPA Smart Location Database. Excludes ranges with <36 observations.

Home-Based Trip Rates by SDC Tier

Development of SDC tiers, where each tier includes a range of dwelling sizes, is a way for the SDCs to reflect the general relationship between trip generation and dwelling size, and to overcome variability in observations that are present within some tighter ranges of dwelling sizes. A tier structure also provides an administratively straightforward way to charge SDCs that may be applied across infrastructure systems (transportation, sewer, and water).

Several tier options were considered before the six-tier structure shown in Table 3-1 was selected as the preferred option by a majority of stakeholders. Initially, two scaling options were developed using a five-tier structure. A five-tier structure is currently used by the Bend Park and Recreation District (BPRD) for SDC purposes; however, the BPRD tiers (defined through an earlier SDC methodology development process) are not consistent with the City’s current development code as it applies to small dwelling units and alternative housing types.

Specifically, the City’s current development code²³ defines some small dwelling unit types (e.g., cottage housing) as structures between 600 SQ FT and 1,200 SQ FT, while BPRD’s SDC structure has tier cut-offs at 500 SQ FT and 1,000 SQ FT. The recommended tier structure includes cut-offs at 600 SQ FT and 1,200 SQ FT for consistency with the City’s current development code.

²² Even with the multi-county data set, very small (<600 SQ FT) and large (>4,000 SQ FT) homes subcategories are underrepresented (have <36 observations) in the sample.

²³ Bend Development Code BDC 3.8.300.

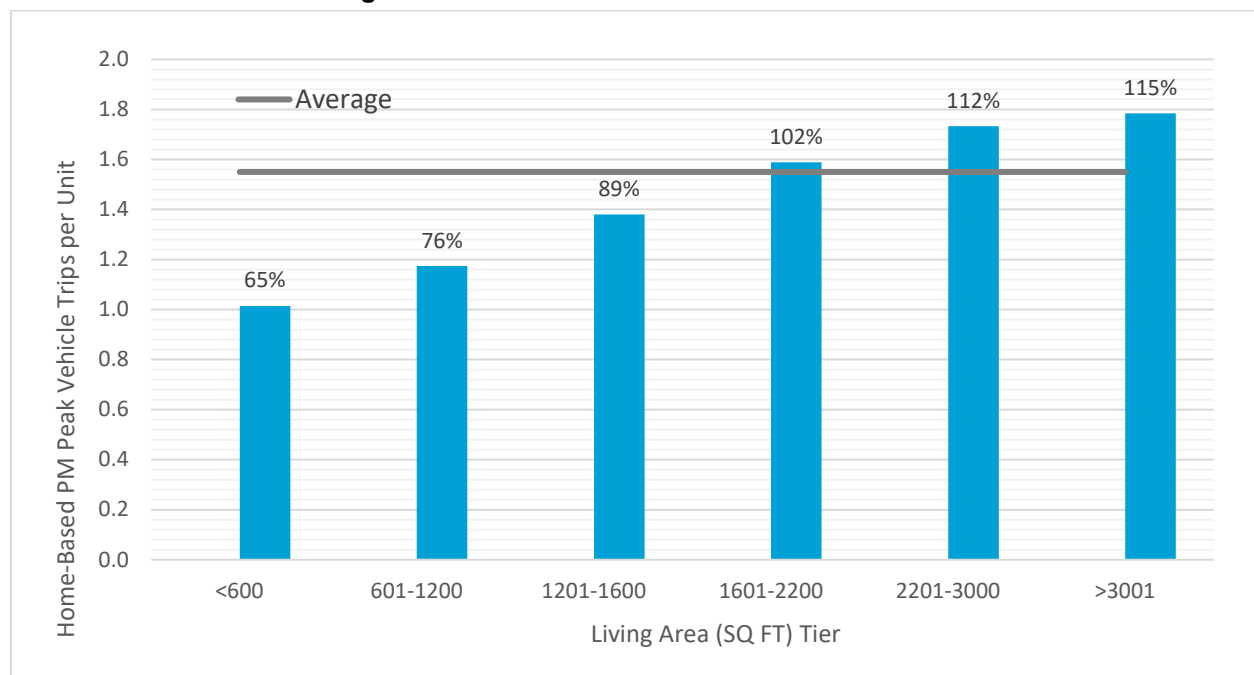
Furthermore, at the suggestion of members of the SDC stakeholder group, a sixth tier was developed to provide additional incentives on the lower end of the dwelling size range, compared to the five-tier options. Specific breakpoints for the tiers were selected based on both consideration of average trip rate differences between tiers, and the development code considerations.

Figure 3-2 shows the average home-based trips for each SDC tier of the selected structure based on the OHAS data analysis. To determine the average trip rates for each SDC category, the trip rates by 200 SQ FT increments (shown in Figure 3-1) were weighted by the proportion distribution of dwelling sizes in Bend, as estimated from City utility billing and Deschutes County property information data. This allows the average trip rates for each tier to better reflect the aggregate distribution of dwelling sizes observed in Bend.

To estimate the trip rate for Tier 1 “<600 SQ FT” (which had the smallest number of data observations in the OHAS/tax lot sample), a slightly modified approach was used. Because the OHAS data can provide average home-based trip rates based on the number of occupants in the dwelling, the average number of trips for the Tier 1 dwelling unit category were estimated as follows:

- 1) The average number of bedrooms per dwelling was determined for existing <600 SQ FT dwellings from utility account and property information provided by the City.
- 2) The number of occupants per dwelling by bedroom count per dwelling was estimated based on U.S. Census data.²⁴
- 3) Finally, the average number of trips per unit was forecast based on the average number of occupants per unit (1.46 estimated from steps 1 and 2) and OHAS trip rates²⁵ by dwelling unit occupants (0.71 and 1.37 trips per for 1-person and 2-person households, respectively).

Figure 3-2. Single Unit Average Home-Based PM Peak Hour Vehicle Trips per Unit by SDC Living Area Tier and Overall Average



²⁴ Census 2019 (5-year) PUMS microsample including Deschutes, Linn, and East Lane areas.

²⁵ Using the same definition as the broader OHAS analysis of trip rates for single unit homes.

Percentages reflect the relative trips by living area tier compared to the overall average trips (1.55). The relative percentages by tier are used to adjust single unit dwelling ITE trip rates in Table 3-5.

The relative percentages shown in Figure 3-2 represent the estimated number of home-based trips taken during the observation period by different dwelling sizes, relative to the trip rate estimated for the average sized dwelling (2,020 square feet for single units, based on information provided by the City).

For middle housing, a home-based trip estimation process that requires reconciliation of tax lot information with OHAS data (as was used for single unit housing) is complicated by several factors, most importantly limitations on tax lot data reporting for multi-unit housing. Therefore, the process for developing home-based trip estimates by SQ FT tier followed a similar approach used for the very small (<600 SQ FT) single unit dwellings, starting with the OHAS data on trips by number of dwelling occupants, and then proceeding with the following steps:

- 1) The distribution of number of occupants per dwelling by SQ FT category was estimated from U.S. American Housing Survey (AHS) data.²⁶
- 2) The average number of home-based trips per unit by AHS dwelling SQ FT category was then estimated based on the average number of occupants per unit and OHAS trip rates by occupants per unit.²⁷

Table 3-3 shows the estimated middle housing home-based vehicle trips per dwelling unit by living area category as defined in the AHS data. Because the dwelling size category ranges provided by the AHS differ slightly from the selected SDC tiers, the SDC trip rates for each tier were interpolated from AHS tiers based on the midpoint of each category. The trip factor was then calculated as a ratio to the estimated trip rate in the middle category, which includes the average estimated size of middle housing units as shown in Table 3-4.

Table 3-3. Middle Housing Home-Based Trips per Dwelling by AHS SQ FT Category

Dwelling Size Category (AHS) ^a	Midpoint (SQ FT)	PM Peak Trips per Unit ^b
<500 SQ FT	250	0.74
500-749 SQ FT	625	0.75
750-1000 SQ FT	875	0.84
1000-1500 SQ FT	1250	0.89
>1500 SQ FT	1750	0.92
<i>Average</i>	<i>900</i>	<i>0.84</i>

^a From American Housing Survey (2017, Pacific Census Region, All middle housing).

^b Estimated from OHAS (2009-2011 sample) and AHS data.

²⁶ American Housing Survey (2017, Pacific Census Region, all multi-unit housing).

²⁷ The definition of peak hour trip rates is similar to single unit, but the observations (N=367) included any households from Deschutes, Lane, and Linn County and only those listed as multi-unit (Duplex, 3+ units).

Table 3-4. Middle Housing Home-Based Trips per Dwelling Interpolated by SDC SQ FT Category

Dwelling Size Category (SDC)	Midpoint (SQ FT)	PM Peak Home-Based Trips per Unit ^a	Estimated Middle Housing Trip Factor
<600 SQ FT	300	0.74	0.88
601-1200 SQFT	900	0.84	1.00
>1200 SQFT	1700	0.92	1.09

^a Interpolated by AHS category rates in Table 3-3.

