



RESOLUTION 2006-062

A RESOLUTION OF THE CITY OF SHERWOOD, OREGON ADOPTING A METHODOLOGY FOR ITS TRANSPORTATION SYSTEM DEVELOPMENT CHARGE AND ESTABLISHING RATES THEREFORE

WHEREAS, Sherwood has experienced substantial population growth and related development which development is anticipated to continue and which will impact the City's transportation infrastructure necessitating said infrastructure be improved and the system development charge adopted by this resolution is meant to provide for the equitable funding of improvements needed to accommodate said growth consistent with the terms of ORS 223.297; and

WHEREAS, under the terms of ORS 223.297 to ORS 223.314 Oregon cities are authorized to create and charge certain system development charges (SDCs) against new development which are designed to pay for the impacts that new development has on an array of five (5) identified municipal systems including transportation systems; and

WHEREAS, the City gave notice of its intent to consider this resolution to all parties requesting such notice on July 18, 2006, which is more than 90 days prior to the date the City Council considered this resolution, as required by ORS 223.304(7)(a); and

WHEREAS, the methodology itself has been available since July 6, 2006, which is more than 60 days prior to the Council's consideration of this resolution, as required by ORS 223.304(7)(a); and

WHEREAS, the City Council has considered all of the information presented during the public hearing.

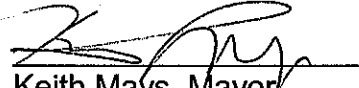
NOW, THEREFORE, THE SHERWOOD CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The City hereby adopts the "*Transportation System Development Charge Methodology and Rate Study*" (Study) as prepared by Don Ganer & Associates (dated October 30, 2006) a copy of which is attached hereto as Exhibit 1.

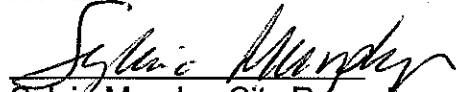
Section 2. The City hereby adopts the Transportation Capital Improvement Plan (CIP) as shown on the last five pages of the aforementioned Study which CIP reflects the City's adopted 2005 Transportation System Master Plan.

Section 3. Effective Date. This resolution shall be effective 30 days from date of passage, effective December 7, 2006.

DULY PASSED BY THE CITY COUNCIL THIS 8 DAY OF NOVEMBER, 2006.


Keith Mays, Mayor

ATTEST:


Sylvia Murphy, City Recorder



**TRANSPORTATION
SYSTEM DEVELOPMENT
CHARGES**

**METHODOLOGY
REPORT AND
RATE STUDY**

revised as of
October 30, 2006

**Don
Ganer &
Associates, Inc.**

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CITY OF SHERWOOD

Transportation System Development Charges Methodology Report and Rate Study

1.0 INTRODUCTION

System Development Charges (SDCs) are one-time fees charged to new development to help pay a portion of the costs associated with building capital facilities to meet needs created by growth. SDCs are authorized for five types of capital facilities including transportation, water, sewer, stormwater, and parks and recreation.

The City of Sherwood adopted a Transportation System Plan (TSP) identifying system needs through the year 2020. In April 2006, the City engaged Don Ganer & Associates, Inc. to develop a transportation SDC methodology and rates for growth-related projects identified in the TSP. The SDC methodology and rates presented in this report are based on the assumptions, projects and costs included in the City's 2005 Transportation System Plan (March 2005).

The remainder of the introduction to this report presents authority and background information including (1) legislative authority for SDCs; (2) an explanation of "improvement fee" and "reimbursement fee" SDCs; and (3) requirements and options for credits, exemptions and discounts. Section 2.0 presents the transportation system SDC methodology and rates.

A. Legislative Authority

The source of authority for the adoption of SDCs is found both in state statute and in the City's own plenary authority to adopt this type of fee. While SDCs have been in use in Oregon since the mid-1970's, State legislation regarding SDCs was not adopted until 1989, when the Oregon Systems Development Act (ORS 223.297 - 223.314) was passed. The purpose of this Act was to "...provide a uniform framework for the imposition of system development charges...". Legislative additions and modifications to the Act were made in 1993, 1999, 2001, and 2003. The Oregon SDC Act requires local governments that enact SDCs to:

- adopt SDCs by ordinance or resolution;
- develop a methodology outlining how the SDCs were developed;
- adopt a plan and project list to designate capital improvements that can be funded with "improvement fee" SDC revenues;

- provide credit against the amount of the SDC for the construction of certain "qualified public improvements";
- separately account for and report receipt and expenditure of SDC revenues, and develop procedures for challenging expenditures; and
- use SDC revenues for capital improvements and compliance costs only - operations and maintenance uses are prohibited.

B. "Improvement fee" and "Reimbursement fee" SDCs

The Oregon Systems Development Act provides for the imposition of two types of SDCs: (1) "improvement fee" SDCs, and (2) "reimbursement fee" SDCs. "Improvement fee" SDCs may be charged for new capital improvements that will increase capacity. Revenues from "improvement fee" SDCs may be used for capacity-increasing capital improvements included in a required plan and list of projects that identifies the expected timing, cost, and growth-required percentage for each project. "Reimbursement fee" SDCs may be charged for the costs of existing capital facilities if "excess capacity" is available to accommodate growth. Revenues from "reimbursement fees" may be used for *any* capital improvement project, including major repairs, upgrades, or renovations. Capital improvements to be funded with "reimbursement fee" SDCs do not need to increase capacity, but they must be included in the list of projects to be funded with SDC revenues.

C. Requirements and Options for Credits, Exemptions, and Discounts

(1) Credits

A credit is a reduction in the amount of the SDC for a specific development. The Oregon SDC Act requires that credit be allowed for the construction of any "qualified public improvement" that (1) is required as a condition of development approval, (2) is identified in the plan and list of projects on which improvement fee SDC revenues may be used, and (3) either is not located on or contiguous to property that is the subject of development approval, or is located on or contiguous to such property and is required to be built larger or with greater capacity than is necessary to meet the needs of the particular development project.

The credit for a qualified public improvement may only be applied against an SDC for the same type of improvement (e.g., a transportation improvement can only be used for a credit for a transportation SDC), and may be granted only for the cost of that portion of an improvement which exceeds the minimum standard facility size or capacity needed to serve the particular project. For multi-phase projects, any excess credit may be applied against SDCs that accrue in subsequent phases of the original development project.

In addition to these required credits, the City may, if it so chooses, provide a greater credit, establish a system providing for the transferability of credits, provide a credit for a capital improvement not identified in the City's plan and list of projects, or provide a share of the cost of an improvement by other means (i.e., partnerships, other City revenues, etc.).

(2) Exemptions

The City may "exempt" certain types of development, such as "affordable housing" from the requirement to pay SDCs. Exemptions reduce SDC revenues and, therefore, increase the amounts that must come from other sources, such as user fees, bonds, and property taxes.

(3) Discounts

The City may "discount" the amount of the SDC by reducing the portion of growth-required improvements to be funded with SDCs. A discount in the SDC may also be applied on a pro-rata basis to any identified deficiencies to be funded from non-SDC sources. For example, the City may decide to charge new development an SDC rate sufficient to pay for some types of facilities but not for others (i.e., motor vehicle, but bicycle/pedestrian, etc.), or to pay only a percentage (i.e., 80%, 50%, etc.) of identified growth-required costs. The portion of growth-required costs to be funded with SDCs must be identified in the City's plan and list of projects. Because discounts reduce SDC revenues, they increase the amounts that must come from other sources, such as property taxes.

2.0 TRANSPORTATION SDC METHODOLOGY AND RATES

A. SDC Basis and Justification

The City's 2005 Transportation System Plan (TSP) identifies capital improvements needed to serve the City's transportation needs through approximately 2020. Planned motor vehicle and bicycle/pedestrian capital improvement projects were analyzed to identify: 1) the capacity-increasing portion of each project, 2) the modal split (motor vehicle and/or bicycle/pedestrian) for the new capacity, 3) the future growth benefit (versus current capacity needs), and 4) the SDC-eligible portion. The growth-required percentages of projects from the TSP are identified in the SDC-Eligible Transportation Capital Improvements list (TSDC-CIP), which is attached as an appendix to this report. The TSDC-CIP also shows the estimated cost and timing of each project.

The methodology used for the Transportation SDC is for an "improvement fee" only and establishes the connection between a project's impacts and the SDC through the use of trip generation data for specific land uses. *Trip Generation* (7th Ed., 2003) published by the Institute of Transportation Engineers (ITE) was used to estimate the number of new motor vehicle trips generated by each type of new development.

The SDC to be paid by new development is based on the impact of each specific development on the transportation facilities for which the SDC is charged. The SDC is based on the impacts of new trips, and the SDC rates are calculated based on the specific impact (e.g. new trips) a development is expected to have on the City's transportation system.

B. Future Trip-Ends

The ITE *Trip Generation* manual includes motor vehicle trip estimates for various land use types. Each trip is considered to have two ends, one at the origin and one at the destination. To accurately calculate SDC rates using *Trip Generation*, it is necessary to estimate the number of new motor vehicle trip-ends (origin trips and destination trips) so that the cost per trip is not overstated. The average daily number of motor vehicle trip-ends for the years 2006 and 2020 were estimated using peak trip data included in the City's 2005 Transportation System Plan.

This transportation SDC methodology considers both motor vehicle trips and pedestrian/bicycle trips. In order to use *Trip Generation*, estimates for motor vehicle occupancy and pedestrian/bicycle trips are required. The average motor vehicle occupancy rate was estimated at 1.42 persons per vehicle based on ODOT data collected for Portland, Oregon.

Pedestrian and bicycle trip rate data for various land uses are not available, so estimates of 5% to 10% of vehicle trips are often used by planners and traffic engineers. The Metro Regional Transportation Plan estimates current pedestrian and bicycle trips at an average of approximately 8% of vehicle person-trips, and projects that this percentage will increase to 9.5% by 2020. The projected increases in the average daily motor vehicle, pedestrian/bicycle, and total person trip-ends are shown in Table 1, below.

TABLE 1
PROJECTED GROWTH IN AVERAGE DAILY TRIP-ENDS
2006 - 2020

<u>Trip Category</u>	<u>Estimated 2006</u>	<u>Projected 2020</u>	<u>Increase</u>
<i>Peak Hour Motor Vehicle trip-ends</i>	<i>12,435</i>	<i>16,900</i>	<i>4,465</i>
<i>Average Daily Motor Vehicle trip-ends (peak hour trip-ends X 13*)</i>	<i>161,653</i>	<i>219,700</i>	<i>58,047</i>
<i>Motor vehicle person trip-ends (at 1.42 persons/vehicle**)</i>	<i>229,548</i>	<i>311,974</i>	<i>82,426</i>
<i>Pedestrian/bicycle person trip-ends†</i>	<i>18,364</i>	<i>29,638</i>	<i>11,274</i>
<i>Total person trip-ends</i>	<i>247,912</i>	<i>341,612</i>	<i>93,700</i>

** Peak hour trips include only trips during the peak time of the day. Peak hour trips have been multiplied by a factor of 13 to estimate total trips during an average 24-hour day.*

*** from Oregon Department of Transportation vehicle occupancy data for Portland*

† Based on combined pedestrian and bicycle person trips as a percentage of motor vehicle person trip-end (8% for 2006, 9.5% for 2020); estimates developed from Metro Regional Transportation Plan.

C. Capital Improvements Included in the Transportation SDC

A list of capacity-increasing transportation capital improvements planned for 2006 – 2020 on which SDC revenues may be spent is included as an appendix to this report. The total cost for these projects is \$75,995,338, and the SDC-eligible portion of costs for these capital improvements is \$41,523,702, including \$35,458,202 for motor vehicle improvements and \$6,065,500 for bicycle and pedestrian improvements.

(1) Street/Intersection Improvements Motor Vehicle SDC-Eligible Growth Benefit

For street and intersection improvements designed primarily to serve motor vehicles, the SDC-eligible growth benefit was estimated for each project based on the portion needed to serve new development. For project locations where a Level of Service deficiency currently exists, or where a project will include rebuilding existing capacity, a growth benefit of less than 100% is identified to reflect that the project also addresses a non-growth need.

(2) On-Street Bike Lane Improvements SDC-Eligible Growth Benefit

For on-street bike lane improvements designed primarily to serve bicyclists, any non-growth need was first estimated for the City based on the increase in linear feet (l.f.) of on-street bike lanes compared to the projected increase in pedestrian and bicycle (P/B) trips, using the following formula:

$$\begin{aligned} & \text{If the (planned increase in l.f. of on-street bike lanes [52,418 l.f.] } \\ & \qquad \qquad \qquad \div \\ & \text{total planned year 2020 l.f. of on-street bike lanes [94,392 l.f.]) } \\ & \qquad \qquad \qquad > \\ & \text{(projected increase in P/B trip-ends [11,274 trip-ends] } \\ & \qquad \qquad \qquad \div \\ & \text{total projected year 2020 P/B trip-ends [29,638 trip-ends]),} \end{aligned}$$

Then, a non-growth need exists.

