FCS
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## CITY OF HAPPY VALLEY

# SDC Update


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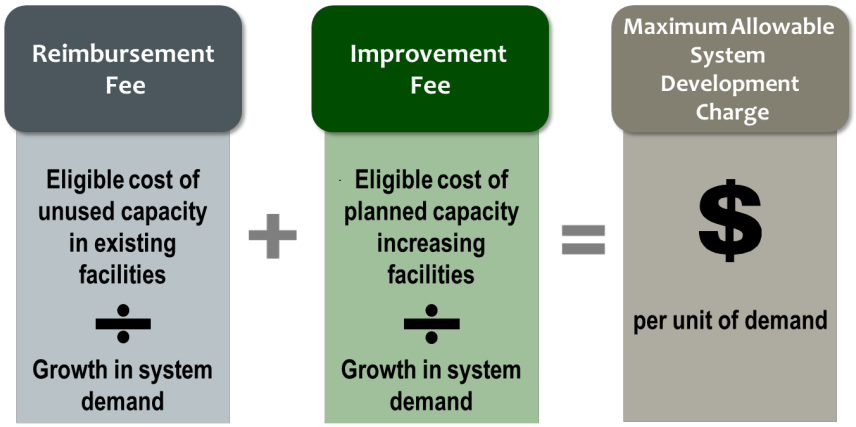
# Introduction

The City of Happy Valley (City) is updating its transportation and parks system development charges (SDC) to provide partial funding for the capital needs of its transportation and parks systems. The update is especially important given the ongoing development of the Pleasant Valley/North Carver urban expansion area (PV/NC Area). In 2022, the City engaged FCS GROUP to perform the updates.

The following sections provide the policy background upon which the SDCs are based, as well as a general overview of the SDC calculations. The rest of the report details the specific data inputs and results of the SDCs calculation.

## SDC Methodology Summary

In general, SDCs are calculated by adding a reimbursement fee component (if applicable) and an improvement fee component—both with potential adjustments. Each component is calculated by dividing the eligible cost by growth in units of demand. The unit of demand becomes the basis of the charge. Below is an illustration of this calculation:




This methodology includes two scenarios for each SDC calculation. In one scenario, the SDC is calculated on a uniform basis. A uniform SDC assumes that no matter where the development occurs in the City of Happy Valley, the same SDC schedule applies. The second scenario develops both a citywide and an overlay SDC. The citywide charge would be paid regardless of where the development occurs, whereas the overlay SDC would only apply to developments in the PV/NC Area and would be calculated based only on the capital costs of serving that area. This second approach allows the City to isolate the high costs of developing the transportation and park systems in the PV/NC Area.

## Policy

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

### State Statutes

Oregon Revised Statutes (ORS) 223.297 to 223.316 enable local governments to establish SDCs, which are one-time fees on development that are paid at the time of development or redevelopment that creates additional

demand for public facilities. SDCs are intended to recover a fair share of the cost of existing and planned facilities that provide capacity to serve future users – growth.

ORS 223.299 defines two types of SDC:

- A reimbursement fee that is designed to recover "costs associated with capital improvements already constructed, or under construction when the fee is established, for which the local government determines that capacity exists"
- An improvement fee that is designed to recover "costs associated with capital improvements to be constructed"

ORS 223.304(1) states, in part, that a reimbursement fee must be based on "the value of unused capacity available to future system users or the cost of existing facilities" and must account for prior contributions by existing users and any gifted or grant-funded facilities. The calculation must "promote the objective of future system users contributing no more than an equitable share to the cost of existing facilities." A reimbursement fee may be spent on any capital improvement related to the system for which it is being charged (whether cash-financed or debt-financed).

ORS 223.304(2) states, in part, that an improvement fee must be calculated to include only the cost of projected capital improvements needed to increase system capacity for future users. In other words, the cost of planned projects that correct existing deficiencies or that do not otherwise increase capacity for future users may not be included in the improvement fee calculation. An improvement fee may be spent only on capital improvements (or portions thereof) that increase the capacity of the system for which it is being charged (whether cash-financed or debt-financed).

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

### Local Ordinance

Chapters 3.04 and 3.05 of the Happy Valley Municipal Code authorize and govern the imposition and expenditures of transportation and parks SDCs, respectively. These code sections may need modifications to support the changes in this methodology.

### United States Constitution

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

# Transportation SDC Analysis

This section provides detailed calculations of the maximum allowable transportation SDC, which includes a calculation for a uniform SDC to be applied across the City (Scenario 1) and an alternative where a citywide SDC is supplemented with an overlay charge in the PV/NC Area (Scenario 2).

## Growth

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

### Unit of Measurement

A good unit of measurement allows an agency to quantify the incremental demand of development or redevelopment that creates additional demand for transportation facilities. A better unit of measurement allows an agency to distinguish different levels of demand added by different kinds of development or redevelopment.

For transportation SDCs, demand that can be attributed to individual developments is usually measured in the number of "trips" that will be generated by the development. A "trip," more properly described as a "trip end," represents one transportation system user entering or exiting a particular development.

This calculation measures trips in terms of "PM peak hour vehicle trips." Under this metric, trips are measured during a weekday's peak evening travel hour.

### Growth in Demand

Table 4-2 of the City's 2023 Transportation System Plan (TSP) provides an estimate of trip generation in the City through 2040 assuming the development of the PV/NC Area in accordance with the Pleasant Valley/North Carver Comprehensive Plan. In addition, the City's 2021 Parks, Recreation, and Open Space (PROS) Plan provides an estimate of population growth in both the PV/NC Area and the rest of the City. If it's assumed that trips will grow proportionately to the population growth in each area, a forecast of trips by area can be developed for the 2023 through 2040 planning period. This forecast is shown in **Exhibit 2.1** below.

**Exhibit 2.1 – Growth in PM Peak Hour Vehicle Trips**

| PM peak hour vehicle trips | 2015 | 2023 | 2040 | Growth (2023-2040) | Growth Share (2023-2040) |
|---|---|---|---|---|---|
| Happy Valley (outside PV/NC Area) | 2,473 | 11,774 | 13,630 | 1,856 | 13.62% |
| PV/NC Area | 10,127 | 3,502 | 9,370 | 5,868 | 62.62% |
| **Total** | **12,600** | **15,276** | **23,000** | **7,724** | **33.58%** |

The overall growth estimate of 7,724 PM peak hour vehicle trips will serve as the denominator for the uniform transportation SDC calculation in Scenario 1 as well as the citywide charge in Scenario 2. The growth in the PV/NC Area of 5,868 trips will be the denominator for the overlay SDC in Scenario 2.

## Improvement Fee

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

### Eligibility

A project's eligible cost is the product of its total cost and its eligibility percentage. The eligibility percentage represents the portion of the project that creates capacity for future users. Eligibility percentages were developed for three major categories of projects: intersection improvements, road widening, and new roads projects. The eligibility percentages were developed in collaboration with City staff, the City's consulting engineers, and the City's attorney.

Intersection improvement projects are assumed to be 100 percent eligible for inclusion in the SDC cost basis. The reasoning for this assignment is documented in the City Council memorandum dated March 20, 2024. For road widening and new road projects, only the percentage of the project related to expanding the level of service beyond the local road requirements are considered eligible for inclusion in the SDC cost basis.

### Improvement Fee Cost Basis

The project list for the transportation SDC is included in **Appendix A**. Each project has a project ID, name, and total cost in 2023 dollars. This capital project list is derived directly from the City's most recent Transportation System Plan (TSP). As shown in **Appendix A**, the total cost of projects on the City's transportation project list is $1.03 billion – although this large total is partially due to a single, $477 million project that may be funded by the Oregon Department of Transportation (ODOT) and/or via federal grant dollars.

Each project was assigned an SDC eligibility percentage as described above. In addition, each project was assigned a percentage "In PV/NC" which describes how much of the project is dedicated to serving growth that will occur in the PV/NC Area. Additionally, each project has a note regarding expected outside funding from ODOT or Urban Renewal Funding. It was assumed that this outside funding would be applied to the ineligible portions of each project. Where outside funding exceeds the ineligible cost of a project, the eligible cost is reduced by that amount. As shown in **Appendix A**, the total SDC eligible cost outside of the PV/NC Area is $153.9 million and the total eligible cost inside the PV/NC Area is $68.3 million.

## Calculated SDC

No reimbursement fee was calculated for the transportation SDC. Therefore, this section calculates the transportation SDC using the growth and improvement fee cost basis described above for both Scenarios 1 and 2. The resulting SDC per PM peak hour vehicle trip can then be applied to new developments by land use using the schedule provided in **Appendix B**.