Estimated ITE Trip Rates by SDC Tier

It is important to note that there are differences in the way trips are measured between ITE trip rates and the OHAS home-based trip rates shown in Figures 3-1 and 3-2 and Tables 3-3 and 3-4. First, the OHAS data capture only a household's travel—trips made by individuals within the household during the specific observation period (as captured by a travel diary of individual households sampled). ITE trip rates may include other trips, such as deliveries and visitors to the house that may also occur during the same data collection period. Second, the OHAS trip rates capture a slightly broader definition including all home-based trips that include either trip end (arrival, departure) occurring during the PM peak travel (4-7 PM rather than 4-6 PM). Using the broader PM peak definition in OHAS allows better estimation of *relative* impacts of dwelling size, which are used to adjust (not replace) ITE trip rates.

The home-based trips rate adjustment factors by SDC tier presented in Figure 3-2 (single unit) and Table 3-4 (middle housing) are applied to the ITE trip rates for each dwelling type to estimate ITE trip rates for each SDC tier, as shown in Table 3-5.

Table 3-5. Single Unit and Middle Housing Service Requirements per Dwelling Unit

System Component	Single Unit ITE Trip Adj. Factor ^a	Estimated Single Unit ITE Trips & (Proportion of Agg. Category) ^b	Middle Housing ITE Trip Adj. Factor ^a	Estimated Middle Housing ITE Trips & (Proportion of Category) ^b	Aggregated Single and Middle ITE Trips per Dwelling Unit
Average ITE Trip Rate^c		0.94		0.57	0.92
Living Area Tiers					
Tier 1 (<600 SQ FT)	0.65	0.62 (55%)	0.88	0.50 (45%)	0.56
Tier 2 (601-1200 SQ FT)	0.76	0.71 (72%)	1.00	0.57 (28%)	0.67
Tier 3 (1201-1600 SQ FT)	0.89	0.84 (93%)	1.09	0.62 (7%)	0.82
Tier 4 (1601-2200 SQ FT)	1.02	0.96 (99%)	1.09	0.62 (1%)	0.96
Tier 5 (2201-3000 SQ FT)	1.12	1.05 (100%)	1.09	0.62 (0%)	1.05
Tier 6 (>3001 SQ FT)	1.15	1.08 (100%)	1.09	0.62 (0%)	1.08

^a Trip adjustment factors reflect estimated home-based trips per dwelling unit by tier, relative to estimated trips for the average size unit, as shown in Figure 3.2 and Table 3-4.

^b Single unit and middle housing trips based on ITE codes 210 and 215, respectively. Category weights represent the distribution of dwelling sizes in Bend based on utility billing and tax lot data.

^c ITE *Trip Generation Manual (11th Edition)*. Square footage information is not available in this manual. This row provides the average ITE rates which are used to estimate the trip rates by SDC living area tier based on the calculated OHAS home-based trip adjustment factors.

Up to this point, single and middle housing trip rates were estimated separately. However, because single and middle housing is combined for SDC assessment purposes due to how these unit types are regulated under the City’s current development code, the estimated ITE trips by tier for each housing type (single, middle) are then aggregated based on the relative proportion of existing housing units in each category. Because the average unit size for middle housing (approximately 900 SQ FT) is significantly smaller than single unit dwellings (approximately 2,000 SQ FT), the tier adjustment factors are applied uniformly to categories above 1,200 SQ FT to determine the aggregated trip rates for single unit and middle housing shown in Table 3-5.

Multi-Unit and Other Housing Requirements

Trip generation rates for multi-unit and other housing units based on published ITE and other data are shown in Table 3-6. For micro-units, the trip rate for ITE category 220 (0.51) is adjusted based on the ratio of average occupants for a studio dwelling with 0 bedrooms (1.10 persons) relative to the overall attached housing average (1.78 persons) from U.S. Census data for Deschutes County.²⁸

Accessory dwelling unit average service requirements are estimated based on the change in trip rate for each one-step increase in the single unit and middle housing tier structure shown in Table 3-5. ADUs are limited in the Bend Development Code (BDC) to a maximum of 800 SQ FT. Therefore, in many cases, the SQ FT added by an ADU would increase the overall development scale (primary unit and ADU combined) by one tier (which represent 600-800 SQ FT increments). Therefore, the estimated trip rates reflect the average of these one-step increments. Charging ADUs based on a uniform average per dwelling unit provides administrative efficiency and clarity for customers.

Table 3-6. Multi-Unit and Other Housing PM Peak Hour Trips Rates per Dwelling Unit

System Component	ITE Code	Trip Rate/ Unit ^a
Multi-Unit Housing		
Housing >4 units	220	0.51
Manufactured Dwelling Park, per pad	240	0.58
Micro-Units/Single Occupancy ^b	na	0.31
Dormitories ^c	na	na
Attached Sr. Housing > 4 units (55+ restricted, no care)	252	0.25
Other Housing		
Continuing Care Facility	255	0.19
Accessory Dwelling Unit ^d	na	0.10

ITE = Institute of Transportation Engineers, na = not applicable

^a Primary source is ITE Trip Generation Manual, 11th edition.

^b Housing >4 units rate X 0.61 (1.10 persons per unit avg. occupancy for 0- bedroom units/1.78 avg. occupancy for all multi-units).

^c Individual housing units not assessed transportation SDCs.

^d Average of trip rate increases for each 1-tier increment for single unit and middle housing SDC structure.

²⁸ 2020 American Community Survey Public Use Microdata Sample (PUMS) for Deschutes County. (PUMS Microdata Area 00400)

Nonresidential Service Requirements

For nonresidential categories service requirements reflect ITE trip data for one or more uses within the consolidated categories. In some cases, the trip rate for a consolidated category (for example, the warehouse/storage/distribution center category) is based on an average of the individual land use trip rates. However, for many of the land uses in ITE, the trip rates are not well correlated, often due to very small sample sizes. In cases where data quality differs across land uses within a consolidated category, the selected trip rate is based on the use with the best data available (e.g., largest sample size) or otherwise best representative of system impacts of different uses in Bend's local context.

It is standard practice for calculating transportation SDCs to include adjustments to trip rates for pass-by and diverted linked trips for some land uses. 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 quick service 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.

Similarly, a diverted linked trip is another type of non-primary trip but in this case the motorist diverts 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.

Vehicle trip rates (based on the PM peak hour) and primary trip adjustments (for excluding both pass-by and diverted link trips) are shown in Table 3-7. Both trip rates and adjustments for different land uses are derived from data published by the ITE.

Table 3-7. Nonresidential SDC Categories Service Requirements per Unit

SDC Category	Basis for Rate (ITE Code) ^a	Trip Rate per Unit ^a	% New Trips ^a	New Trips per Unit
<i>Standard Categories (per 1,000 SQ FT Building Area)</i>				
Industrial/Manufacturing ^b	Avg 110/140	0.70	100%	0.70
Warehouse/Storage/Distribution Center	Avg 150/151/155	0.16	100%	0.16
Movie Theater	445	6.17	100%	6.17
Indoor Fitness & Recreation	Avg 492/495	2.98	100%	2.98
Church/Religious Organization	560	0.49	100%	0.49
Hospital	610	0.86	100%	0.86
Medical - Dental - Vet Office ^c	Avg 630/640/720	3.72	100%	3.72
General Office	710	1.44	100%	1.44
Stand-Alone Retail/Services with >50% Floor Area Warehouse/Storage	820	3.40	43%	1.46
Retail/Services & Integrated Dev. Over 150K SQ FT (Tier 2)	820	3.40	43%	1.46
Retail/Services & Integrated Dev. Less than 150K SQ FT (Tier 1)	Avg 821 (w/out grocery)/822	5.89	43%	2.54
Super Store (with or w/out membership & discount) ^b	Avg 813/857	4.26	69%	2.92
Car Sales ^b	841	3.75	100%	3.75

SDC Category	Basis for Rate (ITE Code) ^a	Trip Rate per Unit ^a	% New Trips ^a	New Trips per Unit
Supermarket ^b	850	8.95	48%	4.30
Convenience Store	851	49.11	45%	7.86
Furniture Store	890	0.52	47%	0.24
Bank/Financial Institution	911	12.13	45%	5.46
Restaurant (Table Service)	931	7.80	30%	2.34
Quick Service Restaurant ^b	933	33.21	26%	8.63
Special Unit Categories (Units Vary)				
Public Parks, Private/Public Golf Course, Common Area ^b (Acre)	411	0.11	100%	0.11
Childcare (presently exempted in methodologies) (Child)	565	0.79	100%	0.79
Schools K-12 (Student)	Avg 520/522/525	0.15	100%	0.15
College/University (Student)	Avg 540/550	0.13	100%	0.13
Gas Sales/Service Station ^b (Fueling/Service Position)	946	13.91	12%	1.67
Car Wash ^b (Bay)	947	5.54	100%	5.54
Hotel/Motel/RV Park ^b (Room or Space)	310	0.59	100%	0.59
RV Dump Station	na	na	na	na

ITE = Institute of Transportation Engineers, na = not applicable

^a ITE Trip Generation Manual, 11th Edition.

