



PLANNING & DEVELOPMENT SERVICES

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August 20, 2020

City of Coburg City Council
P.O. Box 8316
Coburg, OR 97408

Sent Via E-mail: Sammy HHearley@LCOG.org
Sammy.egbert@ci.coburg.or.us

Dear City Councilors,

RE: SUB-01-20 – FINDINGS TO DENY THE SUBDIVISION

The Planning Commission decision was based on several findings not supported by evidence in the record. Listed below are a few examples with revised findings for City Council to deny the subdivision.

1.0 Article XII.C.2.c.5 requires of a Tentative Subdivision:

“Proposal contributes to the orderly development of the City’s area transportation network of roads, bikeways, and pedestrian facilities, and allows for continuation and expansion of existing public access easements within or adjacent to the subdivision.”

And

Article XII.C.2.c.(7)(aa) requires of a Tentative Subdivision:

“The proposal will not impede the future use of the remainder of the property under the same ownership or adversely affect the development of the remainder or any adjoining land or access thereto.”

PC Findings: The applicant agrees with and addresses approval criteria and agrees to City infrastructure standards. These criteria are met.¹

CC Revised Findings:

- 1.1 Subdivision does NOT contribute to the orderly development of the City’s area transportation network and places an undue burden on the exclusive use of N Skinner Street and N Coleman Street for access.

¹ Coburg Planning Commission Final Order, Page 30.

- 1.2 Subdivision does NOT provide for the planned extension of Macy Street or E Van Duyn Street.
- 1.3 The Coburg 1993 Transportation System Plan (TSP) identified the need to extend Macy Street to the future northern extension of Coleman Street. (Refer to Exhibit A – Coburg 1993 TSP Map 14.)
- 1.4 The subdivision does not propose to dedicate and improve Macy Street to the western edge of the subdivision boundary.
- 1.5 On September 11, 2018, the City Council adopted Resolution No. 2018-18 updating the Coburg System Development Charge Methodology including SDC Transportation fees. (Refer to Exhibit B – Council Resolution No 2018-18.)
- 1.6 The 2018 SDC Methodology relied upon the list of transportation projects in the Coburg TSP adopted in October 2013 including a project to construct a new east-west street connection extending E Van Duyn Street. (See SDC Project #12.)
- 1.7 The 2018 SDC Methodology describes the Transportation SDC fee as: *“The improvement fee cost basis is based on a specific list of planned capacity-increasing capital improvements.”* The City of Coburg is collecting SDC Transportation fees based in part on the planned extension of E Van Duyn Street.
- 1.8 The proposed subdivision does not provide a direct street connection from E Van Duyn Street to Sarah Street but instead requires short north-south maneuvers on proposed new sections of N Skinner and N Coleman streets.
- 1.9 The subdivision does not align the E Van Duyn/Sarah Street connection along the southern edge of the subdivision creating an adverse impact on at least two tax lots - 6903 and 7101 - located between N Skinner and N Coleman streets.

2.0 Article VIII.E.3.i Existing Streets requires a Tentative Subdivision:

“Whenever existing streets adjacent to or within a tract are of inadequate width, additional right-of-way shall be provided at the time of the land division.”

PC Findings: No additional right of way is necessary. However, the adjacent pavement of north Skinner Street is inadequate. These criteria shall be met in the PEPI process.²

CC Revised Findings:

- 2.1 The subdivision tract is adjacent to a section of E Van Duyn Street which has an existing public right-of-way width of 30 feet.
- 2.2 Based on the 2013 Coburg Transportation System Plan and the Council adopted 2018 SDC Methodology, E Van Duyn Street is planned to be improved and extended.

² Coburg Planning Commission Final Order, Page 17.

- 2.3 The Coburg street standards require a minimum 45-foot wide public right-of-way for a local street. E Van Duyn Street has inadequate public right-of-way.
- 2.4 The proposed subdivision does not include the required dedication of at least 15 feet of additional public right-of-way on E Van Duyn Street adjacent to the subdivision.
- 2.5 The subdivision tract is adjacent to the intersection of E Van Duyn Street and N Skinner Street.
- 2.6 N Skinner Street has an existing public right-of-way width of 30 feet with a paved width of 12 feet.
- 2.7 The proposed subdivision shows N Skinner Street being extended north of the intersection at E Van Duyn to Macy Street.
- 2.8 The proposed subdivision includes N Skinner Street as one of only two access points for the subdivision.
- 2.9 N Skinners Street has inadequate public right-of-way and any proposed street improvements can not be done in full compliance with Coburg adopted street standards as shown on Exhibit D – Coburg Local Street Standards.

3.0 Article X.D Type III Procedure (Quasi-Judicial)

PC Findings:

On June 17, 2020 the Coburg Planning Commission reviewed the SUB-01-20 after giving the required notice per O.R.S. 197.195(3) and Coburg Ordinance No. A-200-1, Article X.C.³

On June 17, 2020 Planning Commission approved the Subdivision proposal SUB-01-20 after giving the required notice per O.R.S. 197.195(3) and Coburg Ordinance No. A-200-1, Article X.C and acknowledging a 15 day appeal period. The appeal period ends July 2, 2020.⁴

CC Revised Findings:

- 3.1 The Planning Commission findings state required notice was provided per Article X.C which are Type II Procedures. A tentative Subdivision is required to be reviewed according to Article X.D, Type III Procedures.
- 3.2 On June 1, 2020, the City mailed public notice of the Planning Commission's June 17 public hearing.

