

**HAPPY VALLEY/
CLACKAMAS COUNTY**

**JOINT CAPITAL
IMPROVEMENT PLAN AREA**

**TRANSPORTATION
SYSTEM DEVELOPMENT CHARGES
METHODOLOGY UPDATE REPORT**

revised as of
November 30, 2006

**Don
Ganer &
Associates, Inc.**

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HAPPY VALLEY/CLACKAMAS COUNTY

Joint CIP Area Transportation System Development Charges

Methodology Update Report

1.0 INTRODUCTION

The City of Happy Valley (City) and Clackamas County (County) have updated their 20-Year Transportation Capital Improvements Program that addresses arterial and collector transportation system needs within the geographic area including the City of Happy Valley and unincorporated portions of Clackamas County bordered to the north by the Multnomah County line, to the east by 172nd Avenue, to the south by Oregon Highway 212, and to the west by Interstate Highway 205. This geographic area is commonly referred to by staff as the "Happy Valley/Clackamas County Joint CIP Area".

In October 2005, Clackamas County acquired the services of Don Ganer & Associates, Inc. to assist the City and County in updating the Happy Valley/Clackamas County Joint CIP Area Transportation SDC to reflect changes in growth needs since adoption of the current methodology in 2002. This report presents the methodology for the Joint CIP Area Transportation SDC update, summarizes the data that is the basis for the SDC, and documents the calculation of SDC rates. Section 2.0 presents authority and background information including (1) legislative authority for SDCs; (2) an explanation of "improvement fee" and "reimbursement fee" SDCs; (3) requirements and options for credits, exemptions and discounts; (4) guiding concepts for SDCs and (5) alternative methodology approaches. The basis and justification for the Joint CIP Area Transportation SDC, including future trip projections and SDC-eligible capital improvement projects, can be found in Section 3.0; and the Transportation SDC rate calculations are included in Section 4.0.

2.0 AUTHORITY AND BACKGROUND INFORMATION

A. Legislative Authority

The Oregon Systems Development Act (ORS 223.297 - 223.314) was adopted in 1989. The purpose of this Act was to "...provide a uniform framework for the imposition of system development charges...". In 1993, 1999, 2001, and 2003 additional provisions were added to address concerns and clarify requirements. The SDC Act requires local governments to:

- (a) Enact SDCs by ordinance or resolution;
- (b) develop a methodology outlining how the SDCs were developed;
- (c) adopt a Capital Improvement Program (CIP) to designate capital improvements that can be funded with "improvement fee" SDC revenues;
- (d) provide credit against the amount of the SDC for the construction of "qualified public improvements";
- (e) separately account for and report receipt and expenditure of SDC revenues;
- (f) develop procedures for challenging expenditures; and
- (g) use SDC revenues only for authorized expenditures (operations and maintenance uses are prohibited).

The requirements and guidelines of Oregon's enabling legislation were adopted by Clackamas County Code 11.03, which authorizes the imposition of Transportation System Development Charges within Clackamas County.

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, with revenues used only for capital improvements identified in a required Capital Improvement Program (CIP). "Reimbursement fee" SDCs may be charged for the costs of existing capital facilities if "excess capacity" is available to accommodate growth. Reimbursable amounts may not include gifts or grants from federal or state government or private persons.

The current Joint CIP Area Transportation SDC is an "improvement fee" only, and does not include a "reimbursement fee" component. A "reimbursement fee" is included in this update.

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 a "qualified public improvement" which (1) is required as a condition of development approval, (2) is identified in the CIP, 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 for 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 required credits, Clackamas County currently allows the assignment and transfer of credits under some conditions, and also provides additional credits which are not required by statute. These additional credits are detailed in Title 11 of the Clackamas County Code (Chapter 11.03 "Transportation System Development Charge," subsection 11.03.05 "Credit").

(2) Exemptions

The City and County may "exempt" specific types of development from the requirement to pay SDCs. Exemptions reduce SDC revenues and, therefore, either increase the need for funding from other non-SDC sources, or reduce/delay the completion of transportation projects. The County currently provides limited exemptions.

(3) Discounts

The City and County may "discount" the SDC rates by reducing the portion of eligible improvements to be funded with SDCs. Because discounts reduce SDC revenues, they increase the amounts that must come from other funding sources. The County currently provides limited discounts.

D. Guiding Concepts

The Oregon SDC Act (ORS 223.297 - 223.314) provides the source of authority for adoption of SDCs by the City of Happy Valley. The Oregon SDC Act and Clackamas County Code 11.03 provide the source of authority for the adoption of SDCs by Clackamas County. The Oregon SDC Act states that "The purpose of ORS 223.297 to 223.314 is to provide a uniform framework for the imposition of system development charges by local governments, to provide equitable funding for orderly growth and development in Oregon's communities and to establish that the charges may be used only for capital improvements." [ORS 223.297]. This standard has been interpreted and applied in Clackamas County Code 11.03.01B, which requires that "future developments will contribute their fair share to the cost of improvements and additions to transportation facilities required to accommodate the capacity needs created by growth."

The methodology used for the Joint CIP Area Transportation SDCs identify the "fair share" required from future developments through the use of trip generation data for specific land uses. Developed by the Institute of Transportation Engineers (ITE) and published in *Trip Generation* (7th Ed., 2003), the number of new motor vehicle trips generated by each new development has been estimated, and the SDCs to be paid are based on the impact of each specific development on the transportation facilities for which the SDCs are charged. The Transportation SDCs are 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 transportation system.

3.0 JOINT CIP AREA TRANSPORTATION SDC METHODOLOGIES

A. SDC Basis and Justification

For the Joint CIP Area Transportation SDC update, a detailed list of existing and planned capital facilities was analyzed using the Metro regional travel forecast computer model, EMME/2. The EMME/2 travel forecast model contains the current Regional Transportation Plan's (RTP) land and transportation system policies/projects with which local transportation plans and CIP projects must be consistent. For the Happy Valley/Clackamas County Joint CIP Area SDC update, the EMME/2 model was used to:

1. Forecast new development's proportion of traffic growth,
2. Categorize project trips by their origin and destination so that growth's local share could be determined, and
3. Estimate the total number of trip-ends in the Joint CIP Area.

The model estimates travel demand (trips) in the following steps:

1. Trip Generation: Estimates trips generated by development,
2. Trip Distribution: Distributes the trips from origins to destinations,
3. Mode Split: Determines the travel mode (auto, transit, bike, walk), and
4. Assignment: Assigns trips to streets and roads based on shortest travel times, taking congestion into account.

Step 4, "Assignment", estimates the trips on the transportation system caused by each type of land use. Each traffic model assignment requires a land use scenario at a specific time (existing or future year), and a transportation system scenario (build or no build). The proportion of trips attributable to growth was determined using the following scenario assignments:

1. Existing No-Build: Estimated trips by existing development without the RTP/Joint CIP projects constructed,
2. Existing Build: Estimated trips by existing development with the RTP/Joint CIP projects constructed, and
3. Future Build: Forecast year 2030 development trips with the RTP/Joint CIP projects constructed.

Formula 1: Total Traffic Volume Growth

(Future Build - Existing No-Build) = Total Traffic Growth by existing and future development

Formula 2: New Development Traffic Growth

(Future Build - Existing Build) = New Development Traffic Growth

Formula 3: New Development's Traffic Volume Share (%)

New Development Traffic Volume Growth (formula 2) ÷ Total Traffic Volume Growth (formula 1) = New Development's Traffic Share

B. Future Trip-Ends

Table 3.1, below shows the projected increase in the number of motor vehicle trips either originating or ending in the Joint CIP Area during the planning period. The EMME/2 model provides data based on "peak" use of the transportation system, which is usually considered to constitute between 8% and 12% of the average daily trips. In Table 3.1, below, the "peak" trip rates from the EMME/2 traffic model have been adjusted to provide estimates of the average daily vehicle trip-ends, based on peak trips equaling 11% of total daily trips.

TABLE 3.1**PROJECTED GROWTH IN AVERAGE DAILY TRIP-ENDS**

NEW TRIP- ENDS	<u>Destination</u>			
	<u>Origin</u>	HV/CC Joint CIP Area	County Outside Joint CIP Area	Outside SDC Collection Areas
HV/CC Joint CIP Area	23,790	21,730	25,868	71,389
County Outside Joint CIP Area	19,051	-	-	19,051
Outside SDC Collection Areas	39,595	-	-	39,595
sum	82,437	21,730	25,868	130,035

C. Capital Improvements Included in the Improvement Fee SDC

The list of capital improvement projects used in calculating the improvement fee SDC is included in Table 3.2, pages 8 – 11. The project list includes the estimated timing, cost, and percentage of costs eligible to be funded with revenues from improvement fee SDCs. A map showing the location of each project can be found in Table 3.4, page 13. Projects may be added to or deleted from the adopted project list at any time, and the list may be otherwise modified in accordance with ORS 223.309(2). The project list identifies:

- Project Cost - estimated total cost for the project (2006 dollars), including right-of-way acquisition and construction. Clackamas County Code 11.03.030(F) provides for annual adjustments in the SDC rates to account for changes in project costs.
- % New Capacity - the capacity-increasing portion of the project, including right-of-way, new road segments, lane additions, and width additions. Reconstruction of existing road surfaces are NOT included.
- Capacity Portion - the portion of project cost that is for new capacity. (Project Cost X % New Capacity = Capacity Portion)
- % Joint CIP Area New Trips - the portion (%) of trips expected to be generated by new development. (100% – % of trips by existing development and % of “through trips” which do not begin or end in the Joint CIP Area = % Joint CIP Area New Trips)
- Joint CIP Area SDC Eligible Amount - the net portion of the total cost of each project that may be included in calculating the SDC, excluding non-capacity, non-growth, and/or non-local benefit portions of the project cost.

D. Capital Improvements Included in the Reimbursement Fee SDC

Two major projects with excess capacity available to serve growth are either underway or have recently been completed and are eligible for a reimbursement fee SDC. These projects are listed in Table 3.3, page 12, and include similar information to that provided for improvement fee SDC-eligible projects. The map in Table 3.4, page 13 shows the locations of these projects.

