RESOLUTION NO. 924

A RESOLUTION AMENDING THE CITY OF STAYTON'S SYSTEM DEVELOPMENT CHARGES FOR TRANSPORTATION

WHEREAS, Stayton Municipal Code (SMC) Chapter 13.12 provides for the establishment of Systems Development Charges (SDCs) upon completion of an analysis of the City's current investment in its transportation system and the projected capital improvements to be constructed and for the adoption of a methodology explaining how the SDCs are calculated;

WHEREAS, the SMC Chapter 13.12.220 (2) specifies that such charges shall be set by separate Resolution of the Stayton City Council following a public hearing;

WHEREAS, the Oregon Revised Statutes (ORS) provide the framework for establishing an SDC, and for notification and public hearing of the City of Stayton's intent to impose SDCs;

WHEREAS, the Stayton City Council adopted a Transportation System Plan in 2004 which included updated capital improvement plans which affect SDCs;

WHEREAS, the Stayton City Council adopted a Transportation SDC Methodology in 2007 based on the capital improvement plans in the 2004 Transportation System Plan;

WHEREAS, the 2007 Transportation SDC Methodology was based on 2005 estimates of transportation improvement costs that have not been updated for inflation since that time;

WHEREAS, since 2007, the City has implemented some of the recommended transportation system improvements in the 2004 Transportation System Plan;

WHEREAS, it is appropriate and timely that the SDC previously established be amended to reflect updated cost estimates for future improvements and remove completed projects from the future improvements list;

WHEREAS, the City's Planning and Development Department and Public Works Department worked together to update the SDC for Transportation;

WHEREAS, the City staff issued its report *Transportation System Development Charge Update*, dated December 1, 2014, with the methodology;

WHEREAS, the City Council held a public hearing on December 1, 2014 on the proposed Transportation SDC methodology; and

WHEREAS, the City Council has determined that the methodology and rates hereinafter specified and established are just, reasonable and necessary.

NOW THEREFORE, BE IT RESOLVED that:

SECTION 1: AMENDMENT AND UPDATING OF SYSTEM DEVELOPMENT CHARGES

In accordance with SMC Chapter 13.12, this Resolution amends, updates, and establishes the methodology and provides the basis for the SDCs on those activities which create the demand for capital improvements used for transportation.

SECTION 2: SCOPE

The SDCs established by this Resolution are separate from, and in addition to, any other applicable taxes, fees, assessments, or charges, including but not limited to SDCs, which may be required by the City of Stayton or represent a condition of a land use or development approval.

SECTION 3: METHODOGY

The methodology produced by the City of Stayton Planning and Development Department and Public Works Department to update the Transportation SDC is described in the attached report and, by this reference, hereby made a part of this Resolution.

SECTION 4: FEE

The City amends and updates its SDCs as follows:

A **Transportation System Development Charge** shall be applied to each development based on the average number of weekday PM peak-hour trips generated by the development as calculated using the 9th edition of the Trip Generation Manual published by the Institute of Transportation Engineers, excepting certain commercial uses. For commercial uses, an adjustment factor for passby trips shall be applied. The list of adjustment factors is included in the Appendix of the *Transportation System Development Charge Update* referenced above.

The Transportation SDC collected in accordance with Chapter 13.12 of the Stayton Municipal Code shall be:

- $326 per PM Peak-Hour Weekday Trip within the Downtown Revitalization Study Area as designated in the methodology
- $2,372 per PM Peak-Hour Weekday Trip within all other areas of the City

SECTION 5: EFFECTIVE DATE

This Resolution shall become effective upon its adoption by the Stayton City Council.

SECTION 6: REVIEW

This Resolution shall be reviewed annually during the month of June and the rates amended as appropriate for the next fiscal year. Consideration shall be given to the rate of inflation for construction as reported in the Engineering News Record, published by the McGraw-Hill companies, as the 20-City Average Construction Cost Index for the period June of the preceding year through May of the current year.

ADOPTED BY THE STAYTON CITY COUNCIL this First day of December 2014.