### Adjustments

The City estimates that it has $11.8 million in its improvement fee fund balance as of June 30, 2023. Unspent improvement fees represent unfinished projects on the City's previous transportation SDC project list. To avoid the risk of double charging for unfinished projects on the City's previous project list, this outstanding fund

balance is removed from the improvement fee cost basis for Scenario 1 as well as for the citywide charge in Scenario 2.

ORS 223.307(5) authorizes the expenditure of SDCs on "the costs of complying with the provisions of ORS 223.297 to 223.316, including the costs of developing system development charge methodologies and providing an annual accounting of system development charge expenditures." To avoid spending monies for compliance that might otherwise have been spent on growth-related projects, this report also includes compliance costs as a separate cost basis. The total estimate for compliance costs for the transportation SDC through 2040 is $8.9 million.

## Calculated SDC

The table in **Exhibit 2.2** below shows the fully calculated transportation SDC for both Scenario 1 (a uniformly applied SDC) and Scenario 2 (a citywide SDC with an overlay in the PV/NC Area).

**Exhibit 2.2 – Calculated Transportation SDC**

| Calculated SDC | Scenario 1 Uniform SDC | Scenario 2: Citywide SDC with Overlay Citywide | PV/NC Overlay |
|---|---|---|---|
| Cost Basis: | | | |
| Improvement Fee | $ 222,163,000 | $ 153,857,500 | $ 68,305,500 |
| Less: Fund Balance | (11,750,000) | (11,750,000) | - |
| Compliance Costs | 8,886,520 | 6,154,300 | 2,732,220 |
| Total Cost Basis | $ 219,299,520 | $ 148,261,800 | $ 71,037,720 |
| Growth in Trip Ends | 7,724 | 7,724 | 5,868 |
| Improvement Fee per Trip End | $ 27,241 | $ 18,398 | $ 11,640 |
| Compliance Fee per Trip End | 1,150 | 797 | 466 |
| **Total SDC per Trip End** | **$ 28,391** | **$ 19,195** | **$ 12,106** |

As shown above, the maximum allowable uniform transportation SDC is $28,391 per PM peak hour vehicle trip end in Scenario 1. For Scenario 2, the maximum allowable SDC is $19,195 for the citywide charge and $12,106 for the PV/NC Overlay. This results in a total charge under Scenario 2 for the PV/NC Area of $31,300, and $19,195 for developments outside the PV/NC Area. The calculated SDCs per trip end can then be applied to new developments in the City using the schedule of PM peak hour trips based on the Institute of Transportation Engineer's *Trip Generation Manual, 11th Edition*. **Appendix B** provides a subset of land uses from that manual. In cases where a land use is not present, or where a particular development has characteristics that makes it different from the land use category it would typically fall under, the City allows for custom estimates of trip generation if documented by a traffic study that is acceptable to the City Engineer.

# Parks SDC Analysis

This section provides the detailed calculations of the maximum allowable parks SDC, which includes a calculation for a uniform SDC to be applied across the City (Scenario 1) and an alternative (Scenario 2) where a citywide SDC is supplemented with two overlay charges: one overlay outside the PV/NC Area, and one overlay inside the PV/NC Area. This differs slightly from the transportation SDC overlay scenario in that two separate overlays would be calculated.

## Growth

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

### Unit of Measurement

As in the transportation SDC calculation, the best unit of measurement allows an agency to distinguish different levels of demand added by different kinds of development or redevelopment.

For parks SDCs, demand that can be attributed to individual developments is usually measured by an estimate of the number of people who will occupy a development. For residential developments, the number of occupants means the number of residents. We use data from the U. S. Census Bureau to estimate the number of residents for different kinds of dwelling units. For non-residential developments, the number of occupants means the number of employees. We use industry data to estimate the number employees per square foot for different kinds of non-residential developments.

When an agency chooses to impose a parks SDC on both residential and non-residential developments, the demand of one additional resident must be carefully distinguished from the demand of one additional employee. This is usually accomplished by the calculation of a residential equivalent (RE). One resident is equal to one RE, and one employee is typically less than one RE.

### Demand Adjustment for Non-Residential Users

To charge parks SDCs to both residential and non-residential developments, we must estimate both (1) how much availability non-residential occupants (i.e., employees) have to use parks facilities and (2) how that availability differs from residential occupants (i.e., residents).

The calculation begins with the most recent counts for population and employment in the City's boundaries. As shown in Exhibit 3.1 below, in 2023 (the most recent year for which both population and employment data were available), 30,317 residents lived in the City, according to an interpolation of the population estimates in the City's 2021 PROS Plan. According to the Census Bureau, 6,472 people work inside Happy Valley, of which 449 both live and work in Happy Valley.

**Exhibit 3.1 – Growth in Residents**

| Population and Employment, 2023 | Living Inside Happy Valley | Living Outside Happy Valley | Total |
|---|---|---|---|
| Working Inside Happy Valley | 449 | 6,023 | 6,472 |
| Working Outside Happy Valley | 11,075 | | |
| Not Working | 18,793 | | |
| **Total** | **30,317** | | |

***Source:*** *PROS Plan (2023 total population estimate); U.S. Census Bureau OnTheMap (employment data)*

Next, we estimate the number of hours per week that each category of person would be available to use the parks facilities in the City. **Exhibit 3.2** below shows an estimate of maximum availability. This estimate assumes that 8 hours each day are used for sleeping for all residents of the City of Happy Valley. For those who are not working, the remaining 16 hours of each day are available for use of the parks system, giving a total of 112 hours per week of parks system availability. For workers, 8 hours of each day are assumed to be spent at work, which leaves the remaining 8 hours per weekday available for residential use of the parks system. In addition, workers have 16 hours of residential demand each weekend day, for a total of 72 hours per week of residential demand. During work, 1 hour is assumed to be available for workers to use the parks system, giving 5 hours per week of non-residential demand. These estimates are not of actual use, but maximum availability.

**Exhibit 3.2 – Maximum Availability by Category of Parks User**

| Hours per Week of Park Availability Per Person, Residential Demand | Living Inside Happy Valley |
|---|---|
| Working Inside Happy Valley | 72 |
| Working Outside Happy Valley | 72 |
| Not Working | 112 |

***Source:*** *FCS.*

| Hours per Week of Park Availability Per Person, Non-Residential Demand | Living Inside Happy Valley | Living Outside Happy Valley |
|---|---|---|
| Working Inside Happy Valley | 5 | 5 |
| Working Outside Happy Valley | | |
| Not Working | | |

***Source:*** *FCS.*

When the hours of availability above are multiplied by the counts presented earlier, we can determine the relative demand of residents and employees. As shown in **Exhibit 3.3** below, the parks demand of one employee is equivalent to the parks demand of about 0.05 residents. To put it another way, the parks demand of about 19.36 employees is equivalent to the parks demand of one resident.

**Exhibit 3.3 – Total Hours per Week of Park Availability**

| Total Hours per Week of Park Availability, 2023 | Residential hours | Non-residential hours | Total Hours |
|---|---|---|---|
| Working Inside Happy Valley | 32,328 | 32,360 | 64,688 |
| Working Outside Happy Valley | 797,400 | | 797,400 |
| Not Working | 2,104,805 | | 2,104,805 |
| **Total** | **2,934,533** | **32,360** | **2,966,893** |
| Hours per resident | 97 | | |
| Hours per employee | | 5 | |
| Residents per employee | | | 0.05 |

***Source:*** *Previous Tables*

## Growth in Demand

The current (2023) study area population is estimated to be 30,317 residents, according to the PROS Plan. During the forecast period from 2023 to 2040, the population is expected to grow by 23,683 residents to a total of 54,000 residents. Of that growth, 8,634 residents are expected to be added to portions of the City outside of the PV/NC Area, and 15,049 are expected to be added in the PV/NC Area. These calculations are summarized in **Exhibit 3.4** below. Employment amounts were based on the data provided in previous tables and divided into the two areas based on their proportional population totals.