³ Coburg Planning Commission Final Order, Page 6, Finding #2

⁴ Coburg Planning Commission Final Order, Page 6, Finding #3

- 3.3 On June 9 and June 10, 2020 the applicant amended the subdivision application including an 18 percent increase in the number of lots. No public notice was provided regarding the amended application materials.
- 3.4 At the June 17, 2020 Planning Commission public hearing the appellants raised concerns regarding inadequate notice, confusion due to the applicant's submittal of a revised subdivision plan after the initial public notice was mailed, and insufficient time to provide public testimony.
- 3.5 The Planning Commission received public testimony requesting the public hearing be continued. The request was denied. The Planning Commission closed the public hearing and public record except for written rebuttal testimony addressing new evidence the applicant was allowed to submit addressing one area of concern.
- 3.6 Additional findings demonstrating procedural errors are contained in Exhibit F to the appellants letter dated June 27, 2020 and are also incorporated herein.

In addition to the above findings, the City Council hereby incorporates by reference the statements in opposition to the subdivision contained in the written testimony submitted by the appellants dated June 17, June 30, July 27, and August 16, 2020.

New or Revised Staff Recommendations

The staff report to the city council provides new recommended conditions of approval listed below followed by our brief response.

Condition of Approval #6: Prior to final plat approval, final plat shall have a plat note indicating which lots are zoned Traditional Medium Residential (TMR).

We support the above condition. However, there is no statutory procedure for amending the official City of Coburg Zoning Map through the subdivision process. We agree the Tentative Subdivision may serve to help guide where to "anchor" the floating TMR zoning but it does not eliminate the requirement to follow the zone change procedures clearly set forth in Article XXI of the code. An application to amend the Zoning Map could be submitted concurrently with a new Tentative Subdivision application or processed sometime prior to approval of the Final Plat.

Condition of Approval #7: Reserve Strips at the three northern dead-ends, within the subdivision on Skinner, N Emerald and Coleman Streets shall be shown on the final plat. The applicant shall dedicate the area of the reserve strips to the City of Coburg for this purpose.

We support the above condition.

Condition of Approval #8: Prior to final plat approval of the subdivision, the applicant shall record and receive final plat approval of the partition, identified as city file name and number PA-01-20 Weichert Partition. Construction activities, such as earth-moving and rearranging, can occur as long as they aren't associated with building a structure.

The code requires a Tentative Subdivision Plan to include "all contiguous property under the same ownership as the subject property." This was not done in the case of the pending

subdivision application. It is unfortunate and hopefully will be rectified with a new Tentative Subdivision if the pending application is withdrawn or denied.

Conditions of Approval Related to N Skinner and N Coleman Parking

The staff suggest a possible revised condition to pave N Skinner and N Coleman to a width of 20 feet and post “No parking on pavement” signs. The staff assert, “Off-pavement parking of vehicles is permitted.” The 30-foot ROW width on N Skinner will not fit a 20-foot wide paved street and two 8 foot wide areas off-pavement for parked cars. That scenario would require a minimum of 36 feet in width without any room for the required soft shoulder or bioswale/planter strip.

No streets in the city have parking regulations. Who will be responsible for maintenance of the signs and enforcement of the parking restrictions?

Furthermore, the code limits single-family homes to a single driveway. Parking on private property in the “front yard” would not be allowed in the zoning if the home already has a driveway elsewhere on the property.

The staff suggest the city council consider what N Skinner and N Coleman streets should look like. We assert that this had been done multiple times. On the Coburg 1999 TSP, N Skinner is NOT shown as being extended north of the intersection with E Van Duyn Street. Although the 1999 TSP showed N Coleman Street extending to the intersection with Macy Street an update of the TSP indicates that Coleman Street is to also to be considered a bike boulevard. These prior Council actions should be important indicators as to the community vision for these streets.

In closing, we hope the City Council will deny the subdivision, so that modifications can be made to bring it into compliance with the criteria.

