



**COUNTYWIDE TRANSPORTATION
SYSTEM DEVELOPMENT CHARGES
METHODOLOGY UPDATE REPORT**

revised as of
November 30, 2006

**Don
Ganer &
Associates, Inc.**

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CLACKAMAS COUNTY

Countywide Transportation System Development Charges Methodology Update Report

1.0 INTRODUCTION

Clackamas County currently imposes transportation SDCs on all new development in unincorporated portions of the County. Most of the unincorporated area is included in the “Countywide” Transportation SDC Area, but Clackamas County and the City of Happy Valley have also adopted a separate SDC methodology and Capital Improvements Plan (CIP) to address arterial and collector transportation system needs within the “Joint CIP Area”.

In October 2005, Clackamas County acquired the services of Don Ganer & Associates, Inc. to assist the County in updating the Countywide Transportation SDC to reflect changes in growth needs since the last update was completed in 2002. This report presents the methodology for the Countywide 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 Countywide 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 Countywide 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 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 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) and Clackamas County Code 11.03 provide the source of authority for the adoption of SDCs within 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 to update the Countywide Transportation SDC identifies 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 SDC to be paid is based on the impact of each specific development on the transportation facilities for which the SDC is charged. The Transportation 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 transportation system.

3.0 COUNTYWIDE TRANSPORTATION SDC METHODOLOGIES

A. SDC Basis and Justification

For the Countywide SDC 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 Countywide SDC Area 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 Countywide SDC 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/Clackamas County CIP projects constructed
2. Existing Build: Estimated trips by existing development with the RTP/Clackamas County CIP projects constructed
3. Future Build: Forecast year 2030 development trips with the RTP/Clackamas County 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 Countywide 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	Countywide Outside Joint CIP Area	Outside SDC Collection Areas	sum
HV/CC Joint CIP Area	-	14,480	-	14,480
Countywide Outside Joint CIP Area	9,351	170,370	94,452	274,173
Outside SDC Collection Areas	-	134,831	-	134,647
sum	9,351	319,680	94,452	423,483

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 – 13. The project list includes the estimated timing, cost, and percentage of costs eligible to be funded with revenues from improvement fee SDCs. Maps showing the location of each project can be found in Table 3.4A, page 15 and Table 3.4B, page 16. 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)
- % Countywide SDC 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 Countywide SDC Area = % Countywide SDC Area New Trips)
- Countywide SDC 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 14, and includes similar information to that provided for improvement fee SDC-eligible projects. The maps in Table 3.4A, page 15, and Table 3.4B, page 16 show the locations of these projects.

TABLE 3.2

**CLACKAMAS COUNTY
Countywide SDC Eligible
Improvement Fee 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)
2	Johnson Creek Blvd.	55th - Bell Ave.	Widen to 3 lanes	\$5,766,100	45%	\$2,594,745	59%	\$1,528,806	27%	Near
4	Johnson Creek Blvd.	Bell Ave. to 82nd Ave.	Widen to 5 lanes + bike lanes and sidewalks	\$10,028,000	62%	\$6,217,360	43%	\$2,701,849	27%	Near
5	Clatsop St.- Luther Rd.	72nd Ave. to Fuller Rd: Clatsop, 82nd Ave. east to Fuller	Upgrade to collector standard and signalize 82nd Ave intersection	\$1,880,250	24%	\$451,260	39%	\$173,908	9%	Long
6	West Collector	Luther St. to Johnson Cr. Blvd.	Construct new collector	\$982,100	100%	\$982,100	24%	\$235,560	24%	Long
11	King Rd.	King/Stanley intersection	Add turn lanes to Stanley	\$1,909,000	69%	\$1,317,210	41%	\$537,480	28%	Intermediate
15	West Collector	Johnson Cr. Blvd. to King Rd.	Construct new collector	\$5,515,400	100%	\$5,515,400	33%	\$1,811,403	33%	Intermediate
18	Fuller Rd.	JCB to Otty Rd.	3-lane widening	\$2,999,626	73%	\$2,189,727	29%	\$633,773	21%	Near
19	Otty St. realignment	Otty St./ 82nd Ave./ Otty Rd. Two road numbers.	Realign Otty St. with Otty Rd. at 82nd	\$1,629,550	63%	\$1,026,617	62%	\$640,121	39%	Intermediate
20	Otty Rd.	82nd Ave to I-205	Improve to minor arterial std., bike lanes, sidewalks, dble. Left turn lanes for WB vehicles	\$125,350	37%	\$46,380	56%	\$26,025	21%	Near
21	Fuller Rd.	Otty to King/82nd	2 lane extension	\$4,296,998	100%	\$4,296,998	20%	\$855,472	20%	Intermediate
23	Monroe St.	72nd Ave. to Fuller Rd.	Improve to collector standard	\$1,378,850	100%	\$1,378,850	79%	\$1,084,310	79%	Long
24	Boyer Dr.	82nd to Price Fuller Rd.	New 2 lane extension	\$1,917,855	100%	\$1,917,855	29%	\$560,850	29%	Near
25	Fuller Rd.	Harmony - King Rd.	Reconstruct & widen to collector stds.	\$4,963,860	56%	\$2,779,762	65%	\$1,812,229	37%	Near
27	Causey Ave.	Fuller Rd. to I-205	Widen and add bike lanes	\$6,894,250	28%	\$1,930,390	56%	\$1,086,391	16%	Long
28	Causey Ave.	Extend Causey over I-205 to Frontage Rd	Construct 3 lane overpass to frontage road	\$14,791,300	100%	\$14,791,300	34%	\$5,017,847	34%	Near
29	SE 85th Ave.	Causey Ave. to Monterey Ave.	Improve to collector standard with bike lanes and sidewalks	\$250,700	23%	\$57,661	48%	\$27,694	11%	Long
30	Monterey Ave.	82nd - Price Fuller Rd.	New 2 lane extension	\$2,242,500	100%	\$2,242,500	43%	\$967,606	43%	Near

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34 and 35	Harmony Rd.	Lake, Linwood, Harmony Intersection and Harmony from 82nd - Hwy 224	Construct overpass across railroad, widen to 5 lanes, realign intersection, add turn lanes, and new traffic signal	\$32,993,500	67%	\$22,105,645	51%	\$11,374,103	34%	Near
36	Sunnybrook Rd. extend west from 82nd	82nd Ave. to Harmony Rd.	Extend as a minor arterial	\$7,022,870	100%	\$7,022,870	21%	\$1,474,821	21%	Near
78	River Rd.	Milwaukie-Gladstone	Reconstruct & widen (urban)	\$17,973,937	37%	\$6,650,357	63%	\$4,206,810	23%	Near
80	River Rd.	River / Concord Rd. intersection	Traffic signal	\$568,100	28%	\$159,068	54%	\$86,392	15%	Long
82	Oatfield Rd.	Oatfield/Park intersection	Traffic signal, left turn lanes	\$1,358,150	43%	\$584,005	47%	\$274,163	20%	Near
83	Oatfield Rd.	Oatfield/Courtney Rd. intersection	Traffic signal	\$450,570	36%	\$162,205	55%	\$89,277	20%	Intermediate
84	Oatfield Rd.	Oatfield/Hill intersection	Left turn lanes, signal if warranted	\$1,653,700	50%	\$826,850	54%	\$444,350	27%	Intermediate
87	Oatfield Rd.	Oatfield/McNary intersection	Add turn lanes	\$1,043,510	46%	\$480,015	56%	\$267,664	26%	Intermediate
90	Thiessen Rd.	Thiessen/Hill intersection	Widen, add left turn lane on Thiessen Rd	\$1,248,210	62%	\$773,890	58%	\$447,275	36%	Intermediate
91	Jennings Rd.	Oatfield - Webster Rd.	Reconstruct & widen	\$6,322,654	52%	\$3,287,780	52%	\$1,698,719	27%	Long
92	Webster Rd.	Highway 224 to Jennings.	Widen to 3 lanes and conduct Hwy-224 corridor study	\$8,788,289	44%	\$3,866,847	47%	\$1,823,227	21%	Near
93	Webster Rd.	Webster / Lake intersection	Add left turn lanes	\$466,050	37%	\$172,439	45%	\$77,692	17%	Near
94	Webster Rd.	Webster / Jennings and Roots intersections	Construct traffic signals, turn lanes	\$3,722,090	48%	\$1,786,603	53%	\$951,861	26%	Near
95	Webster Rd.	Webster / Strawberry Ln. intersection	Traffic signal	\$1,102,850	31%	\$341,884	48%	\$163,509	15%	Intermediate
96	Roots Rd./McKinley Rd	I-205 - Webster Rd.	Reconstruct & widen	\$5,905,239	88%	\$5,196,610	43%	\$2,232,530	38%	Near
97	Johnson Rd./McKinley Rd	Roots Rd. - Lake Rd. (Lake Rd. to I-205)	Reconstruct & widen (urban)	\$10,549,456	50%	\$5,274,728	51%	\$2,677,504	25%	Intermediate
98	Strawberry Ln.	Strawberry/82nd intersection	Traffic signal	\$241,500	29%	\$70,035	31%	\$21,444	9%	Near