Signed: 12-1, 2014. CITY OF STAYTON

By: _____
A. Scott Vigil, Mayor

Signed: 12-2, 2014. Attest: _____
Keith D Campbell, City Administrator

APPROVED AS TO FORM:

_____
David A. Rhoten, City Attorney

City of Stayton

TRANSPORTATION SYSTEM DEVELOPMENT CHARGE UPDATE

December 1, 2014 Draft for City Council Public Hearing

Prepared by the City of Stayton
Public Works Department and Planning & Development Department

TABLE OF CONTENTS

LIST OF TABLES

LIST OF MAPS

SUMMARY

The City of Stayton adopted its Transportation System Development Charge (SDC) in April 2007, following the adoption of the 2005 Transportation System Plan (TSP). The TSP recommends improvements to correct deficiencies in the City's transportation network and recommends street, bicycle and pedestrian system improvements to serve the transportation needs of the City that will result from future residential, commercial and industrial growth in Stayton's Urban Growth Boundary.

The Transportation SDC is charged to all new developments based on the impact the new development is projected to have on the overall transportation network based on an estimate of the number of PM Peak Hour trips expected to be generated by the new development. The fee is collected from the developer at the time a building permit is issued. The 2007 Transportation SDC was established as an improvement fee. No reimbursement fee was established to recoup the cost of investments made in the City's streets and transportation facilities prior to 2007.

In 2012, the City's Comprehensive Plan Update Committee recommended to the City Council that all of the City's SDCs be reviewed to assure that they properly account for planned improvements and reflect recent investments in city infrastructure. In 2013, the City adopted a Comprehensive Plan Update that incorporated new population projections through 2030.

Based on these updated population projections, the City has reassessed the timing for various transportation improvements listed in the TSP. In addition, the City has refined plans for improvements to Wilco Road, Shaff Road, and the new collector streets proposed in the TSP. New cost estimates have been prepared for some projects. When coupled with the 2005 TSP, the updated cost estimates, development of the refinement plans, and the modification of the timing of proposed improvements warrant a review and update of the improvement fee portion of the Transportation SDC.

The final change in the 2014 update to the System Development Charge is the creation of a reimbursement fee portion of the SDC to account for completed transportation improvements since 2007. The City of Stayton, Marion County and ODOT have made investments on some of the City's streets, sidewalks and trails systems as recommended in the TSP. These investments serve existing residents, but will also serve the City as it grows in the next 20 years. Therefore, this report recommends a reimbursement fee component be added to the Transportation SDC. The proposed 2014 Transportation Fee will be composed of both a reimbursement fee and an improvement fee. Table 1 compares the current Transportation SDC with the proposed Transportation SDC. The proposed SDC per PM Peak-Hour trip will decrease.

Table 1 - Current and Proposed Transportation SDC (per PM-Peak Hour Trip)

Type of SDC	2007 Transportation SDC	Proposed 2014 Transportation SDC	Change $	Change %
Transportation Improvement Fee	2,512	2,172	(340)	
Transportation Reimbursement Fee	-	200	200	
Total	2,512	2,372	(140)	-6%

The proposed Transportation SDC will decrease from $2,512 to $2,372 per PM Peak-Hour trip except in the Downtown Revitalization Study Area.

CAPITAL IMPROVEMENT LIST & TRIP GENERATION

Table 2 summarizes the list of capital improvements with costs estimated in 2013 dollars. Projects are listed using the same project numbers as in the 2007 Transportation SDC Report. Table 2 shows the allocation of costs to future development based on each project's contribution to excess capacity. Many of the improvements are needed, in part, to remediate existing problems and only 21 percent of the total cost is allocated to growth. Some projects are allocated 100 percent to growth. These are projects built in areas that are today predominately vacant and will be built only if development occurs in those areas. If development does not occur, these projects will not be needed.