^b Individual category rates apply even if use is part of an integrated development.

^c Medical-Dental-Vet offices w/in hospital campus use Hospital trip rate. For Medical-Dental-Vet offices in the Medical Overlay District (BDC Chapter 2.7 Article IV) use ITE 720 w/in or near hospital campus rate of 2.84.

SDC Schedule

The SDC for each development category is determined by multiplying the system-wide unit cost from Table 2-7 by the service requirement per unit for each SDC category as presented in Tables 3-5 through 3-7. Table C-1 in Appendix C provides the SDC schedule for each category based on the methodology framework outlined in Sections 1-3 and the SDC project list presented in Appendix A.

Urban Rate Area SDC

The City's growth framework includes a focus on walkable mixed-use redevelopment in certain areas, to reduce reliance on vehicles (Opportunity Areas identified in the 2016 Comprehensive Plan, but also may be other areas such as future Climate Friendly Areas). Based on ITE trip generation data, vehicle trip rates for some land uses²⁹ are lower by 20-40 percent in more densely developed, mixed use areas compared to the same types of development in suburban/urban locations.

²⁹ For example, ITE code 221 multifamily mid-rise and code 710 general office, have dense urban area rates that are at least 30 percent lower than similar uses in general urban contexts.

Furthermore, the shift to nonmotorized modes may result in infrastructure costs savings in the longer-term, as walking, biking, and transit trips require less physical space along a corridor. Consistent with the City’s policy and planning framework and the practices of other cities, the SDC schedule in Appendix C (Table C-1) includes an Urban Rate Area SDC rate for qualifying categories and developments.

The Urban Rate Area SDCs reflect a trip rate reduction of 30 percent compared to the trip rates shown in Tables 3-6 and 3-7 for the qualifying land use and development types. Requirements for the Urban Rate Area SDC will be as provided in the adopted fee schedule. To qualify, a development must be three stories minimum, and the first floor must be “commercial-ready”. The Urban Rate Area SDC is not applicable to single unit and middle housing and auto dependent or oriented ground floor retail, as defined by City of BDC (Section 1.2):

- Automobile-dependent use means automobiles and/or other motor vehicles are served by the use and the use would not exist without them, such as vehicle repair, gas station, car wash or auto and truck sales.
- Automobile-oriented use means automobiles and/or other motor vehicles are an integral part of the use, such as drive-up, drive-in, and drive-through facilities.

Auto-dependent SDC categories include, bank (if drive-up), car sales, service station/gas stations, car wash, and quick service restaurant (if drive through).

The City will specifically define locations eligible for the Urban Rate Area SDCs through the Bend Municipal Code or other regulations which may include the SDC fee resolution. A map of the initial SDC Urban Rate Areas is provided in Appendix E. These areas were selected as areas where specific planning and/or regulations require or promote mixed use development that reduces vehicular traffic, shortens trips, and provides for walking, biking, and transit as primary modes of transportation for residents and visitors, as demonstrated in the Bend Comprehensive Plan Chapter 11 and implementing provisions of the BDC for these areas. In the future, the Urban Rate Area may be extended to Climate Friendly Areas (CFA) as defined through future Climate Friendly and Equitable Community (CFEC) analysis and other areas where specific planning and/or regulations require or promote similar development attributes.

Alternative SDC Calculations

The transportation SDC categories are intended to broadly capture the types of development projects in Bend. However, there will likely be instances where a development does not fit an established category, even with the broad definitions included in Appendix C. In those cases, the City will either determine the most applicable category for the use or a developer may elect to submit a traffic impact analysis consistent with the parameters outlined in the City Code. The option to perform a traffic impact analysis only applies if the development does not fit the broad definition of an established category on the adopted SDC fee schedule.

Future Project List and Inflationary Adjustments

As allowed by SDC Statutes, the City may annually update the SDCs adopted by resolution based on application of an independent cost index and may apply the independent cost index to capture increased costs between the date of the last inflationary adjustment of this methodology (January 2023) and the effective date of the fee schedule adopted by Council based on this methodology. The City will use information published by the Engineering News Record (ENR) Construction Cost index to determine the annual inflationary adjustment, or other index identified in the Bend Municipal Code.

Furthermore, as provided in ORS 223.309, the City may modify the project list shown in Table A-1 (also adopted by resolution) at any time. If a change in the project list will result in an increase to the SDCs, the City must also provide notification and review opportunities for the updated SDC schedule and project list.

Future inflationary adjustments, and updates to the SDC project list that do not result in an increase to the SDC schedule, do not require revision to this methodology report.



Appendix A – Transportation SDC Project List

Table A-2. Transportation SDC Project List

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
Segments									
M-1	Galveston Avenue - 14th Street to Riverside Blvd	Multi-modal transportation improvements to improve ped, bike, and vehicular connectivity in Galveston Avenue corridor.	Upgrade - Urban Standards	Near-Term	\$4,642,029	65%	\$3,013,422	65%	\$3,013,422
M-18	Eagle Road - Neff Road to Bulter Market	Upgrade existing local road to urban collector standards - adding bike/ped	Upgrade - Urban Standards	Long-Term	\$16,704,961	75%	\$12,498,237	75%	\$12,498,237
M-19	Knott Road - China Hat Road to 15th Street including Canal Crossing	Upgrade existing county road to urban standards - adding ped	Upgrade - Urban Standards	Long-Term	\$18,805,419	75%	\$14,019,846	75%	\$14,019,846
C-3	O.B. Riley Road - Hardy Rd to Archie Briggs Rd	Upgrade existing county road to urban standards - adding bike/ped	Upgrade - Urban Standards	Near-Term	\$8,539,489	80%	\$6,820,271	80%	\$6,820,271
C-23	18th Street - Empire Ave to Cooley Road	Expand from 2-lane to 3-lane arterial. Add Bike & Ped facilities.	Upgrade - Urban Standards	Mid-Term	\$9,284,058	73%	\$6,818,095	73%	\$6,818,095
C-24	Sisemore St - Arizona Ave to Colorado Ave	Add bike facilities & turning movement controls	Add Bike Lane Miles	Mid-Term	\$560,000	100%	\$560,000	100%	\$560,000

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
C-51	Britta St - Empire Rr to Frst Hts PI (City Limit)	Expand existing half road to full road (3-lane section)	Upgrade/Expansion	Long-Term	\$1,274,551	100%	\$1,274,551	100%	\$1,274,551
C-53	27th Street Arterial Corridor upgrade from Bear Creek Road to Reed Market Road	Upgrade to 3-lane arterial	Upgrade - Urban Standards	Long-Term	\$10,961,135	65%	\$7,124,738	76%	\$8,316,980
C-55	Country Club Road - Knott Road to Murphy Road	Upgrade to urban standards including bike/pedestrian improvements	Upgrade - Urban Standards	Long-Term	\$12,557,522	71%	\$8,909,707	71%	\$8,909,707
C-56	Powers Road - 3rd Street to Parrel Road	Upgrade to urban standards including bike/pedestrian improvements (north side)	Upgrade - Urban Standards	Long-Term	\$1,190,264	69%	\$824,923	89%	\$1,054,713
1	Brosterhaus Rd from 3rd Street to American Ln	Upgrade existing county road to urban standards	Upgrade - Urban Standards	Mid-Term	\$7,260,609	60%	\$4,385,635	71%	\$5,140,964
2	Pettigrew Rd - Bear Creek Rd to Reed Market Rd	Upgrade existing county road to urban standards	Upgrade - Urban Standards	Long-Term	\$7,736,715	72%	\$5,540,571	93%	\$7,208,418
3	Chase Road - Parrell Road to Matthew Street	Upgrade existing county road to urban standards	Upgrade - Urban Standards	Near-Term	\$387,938	72%	\$278,087	72%	\$278,087
4	Yeoman Road - 18th St to Purcell Blvd	New Collector w/ Canal Crossing	New Roadway or Extension	Near-Term	\$6,372,753	100%	\$6,372,753	100%	\$6,372,753
Segment Total					\$106,277,443		\$78,440,835		\$82,286,045
Intersections									

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
C-27c	Butler Market and 4th Street Intersection	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Mid-Term	\$4,262,645	22%	\$919,332	55%	\$2,344,455
C-27d	Butler Market and Wells Acres Road Intersection	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Mid-Term	\$4,262,645	24%	\$1,036,509	36%	\$1,554,764
C-33	Country Club Road and Knott Road Intersection ^a	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Mid-Term	\$4,262,645	67%	\$2,841,763	100%	\$4,262,645
C-35	27th Street and Wells Acres Road Intersection	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Mid-Term	\$4,262,645	67%	\$2,841,763	100%	\$4,262,645
C-36	3rd Street and Franklin Avenue Intersection	ITS level upgrades to existing traffic signal	Intersection - Upgrade/New System	Mid-Term	\$595,132	67%	\$396,889	100%	\$595,132
C-39	Brosterhous Rd and Knott Road Intersection ^a	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Mid-Term	\$4,262,645	67%	\$2,841,763	100%	\$4,262,645
C-60	Century Drive and Skyline Ranch Road Intersection	Single Lane Roundabout - Converting from side street stop to new roundabout. Address existing/future safety & operational issues.	Intersection - Reconfigure	Long-Term	\$4,262,645	54%	\$2,297,554	54%	\$2,297,554