TABLE 3.2

**CLACKAMAS COUNTY
Happy Valley / Clackamas County Joint CIP Area
Improvement Fee SDC Eligible Transportation Projects**

(a) Map #	(b) Project	(c) Section	(d) Description	(e) Project Cost Estimate	(f) % New Capacity	(g) New Capacity Costs	(h) % New Trips	(i) SDC Eligible Amount (g x h)	(j) Net SDC Eligible % of Total Project Cost (i÷e)	(k) Priority (Near, Intermediate, or Long Term)	(l) Ranked by Jurisdiction
47	Idleman/Johnson Creek Ext.	Altamont to 92nd	New 2/4 lane extension to 92nd Ave.	\$4,324,000	37%	\$1,599,880	73%	\$1,162,287	27%	Long	Happy Valley
48	Idleman Rd.	Johnson Creek ext - Mt Scott Blvd	Reconstruct & widen to 3-lane Collector (urban), smooth curves	\$9,250,000	29%	\$2,682,500	82%	\$2,195,742	24%	Intermediate	Happy Valley
49	Mt. Scott Blvd.	Idleman/Mt. Scott/Ridgecrest intersection	Realign approaches to Mt Scott, add left turn lanes and traffic signal	\$1,190,000	29%	\$345,100	48%	\$142,181	12%	Intermediate	Clackamas
51	King Rd.	King Rd/129th intersection	Add turn lanes (right and left lanes), realign intersection, install signal	\$500,000	17%	\$85,000	61%	\$51,919	10%	Near	Happy Valley
52	132nd Ave.	King Rd. - Clatsop St.	Reconstruct and widen to Minor Arterial Standards as a 3 lane	\$4,550,000	25%	\$1,137,500	59%	\$665,557	15%	Intermediate	Happy Valley
53	King Rd.	129th - 145th	Widen to 3 lane minor arterial standards	\$3,500,000	16%	\$560,000	80%	\$449,550	13%	Intermediate	Happy Valley
54	122nd/129th Ave.	Sunnyside - King Rd.	Reconstruct and widen to Minor Arterial Standards as a 3 lane	\$4,800,000	29%	\$1,392,000	80%	\$1,113,751	23%	Near	Happy Valley
57	Valley View Terrace	Sunnyside to W. Otty Rd	Reconstruct and widen to 3-lane collector stds	\$4,370,000	29%	\$1,267,300	59%	\$746,996	17%	Long	Clackamas
68	Mather Rd.	97th - 122nd Ave.	Reconstruct & widen to stds + intersection improvements at 97th/Lawnfield - right turn lane, left turn lane and signal	\$5,117,250	33%	\$1,688,693	69%	\$1,160,694	23%	Near	Clackamas
69	Mather Rd.	Mather Rd. - 122nd	Traffic Signal	\$250,000	100%	\$250,000	56%	\$140,059	56%	Near	Clackamas
75	142nd Ave.	Sunnyside Rd.- Hwy 212	Upgrade and widen to 3 lane minor arterial standards.	\$5,980,000	29%	\$1,734,200	67%	\$1,153,603	19%	Near	Clackamas
77	SE 152nd Ave. ph2	Sunnyside - Hwy 212	Reconstruct & widen (urban)	\$5,382,000	15%	\$807,300	65%	\$522,026	10%	Long	Clackamas
100	82nd Dr.	Hwy 212 - Lawnfield Rd.	Widen to 5 lane minor arterial stds	\$9,211,500	22%	\$2,026,530	56%	\$1,136,975	12%	Near	Clackamas
102	98th Ave.	Lawnfield - Mather Rd.	Extend 98th to Mather Rd.; widen to 3 lane collector and industrial (truck) standards	\$2,714,000	26%	\$705,640	74%	\$524,736	19%	Near	Clackamas
103	Mather extension	102nd to 82nd	New crossing over railroad connecting to 82nd Dr add traffic signal and left turn lanes at 82nd Dr.	\$17,250,000	72%	\$12,420,000	75%	\$9,309,429	54%	Long	Clackamas
104	Mather Rd.	Industrial Way - 98th	Widen to 3 lanes. Construct to collector & industrial (truck) standards	\$1,334,000	16%	\$213,440	74%	\$158,721	12%	Intermediate	Clackamas
166	Clatsop St. Extension West (Roadway B)	132nd - Mt. Scott Blve.	New 3-lane Collector	\$7,745,000	100%	\$7,745,000	36%	\$2,762,363	36%	Long	Happy Valley

TABLE 3.2

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Improvement Fee SDC Eligible Transportation Projects**

(a) Map #	(b) Project	(c) Section	(d) Description	(e) Project Cost Estimate	(f) % New Capacity	(g) New Capacity Costs	(h) % New Trips	(i) SDC Eligible Amount (g x h)	(j) Net SDC Eligible % of Total Project Cost (i÷e)	(k) Priority (Near, Intermediate, or Long Term)	(l) Ranked by Jurisdiction
167	129th Ave.	129th Ave.-Mountain Gate Rd.	Traffic Signal, pedestrian crossing	\$250,000	100%	\$250,000	73%	\$182,879	73%	Near	Happy Valley
168	145th Ave.	Clatsop - Monner	Widen 2-3 lanes	\$7,700,000	100%	\$7,700,000	67%	\$5,186,508	67%	Intermediate	Happy Valley
169	King Rd.	King Rd. - 145th intersection	Traffic Signal, realign, turn lanes	\$250,000	100%	\$250,000	75%	\$186,282	75%	Intermediate	Happy Valley
172	162nd Ave.	Hagen - sunnyside	Widen to 3-lane collector	\$5,300,000	100%	\$5,300,000	70%	\$3,706,666	70%	Near	Happy Valley
180	172nd Ave.	Hwy 212 to Multnomah County Line	complete environmental, acquire R/W, construction of 5-lane	\$70,355,929	76%	\$53,470,506	30%	\$16,285,863	23%	Near	Happy Valley
188	Clatsop St.	132nd to 145th	Widen to 3-lane collector	\$3,350,000	70%	\$2,341,650	51%	\$1,202,989	36%	Long	Happy Valley
192	132nd Hubbard Rd.	132nd - Hubbard Rd.	Construct traffic signal	\$1,265,819	25%	\$316,455	84%	\$264,375	21%	Intermediate	Clackamas
800	Mt. Scott	Idleman - 129th Ave. in CC CIP and HV TSP added 129th - County Line	Upgrade and widen to 3 lane minor arterial standards,	\$4,450,000	14%	\$623,000	64%	\$400,460	9%	Near	Happy Valley
801	145th Ave - Ridgecrest	145th Ave - Ridgecrest	Traffic Signal	\$250,000	100%	\$250,000	70%	\$176,216	70%	Long	Happy Valley
802	129th Ave - Wm. Otty Rd.	129th Ave - Wm. Otty Rd.	Traffic Signal	\$250,000	100%	\$250,000	69%	\$173,684	69%	Long	Happy Valley
803	145th Ave - Clatsop Rd.	145th Ave - Clatsop Rd.	Traffic Signal	\$250,000	100%	\$250,000	51%	\$127,385	51%	Long	Happy Valley
804	Rock Crk. Major Arterial (Roadway M)	Sunrise Rk. Crk. Interchange to 172nd	New 5-lane east-west major arterial	\$15,700,000	100%	\$15,700,000	41%	\$6,417,054	41%	Long	Happy Valley
805	Rock Crk. Roadway #1 (Roadway N)	162nd - 172nd Ave	New 3-lane east-west collector	\$2,150,000	100%	\$2,150,000	49%	\$1,049,712	49%	Intermediate	Happy Valley
806	162nd Ave Extension South (Roadway E)	Taralon Subdivision to Hwy 212	New 3-lane collector south of Taralon to Hwy 212 with Bridge crossing Rock Creek	\$8,800,000	100%	\$8,800,000	59%	\$5,154,845	59%	Intermediate	Happy Valley
807	Rock Crk. Roadway #2 (Roadway O)	162nd Ave to Rock Creek Collector #1	New 3-lane north-south collector	\$2,200,000	100%	\$2,200,000	90%	\$1,986,768	90%	Long	Happy Valley
808	162nd Ave Extension North (Roadway D)	Hagen Rd.-Clatsop St.	New 3-lane north-south collector	\$14,600,000	100%	\$14,600,000	40%	\$5,868,114	40%	Intermediate	Happy Valley
809	Monner Rd. Extension (Roadway F)	162nd-172nd	New 3-lane north-south collector	\$2,050,000	100%	\$2,050,000	56%	\$1,149,153	56%	Near	Happy Valley

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839	Pleasant Valley Golf Course Roadway #2 (Roadway L)	Scouter Mtn. South Roadway (H)- Sunnyside Rd. between 162nd and 172nd	New 3-lane north-south collector	\$3,700,000	100%	\$3,700,000	50%	\$1,841,883	50%	Near	Happy Valley
811	Pleasant Valley Golf Course Roadway #1 (Roadway K)	162nd-172nd between SunnysideRd. and Monner Rd.	New 3-lane east-west collector	\$2,050,000	100%	\$2,050,000	42%	\$858,820	42%	Near	Happy Valley
812	Scouter Mtn. South Roadway (Roadway H)	147th-172nd paralleling Hagen Rd.	New 3-lane east-west collector	\$5,000,000	100%	\$5,000,000	70%	\$3,517,731	70%	Long	Happy Valley
813	Barbara Welch Extension (Roadway G)	Clatsop-Scouter Mtn. South Roadway (Roadway H)	New 3-lane north-south collector	\$6,350,000	100%	\$6,350,000	76%	\$4,845,226	76%	Long	Happy Valley
814	Scouter Mtn. East Roadway #1 (Roadway I)	Barbara Welch Extension (Roadway G)-172nd Ave	New 3-lane east-west collector	\$3,250,000	100%	\$3,250,000	35%	\$1,138,443	35%	Long	Happy Valley
815	Scouter Mtn. East Roadway #2 (Roadway J)	162nd-172nd	New 3-lane east-west collector	\$1,350,000	100%	\$1,350,000	49%	\$667,963	49%	Intermediate	Happy Valley
816	132nd Ave-King Rd.	132nd Ave-King Rd. Intersection	Traffic Signal	\$250,000	100%	\$250,000	65%	\$162,669	65%	Long	Happy Valley
817	132nd Ave-Ridgecrest Rd.	132nd Ave-Ridgecrest Rd. Intersection	Traffic Signal	\$250,000	100%	\$250,000	79%	\$196,967	79%	Long	Happy Valley
818	132nd Ave-Clatsop Rd.	132nd Ave-Clatsop Rd. Intersection	Traffic Signal	\$250,000	100%	\$250,000	55%	\$136,710	55%	Long	Happy Valley
819	Johnson Creek Rd.-Idleman Rd.	Johnson Creek Rd.-Idleman Rd. Intersection	Traffic Signal	\$250,000	100%	\$250,000	90%	\$225,111	90%	Long	Happy Valley
840	162nd Ave-Clatsop Rd.	162nd Ave-Clatsop Rd. Intersection	Traffic Signal	\$250,000	100%	\$250,000	41%	\$103,716	41%	Long	Happy Valley
823	147th Ave-Scouter Mtn. South Roadway (H)	147th Ave-Scouter Mtn. South Roadway (H) Intersection	Traffic Signal	\$250,000	100%	\$250,000	89%	\$223,348	89%	Long	Happy Valley
824	162nd Ave-Scouter Mtn. South Roadway (H)	162nd Ave-Scouter Mtn. South Roadway (H) Intersection	Traffic Signal	\$250,000	100%	\$250,000	68%	\$170,088	68%	Long	Happy Valley
826	162nd Ave-Scouter Mtn. East Road #1 (I)	162nd Ave-Scouter Mtn. East Road #1 (I) Intersection	Traffic Signal	\$250,000	100%	\$250,000	43%	\$106,929	43%	Long	Happy Valley
829	162nd Ave-Scouter Mtn. East Road #2 (J)	162nd Ave-Scouter Mtn. East Road #2 (J) Intersection	Traffic Signal	\$250,000	100%	\$250,000	59%	\$147,779	59%	Long	Happy Valley
831	Sunnyside Rd.-Pleasant Valley Golf Course Roadway #2 (L)	Sunnyside Rd.-Pleasant Valley Golf Course Roadway #2 (L) Intersection	Traffic Signal	\$250,000	100%	\$250,000	63%	\$156,950	63%	Long	Happy Valley
832	162nd Ave-Rock Creek Major Arterial (M)	162nd Ave-Rock Creek Major Arterial (M)	Traffic Signal	\$250,000	100%	\$250,000	50%	\$125,878	50%	Long	Happy Valley