A result of zero or less than zero means that a non-growth need does not exist, so the growth benefit is 100%. Where a non-growth need exists, the number of linear feet needed for growth was calculated as follows:

$$\begin{aligned} & \text{(projected increase in P/B trip-ends [11,274 trip-ends] } \\ & \qquad \qquad \qquad \div \\ & \text{total projected year 2020 P/B trip-ends [29,638 trip-ends]) } \\ & \qquad \qquad \qquad \times \\ & \text{total planned year 2020 l.f. of on-street bike lanes [94,392 l.f.] } \\ & \qquad \qquad \qquad = \\ & \text{growth-required l.f [35,869 l.f.] } \end{aligned}$$

Finally, the growth share (percentage) was calculated as follows:

$$\begin{aligned} & \text{growth-required l.f [35,869 l.f.] } \\ & \qquad \qquad \qquad \div \\ & \text{planned increase in l.f. of on-street bike lanes [52,418 l.f.] } \\ & \qquad \qquad \qquad = \\ & \text{growth-required share [68.43%] } \end{aligned}$$

(3) Off-Street Bike Facility/Trail Improvements SDC-Eligible Growth Benefit

For off-street bike facility and trail improvements designed primarily to serve bicyclists and pedestrians, any non-growth need was first estimated for the City based on the increase in linear feet (l.f.) of off-street bike facilities/trails compared to the projected increase in pedestrian and bicycle (P/B) trips, using the following formula:

$$\begin{array}{r} \text{If the (planned increase in l.f. of off-street bike facilities/trails [54,300 l.f.] } \\ \div \\ \text{total planned year 2020 l.f. of off-street bike facilities/trails [80,300 l.f.] } \\ > \\ \text{(projected increase in P/B trip-ends [11,274 trip-ends] } \\ \div \\ \text{total projected year 2020 P/B trip-ends [29,638 trip-ends]),} \end{array}$$

Then, a non-growth need exists.

A result of zero or less than zero means that a non-growth need does not exist, so the growth benefit is 100%. Where a non-growth need exists, the number of linear feet needed for growth was calculated as follows:

$$\begin{array}{r} \text{(projected increase in P/B trip-ends [11,274 trip-ends] } \\ \div \\ \text{total projected year 2020 P/B trip-ends [29,638 trip-ends]) } \\ \times \\ \text{total planned year 2020 l.f. of off-street bike facilities/trails [80,300 l.f.] } \\ = \\ \text{growth-required l.f [30,514 l.f.] } \end{array}$$

Finally, the growth share (percentage) was calculated as follows:

$$\begin{array}{r} \text{growth-required l.f [30,514 l.f.] } \\ \div \\ \text{planned increase in l.f. of off-street bike facilities/trails [54,300 l.f.] } \\ = \\ \text{growth-required share [56.20\%] } \end{array}$$

(3) Pedestrian Sidewalk Improvements SDC-Eligible Growth Benefit

For sidewalk improvements designed primarily to serve pedestrians, any non-growth need was first estimated for the City based on the increase in linear feet (l.f.) of sidewalk facilities on arterial and collector streets compared to the projected increase in pedestrian and bicycle (P/B) trips, using the following formula:

$$\begin{array}{r}
\text{If the (planned increase in l.f. of sidewalks on arterials and collectors [56,706 l.f.] } \\
\div \\
\text{total planned year 2020 l.f. of sidewalks on arterials and collectors [190,325 l.f.]) } \\
> \\
\text{(projected increase in P/B trip-ends [11,274 trip-ends] } \\
\div \\
\text{total projected year 2020 P/B trip-ends [29,638 trip-ends]),}
\end{array}$$

Then, a non-growth need exists.

For sidewalks, the result is less than zero. A result of zero or less than zero means that a non-growth need does not exist, so the growth benefit is 100%.

D. Compliance Costs

The City incurs costs to comply with legal requirements for SDCs and may recoup a portion of those costs in accordance with ORS 223.307(5). Estimated compliance costs during the 14-year collection period are shown in Table 2, below.

TABLE 2

**ESTIMATED COMPLIANCE COSTS
2007 - 2020**

Transportation System Plan, CIP, and SDC Methodology Updates (3 X \$200,000 for consulting and staff services)	\$600,000
Average Annual SDC-CIP Management, Accounting and Reporting Costs (average \$25,000 per year for consulting, legal, audit, financial reporting and staff services)	<u>\$350,000</u>
Total Estimated 14-year Compliance Costs	\$950,000

E. Calculation of Transportation SDC Rates

The Transportation SDC rates are calculated using a series of formulas which:

- a) calculate the cost per person trip-end for motor vehicle improvements, bicycle and pedestrian improvements, and compliance costs,
- b) identify the number of new trips for each type of land use,
- c) adjust trip rates to allow for differences in trip lengths,
- d) calculate the motor vehicle improvement fee per trip-end and unit of development,
- e) calculate the pedestrian/bicycle improvement fee per trip-end and unit of development,
- f) calculate the compliance cost per trip-end and unit of development,
- g) calculate the total transportation cost per unit of development, and
- h) calculate the net City transportation SDC per unit of development.

1. Formula 1: Cost Per Person Trip-End

The capital improvements included in the Appendix include both motor vehicle improvements and bicycle/pedestrian improvements. The Cost Per Person Trip End is calculated for each of these modes and for compliance costs by dividing the SDC-eligible costs by the increase in the average number of new person trip-ends shown in Table 3, below, using the following formula:

$$1. \quad \begin{array}{c} \text{SDC-Eligible} \\ \text{Cost} \end{array} \div \begin{array}{c} \text{Increase In} \\ \text{Person} \\ \text{Trip-Ends} \end{array} = \begin{array}{c} \text{SDC-Eligible Cost} \\ \text{Per Person} \\ \text{Trip-End} \end{array}$$

The SDC-Eligible Cost Per Person Trip-End for each mode and for compliance costs are shown in Table 3, below.

TABLE 3

SDC-ELIGIBLE COST PER PERSON TRIP-END

<u>Type of Cost</u>	<u>SDC-Eligible Costs</u>		<u>New Average Daily Person Trip-Ends</u>		<u>SDC-Eligible Cost Per New Person Trip-End</u>
Motor Vehicle Costs	\$35,458,202	÷	93,700	=	\$378
Bicycle/Pedestrian Costs	\$6,065,500	÷	93,700	=	\$65
Compliance Costs	\$950,000	÷	93,700	=	\$10

2. Formula 2: New Person Trip-Ends Per Unit of Development

The number of new person trip-ends generated per day is calculated for each type of land use using the following formula:

$$2. \quad \begin{array}{c} \text{Trip} \\ \text{Rate} \end{array} \times \begin{array}{c} \text{Person} \\ \text{Trips} \end{array} \times \begin{array}{c} \text{Percent} \\ \text{New Trips} \end{array} = \begin{array}{c} \text{New Person} \\ \text{Trip-Ends} \end{array}$$

The primary data source for trip rates included in this methodology is *Trip Generation*, 7th Edition, published by the Institute of Transportation Engineers (ITE). *Trip Generation* contains trip rates for different land uses based on trip generation studies conducted nationwide, and provides the base data of unadjusted counts of trips generated by various types of land use. The trip rates included in *Trip Generation* are based on all traffic entering or leaving a primary location, and do not account for trips by traffic that is passing by and interrupts a “primary” trip between two other locations. These “pass-by” trips are not “new” because they would occur regardless of development activity.

"New" trips are often based on the assumption that all trips from residential land uses are new trips (therefore, percentage = 100%), and all other land uses are evaluated to reflect the percentage of their trips that are "new" versus the remainder (which are "pass-by" trips). No land use category has greater than 100% new trips, but some categories may have less (i.e., some commercial categories have as few as 34% new trips). The percentages used to account for pass-by trips in this methodology are based on pass-by data included in the ITE *Trip Generation Handbook, 2nd Edition* (2004).

Table 4 (pages 11 - 15) lists the number of new trips generated for each land use category, using Formula 1. Column 1 lists land use categories and their ITE code numbers. Column 2 contains either the Weekday Average or the adjusted Weekday PM Peak Trip Rate from Trip Generation. Column 3 identifies the total person-trips (Column 2 X 1.42, plus 8% [current Metro estimate] for pedestrian/bicycle person trips per vehicle person trip). Column 4 identifies the percentage of trips that are new, as opposed to pass-by trips. Column 5 is the result of multiplying columns 3 and 4 by each other, producing the number of new person trips generated per day for each land use category. (NOTE: Because of small sample sizes in Trip Generation, some land use categories do not include trip rates or a number of net new trips generated. For these categories, the trip generation rate for the land use which is the most similar to actual land use will be used in determining the amount of the Transportation SDC).

TABLE 4

NEW PERSON TRIP-ENDS PER UNIT OF DEVELOPMENT

page 1 of 5

	Weekday	Total	%	New	
	Average	Person	New	Person	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip Rate</u>	<u>Trip-Ends</u>	<u>Trips</u>	<u>Trip-Ends</u>	<u>Unit *</u>
RESIDENTIAL					
210 Single Family Detached	9.57	14.68	100%	14.68	/dwelling unit
220 Apartment	6.72	10.31	100%	10.31	/dwelling unit
230 Residential Condominium/Townhouse	5.86	8.99	100%	8.99	/dwelling unit
240 Manufactured Housing (in Park)	4.99	7.65	100%	7.65	/dwelling unit
254 Assisted Living	2.74	4.20	100%	4.20	/bed
255 Continuing Care Retirement	2.81	4.31	100%	4.31	/unit
260 Recreation Home	3.16	4.85	100%	4.85	/dwelling unit
RECREATIONAL					
411 CityPark	1.59	2.44	100%	2.44	/acre
412 County Park	2.28	3.50	100%	3.50	/acre
416 Campground/RV Park **	4.10	6.29	100%	6.29	/camp site
420 Marina	2.96	4.54	100%	4.54	/berth
430 Golf Course	35.74	54.81	100%	54.81	/hole
432 Golf Driving Range **	12.50	19.17	100%	19.17	/tee
435 Multipurpose Recreation/Arcade **	33.50	51.38	100%	51.38	/T.S.F.G.F.A.
437 Bowling Alley	33.33	51.11	100%	51.11	/lane
443 Movie Theater w/out matinee	220.00	337.39	100%	337.39	/screen
445 Multiplex Movie Theater (10+ screens)**	136.40	209.18	100%	209.18	/screen
444 Movie Theater w/matinee **	202.20	310.09	100%	310.09	/screen
473 Casino/Video Poker/Lottery **	134.30	205.96	100%	205.96	/T.S.F.G.F.A.
480 Amusement/Theme Park	75.76	116.19	100%	116.19	/acre
488 Soccer Complex	71.33	109.39	100%	109.39	/field
492 Racquet/Tennis Club	38.70	59.35	100%	59.35	/court
492 Health/Fitness Club	32.93	50.50	100%	50.50	/T.S.F.G.F.A.
495 Recreation/Community Center	22.88	35.09	100%	35.09	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:					
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area					
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area					
V.F.P. = Vehicle Fueling Position					
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.					

TABLE 4

NEW PERSON TRIP-ENDS PER UNIT OF DEVELOPMENT

page 2 of 5

	Weekday	Total	%	New	
	Average	Person	New	Person	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip Rate</u>	<u>Trip-Ends</u>	<u>Trips</u>	<u>Trip-Ends</u>	<u>Unit *</u>
INSTITUTIONAL/MEDICAL					
501 Military Base	1.78	2.73	100%	2.73	/employee
520 Elementary School (Public)	1.29	1.98	100%	1.98	/student
522 Middle/Junior High School (Public)	1.62	2.48	100%	2.48	/student
530 High School (Public)	1.71	2.62	100%	2.62	/student
536 Private School (K - 12)	2.48	3.80	100%	3.80	/student
540 Junior/Community College	1.20	1.84	100%	1.84	/student
550 University/College	2.38	3.65	100%	3.65	/student
560 Church	9.11	13.97	100%	13.97	/T.S.F.G.F.A.
565 Day Care Center/Preschool	4.48	6.87	100%	6.87	/student
590 Library	54.00	82.81	100%	82.81	/T.S.F.G.F.A.
610 Hospital	11.81	18.11	100%	18.11	/bed
620 Nursing Home	2.37	3.64	100%	3.64	/bed
630 Clinic	31.45	48.23	100%	48.23	/T.S.F.G.F.A.
COMMERCIAL/SERVICES					
310 Hotel/Motel	8.92	13.68	100%	13.68	/room
812 Building Materials/Lumber	45.16	69.26	52%	36.01	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore					
With Groceries	49.12	75.33	72%	54.24	/T.S.F.G.F.A.
814 Specialty Retail Center	44.32	67.97	66%	44.86	/T.S.F.G.L.A.
815 Free-Standing Discount Store					
Without Groceries	56.02	85.91	83%	71.31	/T.S.F.G.F.A.
816 Hardware/Paint Stores	51.29	78.66	74%	58.21	/T.S.F.G.F.A.
817 Nursery/Garden Center	36.08	55.33	66%	36.52	/T.S.F.G.F.A.
820 Shopping Center	42.94	65.85	66%	43.46	/T.S.F.G.L.A.
823 Factory Outlet Center	26.59	40.78	66%	26.91	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:					
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area					
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area					
V.F.P. = Vehicle Fueling Position					
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.					