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
C-61	Mt. Washington Drive and Metolius Drive Intersection	Single Lane Roundabout - Converting from side street stop to new roundabout. Address existing/future safety & operational issues.	Intersection - Reconfigure	Long-Term	\$4,262,645	36%	\$1,531,320	36%	\$1,531,320
C-63	China Hat Road and Knott Road Intersection	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Long-Term	\$4,262,645	67%	\$2,843,751	100%	\$4,262,645
S-7	Empire Avenue and Jamison Street Intersection	Restrict turning movements on the Jamison approach to right in, right out	Add/ Upgrade Bike/Ped Crossing	Long-Term	\$127,358	20%	\$25,898	31%	\$38,898
5	27th Street and Conners Ave Intersection	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Near-Term	\$4,262,645	67%	\$2,837,396	100%	\$4,262,645
6	Brosterhous Road and Chase Road Intersection	Single-lane roundabout at a new intersection formed by Chase Road extending to Brosterhous Road	Intersection - Reconfigure	Near-Term	\$4,262,645	100%	\$4,262,645	100%	\$4,262,645
7	Bond St and Industrial Way Intersection ^a	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Near-Term	\$4,262,645	100%	\$4,262,645	100%	\$4,262,645
Intersection Total					\$47,611,588		\$28,939,229		\$38,200,639
ODOT									
C-41	Powers Road and US 97 interchange	New grade separated interchange or overcrossing of US 97 (pending Parkway Study)	Intersection - Reconfigure	Mid-Term	\$23,041,326	10%	\$2,304,133	10%	\$2,304,133

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
C-42	US 97 operational and safety management improvements and associated City street improvements Phase 1 - right in, right out Phase 2 - ramp metering	Includes potential recommended Parkway Plan projects	Systemic ODOT Coordination	Mid-Term	\$40,322,320	10%	\$4,032,232	10%	\$4,032,232
C-62	US 20 and 27th Street Intersection	Upgrades to ODOT signal for additional capacity. Specific Improvements planned as part of US 20 Corridor Plan.	Intersection - Upgrade - ODOT	Long-Term	\$11,520,663	10%	\$1,152,066	10%	\$1,152,066
8	US 97 and Empire Ramps ^a	Interchange Upgrades/ Modification to existing interchange	Intersection - Reconfigure	Mid-Term	\$6,516,000	67%	\$4,344,000	100%	\$6,516,000
ODOT Total					\$81,400,308		\$11,832,431		\$14,004,431
UGB Expansion									
C-65	Stevens Road - 27th Street to UGB Boundary ^a	Upgrade existing county road to urban standards (100% 27th to COID bridge, 50% (north side) COID Bridge to UGB)	Upgrade - Urban Standards	Exp Area	\$4,870,000	68%	\$3,330,545	68%	\$3,330,545
C-76	Yeoman Rd - Deschutes Mrkt Rd to Bulter Mrkt Rd ^b	New Collector (1/2 Road-North Side) and bridge crossing at the NUID canal	New Roadway or Extension	Exp Area	\$6,486,938	100%	\$6,486,938	100%	\$6,486,938
C-79	Cooley Road and Hunnell Road Intersection	Single Lane Roundabout - Converting from side street stop to new roundabout.	Intersection - Reconfigure	Exp Area	\$4,262,645	73%	\$3,108,006	100%	\$4,262,645
M-22-26	27th Street/Knott Road - Ferguson Road to 15th Street ^b	Upgrade existing county road to urban standards (East half only)	Upgrade - Urban Standards	Long-Term	\$10,196,405	64%	\$6,527,584	64%	\$6,527,584

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
M-27	Knott Road - China Hat Rd to UGB Bdry ^b	Upgrade to urban standards (1/2 street east side)	Upgrade - Urban Standards	Long-Term	\$382,365	78%	\$296,655	78%	\$296,655
M-29	Cooley Road - O.B. Riley Road to US 20	Upgrade existing county road to urban standards	Upgrade - Urban Standards	Exp. Area	\$1,730,840	83%	\$1,435,495	83%	\$1,435,495
M-30	Cooley Road - Scenic Drive to Hunnell Road ^b	Upgrade existing county road to urban standards	Upgrade - Urban Standards	Exp Area	\$2,100,000	76%	\$1,586,821	76%	\$1,586,821
M-32	Yeoman Road - Purcell Blvd to Deschutes Market Road	Upgrade existing county road to urban standards	Upgrade - Urban Standards	Exp Area	\$3,186,377	78%	\$2,487,154	78%	\$2,487,154
M-38	Butler Market Road - Hamby Road to Hamehook Road ^b	Upgrade existing county road to urban standards (50% -west half of road)	Upgrade - Urban Standards	Exp Area	\$701,003	56%	\$394,408	56%	\$394,408
M-41	China Hat Road - US 97 to Knott Road ^b	Upgrade to urban standards (1/2 street North side)	Upgrade - Urban Standards	Exp Area	\$254,910	79%	\$201,669	79%	\$201,669
M-42	China Hat Road canal bridge widening	North of Knott Road. Widen bridge to include sidewalk on both sides of China Hat Rd	Add Pedestrian & Bike Lane Miles	Exp Area	\$476,106	100%	\$476,106	100%	\$476,106
M-35	Butler Market Road - Eagle Road to Butler Market Road ^b	New 3-Lane Arterial (1/2 Road-South Side)	New Roadway or Extension	Exp Area	\$892,698	100%	\$892,698	100%	\$892,698
9	27th Street/ReedMarket/Steven s Road Intersection	Single-Lane Roundabout (upgrade from signalized intersection)	Intersection - Reconfigure	Near-Term	\$4,262,645	100%	\$4,262,645	100%	\$4,262,645
10	27th Street and Ferguson Road Intersection ^a	Single lane roundabout - Converted from side street stop to roundabout	Intersection - Reconfigure	Near-Term	\$4,262,645	100%	\$4,262,645	100%	\$4,262,645

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
11	Ferguson Road - 27th Street to UGB Boundary ^b	New Minor Arterial (1/2 Road-South Side)	New Roadway or Extension	Near-Term	\$666,548	100%	\$666,548	100%	\$666,548
12	Division St/ Aune St/Scalehouse Loop Intersection ^a	Single lane roundabout -- Intersection realigned and reconstructed	Intersection - Reconfigure	Near-Term	\$4,262,645	100%	\$4,262,645	100%	\$4,262,645
13	Bear Creek Rd - Danitili Road to UGB Boundary Minor Arterial Reconstruction ^b	Upgrade existing county road to urban standards - South 1/2 Road	Upgrade - Urban Standards	Near-Term	\$1,660,000	70%	\$1,157,150	70%	\$1,157,150
UGB Expansion Total					\$50,654,769		\$41,835,711		\$42,990,350
Bicycle & Pedestrian									
M-6	Franklin Avenue/4th Street Intersection	Pedestrian/Bicycle Crossing Improvement	Add/ Upgrade Bike/Ped Crossing	Near-Term	\$241,934	50%	\$120,967	50%	\$120,967
M-10	Drake Park ped & bike river crossing (bridge)	Upgrade to multi-modal facility	Bridge Replace/ Add Bike/Ped	Near-Term	\$1,468,885	50%	\$734,442	50%	\$734,442
M-14	Butler Mkt Rd - Brinson Blvd to Dechutes Mkt Rd	Curb, Bike Lanes and Sidewalk infill	Add Pedestrian & Bike Lane Miles	Near-Term	\$3,689,818	100%	\$3,689,818	100%	\$3,689,818
M-17	Olney Ave Railroad Crossing Improvements	Upgrade crossing w/dedicated sidewalks & bike lanes	Add/ Upgrade Bike/Ped Crossing	Mid-Term	\$595,132	100%	\$595,132	100%	\$595,132
14	Robal Lane - US 20 to Hunnell Road	Sidewalk Infill	Add Pedestrian Lane Miles	Near-Term	\$357,079	100%	\$357,079	100%	\$357,079
15	Studio Road - 4th Street to Butler Market Road	Curb, Sidewalk Infill	Add Pedestrian Lane Miles	Long-Term	\$357,079	100%	\$357,079	100%	\$357,079