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(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)
99	SE 82nd Dr.	Hwy 212 to Gladstone PH 2	Widen to 5 lanes	\$9,426,320	63%	\$5,938,582	32%	\$1,873,913	20%	Near
109	Carman Dr.	I-5 - Quarry Rd.	Reconstruct and widen, add turn lanes	\$4,052,566	52%	\$2,107,334	57%	\$1,191,360	29%	Near
111	Carman Drive	Carman Drive/ Parkview/ Fosberg Rd Intersection	Traffic signal, Channelization	\$287,500	48%	\$138,000	27%	\$37,725	13%	Long
112	Childs Rd.	Stafford - 65th	Reconstruct and widen - 2/3 lanes	\$6,610,959	62%	\$4,098,795	81%	\$3,302,360	50%	Near
113	Borland Rd.	65th Ave. to Stafford Rd	Four-lane widening with left-turn lanes.	\$13,919,832	63%	\$8,769,494	74%	\$6,501,686	47%	Near
115	Stafford Rd.	Childs Rd. to Rosemont	Four-lane widening with left-turn lanes.	\$2,507,000	76%	\$1,905,320	74%	\$1,409,954	56%	Near
116	Stafford Rd.	Stafford/Childs Rd. intersection	Install signal, NB left-turn lane and SB right-turn lane.	\$707,135	67%	\$473,780	74%	\$351,405	50%	Near
117	Stafford Rd.	Johnson Rd. to Childs Rd	Four-lane widening with left-turn lanes.	\$2,150,500	76%	\$1,634,380	72%	\$1,173,587	55%	Near
118	Stafford Rd.	Borland Rd. to Johnson Rd	Four-lane widening with left-turn lanes.	\$6,060,500	75%	\$4,545,375	64%	\$2,901,344	48%	Near
121	Stafford Rd.	I-205 to Borland Rd	Four-lane widening with left-turn lanes.	\$2,150,500	67%	\$1,440,835	59%	\$849,193	39%	Near
122	Rosemont Rd.	Stafford - Parker Rd.	Reconstruct & widen	\$5,603,145	55%	\$3,081,730	66%	\$2,021,661	36%	Near
126	Stafford Rd.	Mountain Rd. to I-205	Four-lane widening with left-turn lanes.	\$6,244,500	73%	\$4,558,485	56%	\$2,573,627	41%	Intermediate
128	Stafford Rd.	Newland Rd. to Mountain Rd	Four-lane widening with left-turn lanes.	\$3,346,500	78%	\$2,610,270	48%	\$1,255,840	38%	Intermediate
130	65th Ave./Elligsen Rd/ Stafford	Elligsen Rd. to Stafford	Realign Elligsen Rd. to south, install NB left-turn lane, SB right-turn lane at new Stafford Rd./Elligsen Rd. intersection.	\$4,188,300	72%	\$3,015,576	57%	\$1,725,372	41%	Intermediate
134	Springwater Rd.	Hwy. 224 to Hattan Rd	Four-lane widening with left-turn lanes; widen bridge over Clackamas River	\$8,757,250	99%	\$8,669,678	55%	\$4,782,890	55%	Intermediate
136	Springwater Rd. (6512)	Bridge	Reconstruct and widen - 36' ((24x130)	\$888,030	34%	\$301,930	61%	\$184,865	21%	Long
137	Forsythe Rd.	Clackamas River Dr. to Bradley Rd.	Reconstruct and Widen (Rural)	\$6,554,552	53%	\$3,473,913	38%	\$1,322,919	20%	Intermediate
139	Gronlund Rd./Hattan Rd.	Bradley to Springwater	Reconstruct and Widen (Rural)	\$834,831	36%	\$300,539	49%	\$148,335	18%	Intermediate

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Improvement Fee 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)
141	Hattan Rd	Fischers Mill to Gronlund Rd.	Reconstruct and widen (rural)	\$7,388,129	36%	\$2,659,726	58%	\$1,555,632	21%	Near
142	Abernethy Rd.	Redland to Main St.	Realign 17th St. intersection/widen to 5 lanes	\$6,947,150	66%	\$4,585,119	56%	\$2,574,547	37%	Near
143	Holcomb Blvd.	Abernethy to Bradley	Reconstruct and widen (Urban)	\$4,483,770	53%	\$2,376,398	58%	\$1,379,559	31%	Near
146	Redland Rd. (1214)	Bridge	Reconstruct and widen - 36' (30x50)	\$341,550	33%	\$112,712	42%	\$47,676	14%	Long
147	Redland Rd. (1215)	Bridge	Reconstruct and widen - 36' (30x72)	\$491,832	33%	\$162,305	42%	\$68,653	14%	Long
148	Redland Rd.	Redland/Holly intersection	Traffic signal	\$544,985	61%	\$332,441	46%	\$153,330	28%	Near
149	Redland Rd.	Henrici - Abernethy Rd.	Reconstruct & widen	\$4,735,723	68%	\$3,220,292	42%	\$1,362,151	29%	Intermediate
150	Redland Rd.	Redland/Ferguson Rd. intersection	Install EB right-turn lane, WB left-turn lane.	\$205,850	61%	\$125,569	56%	\$70,024	34%	Intermediate
151	Ferguson Rd.	Redland Rd. to Maplelane Rd	Remove or decrease horizontal curve along Redland Rd./ relocate intersection. Install EB right-turn lane, WB left-turn lane.	\$945,151	45%	\$425,318	45%	\$189,922	20%	Long
152	Redland Rd.	Redland/Bradley Rd. intersection	Install EB left-turn lane, WB right-turn lane.	\$200,100	57%	\$114,057	70%	\$79,644	40%	Intermediate
154	Fischers Mill Rd.	Fischers Mills/Hattan Rd. intersection	Installation of EB left-turn lane.	\$846,400	53%	\$448,592	62%	\$277,563	33%	Near
155	Redland Rd.	Redland/Fischers Mill Rd./Henrici intersections	Install EB left-turn lane, WB right-turn lane. And EB right turn lane at Henrici	\$544,295	59%	\$321,134	68%	\$219,809	40%	Intermediate
156	Henrici Rd.	Beavercreek Rd. to Redland Rd	Widen lanes and shoulders to county standards, remove/decrease horizontal + vertical curves, investigate 40-mph speed zone extension to east of Ferguson Rd.	\$6,687,929	53%	\$3,544,602	68%	\$2,412,781	36%	Intermediate
157	Henrici Rd. (6228) (Beaver Lake Bridge)	Bridge	Reconstruct and widen - 36' (24x62)	\$423,522	35%	\$148,233	68%	\$100,893	24%	Long
160	Beavercreek Rd.	Hwy 213 - Henrici Rd.	Widen to 5 lanes	\$6,641,050	73%	\$4,847,967	67%	\$3,257,073	49%	Near
161	Henrici Rd.	Hwy. 213 to Beavercreek Rd	Widen lanes/shoulders to county standards.	\$1,473,609	48%	\$707,332	64%	\$450,770	31%	Near
162	Beavercreek Rd.	Leland Rd. to Henrici Rd	Three-lane widening.	\$4,255,000	46%	\$1,957,300	66%	\$1,288,953	30%	Intermediate
164	Leland Rd. (6091)	Bridge	Reconstruct & widen - 36' (24x20)	\$136,620	34%	\$46,451	62%	\$28,891	21%	Long