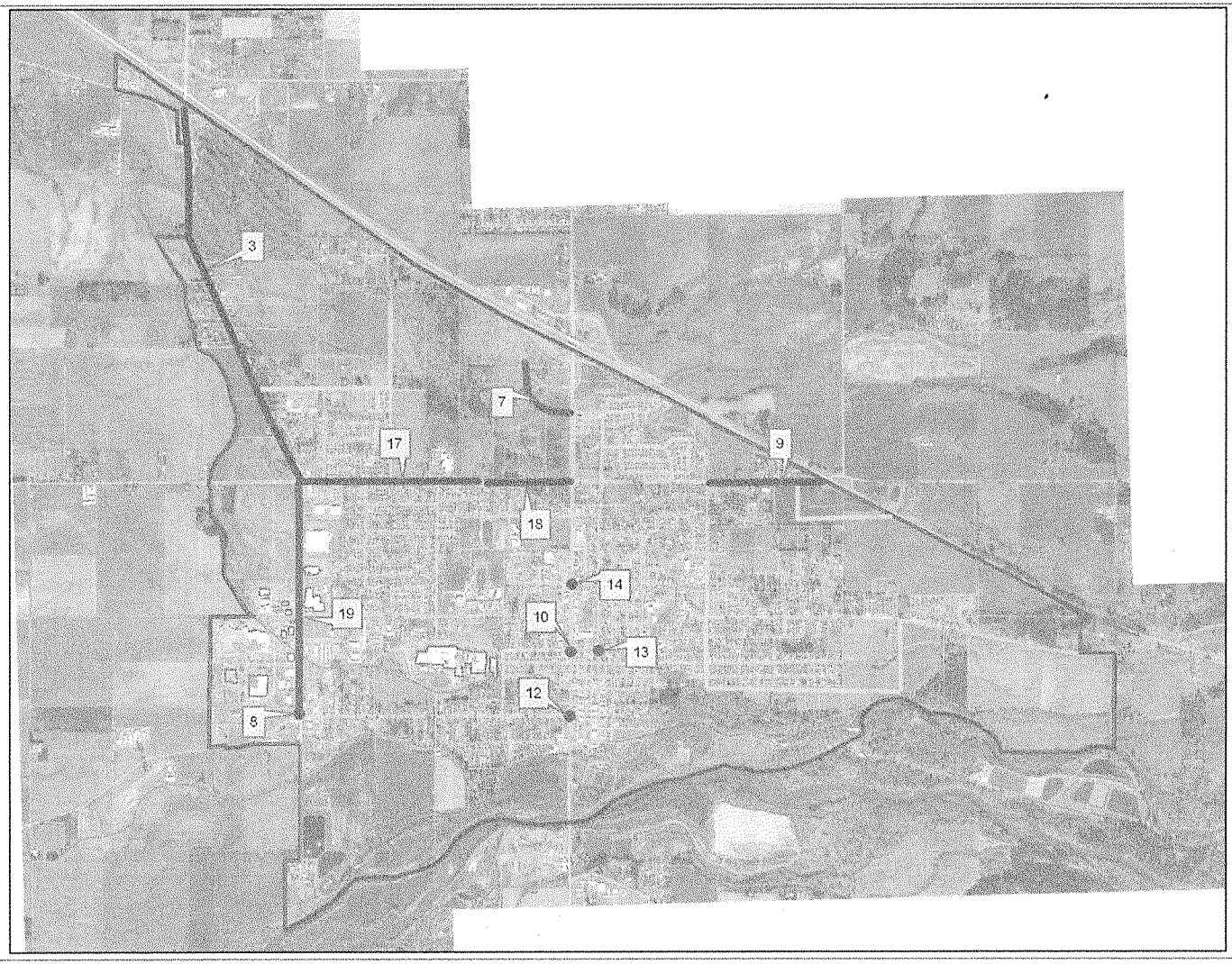
Project No. 16 "Future Collectors" will serve new development areas in Stayton. Only 19% of the costs of the collector streets, $2,023,976, is assigned to growth in Table 2. It is not the complete cost of constructing these streets. It represents the increased costs of constructing a collector street compared to a residential street. Collector streets are designed to carry cross-city traffic and connect to Highway 22 both to the north and east of the City. If these were not collectors, the developer would be entirely responsible for building a local street in a 60-foot right-of-way with a 34-foot-wide two-lane roadway and sidewalks. Since it is a collector street, the City requires it to be built on an 80-foot right-of-way with a 36-foot roadway with bike lanes and sidewalks. The pavement section for a collector is also thicker than for a local street. The 20% cost difference in land and construction costs between the two classifications of street is included as an SDC eligible cost shown in Table 2. The City anticipates 2.8 miles of new collector streets may be constructed in the 20-year planning period for which SDCs are collected. Developers who build these collectors will receive an SDC credit up to 20% cost for the over-sizing.

