

City of Carlton

Transportation System Development Charges

Methodology Report and Rate Study

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CITY OF CARLTON

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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 Carlton engaged Kittelson & Associates, Inc. to prepare a Transportation System Plan (TSP) for the City. This transportation SDC is being prepared as part of the City of Carlton's Transportation System Plan Update and is being funded in coordination with ODOT's Transportation and Growth Management Program, File Code: 2M-07, Deliverable 7.3.

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, or collecting SDCs at rates less than 100%. 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, bicycle/pedestrian, etc.), or to pay only a percentage (i.e., 80%, 50%, etc.) of identified growth-required costs. Discounts reduce SDC revenues, so 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 Transportation System Plan identifies capital improvements needed to serve the City's transportation needs through approximately 2030. Planned motor vehicle and bicycle/pedestrian capital improvement projects were analyzed to identify: 1) the capacity-increasing portion of each project, 2) the future growth benefit (versus current capacity needs), and 3) the SDC-eligible portion. The growth-required percentages, estimated costs, and timing of SDC-eligible projects are identified in tables 3, 4, and 5 (pages 9 – 11).

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. Using data included in the TSP, estimates of the average daily trips (ADT) were developed for 2007 and 2030. The increase in trip-ends is shown in Table 1, page 5.

TABLE 1

**PROJECTED GROWTH IN AVERAGE DAILY TRIP-ENDS
2007 - 2030**

| <u>Trip Category</u> | <u>2007</u> | <u>2030</u> | <u>Increase</u> |
|--|---------------|---------------|-----------------|
| <i>Average Daily Motor Vehicle trip-ends</i> | <i>16,583</i> | <i>22,479</i> | <i>5,896</i> |
| <i>Motor vehicle person trip-ends (at 1.44 persons/vehicle*)</i> | <i>23,880</i> | <i>32,370</i> | <i>8490</i> |
| <i>Pedestrian/bicycle person trip-ends†</i> | <i>716</i> | <i>971</i> | <i>255</i> |
| <i>Total person trip-ends</i> | <i>24,596</i> | <i>33,341</i> | <i>8744</i> |

** from Oregon Department of Transportation Oregon Travel Behavior Survey (2000).*

† Based on combined pedestrian and bicycle person trips as a percentage of motor vehicle person trip-end (estimated at 3% in 2007, 5% in 2030).

C. 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 through 2030 are shown in Table 2, below.

TABLE 2

**ESTIMATED COMPLIANCE COSTS
2008 - 2030**

| | |
|---|------------------|
| Transportation System Plan, CIP, and SDC Methodology Updates (2 X \$75,000 for consulting and staff services) | \$150,000 |
| Average Annual SDC-CIP Management, Accounting and Reporting Costs (average \$5,000 per year for consulting, legal, audit, financial reporting and staff services) | <u>\$110,000</u> |
| Total Estimated 22-year Compliance Costs | \$260,000 |

D. Capital Improvements Included in the Transportation SDC

The planned capacity-increasing transportation capital improvements on which SDC revenues may be spent are shown in Tables 3, 4, and 5 (pages 8 - 9). The total cost for these projects is \$3,090,687, and the SDC-eligible portion of costs for these capital improvements is \$1,604,877, including \$1,012,274 for street and intersection

improvements, \$162,489 for bicycle improvements, and \$430,114 for pedestrian improvements.

(1) Street/Intersection Improvements 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 miles of on-street bike lanes compared to the projected increase in pedestrian and bicycle (P/B) trips, using the following formula:

$$\begin{aligned} & \text{If the (planned increase in miles of on-street bike lanes [0.42]} \\ & \qquad \qquad \qquad \div \\ & \text{total planned year 2030 miles of on-street bike lanes [0.42]} \\ & \qquad \qquad \qquad > \\ & \text{(projected increase in P/B trip-ends [255]} \\ & \qquad \qquad \qquad \div \\ & \text{total projected year 2030 P/B trip-ends [971]),} \end{aligned}$$

Then, a non-growth need exists.

$$\begin{array}{rcl} \frac{0.42 \text{ miles}}{0.42 \text{ miles}} & > & \frac{255 \text{ trip-ends}}{971 \text{ trip-ends}} \\ 1.00 & > & 0.26 \end{array}$$

A result of zero or less than zero would mean that a non-growth need does not exist, so the growth benefit would be 100%. In this case, a non-growth need exists, so the number of miles needed for growth was calculated as follows:

$$\begin{aligned} & \text{(projected increase in P/B trip-ends [255]} \\ & \qquad \qquad \qquad \div \\ & \text{total projected year 2030 P/B trip-ends [971]} \\ & \qquad \qquad \qquad \times \\ & \text{total planned year 2030 miles of bike lanes [0.42]} \\ & \qquad \qquad \qquad = \\ & \text{growth-required miles [0.11]} \end{aligned}$$

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

$$\begin{aligned} & \text{growth-required miles [0.11]} \\ & \div \\ & \text{planned increase in miles of bike lanes [0.42]} \\ & = \\ & \text{growth-required share [26\%]} \end{aligned}$$

For projects that include building new capacity and also rebuilding existing capacity, the SDC-eligible growth benefit may be less than 100% to reflect that the project also addresses a non-growth need.

(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 miles of sidewalk facilities on arterial and collector streets compared to the projected increase in pedestrian and bicycle (P/B) trips, using the following formula:

$$\begin{aligned} & \text{If the (planned increase in linear feet of sidewalks on arterials and collectors [20,555]} \\ & \div \\ & \text{total planned year 2030 linear feet of sidewalks on arterials and collectors [43,867])} \\ & > \\ & \text{(projected increase in P/B trip-ends [255]} \\ & \div \\ & \text{total projected year 2030 P/B trip-ends [971]),} \\ & \text{Then, a non-growth need exists.} \end{aligned}$$

$$\begin{aligned} \frac{20,555 \text{ l.f.}}{43,867 \text{ l.f.}} & > & \frac{255 \text{ trip-ends}}{971 \text{ trip-ends}} \\ 0.47 & > & 0.26 \end{aligned}$$

A result of zero or less than zero would mean that a non-growth need does not exist, so the growth benefit would be 100%. In this case, a non-growth need exists, so the number of miles needed for growth was calculated as follows:

$$\begin{aligned} & \text{(projected increase in P/B trip-ends [255]} \\ & \div \\ & \text{total projected year 2030 P/B trip-ends [971])} \\ & \times \\ & \text{total planned year 2030 linear feet of sidewalk [43,867]} \\ & = \\ & \text{growth-required linear feet [11,520]} \end{aligned}$$

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

$$\begin{aligned} & \text{growth-required linear feet [11,520]} \\ & \div \\ & \text{planned increase in linear feet of sidewalk [20,555]} \\ & = \\ & \text{growth-required share [56\%]} \end{aligned}$$

For projects that include building new capacity and also rebuilding existing capacity, the SDC-eligible growth benefit may be less than 100% to reflect that the project also addresses a non-growth need.

| Table 3 | | | | | | | | |
|-----------------------------------|------------------------------------|--|--------------------|--------------------|----------------|------------------------------------|--|-------------------------------|
| City of Carlton Road Improvements | | | | | | | | |
| Project Number | Location | Description | Timeframe Priority | Total Project Cost | % New Capacity | SDC-Eligible Share of New Capacity | Net SDC-Eligible Share of Project Cost | Net SDC-Eligible Project Cost |
| R1 | Yamhill Street / W Main Street | Turning Radius Improvements | Short | \$50,000 | 0% | 100% | 0% | \$0 |
| R3 | Pine Street / W Main Street | Turning Radius Improvements | Short | \$50,000 | 0% | 100% | 0% | \$0 |
| R5 | N Pine Street and W Monroe Street | Construct Main Street bypass | Medium | \$866,414 | 100% | 100% | 100% | \$866,414 |
| R6 | Roosevelt Street (at Railroad ROW) | Connect Roosevelt Street across | Long | \$85,800 | 100% | 100% | 100% | \$85,800 |
| R7 | Wilson Street (at Railroad ROW) | Connect Wilson Street across railroad right-of-way | Long | \$60,060 | 100% | 100% | 100% | \$60,060 |
| Total | | | | \$1,112,274 | | | 91% | \$1,012,274 |

| Table 4 | | | | | | | | |
|--|---------------------------------------|--------------------|--------------------|--------------------|----------------|------------------------------------|--|-------------------------------|
| City of Carlton Bike Lane Improvements | | | | | | | | |
| Project Number | Location | Description | Timeframe Priority | Total Project Cost | % New Capacity | SDC-Eligible Share of New Capacity | Net SDC-Eligible Share of Project Cost | Net SDC-Eligible Project Cost |
| B1 | 3 rd Street (Main to Polk) | Install bike lanes | Short | \$288,776 | 100% | 26% | 26% | \$75,082 |
| B2 | Grant Street (Yamhill to Pine) | Install bike lanes | Medium | \$144,144 | 100% | 26% | 26% | \$37,477 |
| B3 | Polk Street (Pine to 3rd) | Install bike lanes | Short | \$192,037 | 100% | 26% | 26% | \$49,930 |
| Total | | | | \$624,957 | | | 21% | \$162,489 |

| Table 5 | | | | | | | | | | |
|---|---|--|--------------------|--------------------|-----------------|-------------------------|------------|---------------------------------------|--|-------------------------------|
| City of Carlton Pedestrian Improvements | | | | | | | | | | |
| Project Number | Location | Description | Timeframe Priority | Total Project Cost | Linear Feet New | Linear Feet Replacement | % New | SDC-Eligible Share of New Linear Feet | Net SDC-Eligible Share of Project Cost | Net SDC-Eligible Project Cost |
| P1 | 3 rd Street (Monroe to Polk) | Install sidewalks | Short | \$213,444 | 3,611 | 1,568 | 57% | 56% | 32% | \$68,131 |
| P2 | Highway 47 (at Monroe St) | Install crosswalks | Short | \$50,000 | | | 100% | 56% | 56% | \$28,000 |
| P4 | Washington Street (at Railroad ROW) | Provide ped/bike connection across railroad right-of-way | Short | \$19,305 | 100 | 0 | 100% | 56% | 56% | \$10,811 |
| P5 | W Grant Street (River to Pine) | Install sidewalks | Short | \$289,436 | 4,740 | 1,511 | 68% | 56% | 38% | \$110,217 |
| P6 | Main Street (1 st to 7 th) | Install sidewalks | Short | \$238,729 | 3,682 | 2,841 | 23% | 56% | 13% | \$30,748 |
| P7 | Monroe Street (Kutch to 3 rd) | Install sidewalks | Short | \$161,726 | 2,554 | 1,013 | 60% | 56% | 34% | \$54,340 |
| P10 | N 4 th Street (Johnson to Main) | Install sidewalks | Short | \$253,440 | 3,152 | 867 | 72% | 56% | 40% | \$102,187 |
| P11 | N Kutch Street (Lincoln to Monroe) | Install sidewalks | Short | \$127,376 | 2,716 | 1,736 | 36% | 56% | 20% | \$25,679 |
| Total | | | | \$1,353,456 | 20,555 | 9,536 | 68% | | 24% | \$430,114 |

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, and
- g) calculate the transportation SDC per unit of development.

1. Formula 1: Cost Per Person Trip-End

The capital improvements in tables 3, 4, and 5 (pages 8 – 9) include improvements designed for motor vehicles, bicycles, and pedestrians. 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 1, page 5, using the following formula:

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

Table 6, below, displays the SDC-Eligible Cost Per Person Trip-End for each mode and for compliance costs.