TABLE 3.2

**CLACKAMAS COUNTY
Countywide SDC Eligible
Improvement Fee 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)
179	Evelyn / Jennifer Intersection	Evelyn / Jennifer Intersection	Add signal	\$730,000	37%	\$270,100	27%	\$72,122	10%	Near
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	24%	\$12,998,680	18%	Near
208	SE 282nd Ave.	Hwy. 212 to Mult. Co. line	Widen shoulders to county standard.	\$4,542,500	42%	\$1,907,850	63%	\$1,202,038	26%	Near
212	Richey Rd.	Kelso Rd. - Hwy 212	Reconstruct & widen (rural), add turn lanes	\$2,705,053	76%	\$2,055,840	55%	\$1,135,100	42%	Near
214	Amisigger Rd.	Hwy 224 - Kelso/Richey Rd.	Reconstruct & widen (rural), smooth curves	\$7,091,050	53%	\$3,758,257	58%	\$2,166,208	31%	Near
215	Kelso Rd.	Richey - Orient Dr.	Reconstruct & widen (rural)	\$9,472,700	52%	\$4,925,804	62%	\$3,062,933	32%	Near
232	Springwater Rd.	Hattan to Hayden	Reconstruct & widen (rural), intersection improvements.	\$24,750,576	36%	\$8,910,207	61%	\$5,455,518	22%	Near
233	Springwater Rd.	Springwater/Bakers Ferry Rd. intersection	Install SB left-turn lane.	\$761,300	60%	\$456,780	60%	\$272,672	36%	Intermediate
235	Springwater Rd.	Springwater/Redland Rd. intersection	Install NB left-turn lane.	\$360,640	54%	\$194,746	66%	\$128,817	36%	Long
236	Springwater Rd.	Springwater/Hayden Rd. intersection	Install SB left-turn lane.	\$360,640	54%	\$194,746	52%	\$100,499	28%	Long
237	Hayden Rd	Springwater Rd.- Hwy 211	Reconstruct & widen (rural), intersection improvements.	\$3,491,559	34%	\$1,187,130	55%	\$655,329	19%	Near
245	Redland Rd.	Henrici - Springwater Rd.	Reconstruct & widen (rural)	\$20,992,365	43%	\$9,026,717	49%	\$4,450,171	21%	Near
249	Beavercreek Rd.	Beavercreek/Leland Intersection	Add turn lanes	\$1,035,000	52%	\$538,200	50%	\$268,024	26%	Near
251	Central Point Rd.	Partlow Rd - Mulino Rd.	Widen 2/3 lanes smooth curves	\$4,938,790	43%	\$2,123,680	27%	\$562,775	11%	Long
257	Wilsonville Rd.	Wilsonville Rd/Ladd Hill Rd. intersection	Remove bank; remove or decrease horizontal curve along Wilsonville Rd./ relocate intersection.	\$135,000	40%	\$54,000	56%	\$30,024	22%	Near
261	Airport Rd.	Airport / Miley intersection	Realign, add turn lanes, traffic signal	\$706,100	52%	\$367,172	36%	\$133,289	19%	Intermediate
262	Airport Rd.	Arndt - Miley Rd.	Reconstruct & widen (rural)	\$2,830,403	61%	\$1,726,546	28%	\$480,286	17%	Intermediate

TABLE 3.2

**CLACKAMAS COUNTY
Countywide SDC Eligible
Improvement Fee 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)
263	Arndt Rd.	Arndt/Airport Rd. intersection	Install traffic signal.	\$1,492,700	36%	\$537,372	25%	\$135,266	9%	Near
264	Arndt Rd. (Canby Hubbard Hwy)	Canby-Hubbard Hwy. - Knights Bridge Rd.	Four-lane widening with median, left-turn lanes.	\$9,151,804	72%	\$6,589,299	23%	\$1,527,607	17%	Near
269	Knights Bridge Rd.	Knights Bridge/Barlow Rd. intersection	Install traffic signal and WB left-turn lane.	\$931,500	47%	\$437,805	15%	\$67,056	7%	Intermediate
273	Township Rd.	Township/Ivy intersection	Traffic signal	\$184,000	56%	\$103,040	39%	\$39,790	22%	Intermediate
276	Berg Parkway	99E - Ivy	New 2 lane extension	\$2,068,275	100%	\$2,068,275	52%	\$1,067,089	52%	Long
277	Mulino Rd.	Mulino/13th Ave. intersection	Relocate intersection south away from RR trestle; change stop control to 13th Ave.	\$1,517,172	56%	\$849,616	50%	\$423,959	28%	Near
278	Mulino Rd. (13th St. segment)	Ivy St. to Hwy 213.	Widen to 3 lanes.	\$7,616,266	68%	\$5,179,061	50%	\$2,589,530	34%	Long
279	Lone Elder Rd.	Lone Elder/Barlow intersection	Install left turn lanes	\$1,509,375	56%	\$845,250	52%	\$440,375	29%	Long
280	Canby-Marquam Hwy.	Canby-Marquam Hwy/Lone Elder Rd. intersection	Install NB left-turn lane, SB right-turn lane.	\$338,905	61%	\$206,732	14%	\$29,769	9%	Long
283	Canby-Marquam Hwy.	Canby-Marquam Hwy/Macksburg Rd. intersection	Install SB left-turn lane, NB right-turn lane.	\$670,163	55%	\$368,590	34%	\$126,795	19%	Long
285	Macksburg Rd.	Canby Marquam - Hwy 213	Reconstruct & widen (rural)	\$1,346,259	57%	\$767,368	50%	\$383,684	29%	Intermediate
291	Barnards Rd. (6191)	Bridge	Reconstruct & widen - 36' (24x100)	\$683,100	34%	\$232,254	20%	\$46,451	7%	Long
293	Barlow Rd. (6023)	Bridge	Reconstruct & widen - 36' (26x250)	\$1,707,750	28%	\$478,170	21%	\$98,025	6%	Long
295	Molalla Ave. (City of Molalla)	Hwy 213 - Hwy 211: Molalla Ave. from Hwy 213 to Vaughn	Reconstruct & widen (rural)	\$13,557,856	42%	\$5,694,300	25%	\$1,400,798	10%	Near
296	Vick Road	Between Molalla Ave - Hwy 213.	Widen and bring to standards.	\$626,750	39%	\$244,433	22%	\$54,753	9%	Long
322	Multorpor Overpass Project	Bridge Project in Government Camp	Replace existing structure with two travel lanes, grade-separated pedestrian walkway, and bikelanes	\$3,865,000	28%	\$1,082,200	88%	\$947,358	25%	Near
323	US 26	West of Government Camp Loop Rd. intersection with US 26	Additional Westbound Travel Lane to provide pm peak capacity	\$7,000,000	100%	\$0	34%	\$2,375,591	34%	Near
	TOTALS			\$ 510,091,429	60.5%	\$ 308,549,548	46.0%	\$ 142,066,950	27.9%	

TABLE 3.3

CLACKAMAS COUNTY
Countywide SDC 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%	\$ 4,812,320	25.9%	\$ 1,247,073	4.9%
62	Sunnyside Rd. Phase 3	152nd - 172nd Ave.	Widen to 5 lane major arterial stds	\$15,100,000	22%	\$ 3,322,000	15.5%	\$ 515,284	3.4%
	TOTALS			\$ 40,428,000	20.1%	\$ 8,134,320	21.7%	\$ 1,762,357	4.4%