**Exhibit 3.4 – Growth in Residents**

| Residents | 2019 | 2023 | 2040 | Growth (2023-2040) | Growth Share |
|---|---|---|---|---|---|
| Residents | | | | | |
| Happy Valley (outside PV/NC Area) | 21,700 | 23,366 | 32,000 | 8,634 | 26.98% |
| PV/NC Area | 5,300 | 6,951 | 22,000 | 15,049 | 68.41% |
| Total Residents | 27,000 | 30,317 | 54,000 | 23,683 | 43.86% |
| Employees | | | | | |
| Happy Valley (outside PV/NC Area) | | 4,988 | 6,831 | 1,843 | 26.98% |
| PV/NC Area | | 1,484 | 4,697 | 3,213 | 68.41% |
| Total Employees | | 6,472 | 11,528 | 5,056 | 43.86% |
| Residential-Equivalent Emloyees | | | | | |
| Happy Valley (outside PV/NC Area) | | 258 | 353 | 95 | 26.98% |
| PV/NC Area | | 77 | 243 | 166 | 68.41% |
| Total Residential-Equivalent Employees | | 334 | 595 | 261 | 43.86% |
| Total Residential Equivalents | | | | | |
| Happy Valley (outside PV/NC Area) | 21,700 | 23,624 | 32,353 | 8,729 | 26.98% |
| PV/NC Area | 5,300 | 7,027 | 22,243 | 15,215 | 68.41% |
| **Total Residential Equivalents** | 27,000 | 30,651 | 54,595 | 23,944 | 43.86% |

***Source:*** *2021 Happy Valley PROS Plan (population); previous tables (employees and residential-equivalent employees)*

The overall growth estimate of 23,944 residential equivalents will serve as the denominator for the uniform parks SDC calculation in Scenario 1 as well as the citywide charge in Scenario 2. The growth in the PV/NC Area of 15,215 will be the denominator for the overlay SDC in Scenario 2.

## Improvement Fee

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

### Eligibility

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

For parks SDCs, we determine eligibility by a level-of-service analysis that quantifies the park facilities that are needed for growth (and are therefore eligible to be included in an improvement fee cost basis). Park facilities can be measured by sorting them into categories such as neighborhood parks, pocket parks, or open space, or by considering their respective units of measurement (such as "acres of park land"). Further, in either approach, the current or future level of service may be targeted. These two separate choices create four distinct and equally defensible ways of calculating the eligibility percentage of each project.

Each method will be examined in the sections below.

*Current Level of Service (By Category and Unit of Measurement)*

Determining SDC eligibility for parks projects using the current level of service requires determining the quantity of parks facilities needed to maintain the current level of service. Any projects that add facilities in excess of that quantity are ineligible.

The City has eight relevant parks categories for determining its level of service by category. These are shown in the upper panel of the first column in **Exhibit 3.5**. Each category receives its own level of service. Using community parks as an example, the City currently has 31.21 acres of community parks. Using the 2023 population discussed above, this implies that there are 1.03 acres of community parks per 1,000 residents. The parks project list, when completed, will add 77 acres of community parks. Based on the 2040 population and the current level of service, only 24.38 additional acres of community parks are needed. So, only 31.66 percent of the City's community parks projects are eligible under the current level of service by category.

The same line of reasoning is used to develop the eligibility percentages for other parks categories. Calculating eligibility using level of service by unit of measurement also follows the same approach. The eligibility percentage for each parks category or unit of measurement is shown in the last column of **Exhibit 3.5**.

**Exhibit 3.5 – Parks SDC Eligibility under the Current Level of Service**

| Inventory and Eligibility | Units | 2023 Quantity | 2023 Units per 1,000 Residents | Change in Quantity | Current LoS: Additional Needed to Maintain LoS | Current LoS: Eligibility |
|---|---|---|---|---|---|---|
| By Category: | | | | | | |
| Pocket Park | Acres | 0.21 | 0.01 | 0.00 | 0.16 | 0.00% |
| Neighborhood Park | Acres | 1.30 | 0.04 | 66.00 | 1.02 | 1.54% |
| Community Park | Acres | 31.21 | 1.03 | 77.00 | 24.38 | 31.66% |
| Special Use Area | Acres | 0.48 | 0.02 | 0.00 | 0.37 | 0.00% |
| Natural Area | Acres | 65.38 | 2.16 | 0.00 | 51.07 | 0.00% |
| Open Space | Acres | 7.13 | 0.24 | 0.00 | 5.57 | 0.00% |
| Undeveloped Land | Acres | 70.00 | 2.31 | -70.00 | 54.68 | 0.00% |
| Trail | Miles | 5.37 | 0.18 | 9.79 | 4.19 | 42.84% |
| By Unit of Measurement: | | | | | | |
| Acres of Parks and Natural Areas | Acres | 175.71 | 5.80 | 73.00 | 137.26 | 100.00% |
| Miles of Trail | Miles | 5.37 | 0.18 | 9.79 | 4.19 | 42.84% |

***Source:*** *City staff, PROS Plan*

*Future Level of Service (By Category and Unit of Measurement)*

To determine SDC eligibility using the future level of service, the proposed additional quantity of parks facilities is added to the current quantity of parks facilities. Using the future population, a future level of service is then calculated. Then, that level of service is compared to the current parks system to determine if any deficiencies exist. Only the portions of parks projects that do not cure existing deficiencies are considered eligible for the improvement fee cost basis under this method.

As in the previous section, calculating SDC eligibility based on future level of service can be done both when measuring parks facilities by category and when measuring by unit of measurement. **Exhibit 3.6** below outlines both methods using the future level of service. Using community parks as an example, the City currently has 31.21 acres of community parks. The parks project list, when completed, will add 77 acres of community parks. This results in a future level of service of 2.00 acres of community parks per 1,000 residents in 2040. If that level of service were applied to the 2023 population, a minimum of 60.75 acres would be needed. However, there are currently 31.21 acres of community parks. Thus, 29.54 acres must be added to cure the deficiency in the community parks category. So, only the remaining 47.46 acres added by the project list, or 61.63 percent of community parks projects, are eligible for inclusion in the improvement fee cost basis under this method.

The same approach is used to develop the eligibility percentages for other parks categories. Further, calculating eligibility using level of service by unit of measurement follows the same logic. The eligibility percentage for each parks category or unit of measurement is shown in the "Eligibility" column of **Exhibit 3.6** below.

When calculating an SDC based on the future level of service, it is possible that there may be park facilities eligible for inclusion in a reimbursement fee. This occurs when the future level of service for a parks category or unit of measurement is lower than the current level of service. If this is the case, then it follows that the parks system has available capacity in its parks facilities. The final column of **Exhibit 3.6**, "Reimbursable Quantity,"

shows the reimbursable quantity of parks facilities by category and unit of measurement. However, no reimbursement fee was calculated for this SDC update.

**Exhibit 3.6 – Parks SDC Eligibility under the Future Level of Service**

| Inventory and Eligibility | | | | | Future LoS | | | |
|---|---|---|---|---|---|---|---|---|
| | Units | 2023 Quantity | 2023 Units per 1,000 Residents | Change in Quantity | 2040 Units per 1,000 Residents | 2023 Minimum Quantity | Eligibility | Reimbursable Quantity |
| By Category: | | | | | | | | |
| Pocket Park | Acres | 0.21 | 0.01 | 0.00 | 0.00 | 0.12 | 0.00% | 0.09 |
| Neighborhood Park | Acres | 1.30 | 0.04 | 66.00 | 1.25 | 37.78 | 44.72% | - |
| Community Park | Acres | 31.21 | 1.03 | 77.00 | 2.00 | 60.75 | 61.63% | - |
| Special Use Area | Acres | 0.48 | 0.02 | 0.00 | 0.01 | 0.27 | 0.00% | 0.21 |
| Natural Area | Acres | 65.38 | 2.16 | 0.00 | 1.21 | 36.71 | 0.00% | 28.67 |
| Open Space | Acres | 7.13 | 0.24 | 0.00 | 0.13 | 4.00 | 0.00% | 3.13 |
| Undeveloped Land | Acres | 70.00 | 2.31 | -70.00 | 0.00 | 0.00 | 0.00% | 70.00 |
| Trail | Miles | 5.37 | 0.18 | 9.79 | 0.28 | 8.51 | 67.91% | - |
| By Unit of Measurement: | | | | | | | | |
| Acres of Parks and Natural Areas | Acres | 175.71 | 5.80 | 73.00 | 4.61 | 139.63 | 100.00% | 36.08 |
| Miles of Trail | Miles | 5.37 | 0.18 | 9.79 | 0.28 | 8.51 | 67.91% | - |

***Source:*** *City staff, PROS Plan*

## Expansion Projects

The first of the City's two project lists includes projects that will expand the quantified capacity of the parks system and are therefore subject to the eligibility calculations described above. These projects are listed in **Exhibit 3.7**. This exhibit displays eligibility as calculated based on the future level-of-service by unit of measurement, as this approach yields the maximum defensible parks SDC.