TABLE 3.2

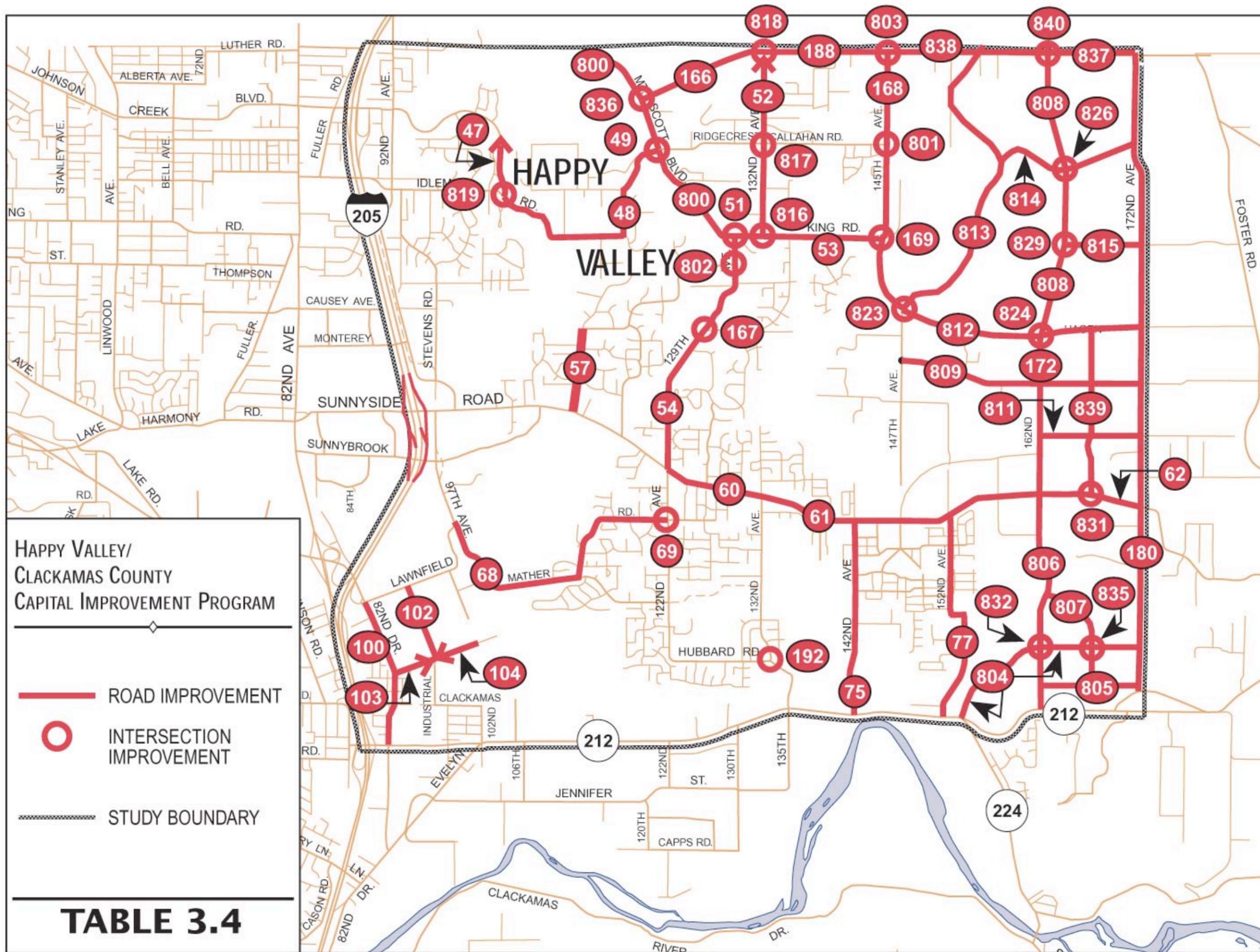
**CLACKAMAS COUNTY
Happy Valley / Clackamas County Joint CIP Area
Improvement Fee SDC Eligible Transportation Projects**

(a) Map #	(b) Project	(c) Section	(d) Description	(e) Project Cost Estimate	(f) % New Capacity	(g) New Capacity Costs	(h) % New Trips	(i) SDC Eligible Amount (g x h)	(j) Net SDC Eligible % of Total Project Cost (i÷e)	(k) Priority (Near, Intermediate, or Long Term)	(l) Ranked by Jurisdiction
835	Rock Creek Major Arterial (M) - Rock Creek Roadway #2 (O)	Rock Creek Major Arterial (M) - Rock Creek Roadway #2 (O) between 162nd and 172nd	Traffic Signal	\$250,000	100%	\$250,000	55%	\$138,342	55%	Long	Happy Valley
836	Mt. Scott Blvd.-Clatsop St. Extension (B)	Mt. Scott Blvd.-Clatsop St. Extension (B) Intersection	Traffic Signal	\$250,000	100%	\$250,000	59%	\$146,923	59%	Long	Happy Valley
837	Clatsop St. Extension East (Roadway C)	162nd-172nd	New 3-lane east-west collector	\$2,050,000	100%	\$2,050,000	18%	\$376,389	18%	Long	Happy Valley
838	Clatsop St. widening	145th - 162nd	Widen to 3-lane collector	\$4,450,000	100%	\$4,450,000	46%	\$2,055,588	46%	Long	Happy Valley
	TOTALS			\$ 258,089,498	71.5%	\$ 184,611,693	48.9%	\$ 90,258,997	35.0%		

TABLE 3.3

CLACKAMAS COUNTY
Happy Valley / Clackamas County Joint CIP Area
Reimbursement Fee SDC Eligible Transportation Projects

(a) Map #	(b) Project (Completed or Underway)	(c) Section	(d) Description	(e) Project Cost	(f) % New Capacity	(g) New Capacity Costs	(h) % New Trips	(i) Reimbursement Fee SDC Eligible Amount (g x h)	(j) Net SDC Eligible % of Total Project Cost (i÷e)
60 & 61	Sunnyside Rd. Phase 2	122nd to 152nd Ave.	Widen to 5 lane major arterial stds	\$25,328,000	19.0%	\$ 4,812,320	43.6%	\$2,100,313	8.29%
62	Sunnyside Rd. Phase 3	152nd - 172nd Ave.	Widen to 5 lane major arterial stds	\$15,100,000	22.0%	\$ 3,322,000	48.0%	\$1,593,985	10.56%
	TOTALS			\$ 40,428,000	20.1%	\$ 8,134,320	45.4%	\$ 3,694,298	9.1%



4.0 CALCULATION OF TRANSPORTATION SDC RATES

The HV/CC Joint CIP Area Transportation SDC rates are calculated using a series of formulas which:

1. identify the number of new trips for each type of land use,
2. adjust trip rates to allow for differences in trip lengths,
3. calculate the improvement fee per trip end and unit of development
4. calculate the reimbursement fee per trip end and unit of development,
5. calculate the compliance cost per trip end and unit of development, and
6. calculate the total transportation SDC per unit of development.

A. Formula 1: New Trip-Ends Per Unit of Development

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

$$1. \quad \begin{array}{c} \text{Trip} \\ \text{Rate} \end{array} \quad \times \quad \begin{array}{c} \text{Percent} \\ \text{New Trips} \end{array} \quad = \quad \begin{array}{c} \text{New Trip-Ends} \\ \text{Per Unit} \end{array}$$

The primary data source for trip rates included in this methodology is Trip Generation, 7th Edition, published by the Institute of Transportation Engineers (ITE). Trip Generation contains trip rates for different land uses based on trip generation studies conducted nationwide, and provides the base data of unadjusted counts of trips generated by various types of land use. The trip rates included in Trip Generation are based on all traffic entering or leaving a primary location, and do not account for trips by traffic that is passing by and interrupts a "primary" trip between two other locations. These "pass-by" trips are not "new" because they would occur regardless of development activity. "New" trips are often based on the assumption that all trips from residential land uses are new trips (therefore, percentage = 100%), and all other land uses are evaluated to reflect the percentage of their trips that are "new" versus the remainder (which are "pass-by" trips). No land use category has greater than 100% new trips, but some categories may have less (i.e., some commercial categories have as few as 34% new trips). The percentages used to account for pass-by trips in this methodology are based on pass-by data included in the ITE Trip Generation Handbook, 2nd Edition (2004).

Table 4.1 (pages 15 - 19) lists the number of new trip-ends 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 percentage of trips that are new, as opposed to pass-by trips. (NOTE: Because of some small sample sizes or lack of studies in Trip Generation, there may be land use categories that do not include trip rates or a number of net new trips generated. For these categories, the trip generation rate for the land use that is the most similar to the actual land use should be used to determine the Transportation SDC.)

TABLE 4.1

NEW TRIP-ENDS PER UNIT OF DEVELOPMENT

page 1 of 5

	Weekday	%		
	Average	New	New	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip Rate</u>	<u>Trips</u>	<u>Trip-Ends</u>	<u>Unit *</u>
RESIDENTIAL				
210 Single Family Detached	9.57	100%	9.57	/dwelling unit
220 Apartment	6.72	100%	6.72	/dwelling unit
230 Residential Condominium/Townhouse	5.86	100%	5.86	/dwelling unit
240 Manufactured Housing (in Park)	4.99	100%	4.99	/dwelling unit
254 Assisted Living	2.74	100%	2.74	/bed
255 Continuing Care Retirement	2.81	100%	2.81	/unit
			0.00	
RECREATIONAL				
			0.00	
411 CityPark	1.59	100%	1.59	/acre
412 County Park	2.28	100%	2.28	/acre
416 Campground/RV Park **	4.10	100%	4.10	/camp site
420 Marina	2.96	100%	2.96	/berth
430 Golf Course	35.74	100%	35.74	/hole
432 Golf Driving Range **	12.50	100%	12.50	/tee
435 Multipurpose Recreation/Arcade **	33.50	100%	33.50	/T.S.F.G.F.A.
437 Bowling Alley	33.33	100%	33.33	/lane
443 Movie Theater w/out matinee	220.00	100%	220.00	/screen
444 Movie Theater w/matinee **	202.20	100%	202.20	/screen
445 Multiplex Movie Theater (10+ screens)**	136.40	100%	136.40	/screen
473 Casino/Video Poker/Lottery **	134.30	100%	134.30	/T.S.F.G.F.A.
480 Amusement/Theme Park	75.76	100%	75.76	/acre
488 Soccer Complex	71.33	100%	71.33	/field
491 Racquet/Tennis Club	38.70	100%	38.70	/court
492 Health/Fitness Club	32.93	100%	32.93	/T.S.F.G.F.A.
495 Recreation/Community Center	22.88	100%	22.88	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