TABLE 6

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 | \$1,012,274 | ÷ | 8,744 | = | \$116 |
| Bicycle/Pedestrian Costs | \$592,603 | ÷ | 8,744 | = | \$68 |
| Compliance Costs | \$260,000 | ÷ | 8,744 | = | \$30 |

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:

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

The primary data source for trip rates included in this methodology is *Trip Generation, 8thth Edition* (2008), 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 7 (pages 12 - 16) 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 1.44, plus 5% 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 column 3 by column 4, producing the number of new person trips generated per day for each land use category.

TABLE 7

NEW PERSON TRIP-ENDS PER UNIT OF DEVELOPMENT

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| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Weekday Average Trip Rate</u> | <u>Total Person Trip-Ends</u> | <u>% New Trips</u> | <u>New Person Trip-Ends</u> | <u>Unit *</u> |
|---|--|---------------------------------------|----------------------------|-------------------------------------|----------------|
| RESIDENTIAL | | | | | |
| 210 Single Family Detached | 9.57 | 14.47 | 100% | 14.47 | /dwelling unit |
| 220 Apartment | 6.65 | 10.05 | 100% | 10.05 | /dwelling unit |
| 230 Residential Condominium/Townhouse | 5.81 | 8.78 | 100% | 8.78 | /dwelling unit |
| 240 Manufactured Housing (in Park) | 4.99 | 7.54 | 100% | 7.54 | /dwelling unit |
| 254 Assisted Living | 2.66 | 4.02 | 100% | 4.02 | /bed |
| 255 Continuing Care Retirement | 2.81 | 4.25 | 100% | 4.25 | /unit |
| RECREATIONAL | | | | | |
| 411 City Park | 1.59 | 2.40 | 100% | 2.40 | /acre |
| 412 County Park | 2.28 | 3.45 | 100% | 3.45 | /acre |
| 416 Campground/RV Park ** | 3.70 | 5.59 | 100% | 5.59 | /camp site |
| 420 Marina | 2.96 | 4.48 | 100% | 4.48 | /berth |
| 430 Golf Course | 35.74 | 54.04 | 100% | 54.04 | /hole |
| 432 Golf Driving Range ** | 12.50 | 18.90 | 100% | 18.90 | /tee |
| 435 Multipurpose Recreation/Arcade ** | 35.80 | 54.13 | 100% | 54.13 | /T.S.F.G.F.A. |
| 437 Bowling Alley | 33.33 | 50.39 | 100% | 50.39 | /lane |
| 444 Movie Theater with matinee** | 202.20 | 305.73 | 100% | 305.73 | /screen |
| 445 Multiplex Movie Theater (10+ screens)** | 136.40 | 206.24 | 100% | 206.24 | /screen |
| 473 Casino/Video Poker/Lottery ** | 134.30 | 203.06 | 100% | 203.06 | /T.S.F.G.F.A. |
| 480 Amusement/Theme Park | 75.76 | 114.55 | 100% | 114.55 | /acre |
| 488 Soccer Complex | 71.33 | 107.85 | 100% | 107.85 | /field |
| 491 Racquet/Tennis Club | 38.70 | 58.51 | 100% | 58.51 | /court |
| 492 Health/Fitness Club | 32.93 | 49.79 | 100% | 49.79 | /T.S.F.G.F.A. |
| 495 Recreation/Community Center | 22.88 | 34.59 | 100% | 34.59 | /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

NEW PERSON TRIP-ENDS PER UNIT OF DEVELOPMENT

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| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Weekday Average Trip Rate</u> | <u>Total Person Trip-Ends</u> | <u>% New Trips</u> | <u>New Person Trip-Ends</u> | <u>Unit *</u> |
|---|--|---------------------------------------|----------------------------|-------------------------------------|---------------|
| INSTITUTIONAL/MEDICAL | | | | | |
| 501 Military Base | 1.78 | 2.69 | 100% | 2.69 | /employee |
| 520 Elementary School (Public) | 1.29 | 1.95 | 100% | 1.95 | /student |
| 522 Middle/Junior High School (Public) | 1.62 | 2.45 | 100% | 2.45 | /student |
| 530 High School (Public) | 1.71 | 2.59 | 100% | 2.59 | /student |
| 536 Private School (K - 12) | 2.48 | 3.75 | 100% | 3.75 | /student |
| 540 Junior/Community College | 1.20 | 1.81 | 100% | 1.81 | /student |
| 550 University/College | 2.38 | 3.60 | 100% | 3.60 | /student |
| 560 Church | 9.11 | 13.77 | 100% | 13.77 | /T.S.F.G.F.A. |
| 565 Day Care Center/Preschool | 4.48 | 6.77 | 100% | 6.77 | /student |
| 590 Library | 56.24 | 85.03 | 100% | 85.03 | /T.S.F.G.F.A. |
| 610 Hospital | 11.81 | 17.86 | 100% | 17.86 | /bed |
| 620 Nursing Home | 2.37 | 3.58 | 100% | 3.58 | /bed |
| 630 Clinic | 31.45 | 47.55 | 100% | 47.55 | /T.S.F.G.F.A. |
| 640 Animal Hospital/Veterinarian ** | 47.20 | 71.37 | 100% | 71.37 | /T.S.F.G.F.A. |
| COMMERCIAL/SERVICES | | | | | |
| 310 Hotel/Motel | 8.92 | 13.49 | 100% | 13.49 | /room |
| 812 Building Materials/Lumber | 45.16 | 68.28 | 52% | 35.51 | /T.S.F.G.F.A. |
| 813 Free-Standing Discount Superstore With Groceries | 53.13 | 80.33 | 72% | 57.84 | /T.S.F.G.F.A. |
| 814 Specialty Retail Center | 44.32 | 67.01 | 66% | 44.23 | /T.S.F.G.L.A. |
| 815 Free-Standing Discount Store Without Groceries | 57.24 | 86.55 | 83% | 71.84 | /T.S.F.G.F.A. |
| 816 Hardware/Paint Stores | 51.29 | 77.55 | 74% | 57.39 | /T.S.F.G.F.A. |
| 817 Nursery/Garden Center | 36.08 | 54.55 | 66% | 36.00 | /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

NEW PERSON TRIP-ENDS PER UNIT OF DEVELOPMENT

page 3 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Weekday Average Trip Rate</u> | <u>Total Person Trip-Ends</u> | <u>% New Trips</u> | <u>New Person Trip-Ends</u> | <u>Unit *</u> |
|---|--|---------------------------------------|----------------------------|-------------------------------------|---------------|
| COMMERCIAL/SERVICES (continued) | | | | | |
| 820 Shopping Center | 42.94 | 64.93 | 66% | 42.85 | /T.S.F.G.L.A. |
| 823 Factory Outlet Center | 26.59 | 40.20 | 66% | 26.53 | /T.S.F.G.F.A. |
| 841 New Car Sales | 33.34 | 50.41 | 66% | 33.27 | /T.S.F.G.F.A. |
| 843 Automobile Parts Sales | 61.91 | 93.61 | 57% | 53.36 | /T.S.F.G.F.A. |
| 849 Tire Superstore | 20.36 | 30.78 | 72% | 22.16 | /T.S.F.G.F.A. |
| 850 Supermarket | 102.24 | 154.59 | 64% | 98.94 | /T.S.F.G.F.A. |
| 851 Convenience Market (24 hour) | 737.99 | 1115.84 | 39% | 435.18 | /T.S.F.G.F.A. |
| 853 Convenience Market With Fuel Pump | 542.60 | 820.41 | 34% | 278.94 | /V.F.P. |
| 857 Discount Club | 41.80 | 63.20 | 66% | 41.71 | /T.S.F.G.F.A. |
| 860 Wholesale Market | 6.73 | 10.18 | 83% | 8.45 | /T.S.F.G.F.A. |
| 861 Sporting Goods Superstore ** | 31.00 | 46.87 | 83% | 38.90 | /T.S.F.G.F.A. |
| 862 Home Improvement Superstore | 29.80 | 45.06 | 52% | 23.43 | /T.S.F.G.F.A. |
| 863 Electronics Superstore | 45.04 | 68.10 | 60% | 40.86 | /T.S.F.G.F.A. |
| 867 Office Supply Superstore ** | 34.00 | 51.41 | 66% | 33.93 | /T.S.F.G.F.A. |
| 868 Book Superstore ** | 195.30 | 295.29 | 66% | 194.89 | /T.S.F.G.F.A. |
| 868 Disount Home Furnishings Superstore | 20.00 | 30.24 | 66% | 19.96 | /T.S.F.G.F.A. |
| 875 Department Store | 22.88 | 34.59 | 66% | 22.83 | /T.S.F.G.F.A. |
| 880 Pharmacy/Drugstore Without Drive-Thru Window | 90.06 | 136.17 | 47% | 64.00 | /T.S.F.G.F.A. |
| 881 Pharmacy/Drugstore With Drive-Thru Window | 88.16 | 133.30 | 51% | 67.98 | /T.S.F.G.F.A. |
| 890 Furniture Store | 5.06 | 7.65 | 47% | 3.60 | /T.S.F.G.F.A. |
| 896 Video Rental Store ** | 136.00 | 205.63 | 50% | 102.82 | /T.S.F.G.F.A. |
| 911 Walk-in Bank ** | 121.30 | 183.41 | 83% | 152.23 | /T.S.F.G.F.A. |
| 912 Drive-In Bank | 148.15 | 224.00 | 53% | 118.72 | /T.S.F.G.F.A. |
| 918 Hair Salon ** | 14.50 | 21.92 | 56% | 12.28 | /T.S.F.G.F.A. |
| 920 Copy, Print & Express Ship Store ** | 74.10 | 112.04 | 56% | 62.74 | /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 7

NEW PERSON TRIP-ENDS PER UNIT OF DEVELOPMENT

page 4 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Weekday Average Trip Rate</u> | <u>Total Person Trip-Ends</u> | <u>% New Trips</u> | <u>New Person Trip-Ends</u> | <u>Unit *</u> |
|--|--|---------------------------------------|----------------------------|-------------------------------------|----------------|
| COMMERCIAL/SERVICES (continued) | | | | | |
| 925 Drinking Place ** | 154.90 | 234.21 | 56% | 131.16 | /T.S.F.G.F.A. |
| 931 Quality Restaurant (not a chain) | 89.95 | 136.00 | 56% | 76.16 | /T.S.F.G.F.A. |
| 932 High Turnover, Sit-Down Restaurant (chain or stand alone) | 127.15 | 192.25 | 57% | 109.58 | /T.S.F.G.F.A. |
| 933 Fast Food Restaurant (No Drive-Thru) | 716.00 | 1082.59 | 50% | 541.30 | /T.S.F.G.F.A. |
| 934 Fast Food Restaurant (With Drive-Thru) | 496.12 | 750.13 | 50% | 375.07 | /T.S.F.G.F.A. |
| 935 Fast Food Restaurant (No Seating) ** | 1538.50 | 2326.21 | 50% | 1163.11 | /T.S.F.G.F.A. |
| 936 Coffee/Donut Shop (No Drive-Thru) ** | 407.50 | 616.14 | 50% | 308.07 | /T.S.F.G.F.A. |
| 937 Coffee/Donut Shop (With Drive-Thru) | 181.58 | 274.55 | 50% | 137.27 | /T.S.F.G.F.A. |
| 938 Coffee/Donut Shop (Drive-Thru Only with No Seating) | 1800.00 | 2721.60 | 50% | 1360.80 | /T.S.F.G.F.A. |
| 941 Quick Lubrication Vehicle Shop | 40.00 | 60.48 | 58% | 35.08 | /Service Stall |
| 942 Automobile Care Center ** | 21.70 | 32.81 | 58% | 19.03 | /T.S.F.G.L.A. |
| 944 Gasoline/Service Station (no Market or Car Wash) | 168.56 | 254.86 | 58% | 147.82 | /V.F.P. |
| 945 Gasoline/Service Station (With Convenience Market) | 162.78 | 246.12 | 44% | 108.29 | /V.F.P. |
| 946 Gasoline/Service Station (With Convenience Market and Car Wash) | 152.84 | 231.09 | 44% | 101.68 | /V.F.P. |
| OFFICE | | | | | |
| 710 General Office Building | 11.01 | 16.65 | 100% | 16.65 | /T.S.F.G.F.A. |
| 720 Medical-Dental Office Building | 36.13 | 54.63 | 100% | 54.63 | /T.S.F.G.F.A. |
| 730 Government Office Building | 68.93 | 104.22 | 100% | 104.22 | /T.S.F.G.F.A. |
| 731 State Motor Vehicles Dept. | 166.02 | 251.02 | 100% | 251.02 | /T.S.F.G.F.A. |
| 732 U.S. Post Office | 108.19 | 163.58 | 83% | 135.77 | /T.S.F.G.F.A. |
| 750 Office Park | 11.42 | 17.27 | 100% | 17.27 | /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