**Exhibit 3.7 – Expansion List**

| ID | Description | Allocation | Timing | Quantity Added | 2023 Cost | Eligibility (Future by Unit) | Eligible Costs (Future by Unit) |
|---|---|---|---|---|---|---|---|
| NH-1 | Neighborhood Park Acquisition | PV/NC Area | 2031-2032 | 3.00 Acres | $ 4,500,000 | 100.00% | $ 4,500,000 |
| NH-2 | Neighborhood Park Acquisition | PV/NC Area | 2029-2031 | 4.00 Acres | 6,500,000 | 100.00% | 6,500,000 |
| NH-3 | Neighborhood Park Acquisition | PV/NC Area | 2026-2029 | 4.00 Acres | 6,100,000 | 100.00% | 6,100,000 |
| NH-4 | Neighborhood Park Acquisition | PV/NC Area | 2032 | 4.00 Acres | 6,100,000 | 100.00% | 6,100,000 |
| NH-5 | Neighborhood Park Acquisition | PV/NC Area | 2027-2030 | 3.00 Acres | 4,650,000 | 100.00% | 4,650,000 |
| NH-6 | Neighborhood Park Acquisition | PV/NC Area | 2031-2032 | 4.00 Acres | 6,700,000 | 100.00% | 6,700,000 |
| NH-7 | Neighborhood Park Acquisition | PV/NC Area | 2030-2032 | 3.00 Acres | 4,800,000 | 100.00% | 4,800,000 |
| NH-8 | Neighborhood Park Acquisition | PV/NC Area | 2031-2032 | 3.00 Acres | 4,800,000 | 100.00% | 4,800,000 |
| NH-9 | Neighborhood Park Acquisition | PV/NC Area | 2032 | 4.00 Acres | 6,900,000 | 100.00% | 6,900,000 |
| NH-10 | Neighborhood Park Acquisition | PV/NC Area | 2027 | 3.00 Acres | 6,900,000 | 100.00% | 6,900,000 |
| TR-3 | Construction of trail (Metro Trail 14) | Citywide | 2030 | 2.56 Miles | 3,200,000 | 67.91% | 2,173,127 |
| TR-4 | Construction of trail (Metro Trail 7) | Citywide | 2031 | 1.16 Miles | 2,500,000 | 67.91% | 1,697,755 |
| TR-5 | Construction of trail along north side of River | Citywide | 2032 | 1.48 Miles | 4,200,000 | 67.91% | 2,852,229 |
| TR-6 | Construction of trail | Citywide | 2032 | 1.95 Miles | 3,500,000 | 67.91% | 2,376,857 |
| TR-1 | Mt. Scott/Scouters Mt. Trail Loop | Citywide | 2025-2026 | 0.91 Miles | 362,000 | 67.91% | 245,835 |
| TR-2 | Clackamas River Trail | Citywide | 2028 | 1.74 Miles | 3,301,000 | 67.91% | 2,241,716 |
| NP-A | Neighborhood Park Acquisition | Outside PV/NC Area | 2031-2032 | 4.00 Acres | 7,100,000 | 100.00% | 7,100,000 |
| NP-B | Neighborhood Park Acquisition | Outside PV/NC Area | 2029-2031 | 3.00 Acres | 4,950,000 | 100.00% | 4,950,000 |
| NP-C | Neighborhood Park Acquisition | Outside PV/NC Area | 2026-2029 | 3.00 Acres | 4,950,000 | 100.00% | 4,950,000 |
| NP-D | Neighborhood Park Acquisition | Outside PV/NC Area | 2032 | 4.00 Acres | 7,100,000 | 100.00% | 7,100,000 |
| NP-E | Neighborhood Park Acquisition | Outside PV/NC Area | 2027-2030 | 4.00 Acres | 7,500,000 | 100.00% | 7,500,000 |
| NP-F | Neighborhood Park Acquisition | Outside PV/NC Area | 2027-2029 | 4.00 Acres | 7,500,000 | 100.00% | 7,500,000 |
| NP-G | Neighborhood Park Acquisition | Outside PV/NC Area | 2027-2029 | 3.00 Acres | 4,850,000 | 100.00% | 4,850,000 |
| NH-H | Neighborhood Park Acquisition | Outside PV/NC Area | 2031-2032 | 3.00 Acres | 5,050,000 | 100.00% | 5,050,000 |
| NP-I | Neighborhood Park Acquisition | Outside PV/NC Area | 2030-2032 | 3.00 Acres | 4,800,000 | 100.00% | 4,800,000 |
| CP-1 | Community Park Property Acquisition | Citywide | 2025 | 0.00 Acres | 3,200,000 | 100.00% | 3,200,000 |
| CP-1 | Community Park Development | Citywide | 2030 | 11.00 Acres | 8,830,000 | 100.00% | 8,830,000 |
| CP-2 | Community Park with Aquatic Center | Citywide | 2027 | 40.00 Acres | 58,800,000 | 100.00% | 58,800,000 |
| CP-3 | Riverfront Community Park | Citywide | 2023-2026 | 26.00 Acres | 11,075,000 | 100.00% | 11,075,000 |
| | | | **Total** | | **$ 210,718,000** | | **$ 205,242,520** |

***Source:*** *City staff*

As shown above, the total cost of the expansion list is $210.7 million, with a total eligible cost of $205.2 million. The third column displays whether a project serves the PV/NC Area, the area outside the PV/NC Area, or would serve the entire City (both inside and outside the PV/NC Area). The total cost for projects serving the PV/NC Area is $58.0 million; the total cost for projects serving areas outside the PV/NC is $53.8 million; and the total cost for projects serving both areas is $93.5 million.

## Infill Projects

The second of the City's two project lists includes projects that will not expand the quantified capacity of the parks system by adding acres but that will nevertheless add capacity for future users by adding amenities. This list is shown in **Exhibit 3.8** below.

**Exhibit 3.8 – Infill List**

| Park | Project | Total Cost | SDC Eligibility | SDC-Eligible Cost |
|---|---|---|---|---|
| Happy Valley Park | ADA access pathways & bleachers w/ safety railing | $ 65,000 | 0.00% | $ - |
| Happy Valley Park | ADA entry/parking upgrades: signs, warning strips, painted aisles | 5,000 | 0.00% | - |
| Happy Valley Park | Parking lot(s) resurfacing | 250,000 | 0.00% | - |
| Happy Valley Park | Replacement of footbridge | 100,000 | 0.00% | - |
| Happy Valley Park | Renovate/replace splash pad | 300,000 | 0.00% | - |
| Happy Valley Park | Replace badminton court | 7,500 | 0.00% | - |
| Happy Valley Park | Replace park signs, kiosks, gates, & other amenities | 35,000 | 0.00% | - |
| Happy Valley Park | Replace lower restrooms | 300,000 | 0.00% | - |
| Happy Valley Wetlands Park | Add wayfinding signage system design & installation | 35,000 | 43.86% | 15,350 |
| Scott Creek Trail | Add nature playground at upper terrace along Wm Otty Rd. | 125,000 | 43.86% | 54,822 |
| Scott Creek Trail | Add small picnic shelter | 75,000 | 43.86% | 32,893 |
| Scott Creek Trail | Replace trail boardwalk | 200,000 | 0.00% | - |
| Scott Creek Trail | Replace bridge | 350,000 | 0.00% | - |
| Veterans Memorial Park | Phase III | 130,000 | 43.86% | 57,015 |
| Mt. Scott/Scouters Mt. Trail Loop | Add connections & enhancements; Segment 2D | 650,000 | 43.86% | 285,074 |
| Mt. Scott/Scouters Mt. Trail Loop | Mt Talbert - Southern Lites; Segment 6E (part of West Happy Valley Trail) | 550,000 | 43.86% | 241,217 |
| System-wide ADA Upgrades | Barrier removal, benches, tables, paved paths | 47,100 | 0.00% | - |
| | | **$ 3,224,600** | | **$ 686,371** |

***Source:*** *City staff*

As shown, the infill project list has a total cost of $3.2 million. Each project is assigned one of two eligibility percentages: zero percent if the project is for repair or replacement of existing assets, and 43.86 percent if the project adds new amenities. That 43.86 percent represents the share of total future users in 2040 who are not yet users now. The result is that existing users and future users share the cost proportionately. The total eligible cost of the infill list is $686,371, all of which will be applied to the citywide charge in Scenario 2.

### Calculated Improvement Fee Cost Basis

**Exhibit 3.9** below shows the fully calculated parks SDC improvement fee cost basis using the future level-of-service by unit of measurement approach for the Expansion List projects.