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
16	Wells Acre Rd - Butler Market Rd to 27th St	Bike Lane Infill (Parking Removal), Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Mid-Term	\$1,190,264	100%	\$1,190,264	100%	\$1,190,264
17	Century Dr - Mt. Washington Dr to UGB Bdry	Sidewalk Infill	Add Pedestrian Lane Miles	Long-Term	\$2,380,528	100%	\$2,380,528	100%	\$2,380,528
18	3rd Street - Franklin Ave to Wilson Ave	Curb, Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Mid-Term	\$8,093,794	100%	\$8,093,794	100%	\$8,093,794
19	3rd St - Murphy Road to Powers Road	Curb, Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Mid-Term	\$1,071,237	100%	\$1,071,237	100%	\$1,071,237
20	4TH ST, NE from Revere to Greenwood, Butler Market to Revere, and ALDEN/GLENWOOD from 4th to 9th	Curb, Bike Lanes, Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Mid-Term	\$7,022,556	100%	\$7,022,556	100%	\$7,022,556
21	8th St, Revere Avenue to Franklin Ave	Bike Lanes, Curb, & Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Long-Term	\$9,649,993	100%	\$9,649,993	100%	\$9,649,993
22	American Lane - Reed Market to Brosterhous Road	Curb, Bike Lanes, Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Near-Term	\$1,071,237	100%	\$1,071,237	100%	\$1,071,237
23	Archie Briggs Road	Deschutes River Bridge - Replace and add sidewalks/bike lanes	Bridge Replace/ Add Bike/Ped	Near-Term	\$3,570,791	50%	\$1,785,396	50%	\$1,785,396
24	Brookwood Blvd - Lodgepole to Poplar	Sidewalk Infill	Add Pedestrian Lane Miles	Long-Term	\$714,158	100%	\$714,158	100%	\$714,158
25	Brookwood Blvd - Reed Market Rd to Powers Rd	Sidewalk Infill	Add Pedestrian Lane Miles	Long-Term	\$119,026	100%	\$119,026	100%	\$119,026

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
26	Brosterhous Road - Murphy Road to Knott Road	Curb, Bike Lanes, Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Long- Term	\$1,428,317	100%	\$1,428,317	100%	\$1,428,317
27	Brosterhous Rd - American Lane to Murphy Rd	Sidewalk Infill	Add Pedestrian Lane Miles	Mid- Term	\$476,106	100%	\$476,106	100%	\$476,106
28	College Way - Newport Blvd to Saginaw	Sidewalk Infill	Add Pedestrian Lane Miles	Near- Term	\$119,026	100%	\$119,026	100%	\$119,026
29	Shevlin Park Rd - Mt. Washington Blvd to College Way	Multi-use Trail, Curb, Sidewalk Infill	Add Pedestrian & Bike Lane Miles	Mid- Term	\$2,261,501	100%	\$2,261,501	100%	\$2,261,501
30	Jaminson St - Empire Ave to North of Fire Station	Curb, Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Long- Term	\$5,118,134	100%	\$5,118,134	100%	\$5,118,134
31	Lodgepole Drive - Mahogany St to Poplar St	Curb, Bike Lanes, Sidewalk Infill	Add Pedestrian & Bike Lane Miles	Long- Term	\$476,106	100%	\$476,106	100%	\$476,106
32	4th Street - Greenwood Ave to Alden Ave	Curb, Bike Lanes, Sidewalk Infill	Upgrade/Add Bike/ Ped Lane Miles	Mid- Term	\$7,141,583	100%	\$7,141,583	100%	\$7,141,583
33	9th/12th Streets, Summit Drive to Newport Ave.	Sidewalk Infill	Add Pedestrian & Bike Lane Miles	Long- Term	\$714,159	100%	\$714,159	100%	\$714,159
34	Bear Creek Rd - 15th Street to Pettigrew Rd	Curb, Bike Lanes, Sidewalk Infill	Add Pedestrian & Bike Lane Miles	Near- Term	\$1,309,290	100%	\$1,309,290	100%	\$1,309,290

Project #	Project Name/ Corridor	Description	Category	Priority	Cost Estimate	Future Growth %	Future Growth \$	Total SDCi %	Total SDCi Eligible \$
35	Revere Avenue - 4th St to 8th St.	Sidewalk Infill	Add Pedestrian Lane Miles	Long-Term	\$238,053	100%	\$238,053	100%	\$238,053
Bicycle & Pedestrian Total					\$60,875,786		\$58,234,981		\$58,234,981
Improvements Total					\$346,819,894		\$219,283,188		\$235,716,446

^a City funding requirements reflect developer or intergovernmental agreements/credits.

^b Cost includes 50% credit portion per expansion policy.



Appendix B – Transportation SDC Reimbursement Projects

Table B-3. Transportation SDC Reimbursement Projects

Project #	Street/Intersection Name	Improvement Type	Total City Project Cost	Growth (%)	TSDC Eligible Cost
ST 0404, ST 0204	27TH ST, NE Neff Rd to Hwy 20 E	Street widening & intersection	\$3,851,231	48%	\$1,836,447
ST 0124	27TH ST, NE Hwy 20 (E) to Bear Creek Rd	Signal (Bear Creek & 27th)	\$221,401	23%	\$51,279
ST 0611	Butler Mkt. RD & Brinson Intersection	Intersection/Signal	\$598,314	23%	\$137,654
ST 2010	Franklin - 3rd St to 4th St	Roadway improvements	\$489,054	56%	\$275,036
ST 2004	Franklin & 8th Intersection	Intersection/Roundabout	\$665,718	24%	\$156,904
ST 0102, ST 9813	Olney Ave - 3rd St., NE to 8th St.	Roadway Phase III/Intersection	\$3,001,060	50%	\$1,514,050
ST 0115, ST 9603, ST0106, ST 0105, ST 0315	Reed Mkt Rd - Century Dr. to Parkway	Roadway & crossing improvements	\$12,246,446	47%	\$5,768,600
ST 0510	Mt. Washington Bridge	Multi-Modal Crossing (bike/ped and center turn lane)	\$3,433,635	47%	\$1,617,355
ST 0503	Newport - Awbrey to Wall (a)	Multimodal Crossing	\$2,177,208	38%	\$831,040
ST 9906	Butler Mkt. Rd - Boyd Acres Rd	Intersection/Signal	\$71,268	21%	\$15,133
ST 0405	Empire Ave & Boyd Acres Intersection	Intersection	\$3,100,965	33%	\$1,009,775
ST 9811	27TH ST, NE & Neff Rd Intersection	Intersection	\$4,373	22%	\$980
ST 0001	27TH ST, NE & Reed Mkt. Intersection	Signal	\$1,303,239	32%	\$421,404
ST 2009	Colorado & Simpson Intersection	Signal	\$626,184	27%	\$168,386
ST 0104	Portland Ave & Hill St Intersection	Intersection	\$250,638	20%	\$50,654

Project #	Street/Intersection Name	Improvement Type	Total City Project Cost	Growth (%)	TSDC Eligible Cost
ST 0219	Newport & College Way Intersection	Intersection	\$465,594	7%	\$30,542
ST 0225	Butler Mkt Rd. & 8th St Intersection	Roundabout	\$116,763	19%	\$21,804
ST 0302	Newport & 9th St. Intersection	Intersection	\$656,518	11%	\$73,689
ST 0318	Arizona/Colorado Couplet	Intersection	\$4,030,216	9%	\$348,400
ST 0526	Empire Ave. Extension (Ph. 1)	Roadway Extension	\$496,105	48%	\$236,447
ST 0534	Empire Avenue	Roadway Improvements	\$503,664	52%	\$261,874
1TMC4	15TH St. & Murphy	Intersection	\$1,928,185	59%	\$1,142,785
1TMC2/3020	Murphy - Brosterhous to 15TH	Roadway Ext/Intersection/Overpass	\$6,920,284	64%	\$4,444,266
1TCSR	Columbia & Colorado	Intersection upgrade (Roundabout)	\$758,152	50%	\$375,711
1TEC4	Empire - Butler Mkt & 27th St.	Intersection upgrade	\$5,682,396	67%	\$3,786,556
1TEC3	Empire Ext. (Purcell to 27th)	New 3-Lane arterial	\$5,936,854	48%	\$2,829,833
1TEC2	Empire Corridor	Upgrade/Modernization	\$2,153,129	41%	\$893,472
1TMC3	Murphy - Brosterhous Intersection	Intersection/Roundabout	\$2,556,101	52%	\$1,338,834
1TMC5	Murphy - Country Club	Intersection/Roundabout	\$1,787,391	49%	\$880,712
1TMC6	Murphy (Parrell to Brosterhous)	Upgrade/Modernization	\$6,517,054	63%	\$4,106,310
1TMCI	Murphy Railway Overcrossing	Roadway/Overcrossing	\$10,068,244	64%	\$6,465,913
1TNPS	Neff Rd & Purcell Blvd Intersection	Signal/Lane Addition	\$5,403,749	18%	\$971,335
1TECI	Empire &P Purcell Blvd Intersection	Intersection/Roundabout	\$2,713,914	15%	\$407,798
1TEC5	Purcell & Butler Mrkt Intersection	Intersection/Roundabout	\$2,509,699	67%	\$1,669,800
36	Simpson & Columbia St Intersection	Intersection	\$758,152	29%	\$222,309
37	15TH ST from Murphy to Knott Rd	Add new pedestrian facilities	\$395,000	76%	\$301,543
35	15TH ST & Knott	Intersection upgrade	\$2,025,000	67%	\$1,349,525
1GWAC	9th St & WILSON	Intersection/Roundabout	\$3,749,000	67%	\$2,498,454

Project #	Street/Intersection Name	Improvement Type	Total City Project Cost	Growth (%)	TSDC Eligible Cost
39	Butler Market Rd & Deschutes Market Rd	Intersection upgrade (new RBT)	\$1,698,095	67%	\$1,132,063
40	Butler Market Rd & Eagle Road	Intersection upgrade (new RBT)	\$2,249,551	67%	\$1,500,791
C-25	Brentwood Ave. - Whitetail St to American Ln	Roadway extension (2-lane Collector)	\$2,737,607	71%	\$1,955,594
M-28	O.B. Riley Road	Rural road upgrade	\$1,529,461	68%	\$1,036,242
M-21*	27th Street - Reed Market Rd to Ferguson Rd	Roadway Segment Upgrade	\$3,560,000	100%	\$3,560,000
Reimbursement Project Totals			\$111,946,612		\$57,697,299

* Project costs reflect creditable amounts as determined by developer agreements.