Sincerely,

Teresa Bishow

Teresa Bishow, AICP

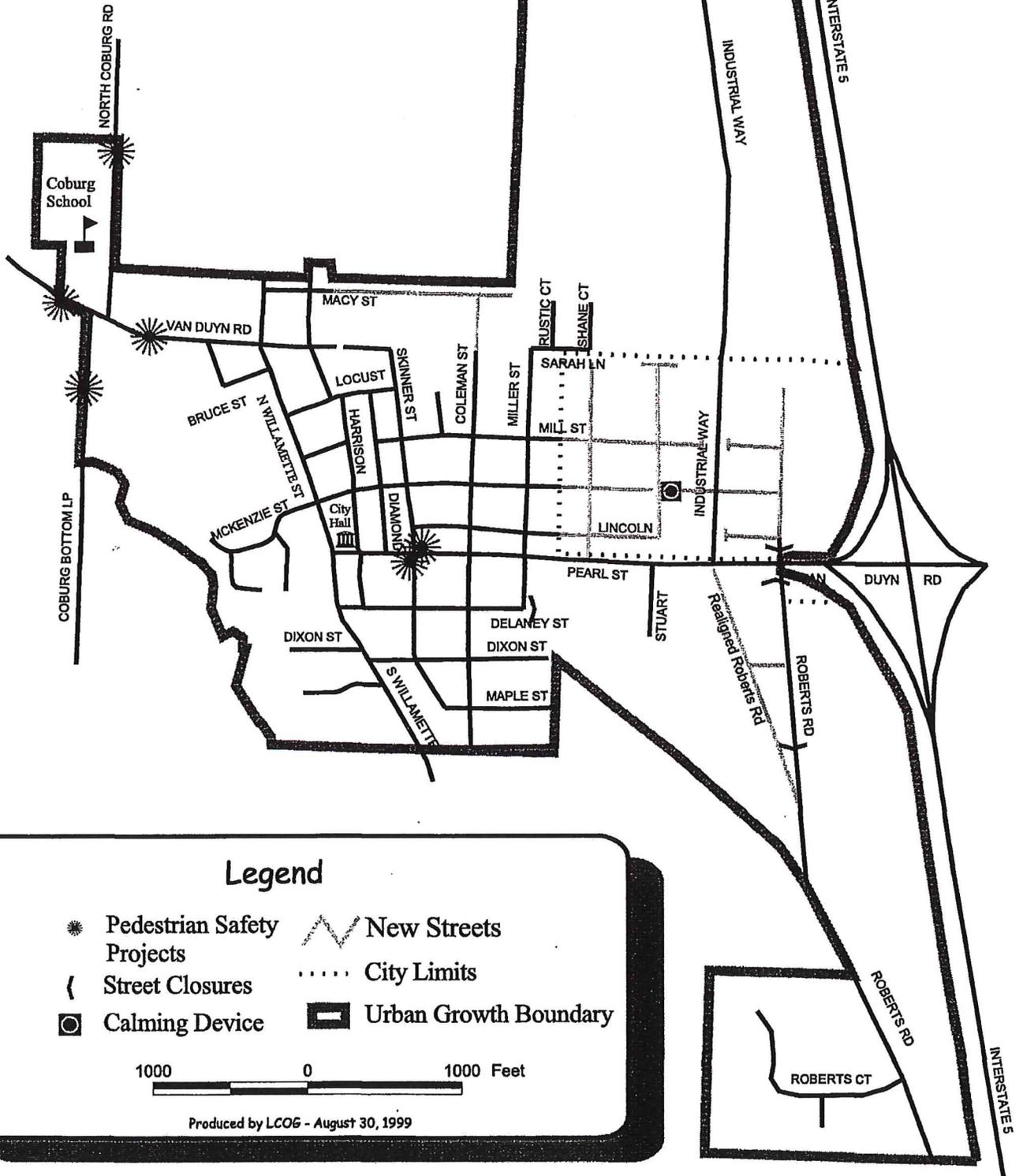
cc: clients

Exhibits

- Exhibit A - Coburg 1993 TSP Map 14
- Exhibit B - Council Resolution No. 2018-18 (Excerpt Only)
- Exhibit C – Surrounding Public Streets
- Exhibit D – Coburg Local Street Standards

Coburg Transportation System Plan Proposed Street System Improvements Map 14

EXHIBIT A



RESOLUTION 2018-18

A RESOLUTION ADOPTING A SYSTEM DEVELOPMENT CHARGE METHODOLOGY FOR PARKS, TRANSPORTATION, WATER, AND WASTEWATER AND ESTABLISHES NEW SYSTEME DEVELOPMENT CHARGES

WHEREAS, the City of Coburg has adopted a capital improvement plan for the parks, transportation, water, and wastewater systems, identifying elements that have been constructed are under construction and are planned to accommodate future growth; and

WHEREAS, the City of Coburg plans on collecting some of the growth associated costs of the parks, transportation, water, and wastewater systems through System Development Charges; and

WHEREAS, the City of Coburg must adopt Parks, Transportation, Water, and Wastewater System Development Charges methodology to accomplish its plans;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Coburg

1. The Document identified as the Coburg System Development Charge Update attached to this Resolution, setting forth the means of calculation of a reimbursement and an improvement SDC, the possible credits to be allowed and related information in compliance with state requirements for an SDC methodology is hereby adopted.
2. System development charges are hereby imposed on all new development at the rates shown below for each system:

A. Parks

	People per Unit	SDC - Special Realized LOS
Residential	2.67	\$5,875
Multi-Family	2.57	\$5,659
Accessory Dwelling Unit	1.45	\$3,188
Non-Residential Charge	RPEs per 1,000 SF	
Ag., Fish and Forest Services; Constr; Mining	0.68	\$1,505
Food and Kindred Products	0.64	\$1,410
Textile and Apparel	0.43	\$955
Lumber and Wood	0.63	\$1,388
Furniture; Clay, Stone & Glass; Misc.	0.53	\$1,169
Paper and Allied	0.25	\$555
Printing, Publishing and Allied	0.90	\$1,974
Chemicals, Petroleum, Rubber, Leather	0.56	\$1,234
Primary and Fabricated Metals	0.96	\$2,115
Machinery Equipment	1.35	\$2,960
Electrical Machinery, Equipment	1.01	\$2,220
Transportation Equipment	0.58	\$1,269
TCPU - Transportation and Warehousing	0.12	\$270
TCPU - Communications and Public Utilities	0.88	\$1,931
Wholesale Trade	0.29	\$639
Retail Trade	0.86	\$1,890
Finance, Insurance and Real Estate	1.09	\$2,400
Non-Health Services	0.52	\$1,153
Health Services	1.15	\$2,537
Educational, Social, Membership Services	0.55	\$1,200
Government	0.76	\$1,676

Source: US Census (American Community Survey 2011-2015) and the Department of Environmental Quality.