NEW PERSON TRIP-ENDS PER UNIT OF DEVELOPMENT

page 5 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Weekday Average Trip Rate</u> | <u>Total Person Trip-Ends</u> | <u>% New Trips</u> | <u>New Person Trip-Ends</u> | <u>Unit *</u> |
|---|--|---------------------------------------|----------------------------|-------------------------------------|----------------|
| PORT/INDUSTRIAL | | | | | |
| 030 Truck Terminals | 9.85 | 14.89 | 100% | 14.89 | /T.S.F.G.F.A. |
| 090 Park and Ride Lot With Bus Service | 4.50 | 6.80 | 100% | 6.80 | /Parking Space |
| 093 Light Rail Transit Station With Parking | 2.51 | 3.80 | 100% | 3.80 | /Parking Space |
| 110 General Light Industrial | 6.97 | 10.54 | 100% | 10.54 | /T.S.F.G.F.A. |
| 120 General Heavy Industrial | 1.50 | 2.27 | 100% | 2.27 | /T.S.F.G.F.A. |
| 130 Industrial Park | 6.96 | 10.52 | 100% | 10.52 | /T.S.F.G.F.A. |
| 140 Manufacturing (including Wineries) | 3.82 | 5.78 | 100% | 5.78 | /T.S.F.G.F.A. |
| 150 Warehouse | 3.56 | 5.38 | 100% | 5.38 | /T.S.F.G.F.A. |
| 151 Mini-Warehouse | 2.50 | 3.78 | 100% | 3.78 | /T.S.F.G.F.A. |
| 170 Utilities** | 7.60 | 11.49 | 83% | 9.54 | /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:

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

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 8 (pages 18 - 22) 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 7. 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 8**NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT***page 1 of 5*

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>New Person Trip-Ends</u> | <u>Trip Length Factor</u> | <u>Net Adjusted Trip-Ends</u> | <u>Unit *</u> |
|---|-------------------------------------|-----------------------------------|---------------------------------------|----------------|
| RESIDENTIAL | | | | |
| 210 Single Family Detached | 14.47 | 1.00 | 14.47 | /dwelling unit |
| 220 Apartment | 10.05 | 1.00 | 10.05 | /dwelling unit |
| 230 Residential Condominium/Townhouse | 8.78 | 1.00 | 8.78 | /dwelling unit |
| 240 Manufactured Housing (in Park) | 7.54 | 1.00 | 7.54 | /dwelling unit |
| 254 Assisted Living | 4.02 | 1.00 | 4.02 | /bed |
| 255 Continuing Care Retirement | 4.25 | 1.00 | 4.25 | /unit |
| RECREATIONAL | | | | |
| 411 City Park | 2.40 | 1.11 | 2.66 | /acre |
| 412 County Park | 3.45 | 1.11 | 3.81 | /acre |
| 416 Campground/RV Park ** | 5.59 | 1.11 | 6.21 | /camp site |
| 420 Marina | 4.48 | 1.11 | 4.97 | /berth |
| 430 Golf Course | 54.04 | 1.11 | 59.98 | /hole |
| 432 Golf Driving Range ** | 18.90 | 1.11 | 20.91 | /tee |
| 435 Multipurpose Recreation/Arcade ** | 54.13 | 1.11 | 59.88 | /T.S.F.G.F.A. |
| 437 Bowling Alley | 50.39 | 1.11 | 55.94 | /lane |
| 444 Movie Theater with matinee** | 305.73 | 1.11 | 338.19 | /screen |
| 445 Multiplex Movie Theater (10+ screens)** | 206.24 | 1.11 | 228.13 | /screen |
| 473 Casino/Video Poker/Lottery ** | 203.06 | 1.11 | 224.62 | /T.S.F.G.F.A. |
| 480 Amusement/Theme Park | 114.55 | 1.11 | 126.71 | /acre |
| 488 Soccer Complex | 107.85 | 1.11 | 119.30 | /field |
| 491 Racquet/Tennis Club | 58.51 | 1.11 | 64.73 | /court |
| 492 Health/Fitness Club | 49.79 | 1.11 | 55.08 | /T.S.F.G.F.A. |
| 495 Recreation/Community Center | 34.59 | 1.11 | 38.40 | /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
NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT

page 2 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>New Person Trip-Ends</u> | <u>Trip Length Factor</u> | <u>Net Adjusted Trip-Ends</u> | <u>Unit *</u> |
|---|-------------------------------------|-----------------------------------|---------------------------------------|---------------|
| INSTITUTIONAL/MEDICAL | | | | |
| 501 Military Base | 2.69 | 1.06 | 2.85 | /employee |
| 520 Elementary School (Public) | 1.95 | 0.40 | 0.78 | /student |
| 522 Middle/Junior High School (Public) | 2.45 | 0.40 | 0.98 | /student |
| 530 High School (Public) | 2.59 | 0.75 | 1.94 | /student |
| 536 Private School (K - 12) | 3.75 | 0.75 | 2.81 | /student |
| 540 Junior/Community College | 1.81 | 0.75 | 1.35 | /student |
| 550 University/College | 3.60 | 0.75 | 2.69 | /student |
| 560 Church | 13.77 | 0.75 | 10.33 | /T.S.F.G.F.A. |
| 565 Day Care Center/Preschool | 6.77 | 0.40 | 2.70 | /student |
| 590 Library | 85.03 | 0.40 | 33.93 | /T.S.F.G.F.A. |
| 610 Hospital | 17.86 | 1.06 | 18.93 | /bed |
| 620 Nursing Home | 3.58 | 1.06 | 3.80 | /bed |
| 630 Clinic | 47.55 | 1.06 | 50.40 | /T.S.F.G.F.A. |
| 640 Animal Hospital/Veterinarian ** | 71.37 | 0.84 | 59.95 | /T.S.F.G.F.A. |
| COMMERCIAL/SERVICES | | | | |
| 310 Hotel/Motel | 13.49 | 1.24 | 16.77 | /room |
| 812 Building Materials/Lumber | 35.51 | 0.84 | 29.95 | /T.S.F.G.F.A. |
| 813 Free-Standing Discount Superstore With Groceries | 57.84 | 0.84 | 48.80 | /T.S.F.G.F.A. |
| 814 Specialty Retail Center | 44.23 | 0.84 | 37.31 | /T.S.F.G.L.A. |
| 815 Free-Standing Discount Store Without Groceries | 71.84 | 0.84 | 60.60 | /T.S.F.G.F.A. |
| 816 Hardware/Paint Stores | 57.39 | 0.84 | 48.41 | /T.S.F.G.F.A. |
| 817 Nursery/Garden Center | 36.00 | 0.84 | 30.37 | /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

NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT

page 3 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>New Person Trip-Ends</u> | <u>Trip Length Factor</u> | <u>Net Adjusted Trip-Ends</u> | <u>Unit *</u> |
|---|-------------------------------------|-----------------------------------|---------------------------------------|---------------|
| COMMERCIAL/SERVICES (continued) | | | | |
| 820 Shopping Center | 42.85 | 0.84 | 36.15 | /T.S.F.G.L.A. |
| 823 Factory Outlet Center | 26.53 | 0.84 | 22.39 | /T.S.F.G.F.A. |
| 841 New Car Sales | 33.27 | 0.84 | 28.07 | /T.S.F.G.F.A. |
| 843 Automobile Parts Sales | 53.36 | 0.84 | 45.01 | /T.S.F.G.F.A. |
| 849 Tire Superstore | 22.16 | 0.84 | 18.70 | /T.S.F.G.F.A. |
| 850 Supermarket | 98.94 | 0.84 | 83.46 | /T.S.F.G.F.A. |
| 851 Convenience Market (24 hour) | 435.18 | 0.42 | 183.98 | /T.S.F.G.F.A. |
| 853 Convenience Market With Fuel Pump | 278.94 | 0.42 | 117.93 | /V.F.P. |
| 857 Discount Club | 41.71 | 0.84 | 35.19 | /T.S.F.G.F.A. |
| 860 Wholesale Market | 8.45 | 0.84 | 7.13 | /T.S.F.G.F.A. |
| 861 Sporting Goods Superstore ** | 38.90 | 0.84 | 32.82 | /T.S.F.G.F.A. |
| 862 Home Improvement Superstore | 23.43 | 0.84 | 19.77 | /T.S.F.G.F.A. |
| 863 Electronics Superstore | 40.86 | 0.84 | 34.47 | /T.S.F.G.F.A. |
| 867 Office Supply Superstore ** | 33.93 | 0.84 | 28.62 | /T.S.F.G.F.A. |
| 868 Book Superstore ** | 194.89 | 0.84 | 164.42 | /T.S.F.G.F.A. |
| 868 Disount Home Furnishings Superstore | 19.96 | 0.84 | 16.84 | /T.S.F.G.F.A. |
| 875 Department Store | 22.83 | 0.84 | 19.26 | /T.S.F.G.F.A. |
| 880 Pharmacy/Drugstore Without Drive-Thru Window | 64.00 | 0.84 | 53.99 | /T.S.F.G.F.A. |
| 881 Pharmacy/Drugstore With Drive-Thru Window | 67.98 | 0.84 | 57.35 | /T.S.F.G.F.A. |
| 890 Furniture Store | 3.60 | 0.84 | 3.03 | /T.S.F.G.F.A. |
| 896 Video Rental Store ** | 102.82 | 0.84 | 86.74 | /T.S.F.G.F.A. |
| 911 Walk-in Bank ** | 152.23 | 0.84 | 128.42 | /T.S.F.G.F.A. |
| 912 Drive-In Bank | 118.72 | 0.84 | 100.16 | /T.S.F.G.F.A. |
| 918 Hair Salon ** | 12.28 | 1.06 | 13.01 | /T.S.F.G.F.A. |
| 920 Copy, Print & Express Ship Store ** | 62.74 | 1.06 | 66.51 | /T.S.F.G.F.A. |

* Abbreviations used in the "Unit" column:

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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

NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT

page 4 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>New Person Trip-Ends</u> | <u>Trip Length Factor</u> | <u>Net Adjusted Trip-Ends</u> | <u>Unit *</u> |
|--|-------------------------------------|-----------------------------------|---------------------------------------|----------------|
| COMMERCIAL/SERVICES (continued) | | | | |
| 925 Drinking Place ** | 131.16 | 1.06 | 139.03 | /T.S.F.G.F.A. |
| 931 Quality Restaurant (not a chain) | 76.16 | 1.06 | 80.73 | /T.S.F.G.F.A. |
| 932 High Turnover, Sit-Down Restaurant (chain or stand alone) | 109.58 | 0.84 | 92.05 | /T.S.F.G.F.A. |
| 933 Fast Food Restaurant (No Drive-Thru) | 541.30 | 0.50 | 270.65 | /T.S.F.G.F.A. |
| 934 Fast Food Restaurant (With Drive-Thru) | 375.07 | 0.50 | 187.53 | /T.S.F.G.F.A. |
| 935 Fast Food Restaurant (No Seating) ** | 1163.11 | 0.50 | 581.55 | /T.S.F.G.F.A. |
| 936 Coffee/Donut Shop (No Drive-Thru) ** | 308.07 | 0.50 | 154.04 | /T.S.F.G.F.A. |
| 937 Coffee/Donut Shop (With Drive-Thru) | 137.27 | 0.50 | 68.64 | /T.S.F.G.F.A. |
| 938 Coffee/Donut Shop (Drive-Thru Only with No Seating) | 1360.80 | 0.50 | 680.40 | /T.S.F.G.F.A. |
| 941 Quick Lubrication Vehicle Shop | 35.08 | 0.84 | 29.59 | /Service Stall |
| 942 Automobile Care Center ** | 19.03 | 0.84 | 16.05 | /T.S.F.G.L.A. |
| 944 Gasoline/Service Station (no Market or Car Wash) | 147.82 | 0.42 | 62.50 | /V.F.P. |
| 945 Gasoline/Service Station (With Convenience Market) | 108.29 | 0.42 | 45.78 | /V.F.P. |
| 946 Gasoline/Service Station (With Convenience Market and Car Wash) | 101.68 | 0.42 | 42.99 | /V.F.P. |
| OFFICE | | | | |
| 710 General Office Building | 16.65 | 1.06 | 17.65 | /T.S.F.G.F.A. |
| 720 Medical-Dental Office Building | 54.63 | 1.06 | 57.91 | /T.S.F.G.F.A. |
| 730 Government Office Building | 104.22 | 1.06 | 110.48 | /T.S.F.G.F.A. |
| 731 State Motor Vehicles Dept. | 251.02 | 1.06 | 266.08 | /T.S.F.G.F.A. |
| 732 U.S. Post Office | 135.77 | 1.06 | 143.92 | /T.S.F.G.F.A. |
| 750 Office Park | 17.27 | 1.06 | 18.30 | /T.S.F.G.F.A. |

* Abbreviations used in the "Unit" column:

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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
NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT

page 5 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>New Person Trip-Ends</u> | <u>Trip Length Factor</u> | <u>Net Adjusted Trip-Ends</u> | <u>Unit *</u> |
|---|-------------------------------------|-----------------------------------|---------------------------------------|----------------|
| PORT/INDUSTRIAL | | | | |
| 030 Truck Terminals | 14.89 | 1.06 | 15.79 | /T.S.F.G.F.A. |
| 090 Park and Ride Lot With Bus Service | 6.80 | 0.84 | 5.74 | /Parking Space |
| 093 Light Rail Transit Station With Parking | 3.80 | 0.84 | 3.20 | /Parking Space |
| 110 General Light Industrial | 10.54 | 1.06 | 11.17 | /T.S.F.G.F.A. |
| 120 General Heavy Industrial | 2.27 | 1.06 | 2.40 | /T.S.F.G.F.A. |
| 130 Industrial Park | 10.52 | 1.06 | 11.15 | /T.S.F.G.F.A. |
| 140 Manufacturing (including Wineries) | 5.78 | 1.06 | 6.12 | /T.S.F.G.F.A. |
| 150 Warehouse | 5.38 | 1.06 | 5.71 | /T.S.F.G.F.A. |
| 151 Mini-Warehouse | 3.78 | 1.06 | 4.01 | /T.S.F.G.F.A. |
| 170 Utilities** | 9.54 | 1.06 | 10.11 | /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 using the following formula:

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

Table 9 (pages 23 - 27) 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 8), and column 3 shows the motor vehicle improvements cost per trip-end (from Table 6). 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 9
MOTOR VEHICLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 1 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Net Adjusted Trip-Ends</u> | <u>Motor Vehicle Cost Per Trip-End</u> | <u>MV Cost Per Unit</u> | <u>Unit *</u> |
|---|---------------------------------------|--|---------------------------------|----------------|
| RESIDENTIAL | | | | |
| 210 Single Family Detached | 14.47 | \$116 | \$1,679 | /dwelling unit |
| 220 Apartment | 10.05 | \$116 | \$1,166 | /dwelling unit |
| 230 Residential Condominium/Townhouse | 8.78 | \$116 | \$1,019 | /dwelling unit |
| 240 Manufactured Housing (in Park) | 7.54 | \$116 | \$875 | /dwelling unit |
| 254 Assisted Living | 4.02 | \$116 | \$467 | /bed |
| 255 Continuing Care Retirement | 4.25 | \$116 | \$493 | /unit |
| RECREATIONAL | | | | |
| 411 City Park | 2.66 | \$116 | \$308 | /acre |
| 412 County Park | 3.81 | \$116 | \$442 | /acre |
| 416 Campground/RV Park ** | 6.21 | \$116 | \$720 | /camp site |
| 420 Marina | 4.97 | \$116 | \$576 | /berth |
| 430 Golf Course | 59.98 | \$116 | \$6,958 | /hole |
| 432 Golf Driving Range ** | 20.91 | \$116 | \$2,425 | /tee |
| 435 Multipurpose Recreation/Arcade ** | 59.88 | \$116 | \$6,946 | /T.S.F.G.F.A. |
| 437 Bowling Alley | 55.94 | \$116 | \$6,489 | /lane |
| 444 Movie Theater with matinee** | 338.19 | \$116 | \$39,230 | /screen |
| 445 Multiplex Movie Theater (10+ screens)** | 228.13 | \$116 | \$26,464 | /screen |
| 473 Casino/Video Poker/Lottery ** | 224.62 | \$116 | \$26,056 | /T.S.F.G.F.A. |
| 480 Amusement/Theme Park | 126.71 | \$116 | \$14,699 | /acre |
| 488 Soccer Complex | 119.30 | \$116 | \$13,839 | /field |
| 491 Racquet/Tennis Club | 64.73 | \$116 | \$7,508 | /court |
| 492 Health/Fitness Club | 55.08 | \$116 | \$6,389 | /T.S.F.G.F.A. |
| 495 Recreation/Community Center | 38.40 | \$116 | \$4,454 | /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**MOTOR VEHICLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT***page 2 of 5*

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Net Adjusted Trip-Ends</u> | <u>Motor Vehicle Cost Per Trip-End</u> | <u>MV Cost Per Unit</u> | <u>Unit *</u> |
|---|---------------------------------------|--|---------------------------------|---------------|
| INSTITUTIONAL/MEDICAL | | | | |
| 501 Military Base | 2.85 | \$116 | \$331 | /employee |
| 520 Elementary School (Public) | 0.78 | \$116 | \$90 | /student |
| 522 Middle/Junior High School (Public) | 0.98 | \$116 | \$113 | /student |
| 530 High School (Public) | 1.94 | \$116 | \$225 | /student |
| 536 Private School (K - 12) | 2.81 | \$116 | \$326 | /student |
| 540 Junior/Community College | 1.35 | \$116 | \$157 | /student |
| 550 University/College | 2.69 | \$116 | \$312 | /student |
| 560 Church | 10.33 | \$116 | \$1,198 | /T.S.F.G.F.A. |
| 565 Day Care Center/Preschool | 2.70 | \$116 | \$313 | /student |
| 590 Library | 33.93 | \$116 | \$3,935 | /T.S.F.G.F.A. |
| 610 Hospital | 18.93 | \$116 | \$2,195 | /bed |
| 620 Nursing Home | 3.80 | \$116 | \$441 | /bed |
| 630 Clinic | 50.40 | \$116 | \$5,846 | /T.S.F.G.F.A. |
| 640 Animal Hospital/Veterinarian ** | 59.95 | \$116 | \$6,954 | /T.S.F.G.F.A. |
| COMMERCIAL/SERVICES | | | | |
| 310 Hotel/Motel | 16.77 | \$116 | \$1,945 | /room |
| 812 Building Materials/Lumber | 29.95 | \$116 | \$3,475 | /T.S.F.G.F.A. |
| 813 Free-Standing Discount Superstore With Groceries | 48.80 | \$116 | \$5,660 | /T.S.F.G.F.A. |
| 814 Specialty Retail Center | 37.31 | \$116 | \$4,328 | /T.S.F.G.L.A. |
| 815 Free-Standing Discount Store Without Groceries | 60.60 | \$116 | \$7,030 | /T.S.F.G.F.A. |
| 816 Hardware/Paint Stores | 48.41 | \$116 | \$5,616 | /T.S.F.G.F.A. |
| 817 Nursery/Garden Center | 30.37 | \$116 | \$3,523 | /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

MOTOR VEHICLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 3 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Net Adjusted Trip-Ends</u> | <u>Motor Vehicle Cost Per Trip-End</u> | <u>MV Cost Per Unit</u> | <u>Unit *</u> |
|---|---------------------------------------|--|---------------------------------|---------------|
| COMMERCIAL/SERVICES (continued) | | | | |
| 820 Shopping Center | 36.15 | \$116 | \$4,193 | /T.S.F.G.L.A. |
| 823 Factory Outlet Center | 22.39 | \$116 | \$2,597 | /T.S.F.G.F.A. |
| 841 New Car Sales | 28.07 | \$116 | \$3,256 | /T.S.F.G.F.A. |
| 843 Automobile Parts Sales | 45.01 | \$116 | \$5,222 | /T.S.F.G.F.A. |
| 849 Tire Superstore | 18.70 | \$116 | \$2,169 | /T.S.F.G.F.A. |
| 850 Supermarket | 83.46 | \$116 | \$9,682 | /T.S.F.G.F.A. |
| 851 Convenience Market (24 hour) | 183.98 | \$116 | \$21,342 | /T.S.F.G.F.A. |
| 853 Convenience Market With Fuel Pump | 117.93 | \$116 | \$13,680 | /V.F.P. |
| 857 Discount Club | 35.19 | \$116 | \$4,082 | /T.S.F.G.F.A. |
| 860 Wholesale Market | 7.13 | \$116 | \$827 | /T.S.F.G.F.A. |
| 861 Sporting Goods Superstore ** | 32.82 | \$116 | \$3,807 | /T.S.F.G.F.A. |
| 862 Home Improvement Superstore | 19.77 | \$116 | \$2,293 | /T.S.F.G.F.A. |
| 863 Electronics Superstore | 34.47 | \$116 | \$3,999 | /T.S.F.G.F.A. |
| 867 Office Supply Superstore ** | 28.62 | \$116 | \$3,320 | /T.S.F.G.F.A. |
| 868 Book Superstore ** | 164.42 | \$116 | \$19,073 | /T.S.F.G.F.A. |
| 868 Disount Home Furnishings Superstore | 16.84 | \$116 | \$1,953 | /T.S.F.G.F.A. |
| 875 Department Store | 19.26 | \$116 | \$2,234 | /T.S.F.G.F.A. |
| 880 Pharmacy/Drugstore Without Drive-Thru Window | 53.99 | \$116 | \$6,263 | /T.S.F.G.F.A. |
| 881 Pharmacy/Drugstore With Drive-Thru Window | 57.35 | \$116 | \$6,653 | /T.S.F.G.F.A. |
| 890 Furniture Store | 3.03 | \$116 | \$352 | /T.S.F.G.F.A. |
| 896 Video Rental Store ** | 86.74 | \$116 | \$10,062 | /T.S.F.G.F.A. |
| 911 Walk-in Bank ** | 128.42 | \$116 | \$14,897 | /T.S.F.G.F.A. |
| 912 Drive-In Bank | 100.16 | \$116 | \$11,618 | /T.S.F.G.F.A. |
| 918 Hair Salon ** | 13.01 | \$116 | \$1,510 | /T.S.F.G.F.A. |
| 920 Copy, Print & Express Ship Store ** | 66.51 | \$116 | \$7,715 | /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**MOTOR VEHICLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT***page 4 of 5*