Table 2 - Transportation System Capital Improvements Projects and Allocation to Growth

			Allocation to Growth	
Street	**Improvements (2014-2035)**	**2013$**	**%**	**$**
3	Golf Club Road (Hwy 22 to Shaff Rd.)	$ 1,902,233	29%	$ 550,503
7	Cascade Hwy/Whitney St. intersection	$ 1,959,300	100%	$ 1,959,300
8	Washington/Ida/Wilco/Stayton Rd. Intersection	$ 1,212,357	100%	$ 1,212,357
9	Fern Ridge Road (10th Ave to Hwy 22)	$ 2,107,421	29%	$ 609,884
10	Washington St/1st Ave Intersection Improvements	$ 565,344	29%	$ 163,610
12	1st Avenue/Ida Street Intersection Improvements	$ 565,344	29%	$ 163.610
13	3rd Avenue/Washington Street Intersection Improvements	$ 565,344	29%	$ 163,610
14	1st Avenue/Hollister Street Intersection Improvements	$ 385,773	29%	$ 111,642
16	Future Collector Streets (2.8 mi) - Yellow lines on TSP	$10,652,506	19%	$ 2,023,976
17	Shaff Rd. (Kindle Way to Fern Avenue)	$ 1,500,000	50%	$ 750,000
18	Shaff Rd. (Fern Avenue to 1st Avenue)	$ 1,500,000	50%	$ 750,000
19	Wilco Rd. (Shaff to Washington)	$ 3,600,000	50%	$ 1,800,000
	Total Street Improvements	**$26,515,621**	**21%**	**$ 10,258,492**
Bicycle & Pedestrian Improvements (2014-2035)				
BP-4	Washington St (1st to Myrtle - North Side)	$ 41,849	29%	$ 12,111
BP-5	Washington St (Wilco to Evergreen --South Side)	$ 187,687	29%	$ 54,316
BP-6	Ida St. (Noble - 1st Avenue)	$ 112,866	29%	$ 32,663
BP-8	Locust St. (Wilco Rd. to 1st Avenue)	$ 35,508	29%	$ 10,276
	Total Bicycle & Pedestrian Improvements	**$ 377,910**	**29%**	**$ 109,367**
	Total Transportation System Plan Improvements (2014-2035)	**$26,893,531**	**19%**	**$ 10,367,858**

Map 1 shows the Transportation Capital Improvements projects included in Table 2.

Map 1



Stayton 2014 Transportation SDC Update
Capital Improvement Projects

LEGEND
Future Collector Streets in next 20 years
Street Improvement Projects
Intersection Improvement Projects

N
1 inch equals 2,000 feet

Three new projects have been added to Table 2, compared to Capital Improvement Projects list in the 2007 SDC methodology. These projects reflect efforts by the City to refine plans for improvements to Shaff Road and Wilco Road. The City has prepared preliminary plans for improvements to these two collector streets in order to provide guidance to property owners as land is developed and to apply for grants from state and federal agencies. The City has estimated the costs of the planned improvements and estimated that half of the costs of the proposed improvements may be allocated to growth.

Table 3 shows the current and forecast numbers of trips in Stayton. The current trips are based on the City's 2014 estimate of the number of housing units and the amount of commercial and industrial development. These figures are further developed in Tables 4 and 5 below. The City assumes that 35% of the trips in the city are vehicles that pass through the City, without having an origin or destination within the City, continuing the assumption in the 2007 SDC methodology.