B. Transportation

ITE Code	Land Use	Unit	Average Daily Person Trips	Total
21	Commercial Airport	CFD	208.83	\$86,640
30	Intermodal Truck Terminal	Acre	106.02	\$43,991
110	General Light Industrial	1,000 SFGFA	8.84	\$3,706
130	Industrial Park	1,000 SFGFA	8.97	\$3,757
140	Manufacturing	1,000 SFGFA	5.09	\$2,132
151	Mini-Warehouse	1,000 SFGFA	3.99	\$1,670
160	Data Center	1,000 SFGFA	1.68	\$657
210	Single-Family Detached Housing	Dwelling unit	15.87	\$6,648
220	Apartment	Dwelling unit	10.92	\$4,574
230	Residential Condominium/Townhouse	Dwelling unit	9.49	\$3,977
240	Mobile Home Park	ODU	8.23	\$3,449
254	Assisted Living	Bed	4.31	\$1,804
310	Hotel	Room	13.20	\$5,528
411	City Park	Acre	10.20	\$4,246
417	Regional Park	Acre	8.39	\$3,513
430	Golf Course	Acre	8.88	\$3,710
444	Movie Theater with Matinee	Movie screen	650.21	\$272,369
492	Health/Fitness Club	1,000 SFGFA	50.94	\$21,338
495	Recreational Community Center	1,000 SFGFA	49.03	\$19,282
520	Elementary School	1,000 SFGFA	11.97	\$5,014
522	Middle School/Junior High School	1,000 SFGFA	10.89	\$4,477
530	High School	1,000 SFGFA	10.00	\$4,188
540	Junior/Community College	1,000 SFGFA	35.97	\$15,069
560	Church	1,000 SFGFA	22.21	\$9,304
565	Day Care Center	1,000 SFGFA	30.28	\$12,685
590	Library	1,000 SFGFA	84.78	\$35,513
610	Hospital	1,000 SFGFA	20.45	\$8,564
620	Nursing Home	1,000 SFGFA	12.12	\$5,075
710	General Office Building	1,000 SFGFA	14.08	\$5,897
720	Medical-Dental Office Building	1,000 SFGFA	45.88	\$19,218
731	State Motor Vehicles Department	1,000 SFGFA	203.11	\$85,082
732	United States Post Office	1,000 SFGFA	148.43	\$62,175
750	Office Park	1,000 SFGFA	14.28	\$5,982
760	Research and Development Center	1,000 SFGFA	10.45	\$4,379
770	Business Park	1,000 SFGFA	15.85	\$6,640
812	Building Materials and Lumber Store	1,000 SFGFA	72.48	\$30,351
813	Free-Standing Discount Superstore	1,000 SFGFA	64.82	\$27,067
814	Variety Store	1,000 SFGFA	51.36	\$21,516
815	Free-Standing Discount Store	1,000 SFGFA	47.40	\$19,856
816	Hardware/Paint Store	1,000 SFGFA	43.53	\$18,236
817	Nursery (Garden Center)	1,000 SFGFA	139.20	\$58,311
820	Shopping Center	1,000 SFGFA	34.74	\$14,553
826	Specialty Retail Center	1,000 SFGFA	68.18	\$28,559
841	Automobile Sales	1,000 SFGFA	49.17	\$20,595
843	Automobile Parts Sales	1,000 SFGFA	45.78	\$19,170
848	Tire Store	1,000 SFGFA	28.89	\$12,018
850	Supermarket	1,000 SFGFA	79.54	\$33,317
851	Convenience Market (Open 24 Hours)	1,000 SFGFA	414.63	\$173,686
857	Discount Club	1,000 SFGFA	71.14	\$29,800
862	Home Improvement Superstore	1,000 SFGFA	28.11	\$11,776
880	Pharmacy/Drugstore without Drive-Through	1,000 SFGFA	84.05	\$26,830
881	Pharmacy/Drugstore with Drive-Through	1,000 SFGFA	81.87	\$25,916
890	Furniture Store	1,000 SFGFA	3.07	\$1,286
911	Walk-in Bank	1,000 SFGFA	0.00	\$0
912	Drive-in Bank	1,000 SFGFA	53.35	\$23,604
925	Drinking Place	1,000 SFGFA	0.00	\$0
931	Quality Restaurant	1,000 SFGFA	62.88	\$26,331
932	High-Turnover (Sit-Down) Restaurant	1,000 SFGFA	88.34	\$37,003
933	Fast-Food Restaurant without Drive-Through	1,000 SFGFA	455.83	\$190,860
934	Fast-Food Restaurant with Drive-Through	1,000 SFGFA	388.04	\$154,170
937	Coffee/Donut Shop with Drive-Through	1,000 SFGFA	583.07	\$235,867
938	Coffee/Donut Kiosk	1,000 SFGFA	514.08	\$215,344
944	Gasoline/Service Station	VFP	59.11	\$41,518
945	Gasoline/Service Station with Convenience	VFP	34.94	\$14,638
946	Gasoline/Service Station with Car Wash	VFP	61.34	\$25,695

Source: ITE Handbook 9th Edition and the National Household Travel Survey.