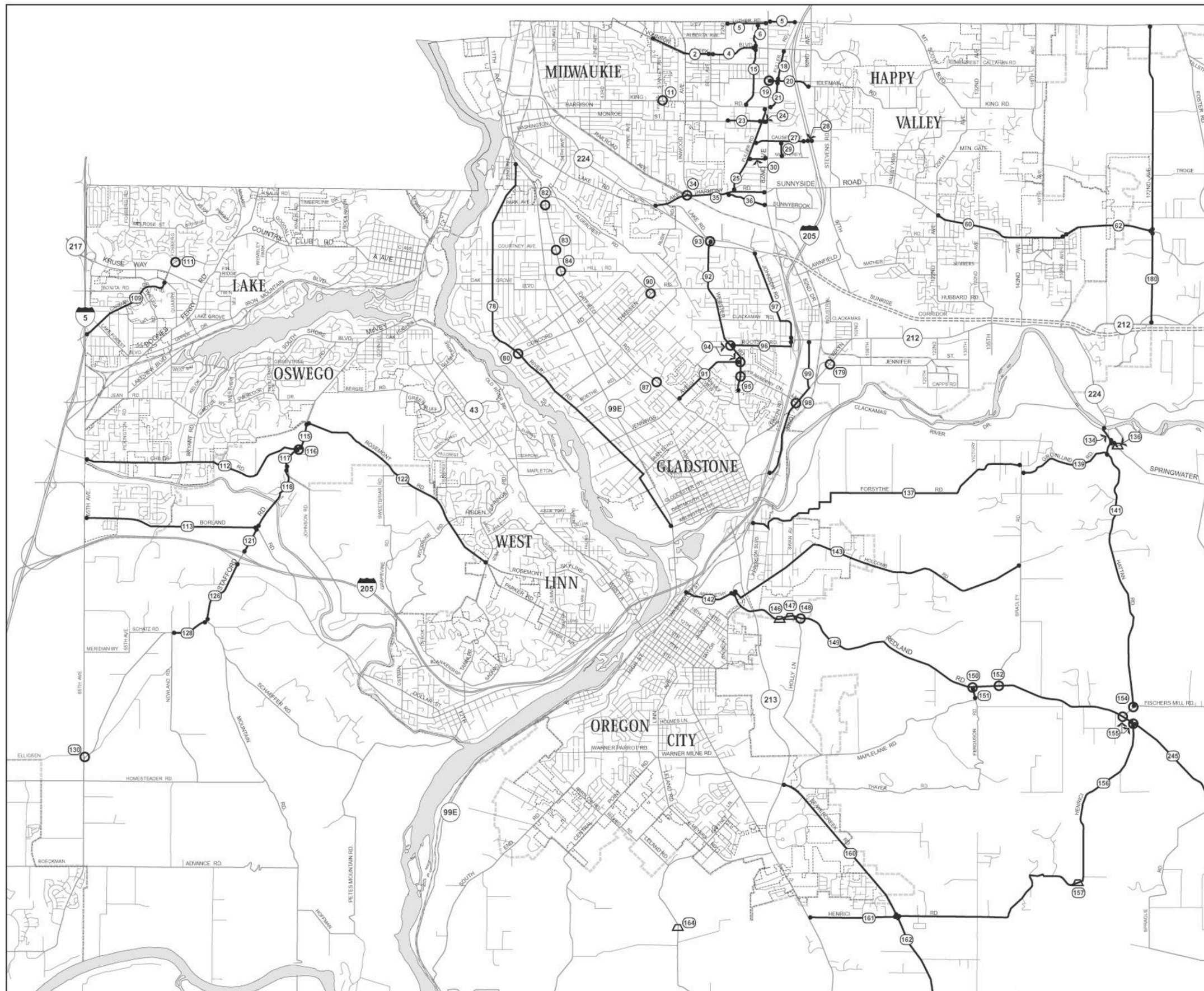


TABLE 3.4A
Countywide Projects
Urban area

- ③⑥ PROJECT NUMBER
- ROAD IMPROVEMENT
- INTERSECTION IMPROVEMENT
- △ BRIDGE IMPROVEMENT

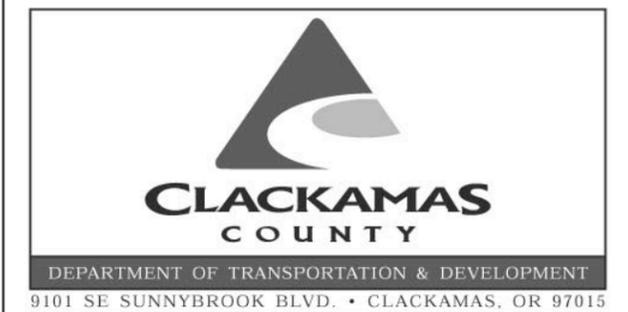
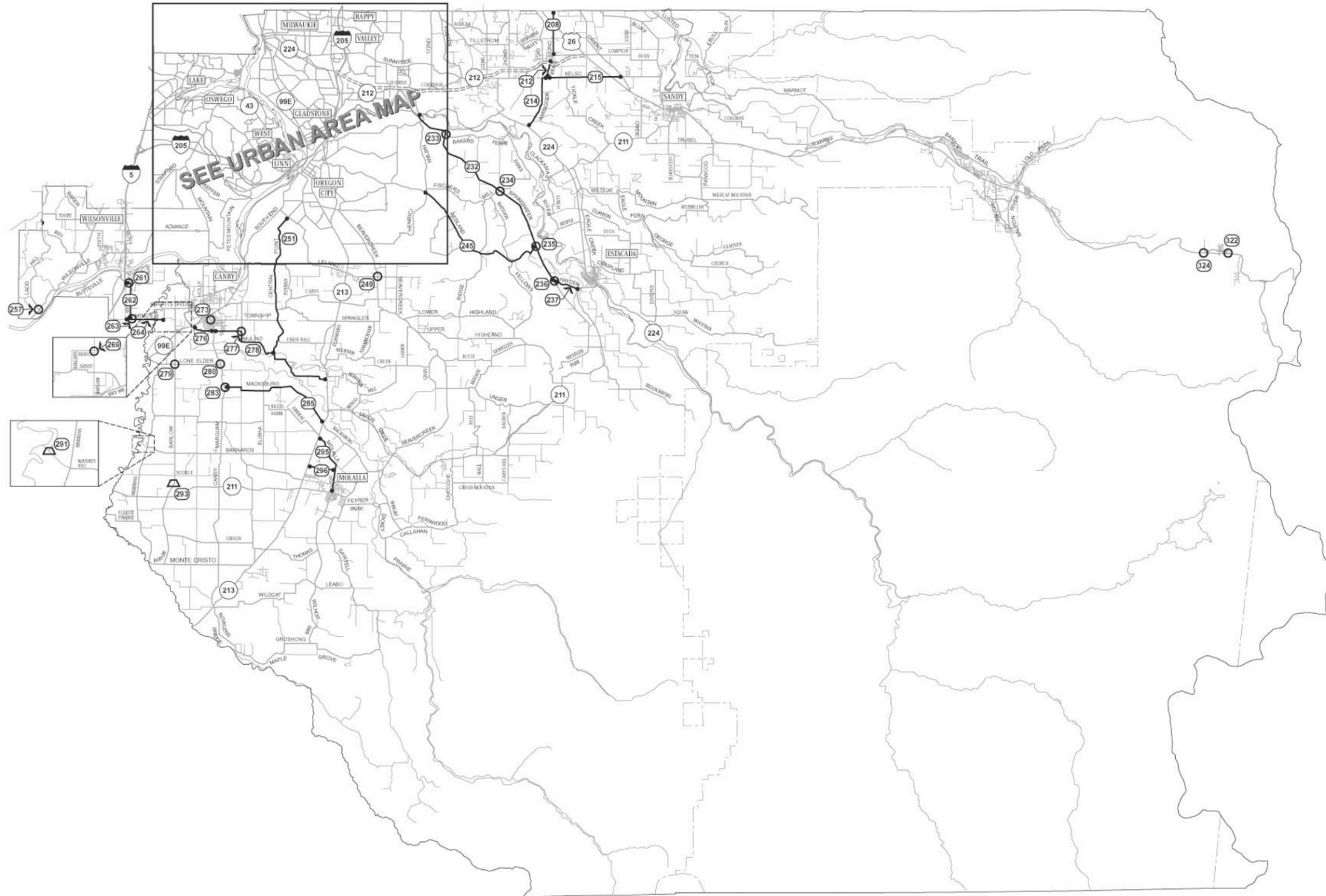


TABLE 3.4B
Countywide Projects
Rural area

- ③⑥ PROJECT NUMBER
- ROAD IMPROVEMENT
- INTERSECTION IMPROVEMENT
- △ BRIDGE IMPROVEMENT



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S C A L E I N M I L E S



CLACKAMAS
COUNTY

DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
 9101 SE SUNNYBROOK BLVD. • CLACKAMAS, OR 97015

4.0 CALCULATION OF TRANSPORTATION SDC RATES

The Countywide SDC 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 19 - 23) 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 25 - 29) 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

	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>
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

		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>
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 – 13, 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:

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

Calculation of the Improvement Fee Per Trip-End is shown in Table 4.3, page 30.