Appendix C – Transportation SDC Schedule

Table C-1. SDC Schedule^a

Categories	Unit of Measure	SDC \$/Unit
Eligible development types in the Urban Rate Area get 30% reduction in applicable transportation SDC. See criteria in Urban Rate definition in Exhibit C (following table). See Urban Rate Area map in Exhibit E.		
Residential Categories		
Single Unit & Middle Housing		
Average		\$9,189
Tier 1 <600 SQ FT	Dwelling Unit	5,639
Tier 2 (601-1200 SQ FT)	Dwelling Unit	6,723
Tier 3 (1201-1600 SQ FT)	Dwelling Unit	8,222
Tier 4 (1601-2200 SQ FT)	Dwelling Unit	9,606
Tier 5 (2201-3000 SQ FT)	Dwelling Unit	10,501
Tier 6 (>3001 SQ FT)	Dwelling Unit	10,816
Multi-Unit Housing		
Housing >4 units	Dwelling Unit	5,111
Manufactured Dwelling Park, per pad	Dwelling Unit/Pad	5,811
Micro-Units/Single Occupancy	Dwelling Unit	3,120
Dormitories	Room	na
Attached Sr. Housing (55+ restricted, no care)	Dwelling Unit	2,505
Other Housing		
Continuing Care Facility	Units	1,904
Accessory Dwelling Unit	Dwelling Unit	1,035
Nonresidential Categories		
Standard Categories		
Industrial/Manufacturing ^a	1,000 SQ FT	6,965
Warehouse/ Storage/ Dist. Center	1,000 SQ FT	1,603
Movie Theater	1,000 SQ FT	61,830
Indoor Fitness & Recreation	1,000 SQ FT	29,812
Church/Religious Organization	1,000 SQ FT	4,910
Hospital	1,000 SQ FT	8,618
Medical - Dental - Vet Office ^b	1,000 SQ FT	37,245
General Office	1,000 SQ FT	14,430
Stand-Alone Retail/Services with >50% Floor Area		
Warehouse/Storage	1,000 SQ FT	14,651
Retail/Services & Integrated Dev. ^c Over 150K SQ FT (Tier 2)	1,000 SQ FT	14,651
Retail/Services & Integrated Dev. ^c Less than 150K SQ FT (Tier 1)	1,000 SQ FT	25,471

Categories	Unit of Measure	SDC \$/Unit
Super Store (with or w/out membership & discount) ^a	1,000 SQ FT	29,260
Car Sales ^a	1,000 SQ FT	37,579
Supermarket ^a	1,000 SQ FT	43,050
Convenience Store	1,000 SQ FT	78,741
Furniture Store	1,000 SQ FT	2,449
Bank/Financial Institution	1,000 SQ FT	54,700
Restaurant (Table Service)	1,000 SQ FT	23,449
Quick Service Restaurant ^a	1,000 SQ FT	86,527
Special Unit Categories		
Public Parks, Private/Public Golf Course, Common Areas ^a	Acre	1,102
Childcare (presently exempted in methodologies)	Child	7,917
Schools K-12	Student	1,503
College/University	Student	1,303
Gas Sales/Service Station ^a	Fuel/Service Position	16,727
Manual Car Wash ^a	Bay	55,516
Automated Car Wash ^a	Bay	55,516
Hotel/Motel/RV Park ^a	Room or Space	5,912
RV Dump Station (for Park)	Unserviced Space	na
RV Dump Station (for Public)	Each	na
Transportation SDC Unit Rate	Trip End	10,021

na=not applicable

NOTE: See accompanying category definitions; controlling definitions are found in the City's adopted fee resolution.

^a Individual category rate applies even if part of an Integrated Retail/Services development. For Quick Service Restaurants, only those with a drive-thru will be charged individual category rates, even if included in an integrated development.

^b Medical-Dental-Vet offices w/in hospital campus pay Hospital transportation rate. Transportation rate for Medical-Dental-Vet offices in the Medical Overlay District is reduced by 24% based on ITE 720 w/in or near hospital campus rate.

^c Integrated development is defined as a development that is planned or developed as a unit with features such as shared parking or access. See full definition in category descriptions.

SDC Category Definitions and Examples

Table C-2. SDC Category Definitions and Examples

Category^a	Definition/Example Development Types^a
<i>Residential Categories</i>	
Single Unit & Middle Housing	Single unit housing with up to 4 units on one lot or parcel. Includes middle housing (duplexes, triplexes, quadplexes, cottage developments up to 4 units on one lot or parcel, and townhouses) and up to three (3) manufactured homes on a single lot. Units can be attached or detached. Applies to residential units in a mixed-use development with up to 4 units.
Multi-Unit Housing	Includes multi-unit housing that is part of a mixed-use development.
Housing >4 units	Five or more dwellings on an individual lot or parcel (e.g., multi-plexes, apartments, condominiums, etc.). Units can be attached or detached.
Manufactured Dwelling Park	Manufactured dwelling park as defined in Bend Development Code (four or more pads for manufactured dwellings located on a lot, tract, or parcel of land under the same ownership). Manufactured dwelling means a residential trailer, mobile home, or manufactured home; see BDC definition.
Micro-Units/Single Occupancy	Generally, consists of one room used for living and sleeping purposes and includes permanent provisions for sanitation but does not include a kitchen. See BDC definitions.
Dormitories	On-campus housing for students.
Sr. Housing	Age-restricted (55+) attached housing without on-site care facilities.
Other Housing	
Continuing Care Facility	Nursing home, residential care facility, adult family housing, hospice care, assisted living, rest home, convalescent home, sobering center with overnight beds, congregate or continuing care facility.
Accessory Dwelling Unit	A small, secondary dwelling unit on a lot or parcel with a single-unit dwelling unit as a primary use.

Category^a	Definition/Example Development Types^a
Nonresidential Category	
Standard Categories	
Industrial / Manufacturing	May include a mix of manufacturing, service, office, research, lab, and warehouse functions. Many produce goods by assembling other products, such as assembly of computers or other electronics. May be used for research and development projects that are a combination office and lab, where lab is the predominant (>50%) square footage of the combined development area. For purpose of water and sewer SDCs, excludes 'Wet' Industries that use water in the production process (see separate SDC category and definition).
"Wet" Industrial	Users in this category use water during the production process for either creating their products or cooling equipment. Industrial water may also be used for fabricating, processing, washing, diluting, cooling, or transporting a product. Water is also used by industries producing chemicals, food, and beverage products. Breweries, distilleries, and data centers are examples of these types of customers. Water and sewer use and applicable SDC shall be determined through a water and sewer analysis, as defined in the City Code.
Warehouse / Storage / Dist. Center	Warehouse, storage, and high cube fulfillment centers. Self or mini storage. Stand-Alone Retail/Services water and sewer rates apply if stored products require water for growing, cleaning, etc.
Movie Theater	Audience seating, with one or more screens, and a lobby and refreshment stand.
Indoor Fitness & Recreation	Public or privately owned fitness or recreation facilities that may include indoor/outdoor pools, saunas, gyms, classes, courts or specialized passive or active recreation facilities. Features space for exercise, sports, and recreation, as well as a broader range of services such as eating/drinking, preschools/day care and meeting rooms.
Church, Religious Organization	Worship facilities may include assembly hall or sanctuary, meeting rooms, classrooms, and occasionally dining facilities.
Hospital	Buildings on a shared campus with medical, surgical diagnosis, treatment, imaging, labs, and other services, and provide overnight beds for persons under the care of doctors and nurses.
Medical - Dental - Vet Office	A facility that provides diagnoses and outpatient care on a routine basis but does not provide prolonged in-house medical/surgical care. May be operated by either a single private physician/dentist/practitioner or a group. Includes vet offices as well as chiropractic and other treatment modalities, mental health professionals, etc. May be connected to other uses (except hospitals) or stand-alone. If this use is part of an Integrated Retail/Services development, this individual land use rate only applies if medical/dental/vet office is the principal use. If located within a hospital campus, the Hospital Rate for transportation applies. If located in the Medical Overlay District, as defined in BDC Chapter 2.7 Article IV, Medical Overlay District SDC is reduced by 24% based on ITE 720 w/in or near hospital campus for transportation.