Abbreviations

CFD commercial flights per day
 ODU occupied dwelling unit
 SFGFA square feet of gross floor area
 SFGLA square feet of gross leasable area
 VFP vehicle being position

C. Water

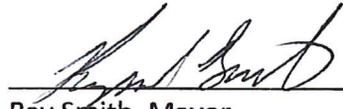
	Flow Factor	SDC Fee
5/8" x 3/4" Meter	1.0	\$5,936
1" Meter	2.5	\$14,840
1.5" Meter	5.0	\$29,679
2" Meter	8.0	\$47,487
3" Meter	15.0	\$89,038
4" Meter	25.0	\$148,397
6" Meter	50.0	\$296,795
8" Meter	80.0	\$474,872
10" Meter	115.0	\$682,628

D. Wastewater

\$6,750 per equivalent dwelling unit (EDU)

These charges shall be adjusted annually by the percent change in the Construction Cost Index for the City of Seattle as published by the Engineering News Record.

Adopted by the City Council of the City of Coburg, Oregon by a vote of 6 for and 0 against, this 11th day of September, 2018.



Ray Smith, Mayor

Attest:



Sammy Egbert, City Recorder

City of Coburg

SYSTEM DEVELOPMENT CHARGE UPDATE

REPORT June, 2018

Adopted by Resolution 2018-18

Washington

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Section IV. TRANSPORTATION

This section provides detailed calculations of the recommended SDC for transportation facilities.

IV.A. GROWTH

For transportation SDCs, a common unit of growth is the average daily person trip (ADPT). For the City, one ADPT equals one person departing from or arriving at a particular property. Based on the household and employment data we analyzed, we estimate that, in 2018, existing development within Coburg generates 19,161 ADPTs.

Assuming that transportation demand increases in proportion to population growth (as projected in the coordinated population forecast for Lane County), ADPTs will grow at a rate of 1.13 percent annually until reaching 23,997 ADPTs in 2038. The growth from 19,161 ADPTs in 2018 to 23,997 ADPTs in 2038 (i.e., 4,836 ADPTs) is the denominator in the SDC equation (Table 11).

Table 11. Transportation Demand Growth

	2018	2038	2018 - 2038 Growth	Growth Share	CAGR
Average Daily Person Trips	19,161	23,997	4,836	20.15%	1.13%

Source: U.S. Census, ITE Handbook 9th Edition, the National Household Travel Survey, and Coordinated Population Forecast for Lane County, its Urban Growth Boundaries (UGB), and Area Outside the UGBs, Portland State Population Research Center.

Abbreviations: CAGR - Compound Annual Growth Rate

IV.B. ELIGIBLE COSTS

Below we calculate the eligible cost bases for the SDC including any applicable adjustments.

IV.B.1. Reimbursement Fee Cost Basis

The reimbursement fee cost basis is the cost of capacity available in the existing system. Calculation of the reimbursement fee begins with the historical cost of assets or recently completed projects that have unused capacity to serve future users. For each asset or project, the historical cost is adjusted by that portion of the asset or project that is available to serve future users. As shown in Table 12, the transportation system has available capacity in the recently developed Coburg Loop Path:

Table 12. Transportation Gross Reimbursement Cost Basis

	Original Cost	Percent Capacity Available for Future Users	SDC-Eligible Costs
Develop the Coburg Loop Path - Implement the Coburg Loop Path system to provide a low-stress route for pedestrians and cyclists	\$ 3,300,000	20.15%	\$ 665,077
Assumed Non-City Funded Portion of Project	(2,310,000)	20.15%	(465,554)
Asset Value in Park Inventory	(152,568)	20.15%	(30,748)
Total	\$ 837,432		\$ 168,775

Source: City of Coburg

To avoid charging future development for facilities provided at no cost to the City or its ratepayers, the reimbursement fee cost basis must be reduced by any grants or contributions used to fund the assets or projects included in the cost basis. As shown in **Table 12**, we make two adjustments. The first adjustment is for the portion of the project funded by an agency other than the City. The second adjustment is for the portion of the project that is listed in the assets of the parks system. The result is a gross reimbursable cost of \$168,775.

Unless a reimbursement fee will be specifically used to pay debt service, the reimbursement fee cost basis should be reduced by any outstanding debt related to the assets or projects included in the cost basis to avoid double charging for assets paid for by other means. However, there is transportation-related debt outstanding.

The reimbursement fee cost basis must also be reduced by any reimbursement fee revenue (for the same facility type) currently held by the City. The City currently has a balance of \$9,171 in transportation reimbursement fees.

IV.B.2. Improvement Fee Cost Basis

The improvement fee cost basis is based on a specific list of planned capacity-increasing capital improvements. The portion of each project that can be included in the improvement fee cost basis is determined by the extent to which each new project creates capacity for future users. **Table 13** shows how a total project cost of \$13,239,149 reduces to an eligible cost of \$2,077,504.