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>
\$142,066,950	÷	423,483	=	\$335

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 23 - 27) 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 31 - 35) 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	\$335	\$3,206	/dwelling unit
220 Apartment	6.72	\$335	\$2,251	/dwelling unit
230 Residential Condominium/Townhouse	5.86	\$335	\$1,963	/dwelling unit
240 Manufactured Housing (in Park)	4.99	\$335	\$1,672	/dwelling unit
254 Assisted Living	2.74	\$335	\$918	/bed
255 Continuing Care Retirement	2.81	\$335	\$941	/unit
RECREATIONAL				
411 CityPark	1.76	\$335	\$589	/acre
412 County Park	2.52	\$335	\$845	/acre
416 Campground/RV Park **	6.15	\$335	\$2,060	/camp site
420 Marina	4.44	\$335	\$1,487	/berth
430 Golf Course	53.61	\$335	\$17,959	/hole
432 Golf Driving Range **	13.83	\$335	\$4,632	/tee
435 Multipurpose Recreation/Arcade **	37.06	\$335	\$12,414	/T.S.F.G.F.A.
437 Bowling Alley	50.00	\$335	\$16,748	/lane
443 Movie Theater w/out matinee	243.36	\$335	\$81,525	/screen
444 Movie Theater w/matinee **	223.67	\$335	\$74,929	/screen
445 Multiplex Movie Theater (10+ screens)**	150.88	\$335	\$50,546	/screen
473 Casino/Video Poker/Lottery **	148.56	\$335	\$49,767	/T.S.F.G.F.A.
480 Amusement/Theme Park	83.80	\$335	\$28,074	/acre
488 Soccer Complex	78.90	\$335	\$26,433	/field
491 Racquet/Tennis Club	42.81	\$335	\$14,341	/court
492 Health/Fitness Club	36.43	\$335	\$12,203	/T.S.F.G.F.A.
495 Recreation/Community Center	34.32	\$335	\$11,497	/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	\$335	\$632	/employee
520 Elementary School (Public)	0.51	\$335	\$172	/student
522 Middle/Junior High School (Public)	0.65	\$335	\$217	/student
530 High School (Public)	1.28	\$335	\$430	/student
536 Private School (K - 12)	1.86	\$335	\$623	/student
540 Junior/Community College	0.90	\$335	\$300	/student
550 University/College	1.78	\$335	\$595	/student
560 Church	6.83	\$335	\$2,289	/T.S.F.G.F.A.
565 Day Care Center/Preschool	1.79	\$335	\$599	/student
590 Library	21.54	\$335	\$7,217	/T.S.F.G.F.A.
610 Hospital	12.52	\$335	\$4,193	/bed
620 Nursing Home	2.51	\$335	\$842	/bed
630 Clinic	33.33	\$335	\$11,166	/T.S.F.G.F.A.
COMMERCIAL/SERVICES				
310 Hotel/Motel	11.09	\$335	\$3,715	/room
812 Building Materials/Lumber	19.81	\$335	\$6,637	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore With Groceries	29.84	\$335	\$9,995	/T.S.F.G.F.A.
814 Specialty Retail Center	24.68	\$335	\$8,267	/T.S.F.G.L.A.
815 Free-Standing Discount Store Without Groceries	39.23	\$335	\$13,141	/T.S.F.G.F.A.
816 Hardware/Paint Stores	32.02	\$335	\$10,727	/T.S.F.G.F.A.
817 Nursery/Garden Center	20.09	\$335	\$6,730	/T.S.F.G.F.A.
818 Nursery (Wholesale) **	35.01	\$335	\$11,729	/T.S.F.G.F.A.
820 Shopping Center	23.91	\$335	\$8,009	/T.S.F.G.L.A.
823 Factory Outlet Center	14.81	\$335	\$4,960	/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	\$335	\$6,219	/T.S.F.G.F.A.
843 Automobile Parts Sales	29.77	\$335	\$9,973	/T.S.F.G.F.A.
849 Tire Superstore	12.37	\$335	\$4,143	/T.S.F.G.F.A.
850 Supermarket	55.20	\$335	\$18,493	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	121.68	\$335	\$40,764	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	78.00	\$335	\$26,129	/V.F.P.
860 Wholesale Market	4.71	\$335	\$1,579	/T.S.F.G.F.A.
861 Discount Club	29.27	\$335	\$9,805	/T.S.F.G.F.A.
862 Home Improvement Superstore	13.07	\$335	\$4,379	/T.S.F.G.F.A.
863 Electronics Superstore	22.80	\$335	\$7,637	/T.S.F.G.F.A.
867 Office Supply Superstore **	18.93	\$335	\$6,342	/T.S.F.G.F.A.
870 Apparel Store **	21.33	\$335	\$7,144	/T.S.F.G.F.A.
880 Pharmacy/Drugstore Without Drive-Thru Window	35.71	\$335	\$11,963	/T.S.F.G.F.A.
881 Pharmacy/Drugstore With Drive-Thru Window	37.93	\$335	\$12,707	/T.S.F.G.F.A.
890 Furniture Store	2.01	\$335	\$672	/T.S.F.G.F.A.
896 Video Rental Store **	133.29	\$335	\$44,653	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	109.57	\$335	\$36,706	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	110.21	\$335	\$36,921	/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	\$335	\$16,907	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	36.24	\$335	\$12,140	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	179.00	\$335	\$59,965	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	124.03	\$335	\$41,550	/T.S.F.G.F.A.
936 Drinking Place/Bar **	28.35	\$335	\$9,497	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	19.57	\$335	\$6,557	/Service Stall
942 Automobile Care Center **	19.62	\$335	\$6,573	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	41.33	\$335	\$13,847	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	30.28	\$335	\$10,144	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	28.43	\$335	\$9,525	/V.F.P.
OFFICE				
710 General Office Building	11.67	\$335	\$3,909	/T.S.F.G.F.A.
714 Corporate Headquarters Building	8.46	\$335	\$2,833	/T.S.F.G.F.A.
715 Single Tenant Office Building	12.26	\$335	\$4,108	/T.S.F.G.F.A.
720 Medical-Dental Office Building	38.29	\$335	\$12,828	/T.S.F.G.F.A.
730 Government Office Building	73.06	\$335	\$24,473	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	175.96	\$335	\$58,945	/T.S.F.G.F.A.
732 U.S. Post Office	95.17	\$335	\$31,883	/T.S.F.G.F.A.
750 Office Park	12.10	\$335	\$4,055	/T.S.F.G.F.A.
760 Research and Development Center	8.60	\$335	\$2,879	/T.S.F.G.F.A.
770 Business Park	13.52	\$335	\$4,530	/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	\$335	\$3,497	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	3.80	\$335	\$1,272	/Parking Space
093 Light Rail Transit Station With Parking	2.12	\$335	\$709	/Parking Space
110 General Light Industrial	7.39	\$335	\$2,475	/T.S.F.G.F.A.
120 General Heavy Industrial	1.59	\$335	\$533	/T.S.F.G.F.A.
130 Industrial Park	7.38	\$335	\$2,471	/T.S.F.G.F.A.
140 Manufacturing	4.05	\$335	\$1,356	/T.S.F.G.F.A.
150 Warehouse	5.26	\$335	\$1,761	/T.S.F.G.F.A.
151 Mini-Warehouse	2.65	\$335	\$888	/T.S.F.G.F.A.
170 Utilities**	6.69	\$335	\$2,240	/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 14, 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:

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

Calculation of the Reimbursement Fee Per Trip-End is shown in Table 4.5, page 36.