Category ^a	Definition/Example Development Types ^a
General Office	An administrative office building houses one or more tenants and is the location where affairs of a business, commercial or industrial organization, professional person or firm are conducted. The building or buildings may be limited to one tenant, either the owner or lessee, or contain a mixture of tenants including professional services, insurance companies, investment brokers, and company headquarters. May include onsite daycare or food service facilities provided for tenants. Also includes libraries and research & development projects that may be a combination of office and research lab facilities, when the lab is secondary use (i.e., <50% of building square feet). If part of Integrated Retail/Services development, individual land use rate only applies if the primary use.
Medical Overlay District	The Medical Overlay District as defined in BDC Chapter 2.7 Article IV. Transportation SDCs in this District charged based on ITE 720 w/in or near hospital campus rate.
Medical Dental Office w/in Hospital Campus	Hospital transportation rate for Medical-Dental office located within a hospital campus.
Stand-Alone Retail/Services with >50% Floor Area Warehouse/Storage	Stand-Alone retail uses with floor area greater than 50% for warehouse/storage. If stored products require water for growing, cleaning, etc., Stand-Alone Retail/Services rates for water and sewer apply.
Stand-Alone Retail/Services	Includes general merchandise and services categories not otherwise listed in the SDC schedule. Transportation rate is based on size of development as listed in the SDC Schedule. Stand-alone rate for sewer and water applies to Stand-alone Retail/Services that are not integrated (see "integrated" definition below).
Integrated Retail/Services	An integrated development is planned or developed as a unit with features such as shared parking or access, like single development with multiple storefronts or office spaces, strip mall, mixed use building with residential and commercial spaces, etc. Integrated developments are charged the Integrated rate for water and sewer, except as described in the following sentences. Transportation rate is based on the square footage of the development, using the Retail/Services rate. The following uses will be charged transportation, water, and sewer rates based on their individual category rates even if included in an integrated development: Hotels, Parks, Super Store, Supermarket, Quick-Service Restaurants w/drive-thru, Car Washes, Gas Sales/Service Stations, Industrial/Manufacturing, 'Wet' Industrial, and Car Sales. Where an integrated development has a principal use (as defined in the BDC), the water, sewer & transportation rate of the category for that use will apply to the square footage of the principal use, and the integrated rate for water and sewer will apply to the square footage of all uses other than the primary use; transportation rate will be based on the square footage of all uses other than the primary use. For building that is mixed commercial and residential uses, integrated rate applies to the commercial square footage and applicable residential rate based on number of units applies to residential space.
Super Store (with or w/out membership & discount)	Store includes a variety of services or departments including a full-service grocery department; has centralized cashiers and may have garden center or pharmacy. May or may not be part of shopping center or require membership. Examples include Costco, Walmart, Fred Meyer, etc. Additional retail pads within the development will be charged at the Integrated Retail/Services rate. When a development includes a super store and a gas station and/or service station, the super store and gas station/service station will be charged as separate uses, with the latter charged the gas sales/service station rate.

Category^a	Definition/Example Development Types^a
Supermarket	A store that sells an assortment of food, beverage, household products and other related items. Some include limited banks, bakeries, dry cleaning, and floral services. This category also includes discount grocery stores, but not “super” stores. When a development includes a supermarket and a gas station and/or service station, the supermarket and gas station/service station will be charged as separate uses, with the latter charged the gas sales/service station rate.
Convenience Store	A small retail store that sells limited grocery, beverages, coffee, pre-made and some made to order foods, snacks, alcohol, over the counter drugs and toiletries. Some have limited seating.
Furniture Store	A store that sells primarily pre-assembled furniture and carpeting. Some have large showrooms and most of the goods must be ordered for delivery.
Car Sales	New and used automobile dealerships may include auto services and parts sales, includes vehicles for sale or lease.
Bank/Financial Institution	A building, with or without a drive-up window, for the custody or exchange of money, and for facilitating the transmission of funds. Walk in and drive through. If part of integrated retail/services development, individual land use rate only applies if the principal use.
Restaurant (Table Service)	An eating and/or drinking establishment (including brewery taproom or winetasting room) that prepares food or beverages on-site and offers accommodation for consuming the food or beverage on the premises. Usually serves breakfast, lunch, and/or dinner; generally, does not have a drive-up window. Fees apply to restaurants that are not incidental to shopping centers or hotels. This category does not apply to a bottle shop that primarily sells closed bottles and is not connected to a brewery or winery unless service includes a kitchen and table service for prepared food.
Quick (Counter) Service Restaurant	Quick food service and a limited menu of items. Food is generally served in disposable wrappings or containers and may be consumed inside or outside the restaurant building or food truck. Restaurants in this category may or may not have a drive-up window. Fees apply to restaurants/food trucks that have drive-thru lanes or are not incidental to shopping centers or hotels.
Special Categories	
Public Parks, Private/Public Golf Course, Common Areas	Developed parks owned and operated by public agencies, public and private golf courses. Common area examples include restrooms, picnic table areas and other gathering spaces. Sites may include a variety of recreation amenities, including boating or outdoor swimming facilities, splash pads, sport fields, playgrounds, and picnic facilities. A developed park includes at least one built amenity that provides a park experience beyond open space. Land preserved for natural areas, trails and trailheads are not considered developed parks for SDC purposes and will be excluded from acreage measurements used as the basis for transportation SDCs; irrigation rate may apply to developed or natural areas if irrigated. When a park includes a recreation center, the park and recreation center will be charged as separate uses, with the latter charged the Indoor Fitness & Recreation rate. Water and sewer SDCs for parks will be charged according to the irrigation and park facility categories (e.g., Stand-Alone Restroom and Outdoor Pool).

Category^a	Definition/Example Development Types^a
Community space	Structures for gathering with a Homeowner's Association or access limited to neighborhood residents. Applies to water and sewer SDCs only.
Golf Course Club House	Golf course pro shop or club house. Applies to water and sewer SDCs only.
Restroom (Stand-Alone)	Stand-alone public restroom facilities. Applies to water and sewer SDCs only. Separate water SDC does not apply if served by a meter used for irrigation and restroom is incidental to irrigation use.
Outdoor Pool (Public)	Outdoor public pools that are not part of a recreation or fitness center. Applies to water and sewer SDCs only.
Separate Irrigation Space >1/4 acre	Irrigation uses that exceed ¼ acre and that are served by a meter that serves both the irrigation use and other (e.g., indoor) water uses. When other water uses serve buildings that are more than an incidental use (e.g., school or office buildings), the irrigation portion of the SDC will be determined based on the meter size that would be required if the irrigation space were served by a stand-alone meter. Applies to water SDCs only.
Stand-Alone Irrigation	A water meter installed with irrigation as the primary use. May also serve a restroom or other incidental use if irrigation is the principal use. Applies to water SDCs only.
Childcare	Daycare and childcare facilities. Childcare facilities that are incidental to other categories (e.g., Indoor Fitness and Recreation, General Office, etc.) or are within Integrated Retail/Services developments and not the primary use will be charged those other category rates.
Schools K-12	Includes public and private primary and secondary schools (e.g., elementary, junior high, middle school and high school) instructional classrooms, offices, cafeterias, and gymnasiums. For water SDCs, a separate irrigation SDC based on meter size applies for outdoor sports fields and irrigation uses greater than ¼ acre or served by a stand-alone meter.
College/University	Facilities of higher education include two-year, technical, four-year, and graduate-level institutions. Category includes instructional classrooms, offices, cafeterias, and gymnasiums. For water SDCs, a separate irrigation SDC based on meter size applies for outdoor sports fields and irrigation uses greater than ¼ acre or served by a stand-alone meter.
Gas Sales/Service Station	A facility used for the sale of gasoline or service station that provides short duration, high-turnover auto services such as oil changes, etc. May include areas for servicing or repairing vehicles. May include minimart and/or carwash. Minimarts without fueling/service positions fall under the Convenience Store rate. Other auto repair falls under Integrated and Stand-Alone Retail/Services. Water and sewer SDCs assessed per site; transportation SDCs are assessed per fueling/service positions (per ITE definitions) Car washes on the site will be assessed additional water and sewer SDCs based on the type of car wash (see SDC schedule).
Car Wash	Manual operations where the driver parks and washes the vehicle in a stall, or an automated facility for the same purpose will be charged the same for transportation SDCs. Refer to SDC schedule for water and sewer rates for manual vs. automated car washes.