Table 13. Transportation Improvement Fee Cost Basis

Project Number	Project	Total Costs (2013)	Total Costs (2017) ¹	Non-City Funded Portion ²	Costs Borne by City	SDC Eligible Percent	SDC Eligible Costs	Timeline	Jurisdiction
CIP 1	E Mill and Harrison Streets (capital debt)		\$300,000	\$0	\$300,000	20.15%	\$60,462	0-6 years	Coburg
CIP 2	Vehicle purchase		25,000	0	25,000	0.00%	0	0-6 years	Coburg
1	Channelization at intersection of Pearl and Coleman Streets	700,000	774,913	542,439	232,474	20.15%	46,852	16-20 years	Lane County
2	Intersection controls at Dixon and Willamette Streets	1,000,000	1,107,019	774,913	332,106	20.15%	66,932	16-20 years	Lane County
3	Intersection of Van Dуйn Street, Coburg Bottom Loop Road and Coburg Road								
3a	Reconstruct intersection with pedestrian improvements	140,000	154,983	108,488	46,495	20.15%	9,370	0-5 years	Lane County
3b	Construct gateway	Varies	0	0	0	20.15%	0	6-10 years	Lane County
3c	Reconstruct intersection with new curb radii	82,000	90,776	63,543	27,233	20.15%	5,488	6-10 years	Lane County
3d	Add striping as traffic calming	14,000	15,498	10,849	4,649	20.15%	937	6-10 years	Lane County
4	Few pedestrian crossings on Willamette and Pearl Streets								
4a	Construct marked 'tadde' crossings and signage at key intersections	26,000	28,782	20,148	8,635	20.15%	1,740	6-10 years	Lane County
4b	Add pedestrian refuge islands, street illumination & flexible delineators in addition to marked 'tadde' crossings	Varies	0	0	0	20.15%	0	6-10 years	Lane County
4c	Construct traffic calming measures, like durable pavement markings, or curb bulb-outs	Varies	0	0	0	20.15%	0	6-10 years	Lane County
5	Potential conflicts between bicyclists and cars on Willamette Street - construct buffered bike lanes on Willamette and Van Dуйn Streets	92,000	101,846	71,292	30,554	20.15%	6,158	11-15 years	Lane County
6	Pedestrian access and connectivity in neighborhoods								
6a	Maintain existing alleys to increase the number of routes available to pedestrians	Varies	0	0	0	0.00%	0	0-5 years	Coburg
6b	Implement an alleyway beautification program	Varies	0	0	0	0.00%	0	6-10 years	Coburg
6c	Create policies requiring pedestrian connections in new neighborhoods	N/A	0	0	0	0.00%	0	0-5 years	Coburg
8	Bicycle visibility at Pearl and Willamette Streets intersection								
8a	Paint shared right-of-way markings ("sharrows") on Pearl Street	5,000	5,535	3,875	1,661	20.15%	335	6-10 years	Lane County
8b	Continue the westbound bike lane to the intersection of Pearl and Willamette Streets	Varies	0	0	0	20.15%	0	6-10 years	Lane County
9	Develop a bicycle boulevard system - construct bicycle boulevards on low-volume, low-traffic neighborhood streets to provide a less stressful route for bicyclists and pedestrians	43,000	47,602	0	47,602	20.15%	9,594	0-6 years	Coburg
10	Intersection of Willamette and Van Dуйn Streets								
10a	Phase 1: Block north and east legs of intersection; emphasize through movement with signage	600,000	664,211	464,948	199,263	20.15%	40,159	6-10 years	Lane County/Coburg
10b	Phase 2: Realign each leg of the intersection to "soften" through route turning angle	1,000,000	1,107,019	774,913	332,106	20.15%	66,932	11-15 years	Lane County/Coburg
11	Emergency access in the west side of town - construct emergency access road from the end of Abby Road west to intersect with Coburg Bottom Loop Road	200,000	221,404	0	221,404	20.15%	44,621	6-10 years	Coburg
12	East-west connectivity in town - construct new east-west Collector street from the east end of Van Dуйn Road to Sarah lane through to Coburg Industrial Way	7,700,000	8,524,045	0	8,524,045	20.15%	1,717,923	11-15 years	Coburg
13	Roadside stormwater facility education								
13a	Place signage at stormwater facilities	500	554	0	554	0.00%	0	0-5 years	Coburg
13b	Create a "green streets" retrofit demonstration project that highlights stormwater facilities	62,500	69,189	0	69,189	0.00%	0	6-10 years	Coburg
14	Parking in neighborhoods								
14a	Paint red striping near fire hydrants to discourage parking too close to hydrants	200	221	0	221	0.00%	0	0-5 years	Coburg
14b	Post "No Parking Here to Corner" or similar signs to discourage parking too close to intersections	500	554	0	554	0.00%	0	0-5 years	Coburg
14c	Increase parking enforcement	Varies	0	0	0	0.00%	0	0-5 years	Coburg
	Total	\$11,665,700	\$13,239,149	\$2,835,407	\$10,403,742		\$2,077,504		

Source: Coburg Transportation System Plan and Capital Projects List

¹ Costs escalated to 2017 based on Engineering News Record Construction Cost Index for Seattle

² Non-City funded portion of projects assumes all projects with a jurisdiction that includes Lane County will be funded 70% by Lane County. Percentage is based on Oregon Department of Transportation Connect Oregon Program which requires a 30% cash match from local governments.

The improvement fee cost basis must be reduced by any improvement fee revenue (for the same facility type) currently held by the City. The City currently has a balance of \$307,687 in transportation improvement fees. Reducing the gross improvement fee cost basis of \$2,077,504 by this amount results in a net improvement fee cost basis of cost of \$1,769,816.

IV.B.3. Compliance Costs

As noted in **Section I**, compliance costs are the sum of SDC methodology updates and annual administrative costs. In consultation with City staff, we estimate compliance costs at five percent of the combined reimbursement and improvement cost bases.