Table 3--Current and Forecast PM Peak Hour Trips

			New Trips		
	2004	2014	2025	2035	2045
Trips that begin/end in Stayton	6,048	7,104	9,093	9,998	11,077
Trips that pass thru Stayton	3,257	4,618	5,910	6,499	7,200
Totals	9,305	11,722	15,003	16,496	18,277
Net New Trips	--	--	3,280	4,774	6,554
Share of Total Trips		71%		29%	

(% assigned to 2014 demand vs. % assigned to New Trips to serve future growth)

Source: City of Stayton, *Final Draft-Transportation System Plan*, H. Lee & Associates, April 2004.
Pass through trips are estimated as 65% of in-City trips.

The total number of PM Peak-Hour trips is derived from the City's Land Use and Housing chapters in the 2013 Comprehensive Plan Update, coupled with assumptions about the intensity and type of non-residential development. Table 4 shows the calculation of current existing residential trips and Table 5 shows the calculation of current commercial and industrial trips.

Table 4 - Calculation of Current Residential PM Peak-Hour Trips

	2000	2010	2014	Weekday PM Peak Hour Trip Rate	2014 PM Peak Hour Trips
Population	6,816	7,644	7,667		
Housing Units					
Single Family Units	1,896	2,301	2,328	1.01	2,351
Multi-Family Units	596	607	607	0.62	376
Manufactured Homes	176	148	148	0.59	
Totals	2,668	3,056	3,083		2,815

Table 5 - Calculation of Current Non-Residential PM Peak-Hour Trips

Zoning Type	Developed Acreage	Building Square Footage	ITE PM Peak Hour Trip Rate (Discounting Pass-by Trips)	2014 PM Peak-Hour Trips
Commercial	58	482,400	6.00	2,894
Industrial	163	1,423,600	0.98	1,395
Totals	221	1,906,000		4,290

Table 6 shows the calculation of future trips from residential uses. The projected population growth and household size from the Marion County Coordinated Population Projections for 2030 were used to project the population and number of households. The housing needs in 2030, from the 2013 Comprehensive Plan update was used as the basis for projecting future inventories of various housing types.

Table 6 - Forecast of New Residential PM Peak-Hour Trips

	2014	2025	2035	2045	Weekday PM Peak Hour Trip Rate	Net New Peak PM Trips 2025	Net New Peak PM Trips 2035	Net New Peak PM Trips 2045
Population	7,667	10,518	12,266	14,305				
Single Family Units	2,328	3,133	3,632	3,498	1.01	813	1,317	1,182
Multi-Family Units	607	723	838	1,566	0.62	72	143	595
Manufactured Homes	148	161	163	157	0.59	8	9	5
Totals	3,083	4,017	4,657	5,221		893	1,469	1,781

Table 7 shows the calculation of future trips from commercial and residential uses. In projecting future non-residential development an assumption was made that the current ratio of floor space per acre of developed land would continue. Data from the Land Use chapter in the 2013 Comprehensive Plan update was used for the amount of vacant land zoned commercial and industrial. Finally it was assumed that pace of commercial and industrial development would mirror that for residential development.

Table 7 - Forecast of New Commercial & Industrial PM Peak-Hour Trips

Zoning Type	Undeveloped Acreage	Gross to Net Acres)^	Floor to Land Area Ratio (FAR)*	Building Square Footage	ITE PM Peak Hr Trip Rate (Discounting by Trips) ^^	2035 Net New PM Peak Hr	2045 Net New PM Peak
Commercial	42	0.75	8,317	261,470	6.00	1,020	1,569
Industrial	79	0.92	8,734	634,768	0.98	404	622
Totals	121			896,239		1,424	2,191

^ 20 percent of land for public rights of way.

* 50% of net buildable land reserved for landscaping and off-street parking.

^^ Kittelson & Associates estimates.