**Exhibit 3.9 – Improvement Fee Cost Basis**

| | Eligibility | PV/NC Area | Outside PV/NC Area | Citywide | Total |
|---|---|---|---|---|---|
| Acres of Parks and Natural Areas | 100% | $ 57,950,000 | $ 53,800,000 | $ 81,905,000 | $ 193,655,000 |
| Miles of Trail | 68% | - | - | 11,587,520 | 11,587,520 |
| Expansion Projects Total | | $ 57,950,000 | $ 53,800,000 | $ 93,492,520 | $ 205,242,520 |
| Infill Projects Total | | - | - | 686,371 | 686,371 |
| **Total** | | **$ 57,950,000** | **$ 53,800,000** | **$ 94,178,891** | **$ 205,928,891** |

***Source:*** *Prior Tables*

As shown, the maximum defensible improvement fee cost basis is $205.9 million, with $58 million of eligible costs in the PV/NC Area, $53.8 million of eligible costs outside the PV/NC Area, and $94.2 million of eligible cost for projects that serve the entire City.

## Calculated SDC

This section calculates the parks SDC using the growth and improvement fee cost basis described above for both Scenarios 1 and 2. The resulting SDC per resident can then be applied to new developments by land use using assumptions of average occupancy by dwelling unit type.

## Adjustments

The City estimates that it has $20.3 million in its improvement fee fund balance as of June 30, 2023. Unspent improvement fees represent unfinished projects on the City's (or other) previous parks SDC project list. To avoid the risk of double charging for unfinished projects on the City's previous project list, this outstanding fund balance is removed from the improvement fee cost basis for Scenario 1 as well as for the citywide charge in Scenario 2.

ORS 223.307(5) authorizes the expenditure of SDCs on "the costs of complying with the provisions of ORS 223.297 to 223.316, including the costs of developing system development charge methodologies and providing an annual accounting of system development charge expenditures." To avoid spending monies for compliance that might otherwise have been spent on growth-related projects, this report also includes compliance costs as a separate cost basis. The total estimate for compliance costs for the transportation SDC through 2040 is $6.9 million.

## Calculated SDC

The table in **Exhibit 3.10** below shows the fully calculated parks SDC for both Scenario 1 (a uniformly applied SDC) and Scenario 2 (a citywide SDC with two separate overlays). Note that the "Growth in Residential Equivalents" row varies based on which geography the Parks SDC is being calculated for.

**Exhibit 3.10 – Calculated Parks SDC**

| Calculated SDC | Scenario 1 | Scenario 2: Citywide SDC with Two Overlays | | |
|---|---|---|---|---|
| | Uniform SDC | Citywide | Outside PV/NC Area Overlay | PV/NC Area Overlay |
| Cost Basis: | | | | |
| Improvement Fee | $ 205,928,891 | $ 94,178,891 | $ 53,800,000 | $ 57,950,000 |
| Less: Fund Balance | (20,290,000) | (20,290,000) | - | - |
| Eligible Improvement Fee | $ 185,638,891 | $ 73,888,891 | $ 53,800,000 | $ 57,950,000 |
| Plus: Compliance Costs | 7,425,556 | 7,425,556 | - | - |
| Total Cost Basis | $ 193,064,447 | $ 81,314,447 | $ 53,800,000 | $ 57,950,000 |
| Growth in Residential Equivalents | 23,944 | 23,944 | 8,729 | 15,215 |
| Improvement Fee per Residential Equivalent | $ 7,753 | $ 3,086 | $ 6,163 | $ 3,809 |
| Compliance Fee per Residential Equivalent | 310 | 310 | - | - |
| **Total SDC per Residential Equivalent** | **8,063** | **3,396** | **6,163** | **3,809** |
| **Total SDC Per Single-Family Detached Unit** | **$ 25,168** | **$ 10,600** | **$ 19,239** | **$ 11,888** |

As shown, the total charge per resident equivalent under a uniform approach (Scenario 1) is $8,063. The citywide charge under Scenario 2 is $3,396, with an overlay of $6,163 outside the PV/NC Area, and $3,089 inside the PV/NC Area. This results in a total charge per resident of $9,559 outside the PV/NC Area, and $7,205 inside the PV/NC Area.

With 3.12 residents per single-family detached dwelling unit, those per-resident charges translate to a $25,168 parks SDC in Scenario 1. In Scenario 2 a single-family detached unit would pay $10,600 citywide in addition to $19,239 per unit outside of the PV/NC overlay or $11,888 inside of the PV/NC overlay. The charges calculated in

**Exhibit 3.11** can also be applied to other dwelling unit types based on the schedule shown in **Exhibit 3.11** below. These charges use Census Bureau data to determine the average occupancy of dwelling units in Happy Valley.

**Exhibit 3.11 – Parks SDC Schedule**

| Calculated SDC | Scenario 1 | Scenario 2: Citywide SDC with Two Overlays | | |
|---|---|---|---|---|
| | Uniform SDC | Citywide | Outside PV/NC Area Overlay | PV/NC Area Overlay |
| **Single-family dwelling unit** | $ 25,168 | $ 10,600 | $ 19,239 | $ 11,888 |
| Multi-family & Middle Housing dwelling unit | 14,435 | 6,080 | 11,034 | 6,818 |
| Accessory Dwelling Unit | 7,218 | 3,040 | 5,517 | 3,409 |
| Mobile home dwelling unit | 15,086 | 6,354 | 11,532 | 7,126 |

***Source:*** *Previous tables, ACS 2020 5-year Estimates for Happy Valley, Table B25024 and B25033*

Note: ADUs are charged at half of the multifamily rate.

The charges shown in Scenario 2 result in a total charge outside the PV/NC Area of $29,839, and a total charge inside the PV/NC Area of $22,488 for a single-family dwelling unit.

# Implementation

This section addresses practical aspects of implementing SDCs and provides comparisons to other jurisdictions.

## Indexing

ORS 223.304 allows for the periodic indexing of SDCs for inflation, if the index used is:

> (A) A relevant measurement of the average change in prices or costs over an identified time period for materials, labor, real property or a combination of the three;
> (B) Published by a recognized organization or agency that produces the index or data source for reasons that are independent of the system development charge methodology; and
> (C) Incorporated as part of the established methodology or identified and adopted in a separate ordinance, resolution or order.

We recommend that the City use the *Engineering News-Record* (ENR) Construction Cost Index (CCI) for Seattle as the basis for adjusting SDCs annually – which is the City's current practice.

## Comparisons

This section provides comparisons for the City's current and proposed SDCs against those of comparable jurisdictions. **Exhibit 4.1** below summarizes the transportation SDC for a single-family residence in the City under Scenarios 1 and 2 and compares those charges to other comparable jurisdictions. The Happy Valley numbers in the exhibit assume 0.94 PM peak hour vehicle trip ends per single-family residence.

**Exhibit 4.1 – Comparison of Transportation SDCs per Single-Family Residence**

| Jurisdiction | Transportation SDC per Single-Family Residence |
|---|---|
| Hillsboro (with South Hillsboro overlay) | $37,288 |
| **Happy Valley (Scenario 2 - PV/NC Area)** | **$29,422** |
| **Happy Valley (Scenario 1 - Uniform Charge)** | **$26,688** |
| Beaverton (with South Cooper Mountain Overlay) | $26,230 |
| Tigard (with River Terrace overlay) | $26,213 |
| Beaverton (with Cooper Mountain Overlay) | $25,236 |
| Tigard | $22,173 |
| **Happy Valley (Scenario 2 - Outside PV/NC Area)** | **$18,043** |
| Hillsboro | $13,436 |
| Beaverton | $13,436 |
| **Happy Valley (Current)** | **$12,779** |

***Source:*** *FCS survey, July 2026*

**Exhibit 4.2** below summarizes the parks SDC for a single-family residence in the City under Scenarios 1 and 2 and compares those charges to other comparable jurisdictions

**Exhibit 4.2 – Comparison of Parks SDCs per Single Family Dwelling Unit**

| Jurisdiction | Parks SDC per Single-Family Residence |
|---|---|
| **Happy Valley (Scenario 2 - Outside PV/NC Area)** | **$29,839** |
| **Happy Valley (Scenario 1 - Uniform Charge)** | **$25,168** |
| **Happy Valley (Scenario 2 - Inside PV/NC Area)** | **$22,488** |
| Hillsboro (with South Hillsboro overlay) | $21,373 |
| THPRD (with North Bethany overlay) | $16,400 |
| THPRD * | $15,462 |
| Tigard (with River Terrace overlay) | $13,653 |
| Tigard | $12,955 |
| **Happy Valley (Current)** | **$10,479** |
| Hillsboro | $7,495 |