**TABLE 4.1
NEW TRIP-ENDS PER UNIT OF DEVELOPMENT**

page 2 of 5

	Weekday	%		
	Average	New	New	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip Rate</u>	<u>Trips</u>	<u>Trip-Ends</u>	<u>Unit *</u>
INSTITUTIONAL/MEDICAL				
501 Military Base	1.78	100%	1.78	/employee
520 Elementary School (Public)	1.29	100%	1.29	/student
522 Middle/Junior High School (Public)	1.62	100%	1.62	/student
530 High School (Public)	1.71	100%	1.71	/student
536 Private School (K - 12)	2.48	100%	2.48	/student
540 Junior/Community College	1.20	100%	1.20	/student
550 University/College	2.38	100%	2.38	/student
560 Church	9.11	100%	9.11	/T.S.F.G.F.A.
565 Day Care Center/Preschool	4.48	100%	4.48	/student
590 Library	54.00	100%	54.00	/T.S.F.G.F.A.
610 Hospital	11.81	100%	11.81	/bed
620 Nursing Home	2.37	100%	2.37	/bed
630 Clinic	31.45	100%	31.45	/T.S.F.G.F.A.
			0.00	
COMMERCIAL/SERVICES				
310 Hotel/Motel	8.92	100%	8.92	/room
812 Building Materials/Lumber	45.16	52%	23.48	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore With Groceries	49.12	72%	35.37	/T.S.F.G.F.A.
814 Specialty Retail Center	44.32	66%	29.25	/T.S.F.G.L.A.
815 Free-Standing Discount Store Without Groceries	56.02	83%	46.50	/T.S.F.G.F.A.
816 Hardware/Paint Stores	51.29	74%	37.95	/T.S.F.G.F.A.
817 Nursery/Garden Center	36.08	66%	23.81	/T.S.F.G.F.A.
818 Nursery (Wholesale) **	50.00	83%	41.50	/T.S.F.G.F.A.
820 Shopping Center	42.94	66%	28.34	/T.S.F.G.L.A.
823 Factory Outlet Center	26.59	66%	17.55	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.1

NEW TRIP-ENDS PER UNIT OF DEVELOPMENT

page 3 of 5

	Weekday	%		
	Average	New	New	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip Rate</u>	<u>Trips</u>	<u>Trip-Ends</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
841 New Car Sales	33.34	66%	22.00	/T.S.F.G.F.A.
843 Automobile Parts Sales	61.91	57%	35.29	/T.S.F.G.F.A.
849 Tire Superstore	20.36	72%	14.66	/T.S.F.G.F.A.
850 Supermarket	102.24	64%	65.43	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	737.99	39%	287.82	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	542.60	34%	184.48	/V.F.P.
860 Wholesale Market	6.73	83%	5.59	/T.S.F.G.F.A.
861 Discount Club	41.80	83%	34.69	/T.S.F.G.F.A.
862 Home Improvement Superstore	29.80	52%	15.50	/T.S.F.G.F.A.
863 Electronics Superstore	45.04	60%	27.02	/T.S.F.G.F.A.
867 Office Supply Superstore **	34.00	66%	22.44	/T.S.F.G.F.A.
870 Apparel Store **	38.30	66%	25.28	/T.S.F.G.F.A.
880 Pharmacy/Drugstore Without Drive-Thru Window	90.06	47%	42.33	/T.S.F.G.F.A.
881 Pharmacy/Drugstore With Drive-Thru Window	88.16	51%	44.96	/T.S.F.G.F.A.
890 Furniture Store	5.06	47%	2.38	/T.S.F.G.F.A.
896 Video Rental Store **	316.00	50%	158.00	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	156.48	83%	129.88	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	246.49	53%	130.64	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.1

NEW TRIP-ENDS PER UNIT OF DEVELOPMENT

page 4 of 5

	Weekday	%		
	Average	New	New	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip Rate</u>	<u>Trips</u>	<u>Trip-Ends</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
931 Quality Restaurant (not a chain)	89.95	56%	50.37	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	127.15	57%	72.48	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	716.00	50%	358.00	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	496.12	50%	248.06	/T.S.F.G.F.A.
936 Drinking Place/Bar **	113.40	50%	56.70	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	40.00	58%	23.20	/Service Stall
942 Automobile Care Center **	40.10	58%	23.26	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	168.56	58%	97.76	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	162.78	44%	71.62	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	152.84	44%	67.25	/V.F.P.
			0.00	
OFFICE				
710 General Office Building	11.01	100%	11.01	/T.S.F.G.F.A.
714 Corporate Headquarters Building	7.98	100%	7.98	/T.S.F.G.F.A.
715 Single Tenant Office Building	11.57	100%	11.57	/T.S.F.G.F.A.
720 Medical-Dental Office Building	36.13	100%	36.13	/T.S.F.G.F.A.
730 Government Office Building	68.93	100%	68.93	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	166.02	100%	166.02	/T.S.F.G.F.A.
732 U.S. Post Office	108.19	83%	89.80	/T.S.F.G.F.A.
750 Office Park	11.42	100%	11.42	/T.S.F.G.F.A.
760 Research and Development Center	8.11	100%	8.11	/T.S.F.G.F.A.
770 Business Park	12.76	100%	12.76	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.1				
NEW TRIP-ENDS PER UNIT OF DEVELOPMENT				
				<i>page 5 of 5</i>
	Weekday	%		
	Average	New	New	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip Rate</u>	<u>Trips</u>	<u>Trip-Ends</u>	<u>Unit *</u>
PORT/INDUSTRIAL				
030 Truck Terminals	9.85	100%	9.85	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	4.50	100%	4.50	/Parking Space
093 Light Rail Transit Station With Parking	2.51	100%	2.51	/Parking Space
110 General Light Industrial	6.97	100%	6.97	/T.S.F.G.F.A.
120 General Heavy Industrial	1.50	100%	1.50	/T.S.F.G.F.A.
130 Industrial Park	6.96	100%	6.96	/T.S.F.G.F.A.
140 Manufacturing	3.82	100%	3.82	/T.S.F.G.F.A.
150 Warehouse	4.96	100%	4.96	/T.S.F.G.F.A.
151 Mini-Warehouse	2.50	100%	2.50	/T.S.F.G.F.A.
170 Utilities**	7.60	83%	6.31	/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.				

B Formula 2: 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 trips (from Formula 1) by the trip length factor for each type of land use:

$$2. \quad \begin{array}{ccccc} \text{New Trip-Ends} & \times & \text{Trip Length} & = & \text{Net Adjusted} \\ \text{Generated} & & \text{Factor} & & \text{Trip-Ends Per Day} \end{array}$$

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

Table 4.2 (pages 22 - 26) lists the net adjusted trip-ends per day for each type of development, as calculated using Formula 2. Column 1 repeats the ITE codes and land use categories, and Column 2 repeats the new trips per day from the last column of Table 4.1. 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 4.2

NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT

page 1 of 5

		Trip	Net	
	New	Length	Adjusted	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Factor</u>	<u>Trip-Ends</u>	<u>Unit *</u>
RESIDENTIAL				
210 Single Family Detached	9.57	1.00	9.57	/dwelling unit
220 Apartment	6.72	1.00	6.72	/dwelling unit
230 Residential Condominium/Townhouse	5.86	1.00	5.86	/dwelling unit
240 Manufactured Housing (in Park)	4.99	1.00	4.99	/dwelling unit
254 Assisted Living	2.74	1.00	2.74	/bed
255 Continuing Care Retirement	2.81	1.00	2.81	/unit
RECREATIONAL				
411 CityPark	1.59	1.11	1.76	/acre
412 County Park	2.28	1.11	2.52	/acre
416 Campground/RV Park **	4.10	1.50	6.15	/camp site
420 Marina	2.96	1.50	4.44	/berth
430 Golf Course	35.74	1.50	53.61	/hole
432 Golf Driving Range **	12.50	1.11	13.83	/tee
435 Multipurpose Recreation/Arcade **	33.50	1.11	37.06	/T.S.F.G.F.A.
437 Bowling Alley	33.33	1.50	50.00	/lane
443 Movie Theater w/out matinee	220.00	1.11	243.36	/screen
444 Movie Theater w/matinee **	202.20	1.11	223.67	/screen
445 Multiplex Movie Theater (10+ screens)**	136.40	1.11	150.88	/screen
473 Casino/Video Poker/Lottery **	134.30	1.11	148.56	/T.S.F.G.F.A.
480 Amusement/Theme Park	75.76	1.11	83.80	/acre
488 Soccer Complex	71.33	1.11	78.90	/field
491 Racquet/Tennis Club	38.70	1.11	42.81	/court
492 Health/Fitness Club	32.93	1.11	36.43	/T.S.F.G.F.A.
495 Recreation/Community Center	22.88	1.50	34.32	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.2

NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT

page 2 of 5

		Trip	Net	
	New	Length	Adjusted	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Factor</u>	<u>Trip-Ends</u>	<u>Unit *</u>
INSTITUTIONAL/MEDICAL				
501 Military Base	1.78	1.06	1.89	/employee
520 Elementary School (Public)	1.29	0.40	0.51	/student
522 Middle/Junior High School (Public)	1.62	0.40	0.65	/student
530 High School (Public)	1.71	0.75	1.28	/student
536 Private School (K - 12)	2.48	0.75	1.86	/student
540 Junior/Community College	1.20	0.75	0.90	/student
550 University/College	2.38	0.75	1.78	/student
560 Church	9.11	0.75	6.83	/T.S.F.G.F.A.
565 Day Care Center/Preschool	4.48	0.40	1.79	/student
590 Library	54.00	0.40	21.54	/T.S.F.G.F.A.
610 Hospital	11.81	1.06	12.52	/bed
620 Nursing Home	2.37	1.06	2.51	/bed
630 Clinic	31.45	1.06	33.33	/T.S.F.G.F.A.
COMMERCIAL/SERVICES				
310 Hotel/Motel	8.92	1.24	11.09	/room
812 Building Materials/Lumber	23.48	0.84	19.81	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore With Groceries	35.37	0.84	29.84	/T.S.F.G.F.A.
814 Specialty Retail Center	29.25	0.84	24.68	/T.S.F.G.L.A.
815 Free-Standing Discount Store Without Groceries	46.50	0.84	39.23	/T.S.F.G.F.A.
816 Hardware/Paint Stores	37.95	0.84	32.02	/T.S.F.G.F.A.
817 Nursery/Garden Center	23.81	0.84	20.09	/T.S.F.G.F.A.
818 Nursery (Wholesale) **	41.50	0.84	35.01	/T.S.F.G.F.A.
820 Shopping Center	28.34	0.84	23.91	/T.S.F.G.L.A.
823 Factory Outlet Center	17.55	0.84	14.81	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.2

NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT

page 3 of 5

	New	Trip Length	Net Adjusted	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Factor</u>	<u>Trip-Ends</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
841 New Car Sales	22.00	0.84	18.56	/T.S.F.G.F.A.
843 Automobile Parts Sales	35.29	0.84	29.77	/T.S.F.G.F.A.
849 Tire Superstore	14.66	0.84	12.37	/T.S.F.G.F.A.
850 Supermarket	65.43	0.84	55.20	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	287.82	0.42	121.68	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	184.48	0.42	78.00	/V.F.P.
860 Wholesale Market	5.59	0.84	4.71	/T.S.F.G.F.A.
861 Discount Club	34.69	0.84	29.27	/T.S.F.G.F.A.
862 Home Improvement Superstore	15.50	0.84	13.07	/T.S.F.G.F.A.
863 Electronics Superstore	27.02	0.84	22.80	/T.S.F.G.F.A.
867 Office Supply Superstore **	22.44	0.84	18.93	/T.S.F.G.F.A.
870 Apparel Store **	25.28	0.84	21.33	/T.S.F.G.F.A.
880 Pharmacy/Drugstore Without Drive-Thru Window	42.33	0.84	35.71	/T.S.F.G.F.A.
881 Pharmacy/Drugstore With Drive-Thru Window	44.96	0.84	37.93	/T.S.F.G.F.A.
890 Furniture Store	2.38	0.84	2.01	/T.S.F.G.F.A.
896 Video Rental Store **	158.00	0.84	133.29	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	129.88	0.84	109.57	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	130.64	0.84	110.21	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.2
NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT

page 4 of 5

	New	Trip Length	Net Adjusted	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Factor</u>	<u>Trip-Ends</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
931 Quality Restaurant (not a chain)	50.37	1.00	50.47	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	72.48	0.50	36.24	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	358.00	0.50	179.00	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	248.06	0.50	124.03	/T.S.F.G.F.A.
936 Drinking Place/Bar **	56.70	0.50	28.35	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	23.20	0.84	19.57	/Service Stall
942 Automobile Care Center **	23.26	0.84	19.62	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	97.76	0.42	41.33	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	71.62	0.42	30.28	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	67.25	0.42	28.43	/V.F.P.
OFFICE				
710 General Office Building	11.01	1.06	11.67	/T.S.F.G.F.A.
714 Corporate Headquarters Building	7.98	1.06	8.46	/T.S.F.G.F.A.
715 Single Tenant Office Building	11.57	1.06	12.26	/T.S.F.G.F.A.
720 Medical-Dental Office Building	36.13	1.06	38.29	/T.S.F.G.F.A.
730 Government Office Building	68.93	1.06	73.06	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	166.02	1.06	175.96	/T.S.F.G.F.A.
732 U.S. Post Office	89.80	1.06	95.17	/T.S.F.G.F.A.
750 Office Park	11.42	1.06	12.10	/T.S.F.G.F.A.
760 Research and Development Center	8.11	1.06	8.60	/T.S.F.G.F.A.
770 Business Park	12.76	1.06	13.52	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.2				
NET ADJUSTED TRIP-ENDS PER UNIT OF DEVELOPMENT				
				<i>page 5 of 5</i>
		Trip	Net	
	New	Length	Adjusted	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Factor</u>	<u>Trip-Ends</u>	<u>Unit *</u>
PORT/INDUSTRIAL				
030 Truck Terminals	9.85	1.06	10.44	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	4.50	0.84	3.80	/Parking Space
093 Light Rail Transit Station With Parking	2.51	0.84	2.12	/Parking Space
110 General Light Industrial	6.97	1.06	7.39	/T.S.F.G.F.A.
120 General Heavy Industrial	1.50	1.06	1.59	/T.S.F.G.F.A.
130 Industrial Park	6.96	1.06	7.38	/T.S.F.G.F.A.
140 Manufacturing	3.82	1.06	4.05	/T.S.F.G.F.A.
150 Warehouse	4.96	1.06	5.26	/T.S.F.G.F.A.
151 Mini-Warehouse	2.50	1.06	2.65	/T.S.F.G.F.A.
170 Utilities**	6.31	1.06	6.69	/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.				

C. Formula 3: Improvement Fee Per Trip-End

The capital improvements list in Table 3.2, pages 8 – 11, includes transportation system capacity needs that are eligible for funding from the improvement fee transportation SDC. To calculate the Improvement Fee Per Trip End, the total SDC-eligible amount from Table 3.2, Column (i) is divided by the total average number of new trip-ends from Table 3.1, page 6, as shown in the following formula:

$$\begin{array}{rcccl}
 & \text{Improvement Fee} & & \text{Total} & & \text{Improvement} \\
 3. & \text{SDC-Eligible} & \div & \text{New Daily} & = & \text{Fee Per} \\
 & \text{Costs} & & \text{Trip-Ends} & & \text{Trip-End}
 \end{array}$$

Calculation of the Improvement Fee Per Trip-End is shown in Table 4.3, page 27.

TABLE 4.3

IMPROVEMENT FEE PER TRIP-END

Improvement Fee SDC-Eligible <u>Costs</u>		Total New Daily <u>Trip-Ends</u>		Improvement Fee Per <u>Trip-End</u>
\$90,258,997	÷	130,035	=	\$694

D. Formula 4: Improvement Fee Per Unit (by Type of Land Use)

The improvement fee per unit of development is calculated for each type of land use by multiplying the net adjusted number of trip-ends for each land use (from Table 4.2, pages 22 - 26) by the improvement fee per new trip-end (from Table 4.3, above).

$$4. \quad \begin{array}{c} \text{Net Adjusted} \\ \text{Trip-Ends} \\ \text{Per Unit} \end{array} \quad \times \quad \begin{array}{c} \text{Improvement} \\ \text{Fee Per} \\ \text{Trip-End} \end{array} \quad = \quad \begin{array}{c} \text{Improvement} \\ \text{Fee Per} \\ \text{Unit} \end{array}$$

Table 4.4 (pages 27 - 31) displays the improvement fee 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 4.2). The improvement fee per trip-end is shown in Column 3. The Improvement Fee Per Unit is calculated by multiplying the net adjusted trip-ends for each land use category (Column 2) by the improvement fee per trip-end (Column 3).

TABLE 4.4

IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 1 of 5

	Net	Improvements	Improvements	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
RESIDENTIAL				
210 Single Family Detached	9.57	\$694	\$6,642	/dwelling unit
220 Apartment	6.72	\$694	\$4,664	/dwelling unit
230 Residential Condominium/Townhouse	5.86	\$694	\$4,067	/dwelling unit
240 Manufactured Housing (in Park)	4.99	\$694	\$3,463	/dwelling unit
254 Assisted Living	2.74	\$694	\$1,902	/bed
255 Continuing Care Retirement	2.81	\$694	\$1,950	/unit
RECREATIONAL				
411 CityPark	1.76	\$694	\$1,221	/acre
412 County Park	2.52	\$694	\$1,750	/acre
416 Campground/RV Park **	6.15	\$694	\$4,268	/camp site
420 Marina	4.44	\$694	\$3,081	/berth
430 Golf Course	53.61	\$694	\$37,205	/hole
432 Golf Driving Range **	13.83	\$694	\$9,596	/tee
435 Multipurpose Recreation/Arcade **	37.06	\$694	\$25,718	/T.S.F.G.F.A.
437 Bowling Alley	50.00	\$694	\$34,697	/lane
443 Movie Theater w/out matinee	243.36	\$694	\$168,891	/screen
444 Movie Theater w/matinee **	223.67	\$694	\$155,226	/screen
445 Multiplex Movie Theater (10+ screens)**	150.88	\$694	\$104,713	/screen
473 Casino/Video Poker/Lottery **	148.56	\$694	\$103,100	/T.S.F.G.F.A.
480 Amusement/Theme Park	83.80	\$694	\$58,160	/acre
488 Soccer Complex	78.90	\$694	\$54,759	/field
491 Racquet/Tennis Club	42.81	\$694	\$29,709	/court
492 Health/Fitness Club	36.43	\$694	\$25,280	/T.S.F.G.F.A.
495 Recreation/Community Center	34.32	\$694	\$23,818	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.4

IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 2 of 5

	Net	Improvements	Improvements	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
INSTITUTIONAL/MEDICAL				
501 Military Base	1.89	\$694	\$1,309	/employee
520 Elementary School (Public)	0.51	\$694	\$357	/student
522 Middle/Junior High School (Public)	0.65	\$694	\$449	/student
530 High School (Public)	1.28	\$694	\$890	/student
536 Private School (K - 12)	1.86	\$694	\$1,291	/student
540 Junior/Community College	0.90	\$694	\$622	/student
550 University/College	1.78	\$694	\$1,233	/student
560 Church	6.83	\$694	\$4,742	/T.S.F.G.F.A.
565 Day Care Center/Preschool	1.79	\$694	\$1,240	/student
590 Library	21.54	\$694	\$14,952	/T.S.F.G.F.A.
610 Hospital	12.52	\$694	\$8,687	/bed
620 Nursing Home	2.51	\$694	\$1,744	/bed
630 Clinic	33.33	\$694	\$23,133	/T.S.F.G.F.A.
COMMERCIAL/SERVICES				
310 Hotel/Motel	11.09	\$694	\$7,696	/room
812 Building Materials/Lumber	19.81	\$694	\$13,749	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore With Groceries	29.84	\$694	\$20,706	/T.S.F.G.F.A.
814 Specialty Retail Center	24.68	\$694	\$17,126	/T.S.F.G.L.A.
815 Free-Standing Discount Store Without Groceries	39.23	\$694	\$27,223	/T.S.F.G.F.A.
816 Hardware/Paint Stores	32.02	\$694	\$22,222	/T.S.F.G.F.A.
817 Nursery/Garden Center	20.09	\$694	\$13,942	/T.S.F.G.F.A.
818 Nursery (Wholesale) **	35.01	\$694	\$24,297	/T.S.F.G.F.A.
820 Shopping Center	23.91	\$694	\$16,593	/T.S.F.G.L.A.
823 Factory Outlet Center	14.81	\$694	\$10,275	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.4

IMPROVEMENTS COST PER UNIT OF DEVELOPMENT

page 3 of 5

	Net	Improvements	Improvements	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
841 New Car Sales	18.56	\$694	\$12,883	/T.S.F.G.F.A.
843 Automobile Parts Sales	29.77	\$694	\$20,661	/T.S.F.G.F.A.
849 Tire Superstore	12.37	\$694	\$8,583	/T.S.F.G.F.A.
850 Supermarket	55.20	\$694	\$38,310	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	121.68	\$694	\$84,448	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	78.00	\$694	\$54,129	/V.F.P.
860 Wholesale Market	4.71	\$694	\$3,270	/T.S.F.G.F.A.
861 Discount Club	29.27	\$694	\$20,313	/T.S.F.G.F.A.
862 Home Improvement Superstore	13.07	\$694	\$9,073	/T.S.F.G.F.A.
863 Electronics Superstore	22.80	\$694	\$15,822	/T.S.F.G.F.A.
867 Office Supply Superstore **	18.93	\$694	\$13,138	/T.S.F.G.F.A.
870 Apparel Store **	21.33	\$694	\$14,800	/T.S.F.G.F.A.
880 Pharmacy/Drugstore Without Drive-Thru Window	35.71	\$694	\$24,782	/T.S.F.G.F.A.
881 Pharmacy/Drugstore With Drive-Thru Window	37.93	\$694	\$26,324	/T.S.F.G.F.A.
890 Furniture Store	2.01	\$694	\$1,392	/T.S.F.G.F.A.
896 Video Rental Store **	133.29	\$694	\$92,506	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	109.57	\$694	\$76,041	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	110.21	\$694	\$76,487	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.4

IMPROVEMENT FEE PER UNIT OF DEVELOPMENT

page 4 of 5

	Net	Improvements	Improvement	
	Adjusted	Cost Per	Fee	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
931 Quality Restaurant (not a chain)	50.47	\$694	\$35,026	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	36.24	\$694	\$25,149	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	179.00	\$694	\$124,226	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	124.03	\$694	\$86,077	/T.S.F.G.F.A.
936 Drinking Place/Bar **	28.35	\$694	\$19,675	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	19.57	\$694	\$13,583	/Service Stall
942 Automobile Care Center **	19.62	\$694	\$13,617	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	41.33	\$694	\$28,685	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	30.28	\$694	\$21,015	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	28.43	\$694	\$19,732	/V.F.P.
OFFICE				
710 General Office Building	11.67	\$694	\$8,098	/T.S.F.G.F.A.
714 Corporate Headquarters Building	8.46	\$694	\$5,870	/T.S.F.G.F.A.
715 Single Tenant Office Building	12.26	\$694	\$8,510	/T.S.F.G.F.A.
720 Medical-Dental Office Building	38.29	\$694	\$26,575	/T.S.F.G.F.A.
730 Government Office Building	73.06	\$694	\$50,700	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	175.96	\$694	\$122,113	/T.S.F.G.F.A.
732 U.S. Post Office	95.17	\$694	\$66,049	/T.S.F.G.F.A.
750 Office Park	12.10	\$694	\$8,400	/T.S.F.G.F.A.
760 Research and Development Center	8.60	\$694	\$5,965	/T.S.F.G.F.A.
770 Business Park	13.52	\$694	\$9,385	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

**TABLE 4.4
IMPROVEMENT FEE PER UNIT OF DEVELOPMENT**

page 5 of 5

	Net	Improvements	Improvement	
	Adjusted	Cost Per	Fee	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
PORT/INDUSTRIAL				
030 Truck Terminals	10.44	\$694	\$7,245	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	3.80	\$694	\$2,635	/Parking Space
093 Light Rail Transit Station With Parking	2.12	\$694	\$1,470	/Parking Space
110 General Light Industrial	7.39	\$694	\$5,127	/T.S.F.G.F.A.
120 General Heavy Industrial	1.59	\$694	\$1,103	/T.S.F.G.F.A.
130 Industrial Park	7.38	\$694	\$5,119	/T.S.F.G.F.A.
140 Manufacturing	4.05	\$694	\$2,810	/T.S.F.G.F.A.
150 Warehouse	5.26	\$694	\$3,648	/T.S.F.G.F.A.
151 Mini-Warehouse	2.65	\$694	\$1,839	/T.S.F.G.F.A.
170 Utilities**	6.69	\$694	\$4,640	/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.				