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Net Adjusted Trip-Ends</u> | <u>Motor Vehicle Cost Per Trip-End</u> | <u>MV Cost Per Unit</u> | <u>Unit *</u> |
|--|---------------------------------------|--|---------------------------------|----------------|
| COMMERCIAL/SERVICES (continued) | | | | |
| 925 Drinking Place ** | 139.03 | \$116 | \$16,127 | /T.S.F.G.F.A. |
| 931 Quality Restaurant (not a chain) | 80.73 | \$116 | \$9,365 | /T.S.F.G.F.A. |
| 932 High Turnover, Sit-Down Restaurant (chain or stand alone) | 92.05 | \$116 | \$10,678 | /T.S.F.G.F.A. |
| 933 Fast Food Restaurant (No Drive-Thru) | 270.65 | \$116 | \$31,395 | /T.S.F.G.F.A. |
| 934 Fast Food Restaurant (With Drive-Thru) | 187.53 | \$116 | \$21,754 | /T.S.F.G.F.A. |
| 935 Fast Food Restaurant (No Seating) ** | 581.55 | \$116 | \$67,460 | /T.S.F.G.F.A. |
| 936 Coffee/Donut Shop (No Drive-Thru) ** | 154.04 | \$116 | \$17,868 | /T.S.F.G.F.A. |
| 937 Coffee/Donut Shop (With Drive-Thru) | 68.64 | \$116 | \$7,962 | /T.S.F.G.F.A. |
| 938 Coffee/Donut Shop (Drive-Thru Only with No Seating) | 680.40 | \$116 | \$78,926 | /T.S.F.G.F.A. |
| 941 Quick Lubrication Vehicle Shop | 29.59 | \$116 | \$3,433 | /Service Stall |
| 942 Automobile Care Center ** | 16.05 | \$116 | \$1,862 | /T.S.F.G.L.A. |
| 944 Gasoline/Service Station (no Market or Car Wash) | 62.50 | \$116 | \$7,249 | /V.F.P. |
| 945 Gasoline/Service Station (With Convenience Market) | 45.78 | \$116 | \$5,311 | /V.F.P. |
| 946 Gasoline/Service Station (With Convenience Market and Car Wash) | 42.99 | \$116 | \$4,987 | /V.F.P. |
| OFFICE | | | | |
| 710 General Office Building | 17.65 | \$116 | \$2,047 | /T.S.F.G.F.A. |
| 720 Medical-Dental Office Building | 57.91 | \$116 | \$6,717 | /T.S.F.G.F.A. |
| 730 Government Office Building | 110.48 | \$116 | \$12,815 | /T.S.F.G.F.A. |
| 731 State Motor Vehicles Dept. | 266.08 | \$116 | \$30,866 | /T.S.F.G.F.A. |
| 732 U.S. Post Office | 143.92 | \$116 | \$16,695 | /T.S.F.G.F.A. |
| 750 Office Park | 18.30 | \$116 | \$2,123 | /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

MOTOR VEHICLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 5 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Net Adjusted Trip-Ends</u> | <u>Motor Vehicle Cost Per Trip-End</u> | <u>MV Cost Per Unit</u> | <u>Unit *</u> |
|---|-------------------------------|--|-------------------------|----------------|
| PORT/INDUSTRIAL | | | | |
| 030 Truck Terminals | 15.79 | \$116 | \$1,831 | /T.S.F.G.F.A. |
| 090 Park and Ride Lot With Bus Service | 5.74 | \$116 | \$666 | /Parking Space |
| 093 Light Rail Transit Station With Parking | 3.20 | \$116 | \$371 | /Parking Space |
| 110 General Light Industrial | 11.17 | \$116 | \$1,296 | /T.S.F.G.F.A. |
| 120 General Heavy Industrial | 2.40 | \$116 | \$279 | /T.S.F.G.F.A. |
| 130 Industrial Park | 11.15 | \$116 | \$1,294 | /T.S.F.G.F.A. |
| 140 Manufacturing (including Wineries) | 6.12 | \$116 | \$710 | /T.S.F.G.F.A. |
| 150 Warehouse | 5.71 | \$116 | \$662 | /T.S.F.G.F.A. |
| 151 Mini-Warehouse | 4.01 | \$116 | \$465 | /T.S.F.G.F.A. |
| 170 Utilities** | 10.11 | \$116 | \$1,173 | /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 using the following formula.

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

Table 10 (pages 28 - 32) 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 7). 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 10
PEDESTRIAN/BICYCLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 1 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Net Adjusted Trip-Ends</u> | <u>Pedestrian/ Bicycle Cost Per Trip-End</u> | <u>P/B Cost Per Unit</u> | <u>Unit *</u> |
|---|---------------------------------------|--|----------------------------------|----------------|
| RESIDENTIAL | | | | |
| 210 Single Family Detached | 14.47 | \$68 | \$984 | /dwelling unit |
| 220 Apartment | 10.05 | \$68 | \$684 | /dwelling unit |
| 230 Residential Condominium/Townhouse | 8.78 | \$68 | \$597 | /dwelling unit |
| 240 Manufactured Housing (in Park) | 7.54 | \$68 | \$513 | /dwelling unit |
| 254 Assisted Living | 4.02 | \$68 | \$273 | /bed |
| 255 Continuing Care Retirement | 4.25 | \$68 | \$289 | /unit |
| RECREATIONAL | | | | |
| 411 City Park | 2.66 | \$68 | \$181 | /acre |
| 412 County Park | 3.81 | \$68 | \$259 | /acre |
| 416 Campground/RV Park ** | 6.21 | \$68 | \$422 | /camp site |
| 420 Marina | 4.97 | \$68 | \$338 | /berth |
| 430 Golf Course | 59.98 | \$68 | \$4,079 | /hole |
| 432 Golf Driving Range ** | 20.91 | \$68 | \$1,422 | /tee |
| 435 Multipurpose Recreation/Arcade ** | 59.88 | \$68 | \$4,072 | /T.S.F.G.F.A. |
| 437 Bowling Alley | 55.94 | \$68 | \$3,804 | /lane |
| 444 Movie Theater with matinee** | 338.19 | \$68 | \$22,997 | /screen |
| 445 Multiplex Movie Theater (10+ screens)** | 228.13 | \$68 | \$15,513 | /screen |
| 473 Casino/Video Poker/Lottery ** | 224.62 | \$68 | \$15,274 | /T.S.F.G.F.A. |
| 480 Amusement/Theme Park | 126.71 | \$68 | \$8,616 | /acre |
| 488 Soccer Complex | 119.30 | \$68 | \$8,113 | /field |
| 491 Racquet/Tennis Club | 64.73 | \$68 | \$4,401 | /court |
| 492 Health/Fitness Club | 55.08 | \$68 | \$3,745 | /T.S.F.G.F.A. |
| 495 Recreation/Community Center | 38.40 | \$68 | \$2,611 | /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

PEDESTRIAN/BICYCLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 2 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Net Adjusted Trip-Ends</u> | <u>Pedestrian/ Bicycle Cost Per Trip-End</u> | <u>P/B Cost Per Unit</u> | <u>Unit *</u> |
|---|---------------------------------------|--|----------------------------------|---------------|
| INSTITUTIONAL/MEDICAL | | | | |
| 501 Military Base | 2.85 | \$68 | \$194 | /employee |
| 520 Elementary School (Public) | 0.78 | \$68 | \$53 | /student |
| 522 Middle/Junior High School (Public) | 0.98 | \$68 | \$66 | /student |
| 530 High School (Public) | 1.94 | \$68 | \$132 | /student |
| 536 Private School (K - 12) | 2.81 | \$68 | \$191 | /student |
| 540 Junior/Community College | 1.35 | \$68 | \$92 | /student |
| 550 University/College | 2.69 | \$68 | \$183 | /student |
| 560 Church | 10.33 | \$68 | \$702 | /T.S.F.G.F.A. |
| 565 Day Care Center/Preschool | 2.70 | \$68 | \$184 | /student |
| 590 Library | 33.93 | \$68 | \$2,307 | /T.S.F.G.F.A. |
| 610 Hospital | 18.93 | \$68 | \$1,287 | /bed |
| 620 Nursing Home | 3.80 | \$68 | \$258 | /bed |
| 630 Clinic | 50.40 | \$68 | \$3,427 | /T.S.F.G.F.A. |
| 640 Animal Hospital/Veterinarian ** | 59.95 | \$68 | \$4,076 | /T.S.F.G.F.A. |
| COMMERCIAL/SERVICES | | | | |
| 310 Hotel/Motel | 16.77 | \$68 | \$1,140 | /room |
| 812 Building Materials/Lumber | 29.95 | \$68 | \$2,037 | /T.S.F.G.F.A. |
| 813 Free-Standing Discount Superstore With Groceries | 48.80 | \$68 | \$3,318 | /T.S.F.G.F.A. |
| 814 Specialty Retail Center | 37.31 | \$68 | \$2,537 | /T.S.F.G.L.A. |
| 815 Free-Standing Discount Store Without Groceries | 60.60 | \$68 | \$4,121 | /T.S.F.G.F.A. |
| 816 Hardware/Paint Stores | 48.41 | \$68 | \$3,292 | /T.S.F.G.F.A. |
| 817 Nursery/Garden Center | 30.37 | \$68 | \$2,065 | /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