UPDATE OF THE IMPROVEMENT FEE

Of the approximately $26.5 million of total project costs, only approximately $10.567 million (39 percent) is used to calculate the updated improvement fee. The costs of the improvements projects allocated to growth in Table 2 is included in Table 8, below. In addition to the improvement projects from Table 2, the cost of updating the Transportation System Plan has been included.

Using the results of Tables 2 and 3, we divide the capital improvement costs allocated to growth by the increase in the number of trips expected over the planning horizon (Table 3 above), which is

4,774 peak-hour trips. Each of project's costs allocated to growth is divided by the increase in weekday PM peak-hour trips and summed to provide the improvement fee per trip.

Table 8 - Calculation of Improvement Fee

TSP Project #	Eligible Projects for Transportation Improvement Fee (2014 to 2035)	Eligible Project Costs	Costs ÷ 4774 New Trips 2014-2035	Improvement Fee Cumulative
3	Golf Club Road (Hwy 22 to Shaff Rd.)	$550,503	115.31	115.31
7	Cascade Hwy/Whitney St. intersection	$1,959,300	410.41	525.72
8	Washington/Ida/Wilco/Stayton Rd. Intersection	$1,212,357	253.95	779.67
9	Fern Ridge Road (10th Ave to Hwy 22)	$609,884	127.75	907.42
10	Washington St/1st Ave Intersection Improvements	$163,610	34.27	941.69
12	1st Avenue/Ida Street Intersection Improvements	$163.610	34.27	975.76
13	3rd Avenue/Washington Street Intersection Improvements	$163,610	34.27	1,010.23
14	1st Avenue/Hollister Street Intersection Improvements	$111,642	23.39	1,033.62
16	Future Collector Streets (2.8 mi) - Yellow lines on TSP	$2,023,976	423.96	1,457.57
17	Shaff Rd. (Kindle Way to Fern Avenue)	$750,000	157.10	1,614.67
18	Shaff Rd. (Fern Avenue to 1st Avenue)	$750,000	157.10	1,771.77
19	Wilco Rd. (Shaff to Washington)	$1,800,000	377.04	2,148.82
	Total Street Improvements	**$10,258,492**	**2,148.82**	**2,148.82**
Bicycle & Pedestrian Improvements (2014-2035)				
BP-4	Washington St (1st to Myrtle - North Side)	$9,550	2.00	2,150.82
BP-5	Washington St (Wilco to Evergreen --South Side).	$42,831	8.97	2,159.79
BP-6	Ida St. (Noble - 1st Avenue)	$25,756	5.40	2,165.19
BP-8	Locust St. (Wilco Rd. to 1st Avenue)	$8,103	1.70	2,166.89
	Total Bicycle & Pedestrian Improvements	**$86,241**	**18.07**	**2,166.89**
	Transportation System Plan Update	$200,000	41.39	2,208.28
Total Transportation System Improvements (2014-2035)		**$ 10,567,839**	**2,2208.29**	**2,208**

The proposed transportation improvement fee is $2,208 per trip.

REIMBURSEMENT FEE

The 2007 Transportation SDC Methodology was established as an improvement fee. It did not include a reimbursement fee. The City has completed a number of transportation improvement projects since adoption of the 2005 Transportation System Plan for which Transportation SDCs have been expended. It is therefore appropriate that a Reimbursement Fee now be included in the Transportation SDC. The Reimbursement Fee is based on the actual costs transportation improvement projects completed from 2007 to 2013. These projects are listed in Table 9.