TABLE 4

NEW PERSON TRIP-ENDS PER UNIT OF DEVELOPMENT

page 3 of 5

	Weekday	Total	%	New	
	Average	Person	New	Person	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip Rate</u>	<u>Trip-Ends</u>	<u>Trips</u>	<u>Trip-Ends</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)					
841 New Car Sales	33.34	51.13	66%	33.75	/T.S.F.G.F.A.
843 Automobile Parts Sales	61.91	94.95	57%	54.12	/T.S.F.G.F.A.
849 Tire Superstore	20.36	31.22	72%	22.48	/T.S.F.G.F.A.
850 Supermarket	102.24	156.80	64%	100.35	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	737.99	1131.78	39%	441.39	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	542.60	832.13	34%	282.92	/V.F.P.
860 Wholesale Market	6.73	10.32	83%	8.57	/T.S.F.G.F.A.
861 Discount Club	41.80	64.10	83%	53.21	/T.S.F.G.F.A.
862 Home Improvement Superstore	29.80	45.70	52%	23.76	/T.S.F.G.F.A.
863 Electronics Superstore	45.04	69.07	60%	41.44	/T.S.F.G.F.A.
867 Office Supply Superstore **	34.00	52.14	66%	34.41	/T.S.F.G.F.A.
880 Pharmacy/Drugstore					
Without Drive-Thru Window	90.06	138.12	47%	64.91	/T.S.F.G.F.A.
881 Pharmacy/Drugstore					
With Drive-Thru Window	88.16	135.20	51%	68.95	/T.S.F.G.F.A.
890 Furniture Store	5.06	7.76	47%	3.65	/T.S.F.G.F.A.
896 Video Rental Store **	316.00	484.62	50%	242.31	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	156.48	239.98	83%	199.18	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	246.49	378.02	53%	200.35	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:					
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area					
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area					
V.F.P. = Vehicle Fueling Position					
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.					

TABLE 4

NEW PERSON TRIP-ENDS PER UNIT OF DEVELOPMENT

page 4 of 5

	Weekday	Total	%	New	
	Average	Person	New	Person	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip Rate</u>	<u>Trip-Ends</u>	<u>Trips</u>	<u>Trip-Ends</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)					
931 Quality Restaurant (not a chain)	89.95	137.95	56%	77.25	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	127.15	195.00	57%	111.15	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	716.00	1098.06	50%	549.03	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	496.12	760.85	50%	380.42	/T.S.F.G.F.A.
936 Drinking Place/Bar **	113.40	173.91	50%	86.96	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	40.00	61.34	58%	35.58	/Service Stall
942 Automobile Care Center **	40.10	61.50	58%	35.67	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	168.56	258.50	58%	149.93	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	162.78	249.64	44%	109.84	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	152.84	234.40	44%	103.13	/V.F.P.
OFFICE					
710 General Office Building	11.01	16.88	100%	16.88	/T.S.F.G.F.A.
714 Corporate Headquarters Building	7.98	12.24	100%	12.24	/T.S.F.G.F.A.
715 Single Tenant Office Building	11.57	17.74	100%	17.74	/T.S.F.G.F.A.
720 Medical-Dental Office Building	36.13	55.41	100%	55.41	/T.S.F.G.F.A.
730 Government Office Building	68.93	105.71	100%	105.71	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	166.02	254.61	100%	254.61	/T.S.F.G.F.A.
732 U.S. Post Office	108.19	165.92	83%	137.71	/T.S.F.G.F.A.
750 Office Park	11.42	17.51	100%	17.51	/T.S.F.G.F.A.
760 Research and Development Center	8.11	12.44	100%	12.44	/T.S.F.G.F.A.
770 Business Park	12.76	19.57	100%	19.57	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:					
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area					
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area					
V.F.P. = Vehicle Fueling Position					
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.					

TABLE 4

NEW PERSON TRIP-ENDS PER UNIT OF DEVELOPMENT

page 5 of 5

	Weekday	Total	%	New	
	Average	Person	New	Person	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip Rate</u>	<u>Trip-Ends</u>	<u>Trips</u>	<u>Trip-Ends</u>	<u>Unit *</u>
PORT/INDUSTRIAL					
030 Truck Terminals	9.85	15.11	100%	15.11	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	4.50	6.90	100%	6.90	/Parking Space
093 Light Rail Transit Station With Parking	2.51	3.85	100%	3.85	/Parking Space
110 General Light Industrial	6.97	10.69	100%	10.69	/T.S.F.G.F.A.
120 General Heavy Industrial	1.50	2.30	100%	2.30	/T.S.F.G.F.A.
130 Industrial Park	6.96	10.67	100%	10.67	/T.S.F.G.F.A.
140 Manufacturing	3.82	5.86	100%	5.86	/T.S.F.G.F.A.
150 Warehouse	4.96	7.61	100%	7.61	/T.S.F.G.F.A.
151 Mini-Warehouse	2.50	3.83	100%	3.83	/T.S.F.G.F.A.
170 Utilities**	7.60	11.66	83%	9.67	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:					
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area					
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area					
V.F.P. = Vehicle Fueling Position					
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.					

3. Formula 3: Trip Length Adjustment

The ITE trip generation rates do not account for differences in the lengths of trips for different types of development. Because longer trips have a relatively greater impact on the road system than do shorter trips, an adjustment factor is needed to account for differences in trip lengths relative to the length of an “average” trip. The net adjusted trip-ends generated per day is determined for each type of land use by multiplying the number of new person trip-ends (from Formula 2) by the trip length factor for each type of land use:

$$3. \quad \begin{array}{c} \text{New Person} \\ \text{Trip-Ends} \end{array} \quad \times \quad \begin{array}{c} \text{Trip Length} \\ \text{Factor} \end{array} = \begin{array}{c} \text{Net Adjusted} \\ \text{Trip-Ends Per Day} \end{array}$$

Trip length data from surveys conducted for the U.S. Department of Transportation and published in the "National Household Travel Study" (2001) were used in developing the Trip Length Factors, as were concepts and methods recommended by James C. Nicholas, in "The Calculation of Proportionate-Share Impact Fees" (American Planning Association, 1988), and "Development Impact Fee Policy and Administration", (American Planning Association, 1990).

Table 5 (pages 17 - 21) lists the net adjusted trip-ends per day for each type of development, as calculated using Formula 2. Column 1 repeats the ITE codes and land use categories, and Column 2 repeats the new trips per day from the last column of Table 4. Column 3 presents the trip length factor for each type of land use. As the result of multiplying the number of trips (Column 2) by the trip length factor (Column 3), Column 4 displays the net adjusted trips per day for each land use category.

TABLE 5

NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT

page 1 of 5

	New	Trip	Net	
	Person	Length	Adjusted	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Factor</u>	<u>Trip-Ends</u>	<u>Unit *</u>
RESIDENTIAL				
210 Single Family Detached	14.68	1.00	14.68	/dwelling unit
220 Apartment	10.31	1.00	10.31	/dwelling unit
230 Residential Condominium/Townhouse	8.99	1.00	8.99	/dwelling unit
240 Manufactured Housing (in Park)	7.65	1.00	7.65	/dwelling unit
254 Assisted Living	4.20	1.00	4.20	/bed
255 Continuing Care Retirement	4.31	1.00	4.31	/unit
260 Recreation Home	4.85	1.00	4.85	/dwelling unit
RECREATIONAL				
411 CityPark	2.44	1.11	2.70	/acre
412 County Park	3.50	1.11	3.87	/acre
416 Campground/RV Park **	6.29	1.50	9.43	/camp site
420 Marina	4.54	1.50	6.81	/berth
430 Golf Course	54.81	1.50	82.22	/hole
432 Golf Driving Range **	19.17	1.11	21.21	/tee
435 Multipurpose Recreation/Arcade **	51.38	1.11	56.83	/T.S.F.G.F.A.
437 Bowling Alley	51.11	1.50	76.67	/lane
443 Movie Theater w/out matinee	337.39	1.11	373.22	/screen
445 Multiplex Movie Theater (10+ screens)**	209.18	1.11	231.39	/screen
444 Movie Theater w/matinee **	310.09	1.11	343.02	/screen
473 Casino/Video Poker/Lottery **	205.96	1.11	227.83	/T.S.F.G.F.A.
480 Amusement/Theme Park	116.19	1.11	128.52	/acre
488 Soccer Complex	109.39	1.11	121.01	/field
492 Racquet/Tennis Club	59.35	1.11	65.65	/court
492 Health/Fitness Club	50.50	1.11	55.86	/T.S.F.G.F.A.
495 Recreation/Community Center	35.09	1.50	52.63	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 5

NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT

page 2 of 5

	New	Trip	Net	
	Person	Length	Adjusted	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Factor</u>	<u>Trip-Ends</u>	<u>Unit *</u>
INSTITUTIONAL/MEDICAL				
501 Military Base	2.73	1.06	2.89	/employee
520 Elementary School (Public)	1.98	0.40	0.79	/student
522 Middle/Junior High School (Public)	2.48	0.40	0.99	/student
530 High School (Public)	2.62	0.75	1.97	/student
536 Private School (K - 12)	3.80	0.75	2.85	/student
540 Junior/Community College	1.84	0.75	1.37	/student
550 University/College	3.65	0.75	2.72	/student
560 Church	13.97	0.75	10.48	/T.S.F.G.F.A.
565 Day Care Center/Preschool	6.87	0.40	2.74	/student
590 Library	82.81	0.40	33.04	/T.S.F.G.F.A.
610 Hospital	18.11	1.06	19.20	/bed
620 Nursing Home	3.64	1.06	3.85	/bed
630 Clinic	48.23	1.06	51.12	/T.S.F.G.F.A.
COMMERCIAL/SERVICES				
310 Hotel/Motel	13.68	1.24	17.01	/room
812 Building Materials/Lumber	36.01	0.84	30.38	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore				
With Groceries	54.24	0.84	45.76	/T.S.F.G.F.A.
814 Specialty Retail Center	44.86	0.84	37.84	/T.S.F.G.L.A.
815 Free-Standing Discount Store				
Without Groceries	71.31	0.84	60.16	/T.S.F.G.F.A.
816 Hardware/Paint Stores	58.21	0.84	49.11	/T.S.F.G.F.A.
817 Nursery/Garden Center	36.52	0.84	30.81	/T.S.F.G.F.A.
820 Shopping Center	43.46	0.84	36.67	/T.S.F.G.L.A.
823 Factory Outlet Center	26.91	0.84	22.71	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 5

NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT

page 3 of 5

	New	Trip	Net	
	Person	Length	Adjusted	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Factor</u>	<u>Trip-Ends</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
841 New Car Sales	33.75	0.84	28.47	/T.S.F.G.F.A.
843 Automobile Parts Sales	54.12	0.84	45.66	/T.S.F.G.F.A.
849 Tire Superstore	22.48	0.84	18.97	/T.S.F.G.F.A.
850 Supermarket	100.35	0.84	84.66	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	441.39	0.42	186.61	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	282.92	0.42	119.61	/V.F.P.
860 Wholesale Market	8.57	0.84	7.23	/T.S.F.G.F.A.
861 Discount Club	53.21	0.84	44.89	/T.S.F.G.F.A.
862 Home Improvement Superstore	23.76	0.84	20.05	/T.S.F.G.F.A.
863 Electronics Superstore	41.44	0.84	34.96	/T.S.F.G.F.A.
867 Office Supply Superstore **	34.41	0.84	29.03	/T.S.F.G.F.A.
880 Pharmacy/Drugstore				
Without Drive-Thru Window	64.91	0.84	54.76	/T.S.F.G.F.A.
881 Pharmacy/Drugstore				
With Drive-Thru Window	68.95	0.84	58.17	/T.S.F.G.F.A.
890 Furniture Store	3.65	0.84	3.08	/T.S.F.G.F.A.
896 Video Rental Store **	242.31	0.84	204.42	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	199.18	0.84	168.04	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	200.35	0.84	169.02	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 5

NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT

page 4 of 5

	New	Trip	Net	
	Person	Length	Adjusted	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Factor</u>	<u>Trip-Ends</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
931 Quality Restaurant (not a chain)	77.25	1.00	77.40	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	111.15	0.50	55.57	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	549.03	0.50	274.51	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	380.42	0.50	190.21	/T.S.F.G.F.A.
936 Drinking Place/Bar **	86.96	0.50	43.48	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	35.58	0.84	30.02	/Service Stall
942 Automobile Care Center **	35.67	0.84	30.09	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	149.93	0.42	63.39	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	109.84	0.42	46.44	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	103.13	0.42	43.60	/V.F.P.
OFFICE				
710 General Office Building	16.88	1.06	17.90	/T.S.F.G.F.A.
714 Corporate Headquarters Building	12.24	1.06	12.97	/T.S.F.G.F.A.
715 Single Tenant Office Building	17.74	1.06	18.81	/T.S.F.G.F.A.
720 Medical-Dental Office Building	55.41	1.06	58.72	/T.S.F.G.F.A.
730 Government Office Building	105.71	1.06	112.04	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	254.61	1.06	269.85	/T.S.F.G.F.A.
732 U.S. Post Office	137.71	1.06	145.96	/T.S.F.G.F.A.
750 Office Park	17.51	1.06	18.56	/T.S.F.G.F.A.
760 Research and Development Center	12.44	1.06	13.18	/T.S.F.G.F.A.
770 Business Park	19.57	1.06	20.74	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 5				
NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT				
<i>page 5 of 5</i>				
	New	Trip	Net	
	Person	Length	Adjusted	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Factor</u>	<u>Trip-Ends</u>	<u>Unit *</u>
PORT/INDUSTRIAL				
030 Truck Terminals	15.11	1.06	16.01	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	6.90	0.84	5.82	/Parking Space
093 Light Rail Transit Station With Parking	3.85	0.84	3.25	/Parking Space
110 General Light Industrial	10.69	1.06	11.33	/T.S.F.G.F.A.
120 General Heavy Industrial	2.30	1.06	2.44	/T.S.F.G.F.A.
130 Industrial Park	10.67	1.06	11.31	/T.S.F.G.F.A.
140 Manufacturing	5.86	1.06	6.21	/T.S.F.G.F.A.
150 Warehouse	7.61	1.06	8.06	/T.S.F.G.F.A.
151 Mini-Warehouse	3.83	1.06	4.06	/T.S.F.G.F.A.
170 Utilities**	9.67	1.06	10.25	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

4. Formula 4: Motor Vehicle Improvements Cost Per Unit of Development

The motor vehicle improvements cost per unit of development is calculated for each type of land use by multiplying the net adjusted person trip-ends for each land use (from Table 5) by the motor vehicle improvements cost per trip-end (from Table 3).

$$\begin{array}{rclcl}
 4. & \text{Net Adjusted} & & \text{Motor Vehicle} & & \text{Motor Vehicle} \\
 & \text{Person Trip-Ends} & \times & \text{Improvements} & = & \text{Improvements} \\
 & \text{Per Unit} & & \text{Cost Per Trip-End} & & \text{Cost Per Unit}
 \end{array}$$

Table 6 (pages 22 - 26) displays the motor vehicle improvements cost per unit for each land use category. Column 1 repeats the ITE land use codes and categories, Column 2 repeats the net adjusted trip-ends for each land use category (from Table 5), and column 3 shows the motor vehicle improvements cost per trip-end (from Table 3). The Motor Vehicle Improvements Cost Per Unit shown in Column 4 is calculated by multiplying the net adjusted trip-ends (Column 2) by the motor vehicle improvements cost per trip-end (Column 3).