PEDESTRIAN/BICYCLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 3 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Net Adjusted Trip-Ends</u> | <u>Pedestrian/ Bicycle Cost Per Trip-End</u> | <u>P/B Cost Per Unit</u> | <u>Unit *</u> |
|---|---------------------------------------|--|----------------------------------|---------------|
| COMMERCIAL/SERVICES (continued) | | | | |
| 820 Shopping Center | 36.15 | \$68 | \$2,458 | /T.S.F.G.L.A. |
| 823 Factory Outlet Center | 22.39 | \$68 | \$1,522 | /T.S.F.G.F.A. |
| 841 New Car Sales | 28.07 | \$68 | \$1,909 | /T.S.F.G.F.A. |
| 843 Automobile Parts Sales | 45.01 | \$68 | \$3,061 | /T.S.F.G.F.A. |
| 849 Tire Superstore | 18.70 | \$68 | \$1,272 | /T.S.F.G.F.A. |
| 850 Supermarket | 83.46 | \$68 | \$5,676 | /T.S.F.G.F.A. |
| 851 Convenience Market (24 hour) | 183.98 | \$68 | \$12,511 | /T.S.F.G.F.A. |
| 853 Convenience Market With Fuel Pump | 117.93 | \$68 | \$8,019 | /V.F.P. |
| 857 Discount Club | 35.19 | \$68 | \$2,393 | /T.S.F.G.F.A. |
| 860 Wholesale Market | 7.13 | \$68 | \$485 | /T.S.F.G.F.A. |
| 861 Sporting Goods Superstore ** | 32.82 | \$68 | \$2,232 | /T.S.F.G.F.A. |
| 862 Home Improvement Superstore | 19.77 | \$68 | \$1,344 | /T.S.F.G.F.A. |
| 863 Electronics Superstore | 34.47 | \$68 | \$2,344 | /T.S.F.G.F.A. |
| 867 Office Supply Superstore ** | 28.62 | \$68 | \$1,946 | /T.S.F.G.F.A. |
| 868 Book Superstore ** | 164.42 | \$68 | \$11,180 | /T.S.F.G.F.A. |
| 868 Disount Home Furnishings Superstore | 16.84 | \$68 | \$1,145 | /T.S.F.G.F.A. |
| 875 Department Store | 19.26 | \$68 | \$1,310 | /T.S.F.G.F.A. |
| 880 Pharmacy/Drugstore Without Drive-Thru Window | 53.99 | \$68 | \$3,671 | /T.S.F.G.F.A. |
| 881 Pharmacy/Drugstore With Drive-Thru Window | 57.35 | \$68 | \$3,900 | /T.S.F.G.F.A. |
| 890 Furniture Store | 3.03 | \$68 | \$206 | /T.S.F.G.F.A. |
| 896 Video Rental Store ** | 86.74 | \$68 | \$5,898 | /T.S.F.G.F.A. |
| 911 Walk-in Bank ** | 128.42 | \$68 | \$8,733 | /T.S.F.G.F.A. |
| 912 Drive-In Bank | 100.16 | \$68 | \$6,811 | /T.S.F.G.F.A. |
| 918 Hair Salon ** | 13.01 | \$68 | \$885 | /T.S.F.G.F.A. |
| 920 Copy, Print & Express Ship Store ** | 66.51 | \$68 | \$4,522 | /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

PEDESTRIAN/BICYCLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 4 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Net Adjusted Trip-Ends</u> | <u>Pedestrian/ Bicycle Cost Per Trip-End</u> | <u>P/B Cost Per Unit</u> | <u>Unit *</u> |
|--|---------------------------------------|--|----------------------------------|----------------|
| COMMERCIAL/SERVICES (continued) | | | | |
| 925 Drinking Place ** | 139.03 | \$68 | \$9,454 | /T.S.F.G.F.A. |
| 931 Quality Restaurant (not a chain) | 80.73 | \$68 | \$5,490 | /T.S.F.G.F.A. |
| 932 High Turnover, Sit-Down Restaurant (chain or stand alone) | 92.05 | \$68 | \$6,259 | /T.S.F.G.F.A. |
| 933 Fast Food Restaurant (No Drive-Thru) | 270.65 | \$68 | \$18,404 | /T.S.F.G.F.A. |
| 934 Fast Food Restaurant (With Drive-Thru) | 187.53 | \$68 | \$12,752 | /T.S.F.G.F.A. |
| 935 Fast Food Restaurant (No Seating) ** | 581.55 | \$68 | \$39,546 | /T.S.F.G.F.A. |
| 936 Coffee/Donut Shop (No Drive-Thru) ** | 154.04 | \$68 | \$10,474 | /T.S.F.G.F.A. |
| 937 Coffee/Donut Shop (With Drive-Thru) | 68.64 | \$68 | \$4,667 | /T.S.F.G.F.A. |
| 938 Coffee/Donut Shop (Drive-Thru Only with No Seating) | 680.40 | \$68 | \$46,267 | /T.S.F.G.F.A. |
| 941 Quick Lubrication Vehicle Shop | 29.59 | \$68 | \$2,012 | /Service Stall |
| 942 Automobile Care Center ** | 16.05 | \$68 | \$1,092 | /T.S.F.G.L.A. |
| 944 Gasoline/Service Station (no Market or Car Wash) | 62.50 | \$68 | \$4,250 | /V.F.P. |
| 945 Gasoline/Service Station (With Convenience Market) | 45.78 | \$68 | \$3,113 | /V.F.P. |
| 946 Gasoline/Service Station (With Convenience Market and Car Wash) | 42.99 | \$68 | \$2,923 | /V.F.P. |
| OFFICE | | | | |
| 710 General Office Building | 17.65 | \$68 | \$1,200 | /T.S.F.G.F.A. |
| 720 Medical-Dental Office Building | 57.91 | \$68 | \$3,938 | /T.S.F.G.F.A. |
| 730 Government Office Building | 110.48 | \$68 | \$7,512 | /T.S.F.G.F.A. |
| 731 State Motor Vehicles Dept. | 266.08 | \$68 | \$18,094 | /T.S.F.G.F.A. |
| 732 U.S. Post Office | 143.92 | \$68 | \$9,787 | /T.S.F.G.F.A. |
| 750 Office Park | 18.30 | \$68 | \$1,245 | /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

PEDESTRIAN/BICYCLE IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 5 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Net Adjusted Trip-Ends</u> | <u>Pedestrian/ Bicycle Cost Per Trip-End</u> | <u>P/B Cost Per Unit</u> | <u>Unit *</u> |
|---|-------------------------------|--|--------------------------|----------------|
| PORT/INDUSTRIAL | | | | |
| 030 Truck Terminals | 15.79 | \$68 | \$1,074 | /T.S.F.G.F.A. |
| 090 Park and Ride Lot With Bus Service | 5.74 | \$68 | \$390 | /Parking Space |
| 093 Light Rail Transit Station With Parking | 3.20 | \$68 | \$218 | /Parking Space |
| 110 General Light Industrial | 11.17 | \$68 | \$760 | /T.S.F.G.F.A. |
| 120 General Heavy Industrial | 2.40 | \$68 | \$163 | /T.S.F.G.F.A. |
| 130 Industrial Park | 11.15 | \$68 | \$759 | /T.S.F.G.F.A. |
| 140 Manufacturing (including Wineries) | 6.12 | \$68 | \$416 | /T.S.F.G.F.A. |
| 150 Warehouse | 5.71 | \$68 | \$388 | /T.S.F.G.F.A. |
| 151 Mini-Warehouse | 4.01 | \$68 | \$272 | /T.S.F.G.F.A. |
| 170 Utilities** | 10.11 | \$68 | \$687 | /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 using the following formula:

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

Table 11 (pages 33 - 37) 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 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 11
COMPLIANCE COST PER UNIT OF DEVELOPMENT

page 1 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Net Adjusted Trips</u> | <u>Compliance Cost Per Trip-End</u> | <u>Compliance Cost Per Unit</u> | <u>Unit *</u> |
|---|-----------------------------------|---|---|----------------|
| RESIDENTIAL | | | | |
| 210 Single Family Detached | 14.47 | \$30 | \$434 | /dwelling unit |
| 220 Apartment | 10.05 | \$30 | \$302 | /dwelling unit |
| 230 Residential Condominium/Townhouse | 8.78 | \$30 | \$264 | /dwelling unit |
| 240 Manufactured Housing (in Park) | 7.54 | \$30 | \$226 | /dwelling unit |
| 254 Assisted Living | 4.02 | \$30 | \$121 | /bed |
| 255 Continuing Care Retirement | 4.25 | \$30 | \$127 | /unit |
| RECREATIONAL | | | | |
| 411 City Park | 2.66 | \$30 | \$80 | /acre |
| 412 County Park | 3.81 | \$30 | \$114 | /acre |
| 416 Campground/RV Park ** | 6.21 | \$30 | \$186 | /camp site |
| 420 Marina | 4.97 | \$30 | \$149 | /berth |
| 430 Golf Course | 59.98 | \$30 | \$1,799 | /hole |
| 432 Golf Driving Range ** | 20.91 | \$30 | \$627 | /tee |
| 435 Multipurpose Recreation/Arcade ** | 59.88 | \$30 | \$1,796 | /T.S.F.G.F.A. |
| 437 Bowling Alley | 55.94 | \$30 | \$1,678 | /lane |
| 444 Movie Theater with matinee** | 338.19 | \$30 | \$10,146 | /screen |
| 445 Multiplex Movie Theater (10+ screens)** | 228.13 | \$30 | \$6,844 | /screen |
| 473 Casino/Video Poker/Lottery ** | 224.62 | \$30 | \$6,739 | /T.S.F.G.F.A. |
| 480 Amusement/Theme Park | 126.71 | \$30 | \$3,801 | /acre |
| 488 Soccer Complex | 119.30 | \$30 | \$3,579 | /field |
| 491 Racquet/Tennis Club | 64.73 | \$30 | \$1,942 | /court |
| 492 Health/Fitness Club | 55.08 | \$30 | \$1,652 | /T.S.F.G.F.A. |
| 495 Recreation/Community Center | 38.40 | \$30 | \$1,152 | /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 11
COMPLIANCE COST PER UNIT OF DEVELOPMENT

page 2 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Net Adjusted Trips</u> | <u>Compliance Cost Per Trip-End</u> | <u>Compliance Cost Per Unit</u> | <u>Unit *</u> |
|---|---------------------------|-------------------------------------|---------------------------------|---------------|
| INSTITUTIONAL/MEDICAL | | | | |
| 501 Military Base | 2.85 | \$30 | \$86 | /employee |
| 520 Elementary School (Public) | 0.78 | \$30 | \$23 | /student |
| 522 Middle/Junior High School (Public) | 0.98 | \$30 | \$29 | /student |
| 530 High School (Public) | 1.94 | \$30 | \$58 | /student |
| 536 Private School (K - 12) | 2.81 | \$30 | \$84 | /student |
| 540 Junior/Community College | 1.35 | \$30 | \$41 | /student |
| 550 University/College | 2.69 | \$30 | \$81 | /student |
| 560 Church | 10.33 | \$30 | \$310 | /T.S.F.G.F.A. |
| 565 Day Care Center/Preschool | 2.70 | \$30 | \$81 | /student |
| 590 Library | 33.93 | \$30 | \$1,018 | /T.S.F.G.F.A. |
| 610 Hospital | 18.93 | \$30 | \$568 | /bed |
| 620 Nursing Home | 3.80 | \$30 | \$114 | /bed |
| 630 Clinic | 50.40 | \$30 | \$1,512 | /T.S.F.G.F.A. |
| 640 Animal Hospital/Veterinarian ** | 59.95 | \$30 | \$1,798 | /T.S.F.G.F.A. |
| COMMERCIAL/SERVICES | | | | |
| 310 Hotel/Motel | 16.77 | \$30 | \$503 | /room |
| 812 Building Materials/Lumber | 29.95 | \$30 | \$899 | /T.S.F.G.F.A. |
| 813 Free-Standing Discount Superstore With Groceries | 48.80 | \$30 | \$1,464 | /T.S.F.G.F.A. |
| 814 Specialty Retail Center | 37.31 | \$30 | \$1,119 | /T.S.F.G.L.A. |
| 815 Free-Standing Discount Store Without Groceries | 60.60 | \$30 | \$1,818 | /T.S.F.G.F.A. |
| 816 Hardware/Paint Stores | 48.41 | \$30 | \$1,452 | /T.S.F.G.F.A. |
| 817 Nursery/Garden Center | 30.37 | \$30 | \$911 | /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 11
COMPLIANCE COST PER UNIT OF DEVELOPMENT**