IV.C. CALCULATED SDC

Dividing the sum of the net cost bases by the projected growth results in the calculated SDC per ADPT, as shown in **Table 14**:

Table 14. Transportation SDC per ADPT

Transportation SDC	Total	SDC-Eligible	Units
Reimbursement Fee			
Excess Capacity of Infrastructure	\$ 1,286,199	\$ 168,775	
Less: Fund Balance	(9,171)	(9,171)	
Reimbursement Fee Cost Basis	\$ 1,277,028	\$ 159,604	
Growth to End of Planning Period		4,836	ADPT
Reimbursement Fee		\$ 33	per ADPT
Improvement Fee			
Capacity Expanding CIP	\$13,239,149	\$ 2,077,504	
Less: Fund Balance	(307,687)	(307,687)	
Improvement Fee Cost Basis	\$12,931,462	\$ 1,769,816	
Growth to End of Planning Period		4,836	ADPT
Improvement Fee		\$ 366	per ADPT
Total System Development Charge			
Reimbursement Fee		\$ 33	per ADPT
Improvement Fee		\$ 366	per ADPT
Compliance Fee	5%	\$ 20	per ADPT
Total SDC per		\$ 419	per ADPT

IV.D. SCHEDULE OF SDCS

In order to impose transportation SDCs on an individual property, the number of ADPTs is determined by the land use of the property, as shown in **Table 15**.

EXHIBIT C

16033322
COBURG

LCATEP - 2020-06-16-1423

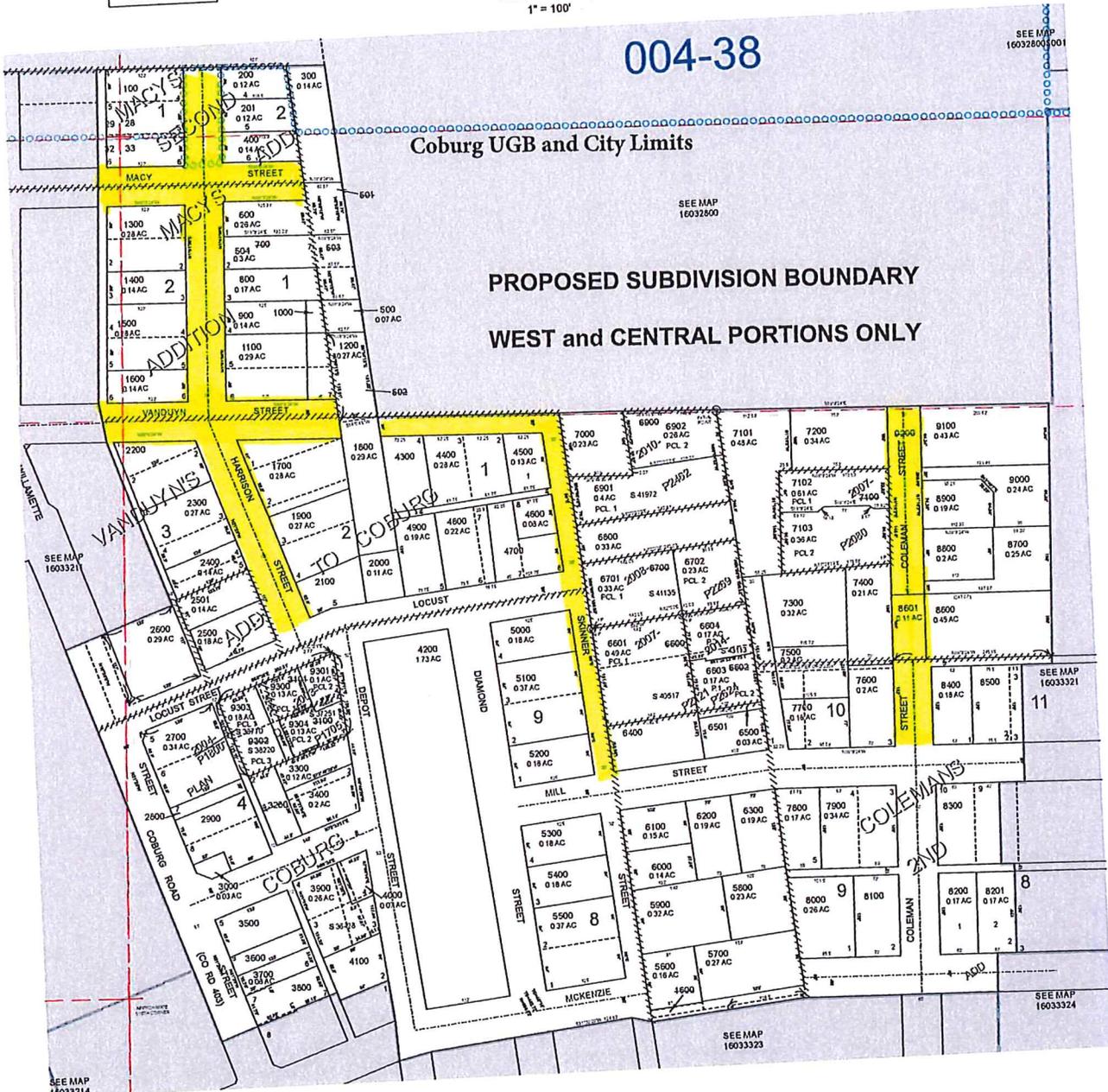
FOR ASSESSMENT AND
TAXATION ONLY

N.W.1/4 N.W.1/4 SEC. 33 T.16S. R.3W. W.M.
Lane County
1" = 100'