TABLE 6

MOTOR VEHICLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 1 of 5

	Net	Motor Vehicle	MV	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
RESIDENTIAL				
210 Single Family Detached	14.68	\$378	\$5,548	/dwelling unit
220 Apartment	10.31	\$378	\$3,896	/dwelling unit
230 Residential Condominium/Townhouse	8.99	\$378	\$3,397	/dwelling unit
240 Manufactured Housing (in Park)	7.65	\$378	\$2,893	/dwelling unit
254 Assisted Living	4.20	\$378	\$1,588	/bed
255 Continuing Care Retirement	4.31	\$378	\$1,629	/unit
260 Recreation Home	4.85	\$378	\$1,832	/dwelling unit
RECREATIONAL				
411 CityPark	2.70	\$378	\$1,020	/acre
412 County Park	3.87	\$378	\$1,462	/acre
416 Campground/RV Park **	9.43	\$378	\$3,565	/camp site
420 Marina	6.81	\$378	\$2,574	/berth
430 Golf Course	82.22	\$378	\$31,078	/hole
432 Golf Driving Range **	21.21	\$378	\$8,016	/tee
435 Multipurpose Recreation/Arcade **	56.83	\$378	\$21,482	/T.S.F.G.F.A.
437 Bowling Alley	76.67	\$378	\$28,982	/lane
443 Movie Theater w/out matinee	373.22	\$378	\$141,075	/screen
445 Multiplex Movie Theater (10+ screens)**	231.39	\$378	\$87,467	/screen
444 Movie Theater w/matinee **	343.02	\$378	\$129,661	/screen
473 Casino/Video Poker/Lottery **	227.83	\$378	\$86,120	/T.S.F.G.F.A.
480 Amusement/Theme Park	128.52	\$378	\$48,581	/acre
488 Soccer Complex	121.01	\$378	\$45,741	/field
492 Racquet/Tennis Club	65.65	\$378	\$24,816	/court
492 Health/Fitness Club	55.86	\$378	\$21,116	/T.S.F.G.F.A.
495 Recreation/Community Center	52.63	\$378	\$19,895	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 6

MOTOR VEHICLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 2 of 5

	Net	Motor Vehicle	MV	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
INSTITUTIONAL/MEDICAL				
501 Military Base	2.89	\$378	\$1,094	/employee
520 Elementary School (Public)	0.79	\$378	\$298	/student
522 Middle/Junior High School (Public)	0.99	\$378	\$375	/student
530 High School (Public)	1.97	\$378	\$743	/student
536 Private School (K - 12)	2.85	\$378	\$1,078	/student
540 Junior/Community College	1.37	\$378	\$519	/student
550 University/College	2.72	\$378	\$1,030	/student
560 Church	10.48	\$378	\$3,961	/T.S.F.G.F.A.
565 Day Care Center/Preschool	2.74	\$378	\$1,036	/student
590 Library	33.04	\$378	\$12,489	/T.S.F.G.F.A.
610 Hospital	19.20	\$378	\$7,256	/bed
620 Nursing Home	3.85	\$378	\$1,457	/bed
630 Clinic	51.12	\$378	\$19,323	/T.S.F.G.F.A.
COMMERCIAL/SERVICES				
310 Hotel/Motel	17.01	\$378	\$6,429	/room
812 Building Materials/Lumber	30.38	\$378	\$11,485	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore				
With Groceries	45.76	\$378	\$17,296	/T.S.F.G.F.A.
814 Specialty Retail Center	37.84	\$378	\$14,305	/T.S.F.G.L.A.
815 Free-Standing Discount Store				
Without Groceries	60.16	\$378	\$22,739	/T.S.F.G.F.A.
816 Hardware/Paint Stores	49.11	\$378	\$18,562	/T.S.F.G.F.A.
817 Nursery/Garden Center	30.81	\$378	\$11,646	/T.S.F.G.F.A.
820 Shopping Center	36.67	\$378	\$13,860	/T.S.F.G.L.A.
823 Factory Outlet Center	22.71	\$378	\$8,583	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 6

MOTOR VEHICLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 3 of 5

	Net	Motor Vehicle	MV	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
841 New Car Sales	28.47	\$378	\$10,761	/T.S.F.G.F.A.
843 Automobile Parts Sales	45.66	\$378	\$17,258	/T.S.F.G.F.A.
849 Tire Superstore	18.97	\$378	\$7,169	/T.S.F.G.F.A.
850 Supermarket	84.66	\$378	\$32,000	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	186.61	\$378	\$70,540	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	119.61	\$378	\$45,214	/V.F.P.
860 Wholesale Market	7.23	\$378	\$2,732	/T.S.F.G.F.A.
861 Discount Club	44.89	\$378	\$16,967	/T.S.F.G.F.A.
862 Home Improvement Superstore	20.05	\$378	\$7,578	/T.S.F.G.F.A.
863 Electronics Superstore	34.96	\$378	\$13,216	/T.S.F.G.F.A.
867 Office Supply Superstore **	29.03	\$378	\$10,974	/T.S.F.G.F.A.
880 Pharmacy/Drugstore				
Without Drive-Thru Window	54.76	\$378	\$20,701	/T.S.F.G.F.A.
881 Pharmacy/Drugstore				
With Drive-Thru Window	58.17	\$378	\$21,989	/T.S.F.G.F.A.
890 Furniture Store	3.08	\$378	\$1,163	/T.S.F.G.F.A.
896 Video Rental Store **	204.42	\$378	\$77,270	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	168.04	\$378	\$63,517	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	169.02	\$378	\$63,890	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 6

MOTOR VEHICLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 4 of 5

	Net	Motor Vehicle	MV	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
931 Quality Restaurant (not a chain)	77.40	\$378	\$29,257	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	55.57	\$378	\$21,007	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	274.51	\$378	\$103,766	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	190.21	\$378	\$71,900	/T.S.F.G.F.A.
936 Drinking Place/Bar **	43.48	\$378	\$16,435	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	30.02	\$378	\$11,346	/Service Stall
942 Automobile Care Center **	30.09	\$378	\$11,374	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	63.39	\$378	\$23,961	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	46.44	\$378	\$17,554	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	43.60	\$378	\$16,482	/V.F.P.
OFFICE				
710 General Office Building	17.90	\$378	\$6,764	/T.S.F.G.F.A.
714 Corporate Headquarters Building	12.97	\$378	\$4,903	/T.S.F.G.F.A.
715 Single Tenant Office Building	18.81	\$378	\$7,109	/T.S.F.G.F.A.
720 Medical-Dental Office Building	58.72	\$378	\$22,198	/T.S.F.G.F.A.
730 Government Office Building	112.04	\$378	\$42,350	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	269.85	\$378	\$102,002	/T.S.F.G.F.A.
732 U.S. Post Office	145.96	\$378	\$55,171	/T.S.F.G.F.A.
750 Office Park	18.56	\$378	\$7,016	/T.S.F.G.F.A.
760 Research and Development Center	13.18	\$378	\$4,983	/T.S.F.G.F.A.
770 Business Park	20.74	\$378	\$7,840	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 6

MOTOR VEHICLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 5 of 5

	Net	Motor Vehicle	MV	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
PORT/INDUSTRIAL				
030 Truck Terminals	16.01	\$378	\$6,052	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	5.82	\$378	\$2,201	/Parking Space
093 Light Rail Transit Station With Parking	3.25	\$378	\$1,228	/Parking Space
110 General Light Industrial	11.33	\$378	\$4,282	/T.S.F.G.F.A.
120 General Heavy Industrial	2.44	\$378	\$922	/T.S.F.G.F.A.
130 Industrial Park	11.31	\$378	\$4,276	/T.S.F.G.F.A.
140 Manufacturing	6.21	\$378	\$2,347	/T.S.F.G.F.A.
150 Warehouse	8.06	\$378	\$3,047	/T.S.F.G.F.A.
151 Mini-Warehouse	4.06	\$378	\$1,536	/T.S.F.G.F.A.
170 Utilities**	10.25	\$378	\$3,876	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

5. Formula 5: Pedestrian/Bicycle Improvements Cost Per Unit of Development

The pedestrian/bicycle improvements cost per unit of development is calculated for each type of land use by multiplying the net adjusted person trip-ends for each land use (from Table 5) by the pedestrian/bicycle improvements cost per trip-end (from Table 3).

$$\begin{array}{rcccl}
 & \text{Net Adjusted} & & \text{Pedestrian/Bicycle} & \text{Pedestrian/Bicycle} \\
 5. & \text{Person Trip-Ends} & \times & \text{Improvements} & = & \text{Improvements} \\
 & \text{Per Unit} & & \text{Cost Per Trip-End} & & \text{Cost Per Unit}
 \end{array}$$

Table 7 (pages 27 - 31) displays the pedestrian/bicycle improvements cost per unit for each land use category. Column 1 repeats the ITE land use codes and categories, and Column 2 repeats the net adjusted trip-ends for each land use category (from Table 5). The pedestrian/bicycle improvements cost per trip-end is shown in Column 3. The Pedestrian/Bicycle Improvements Cost Per Unit shown in Column 4 is calculated by multiplying the net adjusted trip-ends for each land use category (Column 2) by the pedestrian/bicycle improvements cost per trip-end (Column 3).

TABLE 7

PEDESTRIAN/BICYCLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 1 of 5

	Net	Pedestrian/	P/B	
	Adjusted	Bicycle Cost	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Per Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
RESIDENTIAL				
210 Single Family Detached	14.68	\$65	\$954	/dwelling unit
220 Apartment	10.31	\$65	\$670	/dwelling unit
230 Residential Condominium/Townhouse	8.99	\$65	\$584	/dwelling unit
240 Manufactured Housing (in Park)	7.65	\$65	\$497	/dwelling unit
254 Assisted Living	4.20	\$65	\$273	/bed
255 Continuing Care Retirement	4.31	\$65	\$280	/unit
260 Recreation Home	4.85	\$65	\$315	/dwelling unit
RECREATIONAL				
411 CityPark	2.70	\$65	\$175	/acre
412 County Park	3.87	\$65	\$251	/acre
416 Campground/RV Park **	9.43	\$65	\$613	/camp site
420 Marina	6.81	\$65	\$443	/berth
430 Golf Course	82.22	\$65	\$5,344	/hole
432 Golf Driving Range **	21.21	\$65	\$1,378	/tee
435 Multipurpose Recreation/Arcade **	56.83	\$65	\$3,694	/T.S.F.G.F.A.
437 Bowling Alley	76.67	\$65	\$4,984	/lane
443 Movie Theater w/out matinee	373.22	\$65	\$24,259	/screen
445 Multiplex Movie Theater (10+ screens)**	231.39	\$65	\$15,041	/screen
444 Movie Theater w/matinee **	343.02	\$65	\$22,296	/screen
473 Casino/Video Poker/Lottery **	227.83	\$65	\$14,809	/T.S.F.G.F.A.
480 Amusement/Theme Park	128.52	\$65	\$8,354	/acre
488 Soccer Complex	121.01	\$65	\$7,865	/field
492 Racquet/Tennis Club	65.65	\$65	\$4,267	/court
492 Health/Fitness Club	55.86	\$65	\$3,631	/T.S.F.G.F.A.
495 Recreation/Community Center	52.63	\$65	\$3,421	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 7