page 3 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Net Adjusted Trips</u> | <u>Compliance Cost Per Trip-End</u> | <u>Compliance Cost Per Unit</u> | <u>Unit *</u> |
|---|-----------------------------------|---|---|---------------|
| COMMERCIAL/SERVICES (continued) | | | | |
| 820 Shopping Center | 36.15 | \$30 | \$1,085 | /T.S.F.G.L.A. |
| 823 Factory Outlet Center | 22.39 | \$30 | \$672 | /T.S.F.G.F.A. |
| 841 New Car Sales | 28.07 | \$30 | \$842 | /T.S.F.G.F.A. |
| 843 Automobile Parts Sales | 45.01 | \$30 | \$1,350 | /T.S.F.G.F.A. |
| 849 Tire Superstore | 18.70 | \$30 | \$561 | /T.S.F.G.F.A. |
| 850 Supermarket | 83.46 | \$30 | \$2,504 | /T.S.F.G.F.A. |
| 851 Convenience Market (24 hour) | 183.98 | \$30 | \$5,520 | /T.S.F.G.F.A. |
| 853 Convenience Market With Fuel Pump | 117.93 | \$30 | \$3,538 | /V.F.P. |
| 857 Discount Club | 35.19 | \$30 | \$1,056 | /T.S.F.G.F.A. |
| 860 Wholesale Market | 7.13 | \$30 | \$214 | /T.S.F.G.F.A. |
| 861 Sporting Goods Superstore ** | 32.82 | \$30 | \$985 | /T.S.F.G.F.A. |
| 862 Home Improvement Superstore | 19.77 | \$30 | \$593 | /T.S.F.G.F.A. |
| 863 Electronics Superstore | 34.47 | \$30 | \$1,034 | /T.S.F.G.F.A. |
| 867 Office Supply Superstore ** | 28.62 | \$30 | \$859 | /T.S.F.G.F.A. |
| 868 Book Superstore ** | 164.42 | \$30 | \$4,933 | /T.S.F.G.F.A. |
| 868 Disount Home Furnishings Superstore | 16.84 | \$30 | \$505 | /T.S.F.G.F.A. |
| 875 Department Store | 19.26 | \$30 | \$578 | /T.S.F.G.F.A. |
| 880 Pharmacy/Drugstore Without Drive-Thru Window | 53.99 | \$30 | \$1,620 | /T.S.F.G.F.A. |
| 881 Pharmacy/Drugstore With Drive-Thru Window | 57.35 | \$30 | \$1,721 | /T.S.F.G.F.A. |
| 890 Furniture Store | 3.03 | \$30 | \$91 | /T.S.F.G.F.A. |
| 896 Video Rental Store ** | 86.74 | \$30 | \$2,602 | /T.S.F.G.F.A. |
| 911 Walk-in Bank ** | 128.42 | \$30 | \$3,853 | /T.S.F.G.F.A. |
| 912 Drive-In Bank | 100.16 | \$30 | \$3,005 | /T.S.F.G.F.A. |
| 918 Hair Salon ** | 13.01 | \$30 | \$390 | /T.S.F.G.F.A. |
| 920 Copy, Print & Express Ship Store ** | 66.51 | \$30 | \$1,995 | /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 11
COMPLIANCE COST PER UNIT OF DEVELOPMENT

page 4 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Net Adjusted Trips</u> | <u>Compliance Cost Per Trip-End</u> | <u>Compliance Cost Per Unit</u> | <u>Unit *</u> |
|--|-----------------------------------|---|---|----------------|
| COMMERCIAL/SERVICES (continued) | | | | |
| 925 Drinking Place ** | 139.03 | \$30 | \$4,171 | /T.S.F.G.F.A. |
| 931 Quality Restaurant (not a chain) | 80.73 | \$30 | \$2,422 | /T.S.F.G.F.A. |
| 932 High Turnover, Sit-Down Restaurant (chain or stand alone) | 92.05 | \$30 | \$2,761 | /T.S.F.G.F.A. |
| 933 Fast Food Restaurant (No Drive-Thru) | 270.65 | \$30 | \$8,119 | /T.S.F.G.F.A. |
| 934 Fast Food Restaurant (With Drive-Thru) | 187.53 | \$30 | \$5,626 | /T.S.F.G.F.A. |
| 935 Fast Food Restaurant (No Seating) ** | 581.55 | \$30 | \$17,447 | /T.S.F.G.F.A. |
| 936 Coffee/Donut Shop (No Drive-Thru) ** | 154.04 | \$30 | \$4,621 | /T.S.F.G.F.A. |
| 937 Coffee/Donut Shop (With Drive-Thru) | 68.64 | \$30 | \$2,059 | /T.S.F.G.F.A. |
| 938 Coffee/Donut Shop (Drive-Thru Only with No Seating) | 680.40 | \$30 | \$20,412 | /T.S.F.G.F.A. |
| 941 Quick Lubrication Vehicle Shop | 29.59 | \$30 | \$888 | /Service Stall |
| 942 Automobile Care Center ** | 16.05 | \$30 | \$482 | /T.S.F.G.L.A. |
| 944 Gasoline/Service Station (no Market or Car Wash) | 62.50 | \$30 | \$1,875 | /V.F.P. |
| 945 Gasoline/Service Station (With Convenience Market) | 45.78 | \$30 | \$1,374 | /V.F.P. |
| 946 Gasoline/Service Station (With Convenience Market and Car Wash) | 42.99 | \$30 | \$1,290 | /V.F.P. |
| OFFICE | | | | |
| 710 General Office Building | 17.65 | \$30 | \$529 | /T.S.F.G.F.A. |
| 720 Medical-Dental Office Building | 57.91 | \$30 | \$1,737 | /T.S.F.G.F.A. |
| 730 Government Office Building | 110.48 | \$30 | \$3,314 | /T.S.F.G.F.A. |
| 731 State Motor Vehicles Dept. | 266.08 | \$30 | \$7,983 | /T.S.F.G.F.A. |
| 732 U.S. Post Office | 143.92 | \$30 | \$4,318 | /T.S.F.G.F.A. |
| 750 Office Park | 18.30 | \$30 | \$549 | /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 11
COMPLIANCE COST PER UNIT OF DEVELOPMENT**

page 5 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>Net Adjusted Trips</u> | <u>Compliance Cost Per Trip-End</u> | <u>Compliance Cost Per Unit</u> | <u>Unit *</u> |
|---|---------------------------|-------------------------------------|---------------------------------|----------------|
| PORT/INDUSTRIAL | | | | |
| 030 Truck Terminals | 15.79 | \$30 | \$474 | /T.S.F.G.F.A. |
| 090 Park and Ride Lot With Bus Service | 5.74 | \$30 | \$172 | /Parking Space |
| 093 Light Rail Transit Station With Parking | 3.20 | \$30 | \$96 | /Parking Space |
| 110 General Light Industrial | 11.17 | \$30 | \$335 | /T.S.F.G.F.A. |
| 120 General Heavy Industrial | 2.40 | \$30 | \$72 | /T.S.F.G.F.A. |
| 130 Industrial Park | 11.15 | \$30 | \$335 | /T.S.F.G.F.A. |
| 140 Manufacturing (including Wineries) | 6.12 | \$30 | \$184 | /T.S.F.G.F.A. |
| 150 Warehouse | 5.71 | \$30 | \$171 | /T.S.F.G.F.A. |
| 151 Mini-Warehouse | 4.01 | \$30 | \$120 | /T.S.F.G.F.A. |
| 170 Utilities** | 10.11 | \$30 | \$303 | /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: Transportation SDC Per Unit of Development

The Transportation SDC per unit of development is calculated for each type of land use using the following formula:

$$7. \quad \begin{matrix} \text{Motor Vehicle} \\ \text{Improvements} \\ \text{Cost Per Unit} \end{matrix} + \begin{matrix} \text{Bicycle/Pedestrian} \\ \text{Improvements} \\ \text{Cost Per Unit} \end{matrix} + \begin{matrix} \text{Compliance} \\ \text{Cost Per Unit} \end{matrix} = \begin{matrix} \text{Transportation} \\ \text{SDC} \\ \text{Per Unit} \end{matrix}$$

Table 12 (pages 38 - 42) displays the Transportation SDC 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 9, the pedestrian/bicycle cost from Table 10, and the compliance cost from Table 11, respectively. The Transportation

SDC Per Unit is calculated by adding columns 2, 3 and 4, with the result displayed in column 5.

TABLE 12
TRANSPORTATION SDC PER UNIT OF DEVELOPMENT

page 1 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>MV Cost Per Unit</u> | <u>P/B Cost Per Unit</u> | <u>Compliance Cost Per Unit</u> | <u>Transportation SDC Per Unit</u> | <u>Unit *</u> |
|---|---------------------------------|----------------------------------|---|--|----------------|
| RESIDENTIAL | | | | | |
| 210 Single Family Detached | \$1,679 | \$984 | \$434 | \$3,097 | /dwelling unit |
| 220 Apartment | \$1,166 | \$684 | \$302 | \$2,152 | /dwelling unit |
| 230 Residential Condominium/Townhouse | \$1,019 | \$597 | \$264 | \$1,880 | /dwelling unit |
| 240 Manufactured Housing (in Park) | \$875 | \$513 | \$226 | \$1,615 | /dwelling unit |
| 254 Assisted Living | \$467 | \$273 | \$121 | \$861 | /bed |
| 255 Continuing Care Retirement | \$493 | \$289 | \$127 | \$909 | /unit |
| RECREATIONAL | | | | | |
| 411 City Park | \$308 | \$181 | \$80 | \$569 | /acre |
| 412 County Park | \$442 | \$259 | \$114 | \$816 | /acre |
| 416 Campground/RV Park ** | \$720 | \$422 | \$186 | \$1,329 | /camp site |
| 420 Marina | \$576 | \$338 | \$149 | \$1,063 | /berth |
| 430 Golf Course | \$6,958 | \$4,079 | \$1,799 | \$12,836 | /hole |
| 432 Golf Driving Range ** | \$2,425 | \$1,422 | \$627 | \$4,474 | /tee |
| 435 Multipurpose Recreation/Arcade ** | \$6,946 | \$4,072 | \$1,796 | \$12,814 | /T.S.F.G.F.A. |
| 437 Bowling Alley | \$6,489 | \$3,804 | \$1,678 | \$11,971 | /lane |
| 444 Movie Theater with matinee** | \$39,230 | \$22,997 | \$10,146 | \$72,372 | /screen |
| 445 Multiplex Movie Theater (10+ screens)** | \$26,464 | \$15,513 | \$6,844 | \$48,821 | /screen |
| 473 Casino/Video Poker/Lottery ** | \$26,056 | \$15,274 | \$6,739 | \$48,069 | /T.S.F.G.F.A. |
| 480 Amusement/Theme Park | \$14,699 | \$8,616 | \$3,801 | \$27,116 | /acre |
| 488 Soccer Complex | \$13,839 | \$8,113 | \$3,579 | \$25,531 | /field |
| 491 Racquet/Tennis Club | \$7,508 | \$4,401 | \$1,942 | \$13,852 | /court |
| 492 Health/Fitness Club | \$6,389 | \$3,745 | \$1,652 | \$11,786 | /T.S.F.G.F.A. |
| 495 Recreation/Community Center | \$4,454 | \$2,611 | \$1,152 | \$8,218 | /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 12