E. Formula 5: Reimbursement Fee Per Trip-End

The capital improvements included in Table 3.3, page 12, are transportation system facilities that have either already been constructed or are under construction and are eligible for inclusion in a reimbursement fee transportation SDC. To calculate the Reimbursement Fee Per Trip End, the total Reimbursement Fee SDC-eligible amount from Table 3.3, Column (i) is divided by the total average number of new trip-ends from Table 3.1, page 6, as shown in the following formula:

$$5. \quad \begin{array}{c} \text{Reimbursement Fee} \\ \text{SDC-Eligible} \\ \text{Costs} \end{array} \div \begin{array}{c} \text{Total} \\ \text{New Daily} \\ \text{Trip-Ends} \end{array} = \begin{array}{c} \text{Reimbursement} \\ \text{Fee Per} \\ \text{Trip-End} \end{array}$$

Calculation of the Reimbursement Fee Per Trip-End is shown in Table 4.5, page 33.

TABLE 4.5

REIMBURSEMENT FEE PER TRIP END

Reimbursement Fee SDC-Eligible <u>Costs</u>		Total New Daily <u>Trip-Ends</u>		Reimbursement Fee Per <u>Trip-End</u>
\$3,694,298	÷	130,035	=	\$28

F. Formula 6: Reimbursement Fee Per Unit (by Type of Land Use)

The reimbursement fee per unit of development is calculated for each type of land use by multiplying the net adjusted number of trips for each land use (from Table 4.2, pages 22 - 26) by the reimbursement fee per new trip-end (from Table 4.5, above).

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

Table 4.6 (pages 34 - 38) displays the reimbursement fee per unit for each land use category. Column 1 repeats the ITE land use codes and categories, and Column 2 repeats the net adjusted trips for each land use category (from Table 4.2). The reimbursement fee per trip-end (from Table 4.5) is shown in Column 3. The Reimbursement Fee Per Unit is calculated by multiplying the net adjusted trips for each land use category (Column 2) by the reimbursement fee per trip-end (Column 3).

**TABLE 4.6
REIMBURSEMENT COST PER UNIT OF DEVELOPMENT**

page 1 of 5

	Net	Reimbursement	Reimbursement	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
RESIDENTIAL				
210 Single Family Detached	9.57	\$28	\$268	/dwelling unit
220 Apartment	6.72	\$28	\$188	/dwelling unit
230 Residential Condominium/Townhouse	5.86	\$28	\$164	/dwelling unit
240 Manufactured Housing (in Park)	4.99	\$28	\$140	/dwelling unit
254 Assisted Living	2.74	\$28	\$77	/bed
255 Continuing Care Retirement	2.81	\$28	\$79	/unit
RECREATIONAL				
411 CityPark	1.76	\$28	\$49	/acre
412 County Park	2.52	\$28	\$71	/acre
416 Campground/RV Park **	6.15	\$28	\$172	/camp site
420 Marina	4.44	\$28	\$124	/berth
430 Golf Course	53.61	\$28	\$1,501	/hole
432 Golf Driving Range **	13.83	\$28	\$387	/tee
435 Multipurpose Recreation/Arcade **	37.06	\$28	\$1,038	/T.S.F.G.F.A.
437 Bowling Alley	50.00	\$28	\$1,400	/lane
443 Movie Theater w/out matinee	243.36	\$28	\$6,814	/screen
444 Movie Theater w/matinee **	223.67	\$28	\$6,263	/screen
445 Multiplex Movie Theater (10+ screens)**	150.88	\$28	\$4,225	/screen
473 Casino/Video Poker/Lottery **	148.56	\$28	\$4,160	/T.S.F.G.F.A.
480 Amusement/Theme Park	83.80	\$28	\$2,347	/acre
488 Soccer Complex	78.90	\$28	\$2,209	/field
491 Racquet/Tennis Club	42.81	\$28	\$1,199	/court
492 Health/Fitness Club	36.43	\$28	\$1,020	/T.S.F.G.F.A.
495 Recreation/Community Center	34.32	\$28	\$961	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.6
REIMBURSEMENT COST PER UNIT OF DEVELOPMENT

page 2 of 5

	Net	Reimbursement	Reimbursement	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
INSTITUTIONAL/MEDICAL				
501 Military Base	1.89	\$28	\$53	/employee
520 Elementary School (Public)	0.51	\$28	\$14	/student
522 Middle/Junior High School (Public)	0.65	\$28	\$18	/student
530 High School (Public)	1.28	\$28	\$36	/student
536 Private School (K - 12)	1.86	\$28	\$52	/student
540 Junior/Community College	0.90	\$28	\$25	/student
550 University/College	1.78	\$28	\$50	/student
560 Church	6.83	\$28	\$191	/T.S.F.G.F.A.
565 Day Care Center/Preschool	1.79	\$28	\$50	/student
590 Library	21.54	\$28	\$603	/T.S.F.G.F.A.
610 Hospital	12.52	\$28	\$350	/bed
620 Nursing Home	2.51	\$28	\$70	/bed
630 Clinic	33.33	\$28	\$933	/T.S.F.G.F.A.
COMMERCIAL/SERVICES				
310 Hotel/Motel	11.09	\$28	\$311	/room
812 Building Materials/Lumber	19.81	\$28	\$555	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore With Groceries	29.84	\$28	\$835	/T.S.F.G.F.A.
814 Specialty Retail Center	24.68	\$28	\$691	/T.S.F.G.L.A.
815 Free-Standing Discount Store Without Groceries	39.23	\$28	\$1,098	/T.S.F.G.F.A.
816 Hardware/Paint Stores	32.02	\$28	\$897	/T.S.F.G.F.A.
817 Nursery/Garden Center	20.09	\$28	\$562	/T.S.F.G.F.A.
818 Nursery (Wholesale) **	35.01	\$28	\$980	/T.S.F.G.F.A.
820 Shopping Center	23.91	\$28	\$669	/T.S.F.G.L.A.
823 Factory Outlet Center	14.81	\$28	\$415	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.6

REIMBURSEMENT COST PER UNIT OF DEVELOPMENT

page 3 of 5

	Net	Reimbursement	Reimbursement	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
841 New Car Sales	18.56	\$28	\$520	/T.S.F.G.F.A.
843 Automobile Parts Sales	29.77	\$28	\$834	/T.S.F.G.F.A.
849 Tire Superstore	12.37	\$28	\$346	/T.S.F.G.F.A.
850 Supermarket	55.20	\$28	\$1,546	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	121.68	\$28	\$3,407	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	78.00	\$28	\$2,184	/V.F.P.
860 Wholesale Market	4.71	\$28	\$132	/T.S.F.G.F.A.
861 Discount Club	29.27	\$28	\$820	/T.S.F.G.F.A.
862 Home Improvement Superstore	13.07	\$28	\$366	/T.S.F.G.F.A.
863 Electronics Superstore	22.80	\$28	\$638	/T.S.F.G.F.A.
867 Office Supply Superstore **	18.93	\$28	\$530	/T.S.F.G.F.A.
870 Apparel Store **	21.33	\$28	\$597	/T.S.F.G.F.A.
880 Pharmacy/Drugstore Without Drive-Thru Window	35.71	\$28	\$1,000	/T.S.F.G.F.A.
881 Pharmacy/Drugstore With Drive-Thru Window	37.93	\$28	\$1,062	/T.S.F.G.F.A.
890 Furniture Store	2.01	\$28	\$56	/T.S.F.G.F.A.
896 Video Rental Store **	133.29	\$28	\$3,732	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	109.57	\$28	\$3,068	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	110.21	\$28	\$3,086	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.6

REIMBURSEMENT FEE PER UNIT OF DEVELOPMENT

page 4 of 5

	Net	Reimbursement	Reimbursement	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
931 Quality Restaurant (not a chain)	50.47	\$28	\$1,413	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	36.24	\$28	\$1,015	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	179.00	\$28	\$5,012	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	124.03	\$28	\$3,473	/T.S.F.G.F.A.
936 Drinking Place/Bar **	28.35	\$28	\$794	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	19.57	\$28	\$548	/Service Stall
942 Automobile Care Center **	19.62	\$28	\$549	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	41.33	\$28	\$1,157	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	30.28	\$28	\$848	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	28.43	\$28	\$796	/V.F.P.
OFFICE				
710 General Office Building	11.67	\$28	\$327	/T.S.F.G.F.A.
714 Corporate Headquarters Building	8.46	\$28	\$237	/T.S.F.G.F.A.
715 Single Tenant Office Building	12.26	\$28	\$343	/T.S.F.G.F.A.
720 Medical-Dental Office Building	38.29	\$28	\$1,072	/T.S.F.G.F.A.
730 Government Office Building	73.06	\$28	\$2,046	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	175.96	\$28	\$4,927	/T.S.F.G.F.A.
732 U.S. Post Office	95.17	\$28	\$2,665	/T.S.F.G.F.A.
750 Office Park	12.10	\$28	\$339	/T.S.F.G.F.A.
760 Research and Development Center	8.60	\$28	\$241	/T.S.F.G.F.A.
770 Business Park	13.52	\$28	\$379	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.6

REIMBURSEMENT FEE PER UNIT OF DEVELOPMENT

page 5 of 5

	Net	Reimbursement	Reimbursement	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trip-Ends</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
PORT/INDUSTRIAL				
030 Truck Terminals	10.44	\$28	\$292	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	3.80	\$28	\$106	/Parking Space
093 Light Rail Transit Station With Parking	2.12	\$28	\$59	/Parking Space
110 General Light Industrial	7.39	\$28	\$207	/T.S.F.G.F.A.
120 General Heavy Industrial	1.59	\$28	\$45	/T.S.F.G.F.A.
130 Industrial Park	7.38	\$28	\$207	/T.S.F.G.F.A.
140 Manufacturing	4.05	\$28	\$113	/T.S.F.G.F.A.
150 Warehouse	5.26	\$28	\$147	/T.S.F.G.F.A.
151 Mini-Warehouse	2.65	\$28	\$74	/T.S.F.G.F.A.
170 Utilities**	6.69	\$28	\$187	/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.				