Table 9 – Reimbursement Fee eligible projects completed since 2007

TSP Project #	Eligible Project Costs for Transportation SDC Reimbursement Fee (2007 to 2013)	Total Project Costs	Outside Agencies, Other City $ and Grants	SDC Funds Expended
	Transportation SDC Analysis & Preparation	48,748		48,748
1	Hwy 22 – Joseph St. Project (City Share)	59,920		59,920
7	Cascade Hwy / Whitney Traffic Signal	345,061		345,061
	Cascade Hwy / Fern Ridge Rd. Widening & Signal	255,000		255,000
11	1st Ave (N. Santiam River Bridge to Ida St.)	200,000	200,000	-
15	10th Ave (Fern Ridge to Jefferson)	1,969,565	1,765,953	203,612
BP-1	Shaff Rd. (Drainage & Bike Path improvements)	350,000	261,521	88,479
	Total Transportation System Improvement Costs	**3,228,294**	**2,227,474**	**1,000,820**

The street improvement projects completed since 2007 and included in Table 9 are needed to meet existing traffic demands and are also necessary to serve future growth during the next 20 years (2014-2035).

Table 2 shows that in 2014, there are an estimated 11,722 PM Peak-Hour trips. By 2034, the number of PM Peak-Hour trips will grow to 16,496, an increase of 4,474 PM Peak-Hour trips from 2014 to 2034. The 4,474 new trips will comprise 29% of the total PM Peak-Hour trips in the year 2034. Therefore, up to $862,000 (29%) of the $2,973,294 cost of the completed projects may be eligible for use of systems development charge funds because that proportion of the projects will benefit new growth.

The reimbursement fee is calculated using the actual amount of SDC funds ($745,820) expended by the City on the eligible projects during the years 2007 to 2013. It does not include eligible project costs paid for by federal and state grants, ODOT, Marion County or City Street funds. Table 9 summarizes the actual costs incurred for the period 2007 to 2013 and lists the expenditure of SDC funds for each eligible project.

In order to calculate the reimbursement fee, the actual costs expended are divided by the increase in the number of new PM Peak-Hour trips (4,474) expected over the 20-year planning horizon. Table 10 divides each eligible project cost by 4,474 to estimate the reimbursement fee for that project. The individual reimbursement fees are added together to provide the total reimbursement fee per trip.

Table 10 - Calculation of Reimbursement Fee

TSP Project #	Eligible Projects for Transportation SDC Reimbursement Fee (2007 to 2013)	Eligible Project Costs	Costs ÷ 4774 New Trips 2014-2035	Reimbursement SDC Cumulative
	Transportation SDC Analysis & Preparation	48,748	10.21	10.21
1	Hwy 22 – Joseph St. Project (City Share)	59,920	12.55	22.76
7	Cascade Hwy / Whitney Traffic Signal	345,061	72.28	85.04
7	Cascade Hwy / Fern Ridge Traffic Signal	255,000	53.41	138.45
11	1st Ave (N. Santiam River Bridge to Ida St.)	0	0.00	138.45
15	10th Ave (Fern Ridge to Jefferson)	203,612	42.65	181.10
BP-1	Shaff Rd. (Drainage & Bike Path improvements)	88,479	18.53	199.63
	Total Transportation System Improvement Costs	**745,820**	**199.63**	**200.00**

The proposed Transportation Reimbursement Fee is $200 per trip.

APPLICATION OF THE TRANSPORTATION SDC

The resulting Transportation SDC is comprised of the improvement fee of $2,208 plus the $200 reimbursement fee. The Transportation SDC fee for all projects is $2,408 per trip, a reduction of $104 per trip from the 2007 SDC. Table 11 shows the comparison.

Table 11 - Current and Proposed Transportation SDC

Type of SDC	2007 Transportation SDC	Proposed 2014 Transportation SDC	Change $	Change %
Transportation Improvement Fee	2,512	2,208	(304)	
Transportation Reimbursement Fee	-	200	200	
Total	2,512	2,408	(104)	-4%

The City will apply the SDC per trip to the average number of PM peak hour trips reported in the most current edition of the *Trip Generation Manual* published by the Institute of Transportation Engineers. The 2007 SDC methodology referenced the 7th edition. The current version is the 9th edition. Applicants who have submitted a Transportation Impact Analysis as part of a land use approval may use the trip generation approved for use in the TIA for the purposes of calculating the Transportation SDC.

The City has been using "adjustment factors" for non-residential developments to account for pass-by trips. These are shown in the Appendix, and have also been updated to the 9th edition of the *Trip Generation Manual*.