Category ^a	Definition/Example Development Types ^a
Hotel/Motel/RV Park	Includes hotel/motel and other overnight facilities primarily intended for transient stays. May include on-site restaurants (or food truck pads), drinking place/bar, meeting and banquet rooms or convention facilities as well as swimming pools and fitness. For water and sewer SDCs, applies to RV park spaces with individual water and sewer service connections. If individual spaces do not have sewer hookups, then use RV dump station rate for sewer portion.
RV Dump Station (For Park)	Facilities for disposal of black water and gray water from RV holding tanks at RV parks and campgrounds not served by individual services at each space. Applies to sewer SDCs only. Will be assessed based on number of spaces without individual connections.
Sewage Dump Station (Open to Public)	Facilities for disposal of black water and gray water from RV holding tanks at gas stations or other sites. Applies to sewer SDCs only.
Urban Rate	30% reduction in applicable transportation SDC for uses in areas identified on the Urban Rate Area map adopted by City Council in the Fee Resolution. To qualify, the development must be in one of these areas, at least three stories high, the first floor must be “commercial ready” as defined in BDC Section 2.7.3245.A. 1., 2., and 3. Rate is not available for development that includes any auto-dependent or auto-oriented uses (as defined in the BDC) or for single-unit or middle housing residential uses. Multi-unit residential does qualify if it meets the other criteria.

^a Where there is a conflict between definitions, definitions in Bend Development Code control.



Appendix D – Exemptions for Certain Developments

Beyond methodological incentives, the City is considering policy-based incentives that reduce or exempt SDCs for certain development types. As policy-based incentives are outside of the methodology and no level of development of any particular use is guaranteed or known, any potential fee reductions are not offset by increases in SDCs for other development. However, the Bend Municipal Code specifies when credit for existing exempt uses will and will not be available. By not giving credit for exempted SDCs for existing or prior uses, revenue will be received on some redevelopment to non-exempt uses.

Policy-based incentives are generally reserved for development that may not be feasible in sufficient quantity to meet City goals, without more significant measures to reduce development costs.

History

Beginning in 2015, the City has exempted certain affordable housing developments from payment of sewer, water, and transportation SDCs.

Ordinance NS-2247 (2015): adopted affordable housing exemption for up to \$1 million in exemptions for projects reviewed and recommended by the City’s Affordable Housing Advisory Committee, requiring repayment if affordable housing use ceased within 5 years from project completion.

Ordinance NS 2298 (2017): established sunset and automatic repeal of affordable housing exemption January 1, 2023; removed \$1 million cap.

Ordinance NS-2457 (2022): extended sunset to December 31, 2024, to allow time for SDC methodology development, and added requirement for repayment if affordable housing use ceased within 20 years from project completion.

SDC exemptions have been available for the following types of development:

1. Rental housing that is affordable for households with an income at or below 80 percent of the area median income (“AMI”) as determined by the State Housing Council based on information from the United States Department of Housing and Urban Development.
2. Owner-occupied or lease-to-purchase housing for households with an income at or below 80 percent of the AMI as determined by the State Housing Council based on information from the United States Department of Housing and Urban Development.
3. Homeless shelter developments.

Following the changes in 2022 that required a 20-year deed restriction, the State of Oregon adopted so-called “super-siting” authority allowing a greater number and type of homeless shelter developments to develop and operate throughout the state, including in Bend. This resulted in shelters opening that are operating on short-term leases and are unable to record a

20-year deed restriction. Some of these shelter operations were determined by the City not to increase demand on certain systems, and thus did not justify charging certain SDCs.

Additionally, beginning in 2018, the City exempted childcare facilities from transportation SDCs.

Ordinance NS-2322 (2018): 70% exemption for transportation SDCs, sunset and automatic repeal on December 31, 2020

Ordinance NS-2393 (2020): Increased to exemption of 100% of transportation SDCs, extended sunset to December 31, 2022

Ordinance NS-2457 (2022): extended sunset to December 31, 2024, to allow time for SDC methodology development.

Because ORS 223.297 establishes that the purpose of SDCs, “ORS 223.297 to 223.316, is to provide a uniform framework for the imposition of system development charges by local governments,” the City now wishes to include these exemptions from SDC charges for certain development types in the methodology, to provide consistency and uniformity in application of the methodology. Future changes to the uses that are exempt will require a change to this methodology appendix and required publication before the first hearing on the change.

Exempt Uses

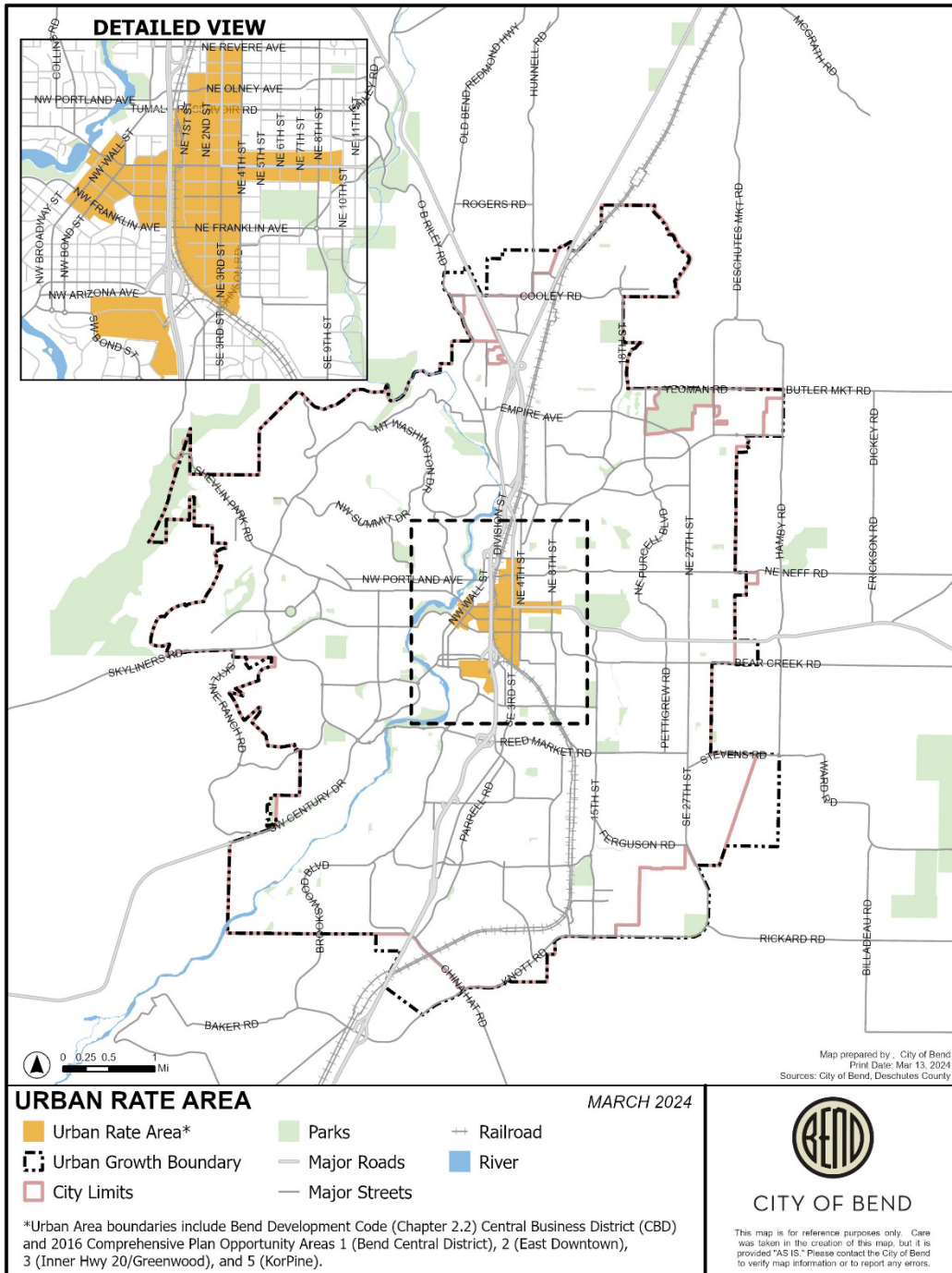
The following development types are exempt from payment of 100% of SDCs, subject to recording of deed restrictions and repayment as provided in the Bend Municipal Code:

1. Rental housing that is affordable for households with an income at or below 80 percent of the area median income (“AMI”) as determined by the State Housing Council based on information from the United States Department of Housing and Urban Development.
2. Owner-occupied or lease-to-purchase housing for households with an income at or below 80 percent of the AMI as determined by the State Housing Council based on information from the United States Department of Housing and Urban Development.
3. Homeless shelters, providing shelter on a temporary basis, and other accessory services, for individuals and families who lack permanent housing.
4. Childcare facilities, as defined in the Bend Development Code

SDCs may be payable on conversion or redevelopment of an exempt use to a non-exempt use, as provided in the Bend Code and depending on the type of deed restriction recorded for the exempt use.



Appendix E – Urban Rate Area SDC Map





Accommodation Information for People with Disabilities

To obtain this information in an alternate format such as Braille, large print, electronic formats, etc., please contact accessibility@bendoregon.gov or 541-693-2198. Relay Users Dial 7-1-1.