***Source:*** *FCS survey, July 2026*

** = Tualatin Hills Parks and Recreation District. Assumes a single-family residence with 2,501 square feet*

# Appendix A: Transportation SDC Project List

| | Project | In PV/NC | Timing | Total Cost | In PV/NC | SDC Eligibility | Outside Funding ($) | Outside PV/NC Area Eligible Cost | PV/NC Area Eligible Cost | Total SDC-Eligible Cost |
|---|---|---|---|---|---|---|---|---|---|---|
| I2 | Mt. Scott Boulevard/Idleman Road/Ridgecrest Road | No | Long Term | $ 2,000,000 | 0% | 100% | - | $ 2,000,000 | $ - | $ 2,000,000 |
| I3 | 145th Avenue/King Road | No | Long Term | 1,500,000 | 0% | 100% | - | 1,500,000 | - | 1,500,000 |
| I4 | 172nd Avenue/Rock Creek Blvd | No | Medium Term | 500,000 | 0% | 100% | - | 500,000 | - | 500,000 |
| I5 | 172nd Avenue/Scouter Mountain Road | No | Short Term | 2,000,000 | 0% | 100% | - | 2,000,000 | - | 2,000,000 |
| I6 | 162nd Avenue/Rock creek Boulvard | No | Medium Term | 1,000,000 | 0% | 100% | - | 1,000,000 | - | 1,000,000 |
| I7 | 172nd Avenue/OR 212 | No | Medium Term | 1,000,000 | 0% | 100% | - | 1,000,000 | - | 1,000,000 |
| I8 | 172nd Avenue/Troge Road* | No | Short Term | 8,000,000 | 0% | 100% | - | 8,000,000 | - | 8,000,000 |
| I9 | 172nd Avenue/Hemrich Road* | No | Medium Term | 3,000,000 | 0% | 100% | - | 3,000,000 | - | 3,000,000 |
| I10 | 172nd Avenue/Bliss Butte Boulevard | No | Medium Term | 3,000,000 | 0% | 100% | - | 3,000,000 | - | 3,000,000 |
| I11 | 172nd Avenue/Sager Road* | No | Medium Term | 2,000,000 | 0% | 100% | - | 2,000,000 | - | 2,000,000 |
| I12 | 172nd Avenue/Baxter Road/Cheldelin Road* | No | Medium Term | 1,000,000 | 0% | 100% | - | 1,000,000 | - | 1,000,000 |
| I13 | Foster Road/Bliss Butte Blvd* | Yes | Medium Term | 3,000,000 | 100% | 100% | - | - | 3,000,000 | 3,000,000 |
| I14 | 129th Avenue/Mountain Gate Road | No | Medium Term | 1,000,000 | 0% | 100% | - | 1,000,000 | - | 1,000,000 |
| I15 | 162nd Avenue/Misty Drive | No | Long Term | 1,000,000 | 0% | 100% | - | 1,000,000 | - | 1,000,000 |
| I16 | 162nd Avenue Extension North/Scouters Mountain Road | No | Medium Term | 1,000,000 | 0% | 100% | - | 1,000,000 | - | 1,000,000 |
| I17 | OR 212/OR 224 | No | Medium Term | 7,000,000 | 0% | 100% | - | 7,000,000 | - | 7,000,000 |
| I18 | Crossroads Avenue/172nd Avenue | No | Medium Term | 1,500,000 | 0% | 100% | - | 1,500,000 | - | 1,500,000 |
| I19 | OR 212/162nd Avenue | No | Medium Term | 3,000,000 | 0% | 100% | - | 3,000,000 | - | 3,000,000 |
| I20 | Sunnyside Road East Extension/Vogel Road | No | Long Term | 8,100,000 | 0% | 100% | - | 8,100,000 | - | 8,100,000 |
| I21 | Sunnyside Road East Extension/Sunnyside Road | No | Long Term | 8,200,000 | 0% | 100% | - | 8,200,000 | - | 8,200,000 |
| I22* | OR 224/Springwater Road | Yes | Long Term | 1,500,000 | 100% | 100% | 1,500,000 | - | - | - |
| I23* | OR 212/187th Avenue/Tong Road | Yes | Long Term | 1,000,000 | 100% | 100% | 1,000,000 | - | - | - |
| I24 | Sunnyside Road/187th Avenue | Yes | Long Term | 1,000,000 | 100% | 100% | - | - | 1,000,000 | 1,000,000 |
| I25 | Sunnyside Road East Extension/Foster Road | Yes | Long Term | 3,000,000 | 100% | 100% | - | - | 3,000,000 | 3,000,000 |
| I26 | Troge Road/Winston Road/Foster Road | Yes | Medium Term | 2,000,000 | 100% | 100% | - | - | 2,000,000 | 2,000,000 |
| I27 | Scouters Mountain Road/Foster Road | Yes | Medium Term | 2,000,000 | 100% | 100% | - | - | 2,000,000 | 2,000,000 |
| I28 | Hemrich Road/Foster Road | Yes | Medium Term | 2,000,000 | 100% | 100% | - | - | 2,000,000 | 2,000,000 |
| I29 | Borges Road Extension/Foster Road | Yes | Long Term | 2,000,000 | 100% | 100% | - | - | 2,000,000 | 2,000,000 |
| I30 | Borges Road/Tillstrom Road | Yes | Long Term | 2,000,000 | 100% | 100% | - | - | 2,000,000 | 2,000,000 |
| I31 | Cheldelin Road/Bliss Butte Boulevard | Yes | Long Term | 3,000,000 | 100% | 100% | - | - | 3,000,000 | 3,000,000 |
| I32 | Baxter Road/Foster Road/Cheldelin Road | Yes | Long Term | 2,000,000 | 100% | 100% | - | - | 2,000,000 | 2,000,000 |
| I33 | Sunnyside Road East Extension/Winston Raod | Yes | Long Term | 3,000,000 | 100% | 100% | - | - | 3,000,000 | 3,000,000 |
| I34 | Crossroads Avenue/Foster Road | Yes | Long Term | 2,000,000 | 100% | 100% | - | - | 2,000,000 | 2,000,000 |
| I35 | Scouters Mountain Road/177th Avenue | Yes | Medium Term | 2,000,000 | 100% | 100% | - | - | 2,000,000 | 2,000,000 |
| I36 | 162nd Avenue/Parklane Drive | No | Medium Term | 2,000,000 | 0% | 100% | - | 2,000,000 | - | 2,000,000 |
| I37 | 162nd Ave./Rock Creek Blvd. | No | Medium Term | 1,500,000 | 0% | 100% | - | 1,500,000 | - | 1,500,000 |
| W1 | Clatsop Street Widening East | No | Long Term | 6,450,000 | 0% | 29% | - | 1,870,500 | - | 1,870,500 |
| W2** | 172nd Avenue Widening South | No | Medium Term | 39,000,000 | 0% | 51% | 16,770,000 | 19,890,000 | - | 19,890,000 |
| W3 | 172nd Avenue Widening North | No | Medium Term | 7,650,000 | 0% | 30% | - | 2,295,000 | - | 2,295,000 |
| W4 | 122nd/129th Avenue Widening | No | Medium Term | 8,100,000 | 0% | 30% | - | 2,430,000 | - | 2,430,000 |
| W6 | 132nd Avenue Widening | No | Medium Term | 7,350,000 | 0% | 29% | - | 2,131,500 | - | 2,131,500 |
| W7 | 145th - 147th Avenue Widening | No | Medium Term | 9,500,000 | 0% | 29% | - | 2,755,000 | - | 2,755,000 |
| W8 | Mt. Scott Boulevard | No | Long Term | 27,500,000 | 0% | 30% | - | 8,250,000 | - | 8,250,000 |
| W9 | 162nd Avenue Widening | No | Medium Term | 3,600,000 | 0% | 29% | - | 1,044,000 | - | 1,044,000 |
| W10 | Idelman Road Widening | No | Long Term | 11,400,000 | 0% | 30% | - | 3,420,000 | - | 3,420,000 |
| W11 | Rock Creek Boulevard | No | Short Term | 11,250,000 | 0% | 30% | - | 3,375,000 | - | 3,375,000 |
| W12* | OR 212 | No | Medium Term | 23,500,000 | 0% | 51% | 23,500,000 | - | - | - |
| W13 | Vogel Road | No | Long Term | 1,350,000 | 0% | 29% | - | 391,500 | - | 391,500 |
| W14 | Tong Road | Yes | Medium Term | 7,800,000 | 100% | 29% | - | - | 2,262,000 | 2,262,000 |
| W15 | 187th Avenue | Yes | Long Term | 12,500,000 | 100% | 29% | - | - | 3,625,000 | 3,625,000 |
| W16 | Sunnyside Road | Yes | Long Term | 1,400,000 | 100% | 30% | - | - | 420,000 | 420,000 |
| W17 | Foster Road | Yes | Long Term | 28,600,000 | 100% | 30% | - | - | 8,580,000 | 8,580,000 |
| W18 | Cheldelin Road | Yes | Long Term | 4,650,000 | 100% | 29% | - | - | 1,348,500 | 1,348,500 |
| W19* | OR 224/Springwater Road | Yes | Long Term | 22,200,000 | 100% | 51% | 22,200,000 | - | - | - |
| W20 | Monner Road | No | Short Term | 5,500,000 | 0% | 29% | - | 1,595,000 | - | 1,595,000 |
| R1 | Clatsop Street Extension | No | Long Term | 4,200,000 | 0% | 29% | - | 1,218,000 | - | 1,218,000 |
| R2 | Clatsop Street - Cheldelin Road Extension | Yes | Long Term | 2,100,000 | 100% | 29% | - | - | 609,000 | 609,000 |
| R3 | 162nd Avenue Extension North | No | Medium Term | 8,200,000 | 0% | 18% | - | 1,476,000 | - | 1,476,000 |
| R4** | 162nd Avenue Extension South | No | Medium Term | 30,600,000 | 0% | 29% | 15,606,000 | 8,874,000 | - | 8,874,000 |
| R5 | Sager Road Extension East | Yes | Medium Term | 3,000,000 | 100% | 29% | - | - | 870,000 | 870,000 |
| R6 | Sager Road Extension West | No | Long Term | 3,000,000 | 0% | 0% | - | - | - | - |
| R7 | Bliss Butte Boulevard | Yes | Long Term | 28,300,000 | 100% | 51% | - | - | 14,433,000 | 14,433,000 |
| R8 | Wooden Heights Road | No | Medium Term | 1,650,000 | 0% | 29% | - | 478,500 | - | 478,500 |