PEDESTRIAN/BICYCLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 2 of 5

	Net	Pedestrian/	P/B	
	Adjusted	Bicycle Cost	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Per Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
INSTITUTIONAL/MEDICAL				
501 Military Base	2.89	\$65	\$188	/employee
520 Elementary School (Public)	0.79	\$65	\$51	/student
522 Middle/Junior High School (Public)	0.99	\$65	\$64	/student
530 High School (Public)	1.97	\$65	\$128	/student
536 Private School (K - 12)	2.85	\$65	\$185	/student
540 Junior/Community College	1.37	\$65	\$89	/student
550 University/College	2.72	\$65	\$177	/student
560 Church	10.48	\$65	\$681	/T.S.F.G.F.A.
565 Day Care Center/Preschool	2.74	\$65	\$178	/student
590 Library	33.04	\$65	\$2,148	/T.S.F.G.F.A.
610 Hospital	19.20	\$65	\$1,248	/bed
620 Nursing Home	3.85	\$65	\$250	/bed
630 Clinic	51.12	\$65	\$3,323	/T.S.F.G.F.A.
COMMERCIAL/SERVICES				
310 Hotel/Motel	17.01	\$65	\$1,105	/room
812 Building Materials/Lumber	30.38	\$65	\$1,975	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore				
With Groceries	45.76	\$65	\$2,974	/T.S.F.G.F.A.
814 Specialty Retail Center	37.84	\$65	\$2,460	/T.S.F.G.L.A.
815 Free-Standing Discount Store				
Without Groceries	60.16	\$65	\$3,910	/T.S.F.G.F.A.
816 Hardware/Paint Stores	49.11	\$65	\$3,192	/T.S.F.G.F.A.
817 Nursery/Garden Center	30.81	\$65	\$2,003	/T.S.F.G.F.A.
820 Shopping Center	36.67	\$65	\$2,383	/T.S.F.G.L.A.
823 Factory Outlet Center	22.71	\$65	\$1,476	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 7

PEDESTRIAN/BICYCLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 3 of 5

	Net	Pedestrian/	P/B	
	Adjusted	Bicycle Cost	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Per Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
841 New Car Sales	28.47	\$65	\$1,850	/T.S.F.G.F.A.
843 Automobile Parts Sales	45.66	\$65	\$2,968	/T.S.F.G.F.A.
849 Tire Superstore	18.97	\$65	\$1,233	/T.S.F.G.F.A.
850 Supermarket	84.66	\$65	\$5,503	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	186.61	\$65	\$12,130	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	119.61	\$65	\$7,775	/V.F.P.
860 Wholesale Market	7.23	\$65	\$470	/T.S.F.G.F.A.
861 Discount Club	44.89	\$65	\$2,918	/T.S.F.G.F.A.
862 Home Improvement Superstore	20.05	\$65	\$1,303	/T.S.F.G.F.A.
863 Electronics Superstore	34.96	\$65	\$2,273	/T.S.F.G.F.A.
867 Office Supply Superstore **	29.03	\$65	\$1,887	/T.S.F.G.F.A.
880 Pharmacy/Drugstore				
Without Drive-Thru Window	54.76	\$65	\$3,560	/T.S.F.G.F.A.
881 Pharmacy/Drugstore				
With Drive-Thru Window	58.17	\$65	\$3,781	/T.S.F.G.F.A.
890 Furniture Store	3.08	\$65	\$200	/T.S.F.G.F.A.
896 Video Rental Store **	204.42	\$65	\$13,287	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	168.04	\$65	\$10,922	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	169.02	\$65	\$10,986	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the				
Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 7

PEDESTRIAN/BICYCLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 4 of 5

	Net	Pedestrian/	P/B	
	Adjusted	Bicycle Cost	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Per Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
931 Quality Restaurant (not a chain)	77.40	\$65	\$5,031	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	55.57	\$65	\$3,612	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	274.51	\$65	\$17,843	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	190.21	\$65	\$12,364	/T.S.F.G.F.A.
936 Drinking Place/Bar **	43.48	\$65	\$2,826	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	30.02	\$65	\$1,951	/Service Stall
942 Automobile Care Center **	30.09	\$65	\$1,956	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	63.39	\$65	\$4,120	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	46.44	\$65	\$3,019	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	43.60	\$65	\$2,834	/V.F.P.
OFFICE				
710 General Office Building	17.90	\$65	\$1,163	/T.S.F.G.F.A.
714 Corporate Headquarters Building	12.97	\$65	\$843	/T.S.F.G.F.A.
715 Single Tenant Office Building	18.81	\$65	\$1,222	/T.S.F.G.F.A.
720 Medical-Dental Office Building	58.72	\$65	\$3,817	/T.S.F.G.F.A.
730 Government Office Building	112.04	\$65	\$7,282	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	269.85	\$65	\$17,540	/T.S.F.G.F.A.
732 U.S. Post Office	145.96	\$65	\$9,487	/T.S.F.G.F.A.
750 Office Park	18.56	\$65	\$1,207	/T.S.F.G.F.A.
760 Research and Development Center	13.18	\$65	\$857	/T.S.F.G.F.A.
770 Business Park	20.74	\$65	\$1,348	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 7

PEDESTRIAN/BICYCLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 5 of 5

	Net	Pedestrian/	P/B	
	Adjusted	Bicycle Cost	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Per Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
PORT/INDUSTRIAL				
030 Truck Terminals	16.01	\$65	\$1,041	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	5.82	\$65	\$378	/Parking Space
093 Light Rail Transit Station With Parking	3.25	\$65	\$211	/Parking Space
110 General Light Industrial	11.33	\$65	\$736	/T.S.F.G.F.A.
120 General Heavy Industrial	2.44	\$65	\$158	/T.S.F.G.F.A.
130 Industrial Park	11.31	\$65	\$735	/T.S.F.G.F.A.
140 Manufacturing	6.21	\$65	\$404	/T.S.F.G.F.A.
150 Warehouse	8.06	\$65	\$524	/T.S.F.G.F.A.
151 Mini-Warehouse	4.06	\$65	\$264	/T.S.F.G.F.A.
170 Utilities**	10.25	\$65	\$666	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the				
Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

6. Formula 6: Compliance Cost Per Unit of Development

The compliance cost per unit of development is calculated for each type of land use by multiplying the net adjusted person trip-ends for each land use (from Table 5) by the compliance cost per trip-end (from Table 3).

$$\begin{array}{rcccl}
 & \text{Net Adjusted} & & \text{Compliance} & \\
 6. & \text{Person Trip-Ends} & \times & \text{Cost Per} & = \\
 & \text{Per Unit} & & \text{Trip-End} & \text{Compliance} \\
 & & & & \text{Cost} \\
 & & & & \text{Per Unit}
 \end{array}$$

Table 8 (pages 32 - 36) displays the compliance cost per unit for each land use category. Column 1 repeats the ITE land use codes and categories, and Column 2 repeats the net adjusted person trip-ends for each land use category. The compliance cost per trip-end is shown in Column 3. The Compliance Cost Per Unit shown in Column 4 is calculated by multiplying the net adjusted person trip-ends for each land use category (Column 2) by the compliance cost per person trip-end (Column 3).

TABLE 8

COMPLIANCE COST PER UNIT OF DEVELOPMENT

page 1 of 5

	Net	Compliance	Compliance	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trips</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
RESIDENTIAL				
210 Single Family Detached	14.68	\$10	\$147	/dwelling unit
220 Apartment	10.31	\$10	\$103	/dwelling unit
230 Residential Condominium/Townhouse	8.99	\$10	\$90	/dwelling unit
240 Manufactured Housing (in Park)	7.65	\$10	\$77	/dwelling unit
254 Assisted Living	4.20	\$10	\$42	/bed
255 Continuing Care Retirement	4.31	\$10	\$43	/unit
260 Recreation Home	4.85	\$10	\$48	/dwelling unit
RECREATIONAL				
411 CityPark	2.70	\$10	\$27	/acre
412 County Park	3.87	\$10	\$39	/acre
416 Campground/RV Park **	9.43	\$10	\$94	/camp site
420 Marina	6.81	\$10	\$68	/berth
430 Golf Course	82.22	\$10	\$822	/hole
432 Golf Driving Range **	21.21	\$10	\$212	/tee
435 Multipurpose Recreation/Arcade **	56.83	\$10	\$568	/T.S.F.G.F.A.
437 Bowling Alley	76.67	\$10	\$767	/lane
443 Movie Theater w/out matinee	373.22	\$10	\$3,732	/screen
445 Multiplex Movie Theater (10+ screens)**	231.39	\$10	\$2,314	/screen
444 Movie Theater w/matinee **	343.02	\$10	\$3,430	/screen
473 Casino/Video Poker/Lottery **	227.83	\$10	\$2,278	/T.S.F.G.F.A.
480 Amusement/Theme Park	128.52	\$10	\$1,285	/acre
488 Soccer Complex	121.01	\$10	\$1,210	/field
492 Racquet/Tennis Club	65.65	\$10	\$657	/court
492 Health/Fitness Club	55.86	\$10	\$559	/T.S.F.G.F.A.
495 Recreation/Community Center	52.63	\$10	\$526	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 8

COMPLIANCE COST PER UNIT OF DEVELOPMENT

page 2 of 5

	Net	Compliance	Compliance	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trips</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
INSTITUTIONAL/MEDICAL				
501 Military Base	2.89	\$10	\$29	/employee
520 Elementary School (Public)	0.79	\$10	\$8	/student
522 Middle/Junior High School (Public)	0.99	\$10	\$10	/student
530 High School (Public)	1.97	\$10	\$20	/student
536 Private School (K - 12)	2.85	\$10	\$29	/student
540 Junior/Community College	1.37	\$10	\$14	/student
550 University/College	2.72	\$10	\$27	/student
560 Church	10.48	\$10	\$105	/T.S.F.G.F.A.
565 Day Care Center/Preschool	2.74	\$10	\$27	/student
590 Library	33.04	\$10	\$330	/T.S.F.G.F.A.
610 Hospital	19.20	\$10	\$192	/bed
620 Nursing Home	3.85	\$10	\$39	/bed
630 Clinic	51.12	\$10	\$511	/T.S.F.G.F.A.
COMMERCIAL/SERVICES				
310 Hotel/Motel	17.01	\$10	\$170	/room
812 Building Materials/Lumber	30.38	\$10	\$304	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore				
With Groceries	45.76	\$10	\$458	/T.S.F.G.F.A.
814 Specialty Retail Center	37.84	\$10	\$378	/T.S.F.G.L.A.
815 Free-Standing Discount Store				
Without Groceries	60.16	\$10	\$602	/T.S.F.G.F.A.
816 Hardware/Paint Stores	49.11	\$10	\$491	/T.S.F.G.F.A.
817 Nursery/Garden Center	30.81	\$10	\$308	/T.S.F.G.F.A.
820 Shopping Center	36.67	\$10	\$367	/T.S.F.G.L.A.
823 Factory Outlet Center	22.71	\$10	\$227	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the				
Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 8

COMPLIANCE COST PER UNIT OF DEVELOPMENT

page 3 of 5

	Net	Compliance	Compliance	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trips</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
841 New Car Sales	28.47	\$10	\$285	/T.S.F.G.F.A.
843 Automobile Parts Sales	45.66	\$10	\$457	/T.S.F.G.F.A.
849 Tire Superstore	18.97	\$10	\$190	/T.S.F.G.F.A.
850 Supermarket	84.66	\$10	\$847	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	186.61	\$10	\$1,866	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	119.61	\$10	\$1,196	/V.F.P.
860 Wholesale Market	7.23	\$10	\$72	/T.S.F.G.F.A.
861 Discount Club	44.89	\$10	\$449	/T.S.F.G.F.A.
862 Home Improvement Superstore	20.05	\$10	\$200	/T.S.F.G.F.A.
863 Electronics Superstore	34.96	\$10	\$350	/T.S.F.G.F.A.
867 Office Supply Superstore **	29.03	\$10	\$290	/T.S.F.G.F.A.
880 Pharmacy/Drugstore				
Without Drive-Thru Window	54.76	\$10	\$548	/T.S.F.G.F.A.
881 Pharmacy/Drugstore				
With Drive-Thru Window	58.17	\$10	\$582	/T.S.F.G.F.A.
890 Furniture Store	3.08	\$10	\$31	/T.S.F.G.F.A.
896 Video Rental Store **	204.42	\$10	\$2,044	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	168.04	\$10	\$1,680	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	169.02	\$10	\$1,690	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the				
Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 8

COMPLIANCE COST PER UNIT OF DEVELOPMENT

page 4 of 5

	Net	Compliance	Compliance	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trips</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
931 Quality Restaurant (not a chain)	77.40	\$10	\$774	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	55.57	\$10	\$556	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	274.51	\$10	\$2,745	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	190.21	\$10	\$1,902	/T.S.F.G.F.A.
936 Drinking Place/Bar **	43.48	\$10	\$435	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	30.02	\$10	\$300	/Service Stall
942 Automobile Care Center **	30.09	\$10	\$301	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	63.39	\$10	\$634	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	46.44	\$10	\$464	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	43.60	\$10	\$436	/V.F.P.
OFFICE				
710 General Office Building	17.90	\$10	\$179	/T.S.F.G.F.A.
714 Corporate Headquarters Building	12.97	\$10	\$130	/T.S.F.G.F.A.
715 Single Tenant Office Building	18.81	\$10	\$188	/T.S.F.G.F.A.
720 Medical-Dental Office Building	58.72	\$10	\$587	/T.S.F.G.F.A.
730 Government Office Building	112.04	\$10	\$1,120	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	269.85	\$10	\$2,698	/T.S.F.G.F.A.
732 U.S. Post Office	145.96	\$10	\$1,460	/T.S.F.G.F.A.
750 Office Park	18.56	\$10	\$186	/T.S.F.G.F.A.
760 Research and Development Center	13.18	\$10	\$132	/T.S.F.G.F.A.
770 Business Park	20.74	\$10	\$207	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 8

COMPLIANCE COST PER UNIT OF DEVELOPMENT

page 5 of 5

	Net	Compliance	Compliance	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trips</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
PORT/INDUSTRIAL				
030 Truck Terminals	16.01	\$10	\$160	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	5.82	\$10	\$58	/Parking Space
093 Light Rail Transit Station With Parking	3.25	\$10	\$32	/Parking Space
110 General Light Industrial	11.33	\$10	\$113	/T.S.F.G.F.A.
120 General Heavy Industrial	2.44	\$10	\$24	/T.S.F.G.F.A.
130 Industrial Park	11.31	\$10	\$113	/T.S.F.G.F.A.
140 Manufacturing	6.21	\$10	\$62	/T.S.F.G.F.A.
150 Warehouse	8.06	\$10	\$81	/T.S.F.G.F.A.
151 Mini-Warehouse	4.06	\$10	\$41	/T.S.F.G.F.A.
170 Utilities**	10.25	\$10	\$103	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

7. Formula 7: Total Transportation Cost Per Unit of Development

The Total Transportation Cost per unit of development is calculated for each type of land use by adding the motor vehicle improvements cost per unit (from Table 6), the bicycle/pedestrian improvements cost per unit (from Table 7), and the compliance cost per unit (from Table 8).

$$\begin{array}{rcccl}
 & \text{Motor Vehicle} & \text{Bicycle/Pedestrian} & & \text{Total} \\
 7. & \text{Improvements} & + \text{Improvements} & + \text{Compliance} & = \text{Transportation} \\
 & \text{Cost Per Unit} & \text{Cost Per Unit} & \text{Cost Per Unit} & \text{Cost Per Unit}
 \end{array}$$

Table 9 (pages 37 - 41) displays the Total Transportation Cost per unit for each category. Columns 1 repeats the ITE codes and categories, and columns 2, 3, and 4 display the motor vehicle improvements cost from Table 6, the pedestrian/bicycle cost from Table 7, and the compliance cost from Table 8, respectively. The Total Transportation SDC Per Unit is calculated by adding columns 2, 3 and 4, with the result displayed in column 5.