TRANSPORTATION SDC PER UNIT OF DEVELOPMENT

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>MV Cost Per Unit</u> | <u>P/B Cost Per Unit</u> | <u>Compliance Cost Per Unit</u> | <u>Transportation SDC Per Unit</u> | <u>Unit *</u> |
|---|---------------------------------|----------------------------------|---|--|---------------|
| INSTITUTIONAL/MEDICAL | | | | | |
| 501 Military Base | \$331 | \$194 | \$86 | \$610 | /employee |
| 520 Elementary School (Public) | \$90 | \$53 | \$23 | \$167 | /student |
| 522 Middle/Junior High School (Public) | \$113 | \$66 | \$29 | \$209 | /student |
| 530 High School (Public) | \$225 | \$132 | \$58 | \$415 | /student |
| 536 Private School (K - 12) | \$326 | \$191 | \$84 | \$602 | /student |
| 540 Junior/Community College | \$157 | \$92 | \$41 | \$290 | /student |
| 550 University/College | \$312 | \$183 | \$81 | \$575 | /student |
| 560 Church | \$1,198 | \$702 | \$310 | \$2,211 | /T.S.F.G.F.A. |
| 565 Day Care Center/Preschool | \$313 | \$184 | \$81 | \$578 | /student |
| 590 Library | \$3,935 | \$2,307 | \$1,018 | \$7,260 | /T.S.F.G.F.A. |
| 610 Hospital | \$2,195 | \$1,287 | \$568 | \$4,050 | /bed |
| 620 Nursing Home | \$441 | \$258 | \$114 | \$813 | /bed |
| 630 Clinic | \$5,846 | \$3,427 | \$1,512 | \$10,785 | /T.S.F.G.F.A. |
| 640 Animal Hospital/Veterinarian ** | \$6,954 | \$4,076 | \$1,798 | \$12,829 | /T.S.F.G.F.A. |
| COMMERCIAL/SERVICES | | | | | |
| 310 Hotel/Motel | \$1,945 | \$1,140 | \$503 | \$3,588 | /room |
| 812 Building Materials/Lumber | \$3,475 | \$2,037 | \$899 | \$6,410 | /T.S.F.G.F.A. |
| 813 Free-Standing Discount Superstore With Groceries | \$5,660 | \$3,318 | \$1,464 | \$10,442 | /T.S.F.G.F.A. |
| 814 Specialty Retail Center | \$4,328 | \$2,537 | \$1,119 | \$7,985 | /T.S.F.G.L.A. |
| 815 Free-Standing Discount Store Without Groceries | \$7,030 | \$4,121 | \$1,818 | \$12,969 | /T.S.F.G.F.A. |
| 816 Hardware/Paint Stores | \$5,616 | \$3,292 | \$1,452 | \$10,361 | /T.S.F.G.F.A. |
| 817 Nursery/Garden Center | \$3,523 | \$2,065 | \$911 | \$6,500 | /T.S.F.G.F.A. |

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 V.F.P. = Vehicle Fueling Position

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TABLE 12

TRANSPORTATION SDC PER UNIT OF DEVELOPMENT

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| <u>ITE LAND USE CODE/CATEGORY</u> | <u>MV Cost Per Unit</u> | <u>P/B Cost Per Unit</u> | <u>Compliance Cost Per Unit</u> | <u>Transportation SDC Per Unit</u> | <u>Unit *</u> |
|---|---------------------------------|----------------------------------|---|--|---------------|
| COMMERCIAL/SERVICES (continued) | | | | | |
| 820 Shopping Center | \$4,193 | \$2,458 | \$1,085 | \$7,736 | /T.S.F.G.L.A. |
| 823 Factory Outlet Center | \$2,597 | \$1,522 | \$672 | \$4,790 | /T.S.F.G.F.A. |
| 841 New Car Sales | \$3,256 | \$1,909 | \$842 | \$6,007 | /T.S.F.G.F.A. |
| 843 Automobile Parts Sales | \$5,222 | \$3,061 | \$1,350 | \$9,633 | /T.S.F.G.F.A. |
| 849 Tire Superstore | \$2,169 | \$1,272 | \$561 | \$4,002 | /T.S.F.G.F.A. |
| 850 Supermarket | \$9,682 | \$5,676 | \$2,504 | \$17,862 | /T.S.F.G.F.A. |
| 851 Convenience Market (24 hour) | \$21,342 | \$12,511 | \$5,520 | \$39,373 | /T.S.F.G.F.A. |
| 853 Convenience Market With Fuel Pump | \$13,680 | \$8,019 | \$3,538 | \$25,237 | /V.F.P. |
| 857 Discount Club | \$4,082 | \$2,393 | \$1,056 | \$7,531 | /T.S.F.G.F.A. |
| 860 Wholesale Market | \$827 | \$485 | \$214 | \$1,525 | /T.S.F.G.F.A. |
| 861 Sporting Goods Superstore ** | \$3,807 | \$2,232 | \$985 | \$7,024 | /T.S.F.G.F.A. |
| 862 Home Improvement Superstore | \$2,293 | \$1,344 | \$593 | \$4,230 | /T.S.F.G.F.A. |
| 863 Electronics Superstore | \$3,999 | \$2,344 | \$1,034 | \$7,377 | /T.S.F.G.F.A. |
| 867 Office Supply Superstore ** | \$3,320 | \$1,946 | \$859 | \$6,125 | /T.S.F.G.F.A. |
| 868 Book Superstore ** | \$19,073 | \$11,180 | \$4,933 | \$35,185 | /T.S.F.G.F.A. |
| 868 Disount Home Furnishings Superstore | \$1,953 | \$1,145 | \$505 | \$3,603 | /T.S.F.G.F.A. |
| 875 Department Store | \$2,234 | \$1,310 | \$578 | \$4,122 | /T.S.F.G.F.A. |
| 880 Pharmacy/Drugstore Without Drive-Thru Window | \$6,263 | \$3,671 | \$1,620 | \$11,554 | /T.S.F.G.F.A. |
| 881 Pharmacy/Drugstore With Drive-Thru Window | \$6,653 | \$3,900 | \$1,721 | \$12,273 | /T.S.F.G.F.A. |
| 890 Furniture Store | \$352 | \$206 | \$91 | \$649 | /T.S.F.G.F.A. |
| 896 Video Rental Store ** | \$10,062 | \$5,898 | \$2,602 | \$18,562 | /T.S.F.G.F.A. |
| 911 Walk-in Bank ** | \$14,897 | \$8,733 | \$3,853 | \$27,482 | /T.S.F.G.F.A. |
| 912 Drive-In Bank | \$11,618 | \$6,811 | \$3,005 | \$21,434 | /T.S.F.G.F.A. |
| 918 Hair Salon ** | \$1,510 | \$885 | \$390 | \$2,785 | /T.S.F.G.F.A. |
| 920 Copy, Print & Express Ship Store ** | \$7,715 | \$4,522 | \$1,995 | \$14,232 | /T.S.F.G.F.A. |

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TABLE 12

TRANSPORTATION SDC PER UNIT OF DEVELOPMENT

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| <u>ITE LAND USE CODE/CATEGORY</u> | <u>MV Cost Per Unit</u> | <u>P/B Cost Per Unit</u> | <u>Compliance Cost Per Unit</u> | <u>Transportation SDC Per Unit</u> | <u>Unit *</u> |
|--|---------------------------------|----------------------------------|---|--|----------------|
| COMMERCIAL/SERVICES (continued) | | | | | |
| 925 Drinking Place ** | \$16,127 | \$9,454 | \$4,171 | \$29,752 | /T.S.F.G.F.A. |
| 931 Quality Restaurant (not a chain) | \$9,365 | \$5,490 | \$2,422 | \$17,277 | /T.S.F.G.F.A. |
| 932 High Turnover, Sit-Down Restaurant (chain or stand alone) | \$10,678 | \$6,259 | \$2,761 | \$19,699 | /T.S.F.G.F.A. |
| 933 Fast Food Restaurant (No Drive-Thru) | \$31,395 | \$18,404 | \$8,119 | \$57,919 | /T.S.F.G.F.A. |
| 934 Fast Food Restaurant (With Drive-Thru) | \$21,754 | \$12,752 | \$5,626 | \$40,132 | /T.S.F.G.F.A. |
| 935 Fast Food Restaurant (No Seating) ** | \$67,460 | \$39,546 | \$17,447 | \$124,452 | /T.S.F.G.F.A. |
| 936 Coffee/Donut Shop (No Drive-Thru) ** | \$17,868 | \$10,474 | \$4,621 | \$32,963 | /T.S.F.G.F.A. |
| 937 Coffee/Donut Shop (With Drive-Thru) | \$7,962 | \$4,667 | \$2,059 | \$14,688 | /T.S.F.G.F.A. |
| 938 Coffee/Donut Shop (Drive-Thru Only with No Seating) | \$78,926 | \$46,267 | \$20,412 | \$145,606 | /T.S.F.G.F.A. |
| 941 Quick Lubrication Vehicle Shop | \$3,433 | \$2,012 | \$888 | \$6,333 | /Service Stall |
| 942 Automobile Care Center ** | \$1,862 | \$1,092 | \$482 | \$3,436 | /T.S.F.G.L.A. |
| 944 Gasoline/Service Station (no Market or Car Wash) | \$7,249 | \$4,250 | \$1,875 | \$13,374 | /V.F.P. |
| 945 Gasoline/Service Station (With Convenience Market) | \$5,311 | \$3,113 | \$1,374 | \$9,798 | /V.F.P. |
| 946 Gasoline/Service Station (With Convenience Market and Car Wash) | \$4,987 | \$2,923 | \$1,290 | \$9,200 | /V.F.P. |
| OFFICE | | | | | |
| 710 General Office Building | \$2,047 | \$1,200 | \$529 | \$3,776 | /T.S.F.G.F.A. |
| 720 Medical-Dental Office Building | \$6,717 | \$3,938 | \$1,737 | \$12,392 | /T.S.F.G.F.A. |
| 730 Government Office Building | \$12,815 | \$7,512 | \$3,314 | \$23,642 | /T.S.F.G.F.A. |
| 731 State Motor Vehicles Dept. | \$30,866 | \$18,094 | \$7,983 | \$56,942 | /T.S.F.G.F.A. |
| 732 U.S. Post Office | \$16,695 | \$9,787 | \$4,318 | \$30,799 | /T.S.F.G.F.A. |
| 750 Office Park | \$2,123 | \$1,245 | \$549 | \$3,917 | /T.S.F.G.F.A. |

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TABLE 12
TRANSPORTATION SDC PER UNIT OF DEVELOPMENT

page 5 of 5

| <u>ITE LAND USE CODE/CATEGORY</u> | <u>MV Cost Per Unit</u> | <u>P/B Cost Per Unit</u> | <u>Compliance Cost Per Unit</u> | <u>Transportation SDC Per Unit</u> | <u>Unit *</u> |
|---|---------------------------------|----------------------------------|---|--|----------------|
| PORT/INDUSTRIAL | | | | | |
| 030 Truck Terminals | \$1,831 | \$1,074 | \$474 | \$3,378 | /T.S.F.G.F.A. |
| 090 Park and Ride Lot With Bus Service | \$666 | \$390 | \$172 | \$1,228 | /Parking Space |
| 093 Light Rail Transit Station With Parking | \$371 | \$218 | \$96 | \$685 | /Parking Space |
| 110 General Light Industrial | \$1,296 | \$760 | \$335 | \$2,391 | /T.S.F.G.F.A. |
| 120 General Heavy Industrial | \$279 | \$163 | \$72 | \$514 | /T.S.F.G.F.A. |
| 130 Industrial Park | \$1,294 | \$759 | \$335 | \$2,387 | /T.S.F.G.F.A. |
| 140 Manufacturing | \$710 | \$416 | \$184 | \$1,310 | /T.S.F.G.F.A. |
| 150 Warehouse | \$662 | \$388 | \$171 | \$1,221 | /T.S.F.G.F.A. |
| 151 Mini-Warehouse | \$465 | \$272 | \$120 | \$857 | /T.S.F.G.F.A. |
| 170 Utilities** | \$1,173 | \$687 | \$303 | \$2,164 | /T.S.F.G.F.A. |

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