*(continued)*

| | Project | In PV/NC | Timing | Total Cost | In PV/NC | SDC Eligibility | Outside Funding ($) | Outside PV/NC Area Eligible Cost | PV/NC Area Eligible Cost | Total SDC-Eligible Cost |
|---|---|---|---|---|---|---|---|---|---|---|
| R9 | Hemrich Road Extension | No | Medium Term | 8,700,000 | 0% | 29% | - | 2,523,000 | - | 2,523,000 |
| R10** | Scouters Mountain Road Extension | No | Medium Term | 16,500,000 | 0% | 29% | 4,620,000 | 4,785,000 | - | 4,785,000 |
| R11 | Troge Road Extension | No | Near Term | 6,300,000 | 0% | 29% | - | 1,827,000 | - | 1,827,000 |
| R12 | 169th Avenue - Crossroads Avenue Extension | No | Near Term | 9,900,000 | 0% | 29% | - | 2,871,000 | - | 2,871,000 |
| R13** | Misty Drive Extension | No | Medium Term | 11,100,000 | 0% | 29% | 8,602,500 | 2,497,500 | - | 2,497,500 |
| R14** | Rock Creek Court Extension | No | Long Term | 1,800,000 | 0% | 29% | 1,008,000 | 522,000 | - | 522,000 |
| R15 | Big Timber Court Extension | No | Long Term | 4,950,000 | 0% | 29% | - | 1,435,500 | - | 1,435,500 |
| R16** | Sunnyside Road East Extension | Yes | Medium Term | 13,800,000 | 100% | 51% | 11,040,000 | - | 2,760,000 | 2,760,000 |
| R17** | Rock Creek Boulevard Extension | No | Medium Term | 7,000,000 | 0% | 29% | 2,310,000 | 2,030,000 | - | 2,030,000 |
| R18** | Rock Creek East-West Roadway | No | Long Term | 12,450,000 | 0% | 29% | 3,610,500 | 3,610,500 | - | 3,610,500 |
| R19 | Parklane Drive North Extension | No | Medium Term | 10,200,000 | 0% | 29% | - | 2,958,000 | - | 2,958,000 |
| R20 | Parklane Drive South Extension | No | Long Term | 4,950,000 | 0% | 29% | - | 1,435,500 | - | 1,435,500 |
| R21 | 177th Avenue South Extension | No | Long Term | 9,450,000 | 0% | 29% | - | 2,740,500 | - | 2,740,500 |
| R22 | 177th Avenue North Extension | No | Long Term | 13,200,000 | 0% | 29% | - | 3,828,000 | - | 3,828,000 |
| R23* | Sunrise Parkway Phase 2 | No | Long Term | 477,000,000 | 0% | 0% | 477,000,000 | - | - | - |
| R24 | Borges Road Extension | Yes | Long Term | 12,900,000 | 100% | 30% | - | - | 3,870,000 | 3,870,000 |
| R25 | Eckert Lane East Extension | Yes | Long Term | 3,300,000 | 100% | 16% | - | - | 528,000 | 528,000 |
| | | | **Total** | **$ 1,029,650,000** | | | **$ 588,767,000** | **$ 153,857,500** | **$ 68,305,500** | **$ 222,163,000** |

**Outside funding from Oregon Department of Transportation. **Outside funding from Urban Renewal.*

Note: Near Term = 1-7 years, Medium Term = 8-14 years, long term = 15+ years. Please find project descriptions in Happy Valley TSP