TABLE 9

TOTAL TRANSPORTATION COST PER UNIT OF DEVELOPMENT

page 1 of 5

	MV	P/B	Compliance	Total	
	Cost	Cost	Cost	Transportation	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>Cost Per Unit</u>	<u>Unit *</u>
RESIDENTIAL					
210 Single Family Detached	\$5,548	\$954	\$147	\$6,648	/dwelling unit
220 Apartment	\$3,896	\$670	\$103	\$4,669	/dwelling unit
230 Residential Condominium/Townhouse	\$3,397	\$584	\$90	\$4,071	/dwelling unit
240 Manufactured Housing (in Park)	\$2,893	\$497	\$77	\$3,467	/dwelling unit
254 Assisted Living	\$1,588	\$273	\$42	\$1,904	/bed
255 Continuing Care Retirement	\$1,629	\$280	\$43	\$1,952	/unit
260 Recreation Home	\$1,832	\$315	\$48	\$2,195	/dwelling unit
RECREATIONAL					
411 CityPark	\$1,020	\$175	\$27	\$1,222	/acre
412 County Park	\$1,462	\$251	\$39	\$1,752	/acre
416 Campground/RV Park **	\$3,565	\$613	\$94	\$4,273	/camp site
420 Marina	\$2,574	\$443	\$68	\$3,085	/berth
430 Golf Course	\$31,078	\$5,344	\$822	\$37,244	/hole
432 Golf Driving Range **	\$8,016	\$1,378	\$212	\$9,606	/tee
435 Multipurpose Recreation/Arcade **	\$21,482	\$3,694	\$568	\$25,744	/T.S.F.G.F.A.
437 Bowling Alley	\$28,982	\$4,984	\$767	\$34,733	/lane
443 Movie Theater w/out matinee	\$141,075	\$24,259	\$3,732	\$169,067	/screen
445 Multiplex Movie Theater (10+ screens)**	\$87,467	\$15,041	\$2,314	\$104,821	/screen
444 Movie Theater w/matinee **	\$129,661	\$22,296	\$3,430	\$155,388	/screen
473 Casino/Video Poker/Lottery **	\$86,120	\$14,809	\$2,278	\$103,207	/T.S.F.G.F.A.
480 Amusement/Theme Park	\$48,581	\$8,354	\$1,285	\$58,220	/acre
488 Soccer Complex	\$45,741	\$7,865	\$1,210	\$54,816	/field
492 Racquet/Tennis Club	\$24,816	\$4,267	\$657	\$29,740	/court
492 Health/Fitness Club	\$21,116	\$3,631	\$559	\$25,306	/T.S.F.G.F.A.
495 Recreation/Community Center	\$19,895	\$3,421	\$526	\$23,843	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:					
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area					
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area					
V.F.P. = Vehicle Fueling Position					
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.					

TABLE 9

TOTAL TRANSPORTATION COST PER UNIT OF DEVELOPMENT

page 2 of 5

	MV	P/B	Compliance	Total	
	Cost	Cost	Cost	Transportation	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>Cost Per Unit</u>	<u>Unit *</u>
INSTITUTIONAL/MEDICAL					
501 Military Base	\$1,094	\$188	\$29	\$1,311	/employee
520 Elementary School (Public)	\$298	\$51	\$8	\$358	/student
522 Middle/Junior High School (Public)	\$375	\$64	\$10	\$449	/student
530 High School (Public)	\$743	\$128	\$20	\$891	/student
536 Private School (K - 12)	\$1,078	\$185	\$29	\$1,292	/student
540 Junior/Community College	\$519	\$89	\$14	\$622	/student
550 University/College	\$1,030	\$177	\$27	\$1,234	/student
560 Church	\$3,961	\$681	\$105	\$4,747	/T.S.F.G.F.A.
565 Day Care Center/Preschool	\$1,036	\$178	\$27	\$1,242	/student
590 Library	\$12,489	\$2,148	\$330	\$14,967	/T.S.F.G.F.A.
610 Hospital	\$7,256	\$1,248	\$192	\$8,696	/bed
620 Nursing Home	\$1,457	\$250	\$39	\$1,746	/bed
630 Clinic	\$19,323	\$3,323	\$511	\$23,157	/T.S.F.G.F.A.
COMMERCIAL/SERVICES					
310 Hotel/Motel	\$6,429	\$1,105	\$170	\$7,704	/room
812 Building Materials/Lumber	\$11,485	\$1,975	\$304	\$13,763	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore					
With Groceries	\$17,296	\$2,974	\$458	\$20,728	/T.S.F.G.F.A.
814 Specialty Retail Center	\$14,305	\$2,460	\$378	\$17,144	/T.S.F.G.L.A.
815 Free-Standing Discount Store					
Without Groceries	\$22,739	\$3,910	\$602	\$27,251	/T.S.F.G.F.A.
816 Hardware/Paint Stores	\$18,562	\$3,192	\$491	\$22,245	/T.S.F.G.F.A.
817 Nursery/Garden Center	\$11,646	\$2,003	\$308	\$13,956	/T.S.F.G.F.A.
820 Shopping Center	\$13,860	\$2,383	\$367	\$16,610	/T.S.F.G.L.A.
823 Factory Outlet Center	\$8,583	\$1,476	\$227	\$10,285	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:					
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area					
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area					
V.F.P. = Vehicle Fueling Position					
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.					

TABLE 9

TOTAL TRANSPORTATION COST PER UNIT OF DEVELOPMENT

page 3 of 5

	MV	P/B	Compliance	Total	
	Cost	Cost	Cost	Transportation	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>Cost Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)					
841 New Car Sales	\$10,761	\$1,850	\$285	\$12,896	/T.S.F.G.F.A.
843 Automobile Parts Sales	\$17,258	\$2,968	\$457	\$20,682	/T.S.F.G.F.A.
849 Tire Superstore	\$7,169	\$1,233	\$190	\$8,592	/T.S.F.G.F.A.
850 Supermarket	\$32,000	\$5,503	\$847	\$38,350	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	\$70,540	\$12,130	\$1,866	\$84,536	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	\$45,214	\$7,775	\$1,196	\$54,186	/V.F.P.
860 Wholesale Market	\$2,732	\$470	\$72	\$3,274	/T.S.F.G.F.A.
861 Discount Club	\$16,967	\$2,918	\$449	\$20,334	/T.S.F.G.F.A.
862 Home Improvement Superstore	\$7,578	\$1,303	\$200	\$9,082	/T.S.F.G.F.A.
863 Electronics Superstore	\$13,216	\$2,273	\$350	\$15,838	/T.S.F.G.F.A.
867 Office Supply Superstore **	\$10,974	\$1,887	\$290	\$13,152	/T.S.F.G.F.A.
880 Pharmacy/Drugstore					
Without Drive-Thru Window	\$20,701	\$3,560	\$548	\$24,808	/T.S.F.G.F.A.
881 Pharmacy/Drugstore					
With Drive-Thru Window	\$21,989	\$3,781	\$582	\$26,351	/T.S.F.G.F.A.
890 Furniture Store	\$1,163	\$200	\$31	\$1,394	/T.S.F.G.F.A.
896 Video Rental Store **	\$77,270	\$13,287	\$2,044	\$92,602	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	\$63,517	\$10,922	\$1,680	\$76,120	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	\$63,890	\$10,986	\$1,690	\$76,566	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:					
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area					
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area					
V.F.P. = Vehicle Fueling Position					
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.					

TABLE 9

TOTAL TRANSPORTATION COST PER UNIT OF DEVELOPMENT

page 4 of 5

	MV	P/B	Compliance	Total	
	Cost	Cost	Cost	Transportation	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>Cost Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)					
931 Quality Restaurant (not a chain)	\$29,257	\$5,031	\$774	\$35,062	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	\$21,007	\$3,612	\$556	\$25,175	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	\$103,766	\$17,843	\$2,745	\$124,355	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	\$71,900	\$12,364	\$1,902	\$86,166	/T.S.F.G.F.A.
936 Drinking Place/Bar **	\$16,435	\$2,826	\$435	\$19,695	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	\$11,346	\$1,951	\$300	\$13,597	/Service Stall
942 Automobile Care Center **	\$11,374	\$1,956	\$301	\$13,631	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	\$23,961	\$4,120	\$634	\$28,715	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	\$17,554	\$3,019	\$464	\$21,037	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	\$16,482	\$2,834	\$436	\$19,752	/V.F.P.
OFFICE					
710 General Office Building	\$6,764	\$1,163	\$179	\$8,107	/T.S.F.G.F.A.
714 Corporate Headquarters Building	\$4,903	\$843	\$130	\$5,876	/T.S.F.G.F.A.
715 Single Tenant Office Building	\$7,109	\$1,222	\$188	\$8,519	/T.S.F.G.F.A.
720 Medical-Dental Office Building	\$22,198	\$3,817	\$587	\$26,602	/T.S.F.G.F.A.
730 Government Office Building	\$42,350	\$7,282	\$1,120	\$50,753	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	\$102,002	\$17,540	\$2,698	\$122,240	/T.S.F.G.F.A.
732 U.S. Post Office	\$55,171	\$9,487	\$1,460	\$66,118	/T.S.F.G.F.A.
750 Office Park	\$7,016	\$1,207	\$186	\$8,409	/T.S.F.G.F.A.
760 Research and Development Center	\$4,983	\$857	\$132	\$5,971	/T.S.F.G.F.A.
770 Business Park	\$7,840	\$1,348	\$207	\$9,395	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:					
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area					
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area					
V.F.P. = Vehicle Fueling Position					
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.					

TABLE 9					
TOTAL TRANSPORTATION COST PER UNIT OF DEVELOPMENT					
					<i>page 5 of 5</i>
	MV	P/B	Compliance	Total	
	Cost	Cost	Cost	Transportation	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>Cost Per Unit</u>	<u>Unit *</u>
PORT/INDUSTRIAL					
030 Truck Terminals	\$6,052	\$1,041	\$160	\$7,253	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	\$2,201	\$378	\$58	\$2,637	/Parking Space
093 Light Rail Transit Station With Parking	\$1,228	\$211	\$32	\$1,471	/Parking Space
110 General Light Industrial	\$4,282	\$736	\$113	\$5,132	/T.S.F.G.F.A.
120 General Heavy Industrial	\$922	\$158	\$24	\$1,104	/T.S.F.G.F.A.
130 Industrial Park	\$4,276	\$735	\$113	\$5,125	/T.S.F.G.F.A.
140 Manufacturing	\$2,347	\$404	\$62	\$2,813	/T.S.F.G.F.A.
150 Warehouse	\$3,047	\$524	\$81	\$3,652	/T.S.F.G.F.A.
151 Mini-Warehouse	\$1,536	\$264	\$41	\$1,841	/T.S.F.G.F.A.
170 Utilities**	\$3,876	\$666	\$103	\$4,645	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:					
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area					
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area					
V.F.P. = Vehicle Fueling Position					
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.					

8. Formula 8: Net City Transportation SDC Per Unit of Development

The Washington County Transportation Impact Fee (TIF) is collected to help pay a portion of the costs of transportation facilities required to serve new development. The Net City Transportation SDC per unit of development is calculated for each type of land use by subtracting the current Washington County TIF from the Total Transportation Cost (Table 9).

$$8. \quad \begin{array}{r} \text{Total} \\ \text{Transportation} \\ \text{Cost Per Unit} \end{array} - \begin{array}{r} \text{Washington} \\ \text{County} \\ \text{TIF Per Unit} \end{array} = \begin{array}{r} \text{Net City} \\ \text{Transportation} \\ \text{SDC Per Unit} \end{array}$$

Table 10 (pages 42 - 47) displays the Net City Transportation SDC per unit for each category. Column 1 repeats the ITE codes and categories, and column 2 displays the Total Transportation SDC Per Unit from Table 9. Column 3 shows the current Washington County TIF for each unit. The Net City Transportation SDC Per Unit is calculated by subtracting column 3 from column 2, with the result displayed in column 4.