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>
\$1,762,357	÷ 423,483	= \$4

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 25 - 29) 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 37 - 41) 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	\$4	\$38	/dwelling unit
220 Apartment	6.72	\$4	\$27	/dwelling unit
230 Residential Condominium/Townhouse	5.86	\$4	\$23	/dwelling unit
240 Manufactured Housing (in Park)	4.99	\$4	\$20	/dwelling unit
254 Assisted Living	2.74	\$4	\$11	/bed
255 Continuing Care Retirement	2.81	\$4	\$11	/unit
RECREATIONAL				
411 CityPark	1.76	\$4	\$7	/acre
412 County Park	2.52	\$4	\$10	/acre
416 Campground/RV Park **	6.15	\$4	\$25	/camp site
420 Marina	4.44	\$4	\$18	/berth
430 Golf Course	53.61	\$4	\$214	/hole
432 Golf Driving Range **	13.83	\$4	\$55	/tee
435 Multipurpose Recreation/Arcade **	37.06	\$4	\$148	/T.S.F.G.F.A.
437 Bowling Alley	50.00	\$4	\$200	/lane
443 Movie Theater w/out matinee	243.36	\$4	\$973	/screen
444 Movie Theater w/matinee **	223.67	\$4	\$895	/screen
445 Multiplex Movie Theater (10+ screens)**	150.88	\$4	\$604	/screen
473 Casino/Video Poker/Lottery **	148.56	\$4	\$594	/T.S.F.G.F.A.
480 Amusement/Theme Park	83.80	\$4	\$335	/acre
488 Soccer Complex	78.90	\$4	\$316	/field
491 Racquet/Tennis Club	42.81	\$4	\$171	/court
492 Health/Fitness Club	36.43	\$4	\$146	/T.S.F.G.F.A.
495 Recreation/Community Center	34.32	\$4	\$137	/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	\$4	\$8	/employee
520 Elementary School (Public)	0.51	\$4	\$2	/student
522 Middle/Junior High School (Public)	0.65	\$4	\$3	/student
530 High School (Public)	1.28	\$4	\$5	/student
536 Private School (K - 12)	1.86	\$4	\$7	/student
540 Junior/Community College	0.90	\$4	\$4	/student
550 University/College	1.78	\$4	\$7	/student
560 Church	6.83	\$4	\$27	/T.S.F.G.F.A.
565 Day Care Center/Preschool	1.79	\$4	\$7	/student
590 Library	21.54	\$4	\$86	/T.S.F.G.F.A.
610 Hospital	12.52	\$4	\$50	/bed
620 Nursing Home	2.51	\$4	\$10	/bed
630 Clinic	33.33	\$4	\$133	/T.S.F.G.F.A.
COMMERCIAL/SERVICES				
310 Hotel/Motel	11.09	\$4	\$44	/room
812 Building Materials/Lumber	19.81	\$4	\$79	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore With Groceries	29.84	\$4	\$119	/T.S.F.G.F.A.
814 Specialty Retail Center	24.68	\$4	\$99	/T.S.F.G.L.A.
815 Free-Standing Discount Store Without Groceries	39.23	\$4	\$157	/T.S.F.G.F.A.
816 Hardware/Paint Stores	32.02	\$4	\$128	/T.S.F.G.F.A.
817 Nursery/Garden Center	20.09	\$4	\$80	/T.S.F.G.F.A.
818 Nursery (Wholesale) **	35.01	\$4	\$140	/T.S.F.G.F.A.
820 Shopping Center	23.91	\$4	\$96	/T.S.F.G.L.A.
823 Factory Outlet Center	14.81	\$4	\$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 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	\$4	\$74	/T.S.F.G.F.A.
843 Automobile Parts Sales	29.77	\$4	\$119	/T.S.F.G.F.A.
849 Tire Superstore	12.37	\$4	\$49	/T.S.F.G.F.A.
850 Supermarket	55.20	\$4	\$221	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	121.68	\$4	\$487	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	78.00	\$4	\$312	/V.F.P.
860 Wholesale Market	4.71	\$4	\$19	/T.S.F.G.F.A.
861 Discount Club	29.27	\$4	\$117	/T.S.F.G.F.A.
862 Home Improvement Superstore	13.07	\$4	\$52	/T.S.F.G.F.A.
863 Electronics Superstore	22.80	\$4	\$91	/T.S.F.G.F.A.
867 Office Supply Superstore **	18.93	\$4	\$76	/T.S.F.G.F.A.
870 Apparel Store **	21.33	\$4	\$85	/T.S.F.G.F.A.
880 Pharmacy/Drugstore Without Drive-Thru Window	35.71	\$4	\$143	/T.S.F.G.F.A.
881 Pharmacy/Drugstore With Drive-Thru Window	37.93	\$4	\$152	/T.S.F.G.F.A.
890 Furniture Store	2.01	\$4	\$8	/T.S.F.G.F.A.
896 Video Rental Store **	133.29	\$4	\$533	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	109.57	\$4	\$438	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	110.21	\$4	\$441	/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	\$4	\$202	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	36.24	\$4	\$145	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	179.00	\$4	\$716	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	124.03	\$4	\$496	/T.S.F.G.F.A.
936 Drinking Place/Bar **	28.35	\$4	\$113	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	19.57	\$4	\$78	/Service Stall
942 Automobile Care Center **	19.62	\$4	\$78	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	41.33	\$4	\$165	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	30.28	\$4	\$121	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	28.43	\$4	\$114	/V.F.P.
OFFICE				
710 General Office Building	11.67	\$4	\$47	/T.S.F.G.F.A.
714 Corporate Headquarters Building	8.46	\$4	\$34	/T.S.F.G.F.A.
715 Single Tenant Office Building	12.26	\$4	\$49	/T.S.F.G.F.A.
720 Medical-Dental Office Building	38.29	\$4	\$153	/T.S.F.G.F.A.
730 Government Office Building	73.06	\$4	\$292	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	175.96	\$4	\$704	/T.S.F.G.F.A.
732 U.S. Post Office	95.17	\$4	\$381	/T.S.F.G.F.A.
750 Office Park	12.10	\$4	\$48	/T.S.F.G.F.A.
760 Research and Development Center	8.60	\$4	\$34	/T.S.F.G.F.A.
770 Business Park	13.52	\$4	\$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.				

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	\$4	\$42	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	3.80	\$4	\$15	/Parking Space
093 Light Rail Transit Station With Parking	2.12	\$4	\$8	/Parking Space
110 General Light Industrial	7.39	\$4	\$30	/T.S.F.G.F.A.
120 General Heavy Industrial	1.59	\$4	\$6	/T.S.F.G.F.A.
130 Industrial Park	7.38	\$4	\$30	/T.S.F.G.F.A.
140 Manufacturing	4.05	\$4	\$16	/T.S.F.G.F.A.
150 Warehouse	5.26	\$4	\$21	/T.S.F.G.F.A.
151 Mini-Warehouse	2.65	\$4	\$11	/T.S.F.G.F.A.
170 Utilities**	6.69	\$4	\$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.				

G. Formula 7: Compliance Cost Per Trip-End

The County incurs 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)	\$2,500,000
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 39 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		417,371		\$10