004-38

Coburg UGB and City Limits

PROPOSED SUBDIVISION BOUNDARY
WEST and CENTRAL PORTIONS ONLY



- CANCELLED
- 3100
 - 3101
 - 501
 - 502
 - 9302
 - 9300
 - 6500
 - 7100
 - 6700
 - 6900
 - 6002
 - 503
 - 700

REVISIONS
01/02/08 - LEAT107 - CORRECT MAP TO BE
01/02/08 - LEAT108 - CORRECT TO ADD P.A. 2004 P.223
02/02/08 - LEAT109 - CORRECT FROM AND FOR P.203
03/02/08 - LEAT110 - CORRECT FROM AND FOR P.204
04/02/08 - LEAT111 - CORRECT FROM AND FOR P.205
05/02/08 - LEAT112 - CORRECT FROM AND FOR P.206
06/02/08 - LEAT113 - CORRECT FROM AND FOR P.207
07/02/08 - LEAT114 - CORRECT FROM AND FOR P.208
08/02/08 - LEAT115 - CORRECT FROM AND FOR P.209
09/02/08 - LEAT116 - CORRECT FROM AND FOR P.210
10/02/08 - LEAT117 - CORRECT FROM AND FOR P.211
11/02/08 - LEAT118 - CORRECT FROM AND FOR P.212
12/02/08 - LEAT119 - CORRECT FROM AND FOR P.213
01/02/09 - LEAT120 - CORRECT FROM AND FOR P.214
02/02/09 - LEAT121 - CORRECT FROM AND FOR P.215
03/02/09 - LEAT122 - CORRECT FROM AND FOR P.216
04/02/09 - LEAT123 - CORRECT FROM AND FOR P.217
05/02/09 - LEAT124 - CORRECT FROM AND FOR P.218
06/02/09 - LEAT125 - CORRECT FROM AND FOR P.219
07/02/09 - LEAT126 - CORRECT FROM AND FOR P.220
08/02/09 - LEAT127 - CORRECT FROM AND FOR P.221
09/02/09 - LEAT128 - CORRECT FROM AND FOR P.222
10/02/09 - LEAT129 - CORRECT FROM AND FOR P.223
11/02/09 - LEAT130 - CORRECT FROM AND FOR P.224
12/02/09 - LEAT131 - CORRECT FROM AND FOR P.225

COBURG
16033322

EXHIBIT D

Figure 3
Local Street Standards

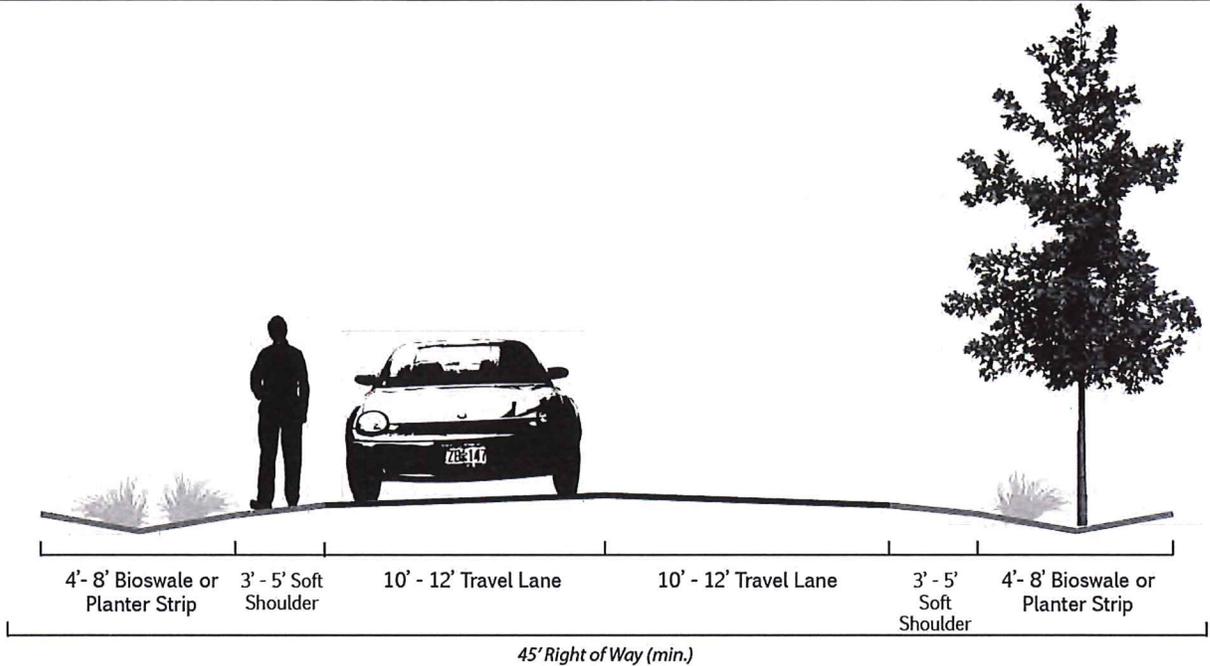


Figure 4
Local Street Detailed Standards