TABLE 10

NET CITY TRANSPORTATION SDC PER UNIT OF DEVELOPMENT

page 1 of 5

	Total	County	Net City	
	Transportation	TIF	Transportation	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Cost Per Unit</u>	<u>Per Unit</u>	<u>SDC Per Unit</u>	<u>Unit *</u>
RESIDENTIAL				
210 Single Family Detached	\$6,648	(\$3,020)	\$3,628	/dwelling unit
220 Apartment	\$4,669	(\$1,842)	\$2,826	/dwelling unit
230 Residential Condominium/Townhouse	\$4,071	(\$1,770)	\$2,301	/dwelling unit
240 Manufactured Housing (in Park)	\$3,467	(\$1,453)	\$2,014	/dwelling unit
254 Assisted Living	\$1,904	(\$756)	\$1,148	/bed
255 Continuing Care Retirement	\$1,952	(\$997)	\$956	/unit
260 Recreation Home	\$2,195	(\$954)	\$1,241	/dwelling unit
RECREATIONAL				
411 CityPark	\$1,222	(\$283)	\$938	/acre
412 County Park	\$1,752	(\$157)	\$1,595	/acre
416 Campground/RV Park **	\$4,273	(\$513)	\$3,760	/camp site
420 Marina	\$3,085	(\$466)	\$2,618	/berth
430 Golf Course	\$37,244	(\$4,468)	\$32,776	/hole
432 Golf Driving Range **	\$9,606	(\$1,563)	\$8,044	/tee
435 Multipurpose Recreation/Arcade **	\$25,744	(\$2,275)	\$23,469	/T.S.F.G.F.A.
437 Bowling Alley	\$34,733	(\$4,166)	\$30,566	/lane
443 Movie Theater w/out matinee	\$169,067	(\$12,500)	\$156,567	/screen
445 Multiplex Movie Theater (10+ screens)**	\$104,821	(\$12,500)	\$92,321	/screen
444 Movie Theater w/matinee **	\$155,388	(\$12,500)	\$142,888	/screen
473 Casino/Video Poker/Lottery **	\$103,207	(\$12,500)	\$90,707	/T.S.F.G.F.A.
480 Amusement/Theme Park	\$58,220	(\$9,470)	\$48,750	/acre
488 Soccer Complex	\$54,816	(\$8,916)	\$45,900	/field
492 Racquet/Tennis Club	\$29,740	(\$4,838)	\$24,903	/court
492 Health/Fitness Club	\$25,306	(\$4,116)	\$21,190	/T.S.F.G.F.A.
495 Recreation/Community Center	\$23,843	(\$2,860)	\$20,983	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 10

NET CITY TRANSPORTATION SDC PER UNIT OF DEVELOPMENT

page 2 of 5

	Total	County	Net City	
	Transportation	TIF	Transportation	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Cost Per Unit</u>	<u>Per Unit</u>	<u>SDC Per Unit</u>	<u>Unit *</u>
INSTITUTIONAL/MEDICAL				
501 Military Base	\$1,311	(\$223)	\$1,088	/employee
520 Elementary School (Public)	\$358	(\$129)	\$229	/student
522 Middle/Junior High School (Public)	\$449	(\$174)	\$275	/student
530 High School (Public)	\$891	(\$174)	\$717	/student
536 Private School (K - 12)	\$1,292	(\$129)	\$1,163	/student
540 Junior/Community College	\$622	(\$194)	\$429	/student
550 University/College	\$1,234	(\$301)	\$933	/student
560 Church	\$4,747	(\$1,337)	\$3,410	/T.S.F.G.F.A.
565 Day Care Center/Preschool	\$1,242	(\$6,202)	-\$4,960	/student
590 Library	\$14,967	(\$4,969)	\$9,998	/T.S.F.G.F.A.
610 Hospital	\$8,696	(\$313)	\$8,383	/bed
620 Nursing Home	\$1,746	(\$313)	\$1,433	/bed
630 Clinic	\$23,157	(\$1,893)	\$21,263	/T.S.F.G.F.A.
COMMERCIAL/SERVICES				
310 Hotel/Motel	\$7,704	(\$661)	\$7,043	/room
812 Building Materials/Lumber	\$13,763	(\$2,323)	\$11,441	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore				
With Groceries	\$20,728	(\$5,332)	\$15,396	/T.S.F.G.F.A.
814 Specialty Retail Center	\$17,144	(\$3,092)	\$14,052	/T.S.F.G.L.A.
815 Free-Standing Discount Store				
Without Groceries	\$27,251	(\$5,332)	\$21,919	/T.S.F.G.F.A.
816 Hardware/Paint Stores	\$22,245	(\$4,044)	\$18,201	/T.S.F.G.F.A.
817 Nursery/Garden Center	\$13,956	(\$2,749)	\$11,207	/T.S.F.G.F.A.
820 Shopping Center	\$16,610	(\$7,198)	\$9,412	/T.S.F.G.L.A.
823 Factory Outlet Center	\$10,285	(\$3,092)	\$7,194	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 10

NET CITY TRANSPORTATION SDC PER UNIT OF DEVELOPMENT

page 3 of 5

	Total	County	Net City	
	Transportation	TIF	Transportation	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Cost Per Unit</u>	<u>Per Unit</u>	<u>SDC Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
841 New Car Sales	\$12,896	(\$3,612)	\$9,285	/T.S.F.G.F.A.
843 Automobile Parts Sales	\$20,682	(\$3,092)	\$17,591	/T.S.F.G.F.A.
849 Tire Superstore	\$8,592	(\$3,092)	\$5,500	/T.S.F.G.F.A.
850 Supermarket	\$38,350	(\$7,600)	\$30,750	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	\$84,536	(\$7,600)	\$76,936	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	\$54,186	(\$7,600)	\$46,586	/V.F.P.
860 Wholesale Market	\$3,274	(\$3,092)	\$182	/T.S.F.G.F.A.
861 Discount Club	\$20,334	(\$3,092)	\$17,242	/T.S.F.G.F.A.
862 Home Improvement Superstore	\$9,082	(\$3,092)	\$5,990	/T.S.F.G.F.A.
863 Electronics Superstore	\$15,838	(\$3,092)	\$12,747	/T.S.F.G.F.A.
867 Office Supply Superstore **	\$13,152	(\$3,092)	\$10,060	/T.S.F.G.F.A.
880 Pharmacy/Drugstore				
Without Drive-Thru Window	\$24,808	(\$3,092)	\$21,716	/T.S.F.G.F.A.
881 Pharmacy/Drugstore				
With Drive-Thru Window	\$26,351	(\$3,092)	\$23,260	/T.S.F.G.F.A.
890 Furniture Store	\$1,394	(\$331)	\$1,063	/T.S.F.G.F.A.
896 Video Rental Store **	\$92,602	(\$7,600)	\$85,002	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	\$76,120	(\$7,600)	\$68,520	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	\$76,566	(\$7,600)	\$68,966	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the				
Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 10

NET CITY TRANSPORTATION SDC PER UNIT OF DEVELOPMENT

page 4 of 5

	Total	County	Net City	
	Transportation	TIF	Transportation	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Cost Per Unit</u>	<u>Per Unit</u>	<u>SDC Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
931 Quality Restaurant (not a chain)	\$35,062	(\$7,267)	\$27,795	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	\$25,175	(\$7,600)	\$17,575	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	\$124,355	(\$7,600)	\$116,755	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	\$86,166	(\$7,600)	\$78,566	/T.S.F.G.F.A.
936 Drinking Place/Bar **	\$19,695	(\$7,600)	\$12,095	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	\$13,597	(\$3,092)	\$10,506	/Service Stall
942 Automobile Care Center **	\$13,631	(\$3,092)	\$10,540	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	\$28,715	(\$7,600)	\$21,115	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	\$21,037	(\$7,600)	\$13,437	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	\$19,752	(\$7,600)	\$12,152	/V.F.P.
OFFICE				
710 General Office Building	\$8,107	(\$2,687)	\$5,420	/T.S.F.G.F.A.
714 Corporate Headquarters Building	\$5,876	(\$1,942)	\$3,934	/T.S.F.G.F.A.
715 Single Tenant Office Building	\$8,519	(\$1,942)	\$6,577	/T.S.F.G.F.A.
720 Medical-Dental Office Building	\$26,602	(\$9,465)	\$17,137	/T.S.F.G.F.A.
730 Government Office Building	\$50,753	(\$19,094)	\$31,659	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	\$122,240	(\$4,598)	\$117,642	/T.S.F.G.F.A.
732 U.S. Post Office	\$66,118	(\$24,038)	\$42,080	/T.S.F.G.F.A.
750 Office Park	\$8,409	(\$2,687)	\$5,722	/T.S.F.G.F.A.
760 Research and Development Center	\$5,971	(\$1,687)	\$4,284	/T.S.F.G.F.A.
770 Business Park	\$9,395	(\$3,440)	\$5,955	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 10

NET CITY TRANSPORTATION SDC PER UNIT OF DEVELOPMENT

page 5 of 5

	Total	County	Net City	
	Transportation	TIF	Transportation	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Cost Per Unit</u>	<u>Per Unit</u>	<u>SDC Per Unit</u>	<u>Unit *</u>
PORT/INDUSTRIAL				
030 Truck Terminals	\$7,253	(\$2,869)	\$4,383	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	\$2,637	(\$1,310)	\$1,328	/Parking Space
093 Light Rail Transit Station With Parking	\$1,471	(\$730)	\$741	/Parking Space
110 General Light Industrial	\$5,132	(\$2,028)	\$3,104	/T.S.F.G.F.A.
120 General Heavy Industrial	\$1,104	(\$437)	\$668	/T.S.F.G.F.A.
130 Industrial Park	\$5,125	(\$2,028)	\$3,096	/T.S.F.G.F.A.
140 Manufacturing	\$2,813	(\$1,120)	\$1,692	/T.S.F.G.F.A.
150 Warehouse	\$3,652	(\$1,420)	\$2,232	/T.S.F.G.F.A.
151 Mini-Warehouse	\$1,841	(\$760)	\$1,081	/T.S.F.G.F.A.
170 Utilities**	\$4,645	(\$2,212)	\$2,433	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

**APPENDIX
SDC-ELIGIBLE
TRANSPORTATION
CAPITAL IMPROVEMENTS**

Project ID	Project Name and Description	Project Priority	Est. Total Project Cost (2006)	MV Future Growth Benefit %	MV Impr. Fee SDC Eligible Amount	P/B Future Growth Benefit %	P/B Impr. Fee SDC Eligible Amount	Other Agency Cost	Other Agency Cost Share	MV SDC Eligible Funding From City		P/B SDC Eligible Funding From City		Non-SDC Funding Required From City		
										Amount	0%	Amount	0%	Amount	Amount	Amount
	Street/Intersection Improvements															
1	Adams Avenue - Construct 3 lane road from Pine Street to Tualatin-Sherwood Road	High	\$6,447,090	100%	\$6,447,090	0%	\$0	None	0%	\$6,447,090	\$0	\$0	\$0	\$0	\$0	\$0
2	Adams Avenue - Construct 3 lane road from Tualatin-Sherwood Road to Home Depot	Medium	\$2,325,180	100%	\$2,325,180	0%	\$0	None	0%	\$2,325,180	\$0	\$0	\$0	\$0	\$0	\$0
3	Century Drive - Construct 3 lane road from Adams Avenue to Tualatin-Sherwood Road	Low	\$2,959,320	100%	\$2,959,320	0%	\$0	None	0%	\$2,959,320	\$0	\$0	\$0	\$0	\$0	\$0
4/5	Tualatin-Sherwood Road - Signal timing/interconnect project from Cipole Road to Borchers Drive	High	\$52,845	36%	\$18,760	0%	\$0	WaCo	100%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Tualatin-Sherwood Road - Widen to 5 lanes from Hwy 99 to Cipole Road	High	\$16,804,710	100%	\$16,804,710	0%	\$0	WaCo	100%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Roy Rodgers Road - Widen to 5 lanes from Borchers Drive to Hwy 99W	Low	\$1,532,505	100%	\$1,532,505	0%	\$0	WaCo	100%	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Oregon Street - 3 lane extension/realignment from Lincoln Street to Pine Street	High	\$2,959,320	36%	\$1,050,559	0%	\$0	None	0%	\$1,050,559	\$0	\$0	\$1,908,761	\$0	\$1,908,761	\$0
7	Elwert Road - Intersection safety improvement at Hwy 99W/Kruger	High	\$1,638,195	75%	\$1,228,646	0%	\$0	WaCo/ODOT	25%	\$1,228,646	\$0	\$0	\$0	\$0	\$0	\$0
8	Brookman Road - Improve to collector standards from Hwy 99W to Ladd Hill Road	Low	\$9,512,100	100%	\$9,512,100	0%	\$0	None	0%	\$9,512,100	\$0	\$0	\$0	\$0	\$0	\$0
9	Pine Street - Extension across railroad tracks from Willamette to Sunset	High	\$2,695,095	36%	\$956,759	0%	\$0	None	0%	\$956,759	\$0	\$0	\$0	\$0	\$1,738,336	\$0
11	Cannery Arterials - Phase 2 of Downtown Sherwood Streetscape Master Plan	High	\$3,910,530	31%	\$1,215,435	0%	\$0	None	0%	\$1,215,435	\$0	\$0	\$0	\$0	\$2,695,095	\$0