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 25 - 29) 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 43 - 47) 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 25 - 29). 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	\$10	\$96	/dwelling unit
220 Apartment	6.72	\$10	\$67	/dwelling unit
230 Residential Condominium/Townhouse	5.86	\$10	\$59	/dwelling unit
240 Manufactured Housing (in Park)	4.99	\$10	\$50	/dwelling unit
254 Assisted Living	2.74	\$10	\$27	/bed
255 Continuing Care Retirement	2.81	\$10	\$28	/unit
RECREATIONAL				
411 CityPark	1.76	\$10	\$18	/acre
412 County Park	2.52	\$10	\$25	/acre
416 Campground/RV Park **	6.15	\$10	\$62	/camp site
420 Marina	4.44	\$10	\$44	/berth
430 Golf Course	53.61	\$10	\$536	/hole
432 Golf Driving Range **	13.83	\$10	\$138	/tee
435 Multipurpose Recreation/Arcade **	37.06	\$10	\$371	/T.S.F.G.F.A.
437 Bowling Alley	50.00	\$10	\$500	/lane
443 Movie Theater w/out matinee	243.36	\$10	\$2,434	/screen
444 Movie Theater w/matinee **	223.67	\$10	\$2,237	/screen
445 Multiplex Movie Theater (10+ screens)**	150.88	\$10	\$1,509	/screen
473 Casino/Video Poker/Lottery **	148.56	\$10	\$1,486	/T.S.F.G.F.A.
480 Amusement/Theme Park	83.80	\$10	\$838	/acre
488 Soccer Complex	78.90	\$10	\$789	/field
491 Racquet/Tennis Club	42.81	\$10	\$428	/court
492 Health/Fitness Club	36.43	\$10	\$364	/T.S.F.G.F.A.
495 Recreation/Community Center	34.32	\$10	\$343	/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	\$10	\$19	/employee
520 Elementary School (Public)	0.51	\$10	\$5	/student
522 Middle/Junior High School (Public)	0.65	\$10	\$6	/student
530 High School (Public)	1.28	\$10	\$13	/student
536 Private School (K - 12)	1.86	\$10	\$19	/student
540 Junior/Community College	0.90	\$10	\$9	/student
550 University/College	1.78	\$10	\$18	/student
560 Church	6.83	\$10	\$68	/T.S.F.G.F.A.
565 Day Care Center/Preschool	1.79	\$10	\$18	/student
590 Library	21.54	\$10	\$215	/T.S.F.G.F.A.
610 Hospital	12.52	\$10	\$125	/bed
620 Nursing Home	2.51	\$10	\$25	/bed
630 Clinic	33.33	\$10	\$333	/T.S.F.G.F.A.
COMMERCIAL/SERVICES				
310 Hotel/Motel	11.09	\$10	\$111	/room
812 Building Materials/Lumber	19.81	\$10	\$198	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore With Groceries	29.84	\$10	\$298	/T.S.F.G.F.A.
814 Specialty Retail Center	24.68	\$10	\$247	/T.S.F.G.L.A.
815 Free-Standing Discount Store Without Groceries	39.23	\$10	\$392	/T.S.F.G.F.A.
816 Hardware/Paint Stores	32.02	\$10	\$320	/T.S.F.G.F.A.
817 Nursery/Garden Center	20.09	\$10	\$201	/T.S.F.G.F.A.
818 Nursery (Wholesale) **	35.01	\$10	\$350	/T.S.F.G.F.A.
820 Shopping Center	23.91	\$10	\$239	/T.S.F.G.L.A.
823 Factory Outlet Center	14.81	\$10	\$148	/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	\$10	\$186	/T.S.F.G.F.A.
843 Automobile Parts Sales	29.77	\$10	\$298	/T.S.F.G.F.A.
849 Tire Superstore	12.37	\$10	\$124	/T.S.F.G.F.A.
850 Supermarket	55.20	\$10	\$552	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	121.68	\$10	\$1,217	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	78.00	\$10	\$780	/V.F.P.
860 Wholesale Market	4.71	\$10	\$47	/T.S.F.G.F.A.
861 Discount Club	29.27	\$10	\$293	/T.S.F.G.F.A.
862 Home Improvement Superstore	13.07	\$10	\$131	/T.S.F.G.F.A.
863 Electronics Superstore	22.80	\$10	\$228	/T.S.F.G.F.A.
867 Office Supply Superstore **	18.93	\$10	\$189	/T.S.F.G.F.A.
870 Apparel Store **	21.33	\$10	\$213	/T.S.F.G.F.A.
880 Pharmacy/Drugstore Without Drive-Thru Window	35.71	\$10	\$357	/T.S.F.G.F.A.
881 Pharmacy/Drugstore With Drive-Thru Window	37.93	\$10	\$379	/T.S.F.G.F.A.
890 Furniture Store	2.01	\$10	\$20	/T.S.F.G.F.A.
896 Video Rental Store **	133.29	\$10	\$1,333	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	109.57	\$10	\$1,096	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	110.21	\$10	\$1,102	/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

<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)				
931 Quality Restaurant (not a chain)	50.47	\$10	\$505	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	36.24	\$10	\$362	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	179.00	\$10	\$1,790	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	124.03	\$10	\$1,240	/T.S.F.G.F.A.
936 Drinking Place/Bar **	28.35	\$10	\$284	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	19.57	\$10	\$196	/Service Stall
942 Automobile Care Center **	19.62	\$10	\$196	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	41.33	\$10	\$413	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	30.28	\$10	\$303	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	28.43	\$10	\$284	/V.F.P.
OFFICE				
710 General Office Building	11.67	\$10	\$117	/T.S.F.G.F.A.
714 Corporate Headquarters Building	8.46	\$10	\$85	/T.S.F.G.F.A.
715 Single Tenant Office Building	12.26	\$10	\$123	/T.S.F.G.F.A.
720 Medical-Dental Office Building	38.29	\$10	\$383	/T.S.F.G.F.A.
730 Government Office Building	73.06	\$10	\$731	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	175.96	\$10	\$1,760	/T.S.F.G.F.A.
732 U.S. Post Office	95.17	\$10	\$952	/T.S.F.G.F.A.
750 Office Park	12.10	\$10	\$121	/T.S.F.G.F.A.
760 Research and Development Center	8.60	\$10	\$86	/T.S.F.G.F.A.
770 Business Park	13.52	\$10	\$135	/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	\$10	\$104	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	3.80	\$10	\$38	/Parking Space
093 Light Rail Transit Station With Parking	2.12	\$10	\$21	/Parking Space
110 General Light Industrial	7.39	\$10	\$74	/T.S.F.G.F.A.
120 General Heavy Industrial	1.59	\$10	\$16	/T.S.F.G.F.A.
130 Industrial Park	7.38	\$10	\$74	/T.S.F.G.F.A.
140 Manufacturing	4.05	\$10	\$40	/T.S.F.G.F.A.
150 Warehouse	5.26	\$10	\$53	/T.S.F.G.F.A.
151 Mini-Warehouse	2.65	\$10	\$26	/T.S.F.G.F.A.
170 Utilities**	6.69	\$10	\$67	/T.S.F.G.F.A.
* Abbreviations used in the "Unit" column:				
T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area				
T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area				
V.F.P. = Vehicle Fueling Position				
** Because there is no ITE Weekday Average Trip Rate for this code/category, the Trip Rate shown is the ITE P.M. Peak Hour Trip Rate multiplied by a factor of ten.				

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 31 – 35), the reimbursement fee per unit (from Table 4.6, pages 37 - 41), and the compliance cost per unit (from Table 4.8, pages 43 - 47).

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

Table 4.9 (pages 48 – 52) displays the Total Transportation SDC per unit for each category. Columns 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

page 1 of 5

	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	\$3,206	\$38	\$96	\$3,340	/dwelling unit
220 Apartment	\$2,251	\$27	\$67	\$2,345	/dwelling unit
230 Residential Condominium/Townhouse	\$1,963	\$23	\$59	\$2,045	/dwelling unit
240 Manufactured Housing (in Park)	\$1,672	\$20	\$50	\$1,742	/dwelling unit
254 Assisted Living	\$918	\$11	\$27	\$956	/bed
255 Continuing Care Retirement	\$941	\$11	\$28	\$981	/unit
RECREATIONAL					
411 CityPark	\$589	\$7	\$18	\$614	/acre
412 County Park	\$845	\$10	\$25	\$880	/acre
416 Campground/RV Park **	\$2,060	\$25	\$62	\$2,146	/camp site
420 Marina	\$1,487	\$18	\$44	\$1,550	/berth
430 Golf Course	\$17,959	\$214	\$536	\$18,710	/hole
432 Golf Driving Range **	\$4,632	\$55	\$138	\$4,826	/tee
435 Multipurpose Recreation/Arcade **	\$12,414	\$148	\$371	\$12,933	/T.S.F.G.F.A.
437 Bowling Alley	\$16,748	\$200	\$500	\$17,448	/lane
443 Movie Theater w/out matinee	\$81,525	\$973	\$2,434	\$84,932	/screen
444 Movie Theater w/matinee **	\$74,929	\$895	\$2,237	\$78,061	/screen
445 Multiplex Movie Theater (10+ screens)**	\$50,546	\$604	\$1,509	\$52,658	/screen
473 Casino/Video Poker/Lottery **	\$49,767	\$594	\$1,486	\$51,847	/T.S.F.G.F.A.
480 Amusement/Theme Park	\$28,074	\$335	\$838	\$29,248	/acre
488 Soccer Complex	\$26,433	\$316	\$789	\$27,537	/field
491 Racquet/Tennis Club	\$14,341	\$171	\$428	\$14,940	/court
492 Health/Fitness Club	\$12,203	\$146	\$364	\$12,713	/T.S.F.G.F.A.
495 Recreation/Community Center	\$11,497	\$137	\$343	\$11,978	/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

