



**COUNCIL RESOLUTION NO. 5382**

**A RESOLUTION ADOPTING AMENDMENTS TO THE  
SYSTEM DEVELOPMENT CHARGE METHODOLOGIES  
(GENERAL METHODOLOGY AND APPENDIX B)  
ORIGINALLY ADOPTED BY RESOLUTION NO. 4900 TO  
ELIMINATE CAP ON COMPACT DEVELOPMENT  
ADJUSTMENTS.**

**PASSED: 8:0**

**REJECTED:**

**OPPOSED:**

**ABSENT:**

**CONSIDERED: September 20, 2023**



**RESOLUTION NO. 5382**

**A RESOLUTION ADOPTING AMENDMENTS TO THE SYSTEM DEVELOPMENT CHARGE METHODOLOGIES (GENERAL METHODOLOGY AND APPENDIX B) ORIGINALLY ADOPTED BY RESOLUTION NO. 4900 TO ELIMINATE CAP ON COMPACT DEVELOPMENT ADJUSTMENTS.**

**The City Council of the City of Eugene finds as follows:**

**A.** The City of Eugene System Development Charge Methodologies document was adopted by Resolution No. 4900, effective May 7, 2007, and has subsequently been amended, most recently by Resolution No. 5306 on July 13, 2020.

**B.** Since amendments made by Resolution No. 5254, effective January 1, 2019, the SDC methodologies have included an adjustment to lower the transportation SDCs for “compact developments,” but have also include monetary caps that could limit the number of compact developments that can receive the adjustment.

**C.** The City Council has expressed a commitment to encourage the types of housing that qualify for a compact development adjustment to transportation SDCs and finds that removal of the monetary caps is consistent with that commitment.

**NOW, THEREFORE,**

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF EUGENE, a Municipal Corporation of the State of Oregon, as follows:**

**Section 1.** Sections 7.3.1 and 7.3.2 of the General Methodology of the City of Eugene System Development Charge Methodologies are amended as follows:

**7.3.1 Transportation System SDC Compact Development Adjustments**

Compact development adjustments may be granted to reduce the amount owed for a transportation system SDC, as detailed in section 4.4 of the transportation methodology, located in Appendix B to this General Methodology.

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

~~If any portion of the authorized base amount remains unallocated at the end of a fiscal year, that portion shall be added to the authorized base amount for the next fiscal year.~~

### 7.3.2 Parks and Recreation System SDC Compact Development Adjustments

Compact development adjustments may be granted to reduce the amount owed for a parks and recreation system SDC, as detailed in section 1.3 of the parks and recreation methodology, located in Appendix E to the General Methodology. ~~The compact development adjustment for parks and recreation SDCs is not subject to an annual cap described in section 7.3.1.~~

**Section 2.** Section 4.4 of Appendix B of the City of Eugene System Development Charge Methodology is amended as follows:

#### 4.4 Compact Development Adjustments

Eugene, certain types of compact development may receive one or more adjustments to reduce their calculated Transportation SDC. These compact development adjustments fall within one of the following categories, as summarized in Table B-10:

- Location-Based
  - Eugene Downtown Plan boundary
  - West University Commercial District
  - Residential or mixed-use development along a key corridor
  - Nodal development
- Transit Proximity
  - Frequent Transit Network (FTN)
- Transportation demand management (TDM)
- Accessory dwelling units (ADUs)

The location-based and transit proximity compact development adjustments are geographically based adjustments. The areas in which these geographic adjustments may apply are shown on the maps in Appendix B of the *Transportation SDC Project Plan*.

Compact development adjustments:

- Shall be applied to the calculated base transportation SDC fee, prior to the application of any credits or impact reductions;
- Are cumulative (using the categories listed in Table B-10), not to exceed 100% of the transportation SDC;
- May not to be applied to single-family detached or duplex housing; and
- ~~Are subject to annual caps. See section 7.3 of General Methodology and section 4.4.4, below.~~

**Section 3.** Section 4.4.4 of Appendix B of the City of Eugene System Development Charge Methodologies is amended as follows:

#### 4.4.4 Accessory Dwelling Unit Compact Development Adjustments

As part of the City's strategies to further efficient housing options and the goals of Envision Eugene, new accessory dwelling units (ADUs) shall be granted a reduction equal to 100% of the calculated transportation SDC. This reduction is available to any structure meeting the definition

of “Accessory Dwelling Unit” provided in Appendix A to the City of Eugene’s System Development Charge Methodologies, regardless of whether the structure is referred to as an “accessory dwelling unit” or an additional “one-family dwelling” on the same lot as another.

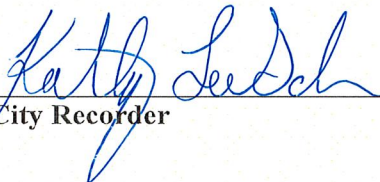
~~Commencing with the 2019 fiscal year, and continuing each fiscal year thereafter, the City may grant a base amount totaling \$40,000.00 annually for accessory dwelling unit compact development adjustments. Each fiscal year there is a change in the rate for the system development charges for residential development, the base amount for that fiscal year shall be adjusted in an amount proportionate to that change. If any portion of the authorized base amount remains unallocated at the end of a fiscal year, that portion shall be added to the authorized base amount for the next fiscal year.~~

**Section 4.** The unamended portions of the City of Eugene System Development Charge Methodologies remain in full force and effect.

**Section 5.** This Resolution shall become effective immediately upon its passage by the City Council.

**Section 6.** The City Recorder, at the request of or with the consent of the City Attorney, is authorized to administratively correct any reference errors contained in this Resolution.

**The foregoing Resolution adopted the 20<sup>th</sup> day of September, 2023.**

  
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City Recorder



## Memorandum

**Date:** September 27, 2023

**To:** Katie LaSala, City Recorder

**From:** Emily Newton Jerome, Deputy City Attorney

A handwritten signature in black ink, appearing to read 'ENJ', positioned to the right of the 'From:' line.

**Subject:** Correction to Resolution No. 5382

It has come to our attention that a typographical error exists in the System Development Charge Methodologies document that was amended by Resolution No. 5382, which was adopted on September 20, 2023. Specifically, the word "and" and an associated semi-colon were erroneously left at the end of a bullet point in a list when the item following it was deleted.

Please effect a scrivener error correction to Section 4.4 of Appendix B of the City of Eugene System Development Charge Methodology (Section 2 of the Resolution) so that it reads:

### **4.4 Compact Development Adjustments**

Eugene, certain types of compact development may receive one or more adjustments to reduce their calculated Transportation SDC. These compact development adjustments fall within one of the following categories, as summarized in Table B-10:

- Location-Based
  - Eugene Downtown Plan boundary
  - West University Commercial District
  - Residential or mixed-use development along a key corridor
  - Nodal development
- Transit Proximity
  - Frequent Transit Network (FTN)
- Transportation demand management (TDM)
- Accessory dwelling units (ADUs)

The location-based and transit proximity compact development adjustments are geographically based adjustments. The areas in which these geographic adjustments may apply are shown on the maps in Appendix B of the ***Transportation SDC Project Plan***.

Compact development adjustments:

- Shall be applied to the calculated base transportation SDC fee, prior to the application of any credits or impact reductions;

- Are cumulative (using the categories listed in Table B-10), not to exceed 100% of the transportation SDC; and
- May not to be applied to single-family detached or duplex housing. ~~;~~ ~~and~~

This correction is authorized by Section 6 of Resolution No. 5382. Please attach a copy of this memo to Resolution No. 5382.