**APPENDIX
SDC-ELIGIBLE
TRANSPORTATION
CAPITAL IMPROVEMENTS**

Project ID	Project Name and Description	Project Priority	Est. Total Project Cost (2006)	MV Future Growth Benefit %	MV Impr. Fee SDC Eligible Amount	P/B Future Growth Benefit %	P/B Impr. Fee SDC Eligible Amount	Other Agency Cost Share	Other Agency Cost Share	MV SDC Eligible Funding From City	P/B SDC Eligible Funding From City	Non-SDC Funding From City
12	Future Phases (3 - 6) of Downtown Sherwood Streetscape Master Plan	Medium	\$6,077,175	18%	\$1,109,745	0%	\$0	None	0%	\$1,109,745	\$0	\$4,967,430
13	I-5/Hwy 99W Connector - Construct connector between Hwy 99W and I-5	High	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
14	Edy Road/Borchers Drive - Traffic control enhancement	High	\$317,070	100%	\$317,070	0%	\$0	None	0%	\$317,070	\$0	\$0
15	Langer Drive/Tualatin-Sherwood Road - Remove traffic signal and install raised median	Low	\$105,690	100%	\$105,690	0%	\$0	None	0%	\$105,690	\$0	\$0
16	Sherwood Boulevard/Langer Drive - Remove traffic signal and allow lefts in only	Low	\$158,535	0%	\$0	0%	\$0	None	0%	\$0	\$0	\$158,535
17	Sherwood Boulevard/Century Drive - Install traffic signal or roundabout	High	\$290,648	50%	\$145,324	0%	\$0	None	0%	\$145,324	\$0	\$145,324
18	Oregon Street/Tonquin Road - Install traffic control enhancement (possible roundabout)	High	\$1,056,900	100%	\$1,056,900	0%	\$0	WaCo	100%	\$0	\$0	\$0
19	Adams Street/Tualatin-Sherwood Road - Install traffic signal	High	\$264,225	100%	\$264,225	0%	\$0	None	0%	\$264,225	\$0	\$0
20	Sherwood Boulevard/Sunset Boulevard - install traffic control enhancement	High	\$264,225	100%	\$264,225	0%	\$0	None	0%	\$264,225	\$0	\$0
21	Galbrieth Drive - Construct 2 lane road from Gerda Lane to Cipole Road	Low	\$1,638,195	100%	\$1,638,195	0%	\$0	None	0%	\$1,638,195	\$0	\$0
22	Cedar Brook Way - Construct 2 lane road from Hwy 99W to Hwy 99 W	Low	\$3,910,530	100%	\$3,910,530	0%	\$0	None	0%	\$3,910,530	\$0	\$0
23	South Loop Road - Construct 2 lane road from Hwy 99W to Hwy 99 W	Low	\$2,008,110	100%	\$2,008,110	0%	\$0	None	0%	\$2,008,110	\$0	\$0

**APPENDIX
SDC-ELIGIBLE
TRANSPORTATION
CAPITAL IMPROVEMENTS**

Project ID	Project Name and Description	Project Priority	Est. Total Project Cost (2006)	MV Future Growth Benefit %	MV Impr. Fee SDC Eligible Amount	P/B Future Growth Benefit %	P/B Impr. Fee SDC Eligible Amount	Other Agency Cost Share	Other Agency Cost Share	MV SDC Eligible Funding From City	P/B SDC Eligible Funding From City	Non-SDC Funding From City
	On Street Bike Lane Improvements											
	5,600 If bike lane on Murdock Road - UGB to Oregon Street	High	\$1,183,728	0%	\$0	68.43%	\$810,025	None	0%	\$0	\$810,025	\$373,703
	2,200 If bike lane on Meinecke Road - Little John to 1st Street	Medium	\$465,036	0%	\$0	68.43%	\$318,224	None	0%	\$0	\$318,224	\$146,812
	1,700 If bike lane on Edy Road - Bedstraw Ter. to Huston	Medium	\$359,346	0%	\$0	68.43%	\$245,900	None	0%	\$0	\$245,900	\$113,446
	1,600 If bike lane on Pine Street - 1st Street to off-street trail	Medium	\$338,208	0%	\$0	68.43%	\$231,436	None	0%	\$0	\$231,436	\$106,772
	Off Street Bike Facilities/Trails											
	11,500 If bike trail - Roy Rodgers Road to Meinecke Road	High	\$1,018,852	0%	\$0	56.20%	\$572,595	None	0%	\$0	\$572,595	\$446,257
	650 If bike trail - Villa Road to 1st Street	Low	\$64,471	0%	\$0	56.20%	\$36,233	None	0%	\$0	\$36,233	\$28,238
	6,500 If bike trail - Hwy 99W to 1st Street	High	\$329,753	0%	\$0	56.20%	\$185,321	None	0%	\$0	\$185,321	\$144,432
	4,100 If bike trail - UGB to Roy Rodgers Road	Low	\$524,222	0%	\$0	56.20%	\$294,613	None	0%	\$0	\$294,613	\$229,609

**APPENDIX
SDC-ELIGIBLE
TRANSPORTATION
CAPITAL IMPROVEMENTS**

Project ID	Project Name and Description	Project Priority	Est. Total Project Cost (2006)	MV Future Growth		MV Impr. Fee SDC Eligible		P/B Future Growth		P/B Impr. Fee SDC Eligible		Other Agency Cost Share	MV SDC Eligible Funding From City		P/B SDC Eligible Funding From City		Non-SDC Funding Required From City	
				Benefit %	Amount	Benefit %	Amount	Benefit %	Amount	Benefit %	Amount		From City	From City	From City	From City		
	3,300 If bike trail - UGB to Tualatin-Sherwood Road	High	\$444,955	0%	\$0	56.20%	\$250,065	None	0%	\$0	0%	\$0	\$250,065	\$194,890				
	4,600 If bike trail - Tualatin-Sherwood Road to Sherwood Boulevard	Medium	\$454,467	0%	\$0	56.20%	\$255,410	None	0%	\$0	0%	\$0	\$255,410	\$199,057				
	1,700 If bike trail - Sherwood Boulevard to Adams Street	High	\$168,047	0%	\$0	56.20%	\$94,442	None	0%	\$0	0%	\$0	\$94,442	\$73,605				
	4,800 If bike trail - Tualatin-Sherwood Road to UGB	Medium	\$474,548	0%	\$0	56.20%	\$266,696	None	0%	\$0	0%	\$0	\$266,696	\$207,852				
	1,000 If bike trail - Hwy 99W to Woodhaven Drive	Medium	\$98,292	0%	\$0	56.20%	\$55,240	None	0%	\$0	0%	\$0	\$55,240	\$43,052				
	1,600 If bike trail - Stellar Drive to Sunset Boulevard	High	\$157,478	0%	\$0	56.20%	\$88,503	None	0%	\$0	0%	\$0	\$88,503	\$68,975				
	1,500 If bike trail - Sunset Boulevard to Saint Charles Way	High	\$147,966	0%	\$0	56.20%	\$83,157	None	0%	\$0	0%	\$0	\$83,157	\$64,809				
	1,200 If bike trail - Saint Charles Way to Villa Road	High	\$118,373	0%	\$0	56.20%	\$66,526	None	0%	\$0	0%	\$0	\$66,526	\$51,847				
	450 If bike trail - Ladd Hill Way to Existing trail	Low	\$43,333	0%	\$0	56.20%	\$24,353	None	0%	\$0	0%	\$0	\$24,353	\$18,980				
	3,500 If bike trail - Sunset Road to Inkster Drive	Low	\$345,606	0%	\$0	56.20%	\$194,231	None	0%	\$0	0%	\$0	\$194,231	\$151,376				
	7,800 If bike trail - Hwy 99W to Redfern Drive	Low	\$771,537	0%	\$0	56.20%	\$433,604	None	0%	\$0	0%	\$0	\$433,604	\$337,933				

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Project ID	Project Name and Description	Project Priority	Est. Total Project Cost (2006)	MV Future Growth Benefit %	MV Impr. Fee SDC Eligible Amount	P/B Future Growth Benefit %	P/B Impr. Fee SDC Eligible Amount	Other Agency Cost Share	Other Agency Cost Share	MV SDC Eligible Funding From City	P/B SDC Eligible Funding From City	Non-SDC Funding Required From City
	Pedestrian Sidewalk Facilities											
	1,300 If sidewalk on 12th Street - Hwy 99W to Sherwood Boulevard	Medium	\$73,983	0%	\$0	100%	\$73,983	None	0%	\$0	\$73,983	\$0
	1,600 If sidewalk on Borchers Drive - Roy Rogers to Edy Rd	High	\$67,642	0%	\$0	100%	\$67,642	None	0%	\$0	\$67,642	\$0
	1,200 If sidewalk on Century Drive - Baler Way to Adams Avenue	Low	\$67,642	0%	\$0	100%	\$67,642	None	0%	\$0	\$67,642	\$0
	2,300 If sidewalk on Edy Road - Hwy 99W to Terrapin Drive	High	\$132,113	0%	\$0	100%	\$132,113	None	0%	\$0	\$132,113	\$0
	600 If sidewalk on Edy Road - Borchers Drive to Houston Drive	High	\$34,878	0%	\$0	100%	\$34,878	None	0%	\$0	\$34,878	\$0
	1,300 If sidewalk on Elwer Road - Hwy 99W to Orchard Hill Lane	High	\$73,983	0%	\$0	100%	\$73,983	None	0%	\$0	\$73,983	\$0
	2,800 If sidewalk on Hwy 99W - UGB to Sunset Boulevard	Medium	\$160,649	0%	\$0	100%	\$160,649	None	0%	\$0	\$160,649	\$0
	650 If sidewalk on Hwy 99W - 12th Street to Sherwood Boulevard	Low	\$36,992	0%	\$0	100%	\$36,992	None	0%	\$0	\$36,992	\$0
	550 If sidewalk on Hwy 99W - Sherwood Boulevard to Tualatin-Sherwood Road	Medium	\$30,650	0%	\$0	100%	\$30,650	None	0%	\$0	\$30,650	\$0
	1,100 If sidewalk on Hwy 99W - 12th Street to Sherwood Boulevard	Low	\$63,414	0%	\$0	100%	\$63,414	None	0%	\$0	\$63,414	\$0
	850 If sidewalk on Hwy 99W - Sherwood Boulevard to Tualatin-Sherwood Road	High	\$48,617	0%	\$0	100%	\$48,617	None	0%	\$0	\$48,617	\$0

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				Benefit %	Amount	Benefit %	Amount	Benefit %	Amount	Benefit %	Amount		From City	From City	From City	From City	From City	From City
	1,000 If sidewalk on Hwy 99W - Tualatin-Sherwood Road to North	Medium	\$58,130	0%	\$0	100%	\$58,130	None	0%	\$0	0%	\$0	\$58,130	\$0	\$58,130	\$0	\$0	\$0
	1,500 If sidewalk on Meinecke Road - 3rd Street to Lee Drive	High	\$86,666	0%	\$0	100%	\$86,666	None	0%	\$0	0%	\$0	\$86,666	\$0	\$86,666	\$0	\$0	\$0
	1,700 sidewalk on Murdock Road - City Limits to Division Street	Medium	\$97,235	0%	\$0	100%	\$97,235	None	0%	\$0	0%	\$0	\$97,235	\$0	\$97,235	\$0	\$0	\$0
	1,500 If sidewalk on Pacific Hwy - UGB to Timbrel Lane	Low	\$173,332	0%	\$0	100%	\$173,332	None	0%	\$0	0%	\$0	\$173,332	\$0	\$173,332	\$0	\$0	\$0
	1,300 If sidewalk on Pine Street - Division Street to Railroad	High	\$150,080	0%	\$0	100%	\$150,080	None	0%	\$0	0%	\$0	\$150,080	\$0	\$150,080	\$0	\$0	\$0
	200 If sidewalk on Pine Street - Oregon Street to Railroad	High	\$11,626	0%	\$0	100%	\$11,626	None	0%	\$0	0%	\$0	\$11,626	\$0	\$11,626	\$0	\$0	\$0
	800 If sidewalk on Sherwood Boulevard -Willow Drive to UGB	Low	\$46,504	0%	\$0	100%	\$46,504	None	0%	\$0	0%	\$0	\$46,504	\$0	\$46,504	\$0	\$0	\$0
	750 If sidewalk on Sunset Boulevard - Pine Street to Aldergrove	Low	\$43,333	0%	\$0	100%	\$43,333	None	0%	\$0	0%	\$0	\$43,333	\$0	\$43,333	\$0	\$0	\$0
	750 If sidewalk on Sunset Boulevard - Saint Charles Way to Redfern Drive	Low	\$43,333	0%	\$0	100%	\$43,333	None	0%	\$0	0%	\$0	\$43,333	\$0	\$43,333	\$0	\$0	\$0
	700 If sidewalk on Sunset Boulevard - Greengate Way to West	Low	\$40,162	0%	\$0	100%	\$40,162	None	0%	\$0	0%	\$0	\$40,162	\$0	\$40,162	\$0	\$0	\$0
	300 If sidewalk on Sunset Boulevard - Greengate Way to West	Low	\$17,967	0%	\$0	100%	\$17,967	None	0%	\$0	0%	\$0	\$17,967	\$0	\$17,967	\$0	\$0	\$0
TOTAL TRANSPORTATION IMPROVEMENTS			\$75,995,338		\$54,871,077		\$6,065,500						\$35,458,202		\$6,065,500		\$14,615,126	