page 2 of 5

	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	\$632	\$8	\$19	\$658	/employee
520 Elementary School (Public)	\$172	\$2	\$5	\$180	/student
522 Middle/Junior High School (Public)	\$217	\$3	\$6	\$226	/student
530 High School (Public)	\$430	\$5	\$13	\$448	/student
536 Private School (K - 12)	\$623	\$7	\$19	\$649	/student
540 Junior/Community College	\$300	\$4	\$9	\$313	/student
550 University/College	\$595	\$7	\$18	\$620	/student
560 Church	\$2,289	\$27	\$68	\$2,385	/T.S.F.G.F.A.
565 Day Care Center/Preschool	\$599	\$7	\$18	\$624	/student
590 Library	\$7,217	\$86	\$215	\$7,519	/T.S.F.G.F.A.
610 Hospital	\$4,193	\$50	\$125	\$4,368	/bed
620 Nursing Home	\$842	\$10	\$25	\$877	/bed
630 Clinic	\$11,166	\$133	\$333	\$11,633	/T.S.F.G.F.A.
COMMERCIAL/SERVICES					
310 Hotel/Motel	\$3,715	\$44	\$111	\$3,870	/room
812 Building Materials/Lumber	\$6,637	\$79	\$198	\$6,914	/T.S.F.G.F.A.
813 Free-Standing Discount Superstore With Groceries	\$9,995	\$119	\$298	\$10,413	/T.S.F.G.F.A.
814 Specialty Retail Center	\$8,267	\$99	\$247	\$8,612	/T.S.F.G.L.A.
815 Free-Standing Discount Store Without Groceries	\$13,141	\$157	\$392	\$13,690	/T.S.F.G.F.A.
816 Hardware/Paint Stores	\$10,727	\$128	\$320	\$11,175	/T.S.F.G.F.A.
817 Nursery/Garden Center	\$6,730	\$80	\$201	\$7,011	/T.S.F.G.F.A.
818 Nursery (Wholesale) **	\$11,729	\$140	\$350	\$12,219	/T.S.F.G.F.A.
820 Shopping Center	\$8,009	\$96	\$239	\$8,344	/T.S.F.G.L.A.
823 Factory Outlet Center	\$4,960	\$59	\$148	\$5,167	/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

page 3 of 5

	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	\$6,219	\$74	\$186	\$6,479	/T.S.F.G.F.A.
843 Automobile Parts Sales	\$9,973	\$119	\$298	\$10,390	/T.S.F.G.F.A.
849 Tire Superstore	\$4,143	\$49	\$124	\$4,316	/T.S.F.G.F.A.
850 Supermarket	\$18,493	\$221	\$552	\$19,265	/T.S.F.G.F.A.
851 Convenience Market (24 hour)	\$40,764	\$487	\$1,217	\$42,467	/T.S.F.G.F.A.
853 Convenience Market With Fuel Pump	\$26,129	\$312	\$780	\$27,221	/V.F.P.
860 Wholesale Market	\$1,579	\$19	\$47	\$1,645	/T.S.F.G.F.A.
861 Discount Club	\$9,805	\$117	\$293	\$10,215	/T.S.F.G.F.A.
862 Home Improvement Superstore	\$4,379	\$52	\$131	\$4,562	/T.S.F.G.F.A.
863 Electronics Superstore	\$7,637	\$91	\$228	\$7,957	/T.S.F.G.F.A.
867 Office Supply Superstore **	\$6,342	\$76	\$189	\$6,607	/T.S.F.G.F.A.
870 Apparel Store **	\$7,144	\$85	\$213	\$7,443	/T.S.F.G.F.A.
880 Pharmacy/Drugstore Without Drive-Thru Window	\$11,963	\$143	\$357	\$12,463	/T.S.F.G.F.A.
881 Pharmacy/Drugstore With Drive-Thru Window	\$12,707	\$152	\$379	\$13,238	/T.S.F.G.F.A.
890 Furniture Store	\$672	\$8	\$20	\$700	/T.S.F.G.F.A.
896 Video Rental Store **	\$44,653	\$533	\$1,333	\$46,519	/T.S.F.G.F.A.
911 Bank/Savings: Walk-in	\$36,706	\$438	\$1,096	\$38,240	/T.S.F.G.F.A.
912 Bank/Savings: Drive-In	\$36,921	\$441	\$1,102	\$38,464	/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

page 4 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>
COMMERCIAL/SERVICES (continued)					
931 Quality Restaurant (not a chain)	\$16,907	\$202	\$505	\$17,614	/T.S.F.G.F.A.
932 High Turnover, Sit-Down Restaurant (chain or stand alone)	\$12,140	\$145	\$362	\$12,647	/T.S.F.G.F.A.
933 Fast Food Restaurant (No Drive-Thru)	\$59,965	\$716	\$1,790	\$62,471	/T.S.F.G.F.A.
934 Fast Food Restaurant (With Drive-Thru)	\$41,550	\$496	\$1,240	\$43,286	/T.S.F.G.F.A.
936 Drinking Place/Bar **	\$9,497	\$113	\$284	\$9,894	/T.S.F.G.F.A.
941 Quick Lubrication Vehicle Shop	\$6,557	\$78	\$196	\$6,831	/Service Stall
942 Automobile Care Center **	\$6,573	\$78	\$196	\$6,848	/T.S.F.G.L.A.
944 Gasoline/Service Station (no Market or Car Wash)	\$13,847	\$165	\$413	\$14,425	/V.F.P.
945 Gasoline/Service Station (With Convenience Market)	\$10,144	\$121	\$303	\$10,568	/V.F.P.
946 Gasoline/Service Station (With Convenience Market and Car Wash)	\$9,525	\$114	\$284	\$9,923	/V.F.P.
OFFICE					
710 General Office Building	\$3,909	\$47	\$117	\$4,072	/T.S.F.G.F.A.
714 Corporate Headquarters Building	\$2,833	\$34	\$85	\$2,952	/T.S.F.G.F.A.
715 Single Tenant Office Building	\$4,108	\$49	\$123	\$4,280	/T.S.F.G.F.A.
720 Medical-Dental Office Building	\$12,828	\$153	\$383	\$13,364	/T.S.F.G.F.A.
730 Government Office Building	\$24,473	\$292	\$731	\$25,496	/T.S.F.G.F.A.
731 State Motor Vehicles Dept.	\$58,945	\$704	\$1,760	\$61,408	/T.S.F.G.F.A.
732 U.S. Post Office	\$31,883	\$381	\$952	\$33,215	/T.S.F.G.F.A.
750 Office Park	\$4,055	\$48	\$121	\$4,224	/T.S.F.G.F.A.
760 Research and Development Center	\$2,879	\$34	\$86	\$3,000	/T.S.F.G.F.A.
770 Business Park	\$4,530	\$54	\$135	\$4,720	/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

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	\$3,497	\$42	\$104	\$3,643	/T.S.F.G.F.A.
090 Park and Ride Lot With Bus Service	\$1,272	\$15	\$38	\$1,325	/Parking Space
093 Light Rail Transit Station With Parking	\$709	\$8	\$21	\$739	/Parking Space
110 General Light Industrial	\$2,475	\$30	\$74	\$2,578	/T.S.F.G.F.A.
120 General Heavy Industrial	\$533	\$6	\$16	\$555	/T.S.F.G.F.A.
130 Industrial Park	\$2,471	\$30	\$74	\$2,574	/T.S.F.G.F.A.
140 Manufacturing	\$1,356	\$16	\$40	\$1,413	/T.S.F.G.F.A.
150 Warehouse	\$1,761	\$21	\$53	\$1,835	/T.S.F.G.F.A.
151 Mini-Warehouse	\$888	\$11	\$26	\$925	/T.S.F.G.F.A.
170 Utilities**	\$2,240	\$27	\$67	\$2,333	/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.					