G. Formula 7: Compliance Cost Per Trip-End

The City and County incur costs to comply with legal requirements for SDCs and may recoup a portion of those costs in accordance with ORS 223.307(5). Compliance costs during the planning period have been estimated as follows:

Transportation System Plan, CIP, and SDC Methodology Updates (5 X \$300,000 for consulting and staff services)	\$1,500,000
CIP Management, Collection, Accounting and Reporting Costs (approximately \$100,000 per year for consulting, legal, audit, financial reporting and staff services)	<u>\$2,500,000</u>
Total Estimated 25-year Compliance Costs	\$4,000,000

To calculate the Compliance Cost Per Trip-End, the Estimated 25-year Compliance Costs identified on page 38 is divided by the total average number of new trip-ends from Table 3.1, page 6, as shown in the following formula:

$$7. \quad \begin{array}{c} 25\text{-year} \\ \text{Compliance} \\ \text{Costs} \end{array} \div \begin{array}{c} \text{Total} \\ \text{New Daily} \\ \text{Trip-Ends} \end{array} = \begin{array}{c} \text{Compliance} \\ \text{Cost Per} \\ \text{Trip-End} \end{array}$$

Calculation of the Compliance Cost Per Trip-End is shown in Table 4.7, below.

TABLE 4.7

COMPLIANCE COST PER TRIP-END

25-Year Compliance Costs	÷	Total New Daily Trip-Ends	=	Compliance Cost Per Trip-End
\$4,000,000		130,035		\$31

H. Formula 8: Compliance Cost Per Unit (by Type of Land Use)

The compliance cost per unit of development is calculated for each type of land use by multiplying the net adjusted number of trips for each land use (from Table 4.2, pages 22 - 26) by the compliance cost per new trip-end (from Table 4.7, above).

$$8. \quad \begin{array}{c} \text{Net Adjusted} \\ \text{Trips Per Unit} \end{array} \times \begin{array}{c} \text{Compliance} \\ \text{Cost Per} \\ \text{Trip-End} \end{array} = \begin{array}{c} \text{Compliance} \\ \text{Cost} \\ \text{Per Unit} \end{array}$$

Table 4.8 (pages 40 - 44) 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 trips for each land use category (from Table 4.2, pages 22 - 26). The compliance cost per trip-end (from Table 4.7, above) is shown in Column 3. The Compliance Cost Per Unit is calculated by multiplying the net adjusted trips for each land use category (Column 2) by the compliance cost per trip-end (Column 3).

TABLE 4.8
COMPLIANCE COST PER UNIT OF DEVELOPMENT

page 1 of 5

	Net	Compliance	Compliance	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trips</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
RESIDENTIAL				
210 Single Family Detached	9.57	\$31	\$297	/dwelling unit
220 Apartment	6.72	\$31	\$208	/dwelling unit
230 Residential Condominium/Townhouse	5.86	\$31	\$182	/dwelling unit
240 Manufactured Housing (in Park)	4.99	\$31	\$155	/dwelling unit
254 Assisted Living	2.74	\$31	\$85	/bed
255 Continuing Care Retirement	2.81	\$31	\$87	/unit
RECREATIONAL				
411 CityPark	1.76	\$31	\$55	/acre
412 County Park	2.52	\$31	\$78	/acre
416 Campground/RV Park **	6.15	\$31	\$191	/camp site
420 Marina	4.44	\$31	\$138	/berth
430 Golf Course	53.61	\$31	\$1,662	/hole
432 Golf Driving Range **	13.83	\$31	\$429	/tee
435 Multipurpose Recreation/Arcade **	37.06	\$31	\$1,149	/T.S.F.G.F.A.
437 Bowling Alley	50.00	\$31	\$1,550	/lane
443 Movie Theater w/out matinee	243.36	\$31	\$7,544	/screen
444 Movie Theater w/matinee **	223.67	\$31	\$6,934	/screen
445 Multiplex Movie Theater (10+ screens)**	150.88	\$31	\$4,677	/screen
473 Casino/Video Poker/Lottery **	148.56	\$31	\$4,605	/T.S.F.G.F.A.
480 Amusement/Theme Park	83.80	\$31	\$2,598	/acre
488 Soccer Complex	78.90	\$31	\$2,446	/field
491 Racquet/Tennis Club	42.81	\$31	\$1,327	/court
492 Health/Fitness Club	36.43	\$31	\$1,129	/T.S.F.G.F.A.
495 Recreation/Community Center	34.32	\$31	\$1,064	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.8

COMPLIANCE COST PER UNIT OF DEVELOPMENT

page 2 of 5

	Net	Compliance	Compliance	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trips</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
INSTITUTIONAL/MEDICAL				
501 Military Base	1.89	\$31	\$58	/employee
520 Elementary School (Public)	0.51	\$31	\$16	/student
522 Middle/Junior High School (Public)	0.65	\$31	\$20	/student
530 High School (Public)	1.28	\$31	\$40	/student
536 Private School (K - 12)	1.86	\$31	\$58	/student
540 Junior/Community College	0.90	\$31	\$28	/student
550 University/College	1.78	\$31	\$55	/student
560 Church	6.83	\$31	\$212	/T.S.F.G.F.A.
565 Day Care Center/Preschool	1.79	\$31	\$55	/student
590 Library	21.54	\$31	\$668	/T.S.F.G.F.A.
610 Hospital	12.52	\$31	\$388	/bed
620 Nursing Home	2.51	\$31	\$78	/bed
630 Clinic	33.33	\$31	\$1,033	/T.S.F.G.F.A.
COMMERCIAL/SERVICES				
310 Hotel/Motel	11.09	\$31	\$344	/room
812 Building Materials/Lumber	19.81	\$31	\$614	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore With Groceries	29.84	\$31	\$925	/T.S.F.G.F.A.
814 Specialty Retail Center	24.68	\$31	\$765	/T.S.F.G.L.A.
815 Free-Standing Discount Store Without Groceries	39.23	\$31	\$1,216	/T.S.F.G.F.A.
816 Hardware/Paint Stores	32.02	\$31	\$993	/T.S.F.G.F.A.
817 Nursery/Garden Center	20.09	\$31	\$623	/T.S.F.G.F.A.
818 Nursery (Wholesale) **	35.01	\$31	\$1,085	/T.S.F.G.F.A.
820 Shopping Center	23.91	\$31	\$741	/T.S.F.G.L.A.
823 Factory Outlet Center	14.81	\$31	\$459	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.8

COMPLIANCE COST PER UNIT OF DEVELOPMENT

page 3 of 5

	Net	Compliance	Compliance	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trips</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
841 New Car Sales	18.56	\$31	\$575	/T.S.F.G.F.A.
843 Automobile Parts Sales	29.77	\$31	\$923	/T.S.F.G.F.A.
849 Tire Superstore	12.37	\$31	\$383	/T.S.F.G.F.A.
850 Supermarket	55.20	\$31	\$1,711	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	121.68	\$31	\$3,772	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	78.00	\$31	\$2,418	/V.F.P.
860 Wholesale Market	4.71	\$31	\$146	/T.S.F.G.F.A.
861 Discount Club	29.27	\$31	\$907	/T.S.F.G.F.A.
862 Home Improvement Superstore	13.07	\$31	\$405	/T.S.F.G.F.A.
863 Electronics Superstore	22.80	\$31	\$707	/T.S.F.G.F.A.
867 Office Supply Superstore **	18.93	\$31	\$587	/T.S.F.G.F.A.
870 Apparel Store **	21.33	\$31	\$661	/T.S.F.G.F.A.
880 Pharmacy/Drugstore Without Drive-Thru Window	35.71	\$31	\$1,107	/T.S.F.G.F.A.
881 Pharmacy/Drugstore With Drive-Thru Window	37.93	\$31	\$1,176	/T.S.F.G.F.A.
890 Furniture Store	2.01	\$31	\$62	/T.S.F.G.F.A.
896 Video Rental Store **	133.29	\$31	\$4,132	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	109.57	\$31	\$3,397	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	110.21	\$31	\$3,417	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

TABLE 4.8
COMPLIANCE COST PER UNIT OF DEVELOPMENT

page 4 of 5

	Net	Compliance	Compliance	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trips</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)				
931 Quality Restaurant (not a chain)	50.47	\$31	\$1,565	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	36.24	\$31	\$1,123	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	179.00	\$31	\$5,549	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	124.03	\$31	\$3,845	/T.S.F.G.F.A.
936 Drinking Place/Bar **	28.35	\$31	\$879	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	19.57	\$31	\$607	/Service Stall
942 Automobile Care Center **	19.62	\$31	\$608	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	41.33	\$31	\$1,281	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	30.28	\$31	\$939	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	28.43	\$31	\$881	/V.F.P.
OFFICE				
710 General Office Building	11.67	\$31	\$362	/T.S.F.G.F.A.
714 Corporate Headquarters Building	8.46	\$31	\$262	/T.S.F.G.F.A.
715 Single Tenant Office Building	12.26	\$31	\$380	/T.S.F.G.F.A.
720 Medical-Dental Office Building	38.29	\$31	\$1,187	/T.S.F.G.F.A.
730 Government Office Building	73.06	\$31	\$2,265	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	175.96	\$31	\$5,455	/T.S.F.G.F.A.
732 U.S. Post Office	95.17	\$31	\$2,950	/T.S.F.G.F.A.
750 Office Park	12.10	\$31	\$375	/T.S.F.G.F.A.
760 Research and Development Center	8.60	\$31	\$266	/T.S.F.G.F.A.
770 Business Park	13.52	\$31	\$419	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

**TABLE 4.8
COMPLIANCE COST PER UNIT OF DEVELOPMENT**

page 5 of 5

	Net	Compliance	Compliance	
	Adjusted	Cost Per	Cost	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Trips</u>	<u>Trip-End</u>	<u>Per Unit</u>	<u>Unit *</u>
PORT/INDUSTRIAL				
030 Truck Terminals	10.44	\$31	\$324	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	3.80	\$31	\$118	/Parking Space
093 Light Rail Transit Station With Parking	2.12	\$31	\$66	/Parking Space
110 General Light Industrial	7.39	\$31	\$229	/T.S.F.G.F.A.
120 General Heavy Industrial	1.59	\$31	\$49	/T.S.F.G.F.A.
130 Industrial Park	7.38	\$31	\$229	/T.S.F.G.F.A.
140 Manufacturing	4.05	\$31	\$126	/T.S.F.G.F.A.
150 Warehouse	5.26	\$31	\$163	/T.S.F.G.F.A.
151 Mini-Warehouse	2.65	\$31	\$82	/T.S.F.G.F.A.
170 Utilities**	6.69	\$31	\$207	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

I. Formula 9: Total Transportation SDC Per Unit (by Type of Land Use)

The Total Transportation SDC per unit of development is calculated for each type of land use by adding the improvement fee per unit (from Table 4.4, pages 28 – 32), the reimbursement fee per unit (from Table 4.6, pages 34 - 38), and the compliance cost per unit (from Table 4.8, pages 40 - 44).

$$9. \quad \begin{array}{cccccc} \text{Improvement} & & \text{Reimbursement} & & \text{Compliance} & & \text{Total} \\ \text{Fee Per} & + & \text{Fee Per} & + & \text{Cost Per} & = & \text{Transportation} \\ \text{Unit} & & \text{Unit} & & \text{Unit} & & \text{SDC Per Unit} \end{array}$$

Table 4.9 (pages 45 – 49) displays the Total Transportation SDC per unit for each category. Column 1 repeats the ITE codes and categories; and columns 2, 3, and 4 display the improvement fee from Table 4.4, reimbursement fee from Table 4.6, and compliance cost

from Table 4.8, respectively. The Total Transportation SDC Per Unit is calculated by adding columns 2, 3 and 4, with the result displayed in column 5.