# Appendix B: Schedule of PM Peak Hour Vehicle Trip Ends

| | ITE Code | Unit of Measure | PM Peak Hour Vehicle Trip Ends | Pass-by Trip Reduction Factor | New PM Peak Hour Vehicle Trip Ends | Transportation SDC |
|---|---|---|---|---|---|---|
| **INDUSTRIAL** | | | | | | |
| General Light Industrial | 110 | 1,000 SFGFA | 0.65 | 1.00 | 0.65 | $18,454 |
| Industrial Park | 130 | 1,000 SFGFA | 0.34 | 1.00 | 0.34 | $9,653 |
| Manufacturing | 140 | 1,000 SFGFA | 0.74 | 1.00 | 0.74 | $21,010 |
| Warehousing | 150 | 1,000 SFGFA | 0.18 | 1.00 | 0.18 | $5,110 |
| Mini-Warehouse/Self Storage | 151 | 1,000 SFGFA | 0.15 | 1.00 | 0.15 | $4,259 |
| Utility | 170 | 1,000 SFGFA | 2.16 | 1.00 | 2.16 | $61,325 |
| Specialty Trade Contractor | 180 | 1,000 SFGFA | 1.93 | 1.00 | 1.93 | $54,795 |
| **RESIDENTIAL** | | | | | | |
| Single-Family Detached Housing | 210 | Dwelling Units | 0.94 | 1.00 | 0.94 | $26,688 |
| Single-Family Attached Housing | 215 | Dwelling Units | 0.57 | 1.00 | 0.57 | $16,183 |
| Accessory Dwelling Units | Calculated | Dwelling Units | 0.26 | 1.00 | 0.26 | $7,240 |
| Multifamily Housing (Low-Rise -up to 3 stories), plexes, cottage clusters | 220 | Dwelling Units | 0.51 | 1.00 | 0.51 | $14,480 |
| Multifamily Housing (Mid-Rise, not close to rail transit) | 221 | Dwelling Units | 0.39 | 1.00 | 0.39 | $11,073 |
| Mobile Home Park | 240 | Dwelling Units | 0.58 | 1.00 | 0.58 | $16,467 |
| Senior Adult Housing - Attached and Detached | 251, 252 | Dwelling Units | 0.28 | 1.00 | 0.28 | $7,950 |
| Congregate Care Facility | 253 | Dwelling Units | 0.18 | 1.00 | 0.18 | $5,110 |
| Assisted Living | 254 | 1,000 SFGFA | 0.48 | 1.00 | 0.48 | $13,628 |
| **COMMERCIAL** | | | | | | |
| Hotel/Motel | 310,320 | Rooms | 0.59 | 1.00 | 0.59 | $16,751 |
| Campground/Recreational Vehicle Park | 416 | Campsite | 0.21 | 1.00 | 0.21 | $5,962 |
| Multipurpose Recreational Facility | 435 | 1,000 SFGFA | 3.58 | 1.00 | 3.58 | $101,641 |
| Multiplex Movie Theater | 445 | Movie Screens | 13.96 | 1.00 | 13.96 | $396,343 |
| Casino and Video Poker | 473 | 1,000 SFGFA | 22.61 | 1.00 | 22.61 | $641,928 |
| Soccer Complex | 488 | Fields | 16.43 | 1.00 | 16.43 | $466,470 |
| Health/Fitness Club | 492 | 1,000 SFGFA | 3.45 | 1.00 | 3.45 | $97,950 |
| Recreational Community Center | 495 | 1,000 SFGFA | 2.50 | 1.00 | 2.50 | $70,978 |
| School (elementary, middle, high) | 520, 522, 525 | student | 0.15 | 1.00 | 0.15 | $4,259 |
| Junior/Community College | 540 | 1,000 SFGFA | 0.11 | 1.00 | 0.11 | $3,123 |
| Church | 560 | 1,000 SFGFA | 0.49 | 1.00 | 0.49 | $13,912 |
| Day Care Center | 565 | 1,000 SFGFA | 11.12 | 1.00 | 11.12 | $315,712 |
| Fire and Rescue Station | 575 | 1,000 SFGFA | 0.48 | 1.00 | 0.48 | $13,628 |
| Library | 590 | 1,000 SFGFA | 8.16 | 1.00 | 8.16 | $231,673 |
| Hospital | 610 | 1,000 SFGFA | 0.86 | 1.00 | 0.86 | $24,417 |
| Nursing Home | 620 | 1,000 SFGFA | 0.59 | 1.00 | 0.59 | $16,751 |
| Clinic and Urgent Care Facility | 630 | 1,000 SFGFA | 3.69 | 1.00 | 3.69 | $104,764 |
| Animal Hospital/Veterinary Clinic | 640 | 1,000 SFGFA | 3.53 | 1.00 | 3.53 | $100,221 |
| Office | 710,712,715,730 | 1,000 SFGFA | 1.76 | 1.00 | 1.76 | $49,969 |
| Office Park or Business Park | 750,760,770 | 1,000 SFGFA | 1.22 | 1.00 | 1.22 | $34,637 |
| Construction Equipment Rental Store | 811 | 1,000 SFGFA | 0.99 | 1.00 | 0.99 | $28,107 |
| Variety Store | 814 | 1,000 SFGFA | 6.70 | 0.66 | 4.42 | $125,547 |
| Free-Standing Discount Store | 815 | 1,000 SFGFA | 4.86 | 0.83 | 4.03 | $114,525 |
| Hardware/Paint Store and Bldg Mat'l/Lumber Store | 812,816 | 1,000 SFGFA | 2.98 | 0.74 | 2.21 | $62,609 |
| Nursery (Garden Center) | 817 | 1,000 SFGFA | 6.94 | 1.00 | 6.94 | $197,036 |
| Nursery (Wholesale) | 818 | 1,000 SFGFA | 5.24 | 1.00 | 5.24 | $148,771 |
| Shopping Center/General Retail | 822 | 1,000 SFGLA | 6.59 | 1.00 | 6.59 | $187,099 |
| Automobile Sales (New and Used) | 840,841 | 1,000 SFGFA | 3.09 | 1.00 | 3.09 | $87,587 |

*(continued)*

| | ITE Code | Unit of Measure | PM Peak Hour Vehicle Trip Ends | Pass-by Trip Reduction Factor | New PM Peak Hour Vehicle Trip Ends | Transportation SDC |
|---|---|---|---|---|---|---|
| **COMMERCIAL** | | | | | | |
| Recreational Vehicle Sales | 842 | 1,000 SFGFA | 0.77 | 1.00 | 0.77 | $21,861 |
| Automobile Parts Sales | 843 | 1,000 SFGFA | 4.90 | 0.57 | 2.79 | $79,297 |
| Tire Store | 848,849 | 1,000 SFGFA | 3.75 | 0.72 | 2.70 | $76,657 |
| Supermarket | 850 | 1,000 SFGFA | 8.95 | 0.64 | 5.73 | $162,626 |
| Convenience Market | 851 | 1,000 SFGFA | 49.11 | 0.49 | 24.06 | $683,207 |
| Apparel Store | 876 | 1,000 SFGFA | 4.12 | 1.00 | 4.12 | $116,972 |
| Arts and Crafts Store | 879 | 1,000 SFGFA | 6.21 | 1.00 | 6.21 | $176,310 |
| Pharmacy/Drugstore without Drive-Through Window | 880 | 1,000 SFGFA | 8.51 | 0.47 | 4.00 | $113,557 |
| Pharmacy/Drugstore with Drive-Through Window | 881 | 1,000 SFGFA | 10.25 | 0.51 | 5.23 | $148,416 |
| Marijuana Dispensary | 882 | 1,000 SFGFA | 18.92 | 1.00 | 18.92 | $537,164 |
| Furniture Store | 890 | 1,000 SFGFA | 0.52 | 0.47 | 0.24 | $6,939 |
| Liquor Store | 899 | 1,000 SFGFA | 16.62 | 1.00 | 16.62 | $471,864 |
| Walk-in Bank | 911 | 1,000 SFGFA | 12.13 | 1.00 | 12.13 | $344,387 |
| Drive-in Bank | 912 | 1,000 SFGFA | 21.01 | 0.65 | 13.66 | $387,726 |
| Hair Salon | 918 | 1,000 SFGFA | 1.45 | 1.00 | 1.45 | $41,167 |
| Copy, Print, and Express Ship Store | 920 | 1,000 SFGFA | 7.42 | 1.00 | 7.42 | $210,664 |
| Food Cart Pod | 926 | Food Carts | 6.16 | 1.00 | 6.16 | $174,891 |
| Fast Casual Restaurant | 930 | 1,000 SFGFA | 12.55 | 1.00 | 12.55 | $356,311 |
| Quality Restaurant | 931 | 1,000 SFGFA | 7.80 | 0.56 | 4.37 | $124,013 |
| High-Turnover (Sit-Down) Restaurant | 932 | 1,000 SFGFA | 9.05 | 0.57 | 5.16 | $146,457 |
| Fast-Food Restaurant without Drive-Through Window | 933 | 1,000 SFGFA | 33.21 | 1.00 | 33.21 | $942,877 |
| Fast-Food Restaurant with Drive-Through Window | 934 | 1,000 SFGFA | 33.03 | 0.50 | 16.52 | $468,883 |
| Fast-Food Restaurant with Drive-Through Window and No Indoor Seating | 935 | 1,000 SFGFA | 59.50 | 1.00 | 59.50 | $1,689,285 |
| Coffee/Donut Shop without Drive-Through Window | 936 | 1,000 SFGFA | 32.29 | 1.00 | 32.29 | $916,757 |
| Coffee/Donut Shop with Drive-Through Window | 937 | 1,000 SFGFA | 38.99 | 1.00 | 38.99 | $1,106,979 |
| Coffee/Donut Shop with Drive-Through Window and No Indoor Seating | 938 | 1,000 SFGFA | 15.08 | 0.11 | 1.66 | $47,096 |
| Quick Lubrication Vehicle Shop | 941 | 1,000 SFGFA | 8.70 | 1.00 | 8.70 | $247,005 |
| Automobile Care Center | 942 | 1,000 SFGFA | 3.11 | 1.00 | 3.11 | $88,297 |
| Automobile Parts and Service Center | 943 | 1,000 SFGFA | 2.06 | 1.00 | 2.06 | $58,486 |
| Convenience Store/Gas Station | 944,945 | Vehicle Fueling Positions | 13.91 | 0.58 | 8.07 | $229,056 |
| Self-Service Car Wash | 947 | Wash Stalls | 5.54 | 1.00 | 5.54 | $157,288 |
| Automated Car Wash | 948 | Car Wash Tunnels | 77.50 | 1.00 | 77.50 | $2,200,329 |
| Car Wash and Detail Center | 949 | Wash Stalls | 13.60 | 1.00 | 13.60 | $386,122 |
| Truck Stop | 950 | Vehicle Fueling Positions | 15.42 | 1.00 | 15.42 | $437,795 |
| Winery | 970 | 1,000 SFGFA | 7.31 | 1.00 | 7.31 | $207,541 |
| Drinking Place | 975 | 1,000 SFGFA | 11.36 | 1.00 | 11.36 | $322,526 |

***Source***: *ITE, Trip Generation Manual, 11th edition; Abbreviations: ITE = Institute of Transportation Engineers.*

Note: ADUs charged at half of the multifamily rate