TABLE 4.9					
TOTAL TRANSPORTATION SDC PER UNIT OF DEVELOPMENT					
					<i>page 1 of 5</i>
	Improvements	Reimbursement	Compliance	Total	
	Cost	Cost	Cost	Transportation	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>SDC Per Unit</u>	<u>Unit *</u>
RESIDENTIAL					
210 Single Family Detached	\$6,642	\$268	\$297	\$7,206	/dwelling unit
220 Apartment	\$4,664	\$188	\$208	\$5,060	/dwelling unit
230 Residential Condominium/Townhouse	\$4,067	\$164	\$182	\$4,413	/dwelling unit
240 Manufactured Housing (in Park)	\$3,463	\$140	\$155	\$3,757	/dwelling unit
254 Assisted Living	\$1,902	\$77	\$85	\$2,063	/bed
255 Continuing Care Retirement	\$1,950	\$79	\$87	\$2,116	/unit
RECREATIONAL					
411 CityPark	\$1,221	\$49	\$55	\$1,324	/acre
412 County Park	\$1,750	\$71	\$78	\$1,899	/acre
416 Campground/RV Park **	\$4,268	\$172	\$191	\$4,631	/camp site
420 Marina	\$3,081	\$124	\$138	\$3,343	/berth
430 Golf Course	\$37,205	\$1,501	\$1,662	\$40,368	/hole
432 Golf Driving Range **	\$9,596	\$387	\$429	\$10,412	/tee
435 Multipurpose Recreation/Arcade **	\$25,718	\$1,038	\$1,149	\$27,904	/T.S.F.G.F.A.
437 Bowling Alley	\$34,697	\$1,400	\$1,550	\$37,646	/lane
443 Movie Theater w/out matinee	\$168,891	\$6,814	\$7,544	\$183,249	/screen
444 Movie Theater w/matinee **	\$155,226	\$6,263	\$6,934	\$168,423	/screen
445 Multiplex Movie Theater (10+ screens)**	\$104,713	\$4,225	\$4,677	\$113,615	/screen
473 Casino/Video Poker/Lottery **	\$103,100	\$4,160	\$4,605	\$111,865	/T.S.F.G.F.A.
480 Amusement/Theme Park	\$58,160	\$2,347	\$2,598	\$63,104	/acre
488 Soccer Complex	\$54,759	\$2,209	\$2,446	\$59,414	/field
491 Racquet/Tennis Club	\$29,709	\$1,199	\$1,327	\$32,235	/court
492 Health/Fitness Club	\$25,280	\$1,020	\$1,129	\$27,429	/T.S.F.G.F.A.
495 Recreation/Community Center	\$23,818	\$961	\$1,064	\$25,843	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:					
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area					
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area					
V.F.P. = Vehicle Fueling Position					
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.					

TABLE 4.9

TOTAL TRANSPORTATION SDC PER UNIT OF DEVELOPMENT

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	Improvements	Reimbursement	Compliance	Total	
	Cost	Cost	Cost	Transportation	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>SDC Per Unit</u>	<u>Unit *</u>
INSTITUTIONAL/MEDICAL					
501 Military Base	\$1,309	\$53	\$58	\$1,421	/employee
520 Elementary School (Public)	\$357	\$14	\$16	\$388	/student
522 Middle/Junior High School (Public)	\$449	\$18	\$20	\$487	/student
530 High School (Public)	\$890	\$36	\$40	\$966	/student
536 Private School (K - 12)	\$1,291	\$52	\$58	\$1,401	/student
540 Junior/Community College	\$622	\$25	\$28	\$675	/student
550 University/College	\$1,233	\$50	\$55	\$1,338	/student
560 Church	\$4,742	\$191	\$212	\$5,145	/T.S.F.G.F.A.
565 Day Care Center/Preschool	\$1,240	\$50	\$55	\$1,346	/student
590 Library	\$14,952	\$603	\$668	\$16,223	/T.S.F.G.F.A.
610 Hospital	\$8,687	\$350	\$388	\$9,425	/bed
620 Nursing Home	\$1,744	\$70	\$78	\$1,892	/bed
630 Clinic	\$23,133	\$933	\$1,033	\$25,099	/T.S.F.G.F.A.
COMMERCIAL/SERVICES					
310 Hotel/Motel	\$7,696	\$311	\$344	\$8,351	/room
812 Building Materials/Lumber	\$13,749	\$555	\$614	\$14,918	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore With Groceries	\$20,706	\$835	\$925	\$22,467	/T.S.F.G.F.A.
814 Specialty Retail Center	\$17,126	\$691	\$765	\$18,582	/T.S.F.G.L.A.
815 Free-Standing Discount Store Without Groceries	\$27,223	\$1,098	\$1,216	\$29,537	/T.S.F.G.F.A.
816 Hardware/Paint Stores	\$22,222	\$897	\$993	\$24,111	/T.S.F.G.F.A.
817 Nursery/Garden Center	\$13,942	\$562	\$623	\$15,127	/T.S.F.G.F.A.
818 Nursery (Wholesale) **	\$24,297	\$980	\$1,085	\$26,363	/T.S.F.G.F.A.
820 Shopping Center	\$16,593	\$669	\$741	\$18,003	/T.S.F.G.L.A.
823 Factory Outlet Center	\$10,275	\$415	\$459	\$11,148	/T.S.F.G.F.A.
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V.F.P. = Vehicle Fueling Position					
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.					

TABLE 4.9
TOTAL TRANSPORTATION SDC PER UNIT OF DEVELOPMENT

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	Improvements	Reimbursement	Compliance	Total	
	Cost	Cost	Cost	Transportation	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>SDC Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)					
841 New Car Sales	\$12,883	\$520	\$575	\$13,978	/T.S.F.G.F.A.
843 Automobile Parts Sales	\$20,661	\$834	\$923	\$22,417	/T.S.F.G.F.A.
849 Tire Superstore	\$8,583	\$346	\$383	\$9,312	/T.S.F.G.F.A.
850 Supermarket	\$38,310	\$1,546	\$1,711	\$41,567	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	\$84,448	\$3,407	\$3,772	\$91,627	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	\$54,129	\$2,184	\$2,418	\$58,731	/V.F.P.
860 Wholesale Market	\$3,270	\$132	\$146	\$3,548	/T.S.F.G.F.A.
861 Discount Club	\$20,313	\$820	\$907	\$22,039	/T.S.F.G.F.A.
862 Home Improvement Superstore	\$9,073	\$366	\$405	\$9,844	/T.S.F.G.F.A.
863 Electronics Superstore	\$15,822	\$638	\$707	\$17,167	/T.S.F.G.F.A.
867 Office Supply Superstore **	\$13,138	\$530	\$587	\$14,255	/T.S.F.G.F.A.
870 Apparel Store **	\$14,800	\$597	\$661	\$16,058	/T.S.F.G.F.A.
880 Pharmacy/Drugstore Without Drive-Thru Window	\$24,782	\$1,000	\$1,107	\$26,889	/T.S.F.G.F.A.
881 Pharmacy/Drugstore With Drive-Thru Window	\$26,324	\$1,062	\$1,176	\$28,562	/T.S.F.G.F.A.
890 Furniture Store	\$1,392	\$56	\$62	\$1,511	/T.S.F.G.F.A.
896 Video Rental Store **	\$92,506	\$3,732	\$4,132	\$100,370	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	\$76,041	\$3,068	\$3,397	\$82,506	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	\$76,487	\$3,086	\$3,417	\$82,989	/T.S.F.G.F.A.
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TABLE 4.9

TOTAL TRANSPORTATION SDC PER UNIT OF DEVELOPMENT

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	Improve.	Reimburse.	Compl.	Total	
	Fee	Fee	Cost	Transportation	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>SDC Per Unit</u>	<u>Unit *</u>
COMMERCIAL/SERVICES (continued)					
931 Quality Restaurant (not a chain)	\$35,026	\$1,413	\$1,565	\$38,003	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	\$25,149	\$1,015	\$1,123	\$27,287	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	\$124,226	\$5,012	\$5,549	\$134,787	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	\$86,077	\$3,473	\$3,845	\$93,395	/T.S.F.G.F.A.
936 Drinking Place/Bar **	\$19,675	\$794	\$879	\$21,348	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	\$13,583	\$548	\$607	\$14,738	/Service Stall
942 Automobile Care Center **	\$13,617	\$549	\$608	\$14,775	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	\$28,685	\$1,157	\$1,281	\$31,124	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	\$21,015	\$848	\$939	\$22,801	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	\$19,732	\$796	\$881	\$21,409	/V.F.P.
OFFICE					
710 General Office Building	\$8,098	\$327	\$362	\$8,787	/T.S.F.G.F.A.
714 Corporate Headquarters Building	\$5,870	\$237	\$262	\$6,369	/T.S.F.G.F.A.
715 Single Tenant Office Building	\$8,510	\$343	\$380	\$9,234	/T.S.F.G.F.A.
720 Medical-Dental Office Building	\$26,575	\$1,072	\$1,187	\$28,834	/T.S.F.G.F.A.
730 Government Office Building	\$50,700	\$2,046	\$2,265	\$55,011	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	\$122,113	\$4,927	\$5,455	\$132,495	/T.S.F.G.F.A.
732 U.S. Post Office	\$66,049	\$2,665	\$2,950	\$71,664	/T.S.F.G.F.A.
750 Office Park	\$8,400	\$339	\$375	\$9,114	/T.S.F.G.F.A.
760 Research and Development Center	\$5,965	\$241	\$266	\$6,472	/T.S.F.G.F.A.
770 Business Park	\$9,385	\$379	\$419	\$10,183	/T.S.F.G.F.A.
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TABLE 4.9

TOTAL TRANSPORTATION SDC PER UNIT OF DEVELOPMENT

page 5 of 5

	Improve.	Reimburse.	Compl.	Total	
	Fee	Fee	Cost	Transportation	
<u>ITE LAND USE CODE/CATEGORY</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>Per Unit</u>	<u>SDC Per Unit</u>	<u>Unit *</u>
PORT/INDUSTRIAL					
030 Truck Terminals	\$7,245	\$292	\$324	\$7,861	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	\$2,635	\$106	\$118	\$2,859	/Parking Space
093 Light Rail Transit Station With Parking	\$1,470	\$59	\$66	\$1,594	/Parking Space
110 General Light Industrial	\$5,127	\$207	\$229	\$5,563	/T.S.F.G.F.A.
120 General Heavy Industrial	\$1,103	\$45	\$49	\$1,197	/T.S.F.G.F.A.
130 Industrial Park	\$5,119	\$207	\$229	\$5,555	/T.S.F.G.F.A.
140 Manufacturing	\$2,810	\$113	\$126	\$3,049	/T.S.F.G.F.A.
150 Warehouse	\$3,648	\$147	\$163	\$3,958	/T.S.F.G.F.A.
151 Mini-Warehouse	\$1,839	\$74	\$82	\$1,995	/T.S.F.G.F.A.
170 Utilities**	\$4,640	\$187	\$207	\$5,034	/T.S.F.G.F.A.
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