TRANSPORTATION SDC REDUCTION IN THE DOWNTOWN CORE

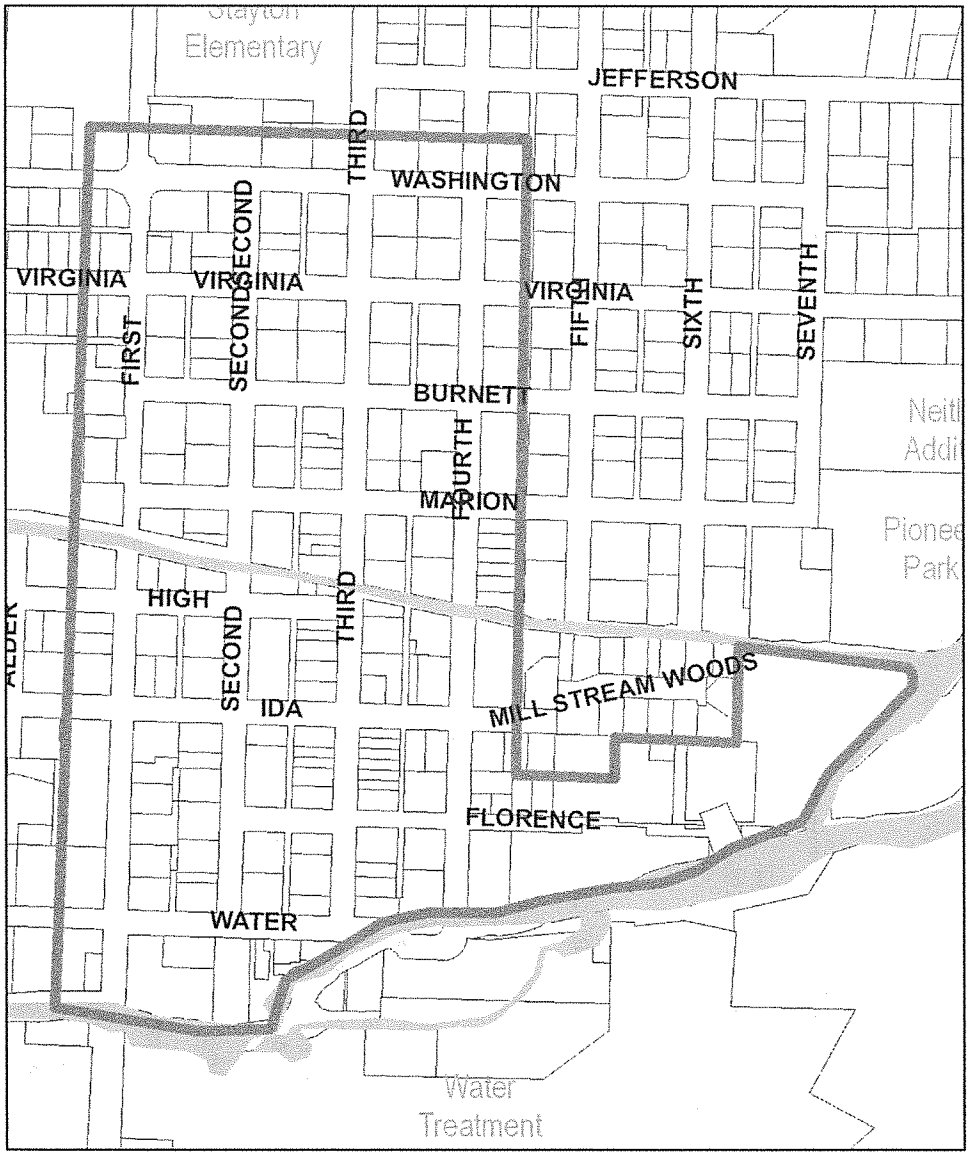
Development Projects in the Downtown core of the City are not as likely to be creating traffic in locations where transportation improvements are planned. Only four intersection improvement projects are located within or near the downtown area, with a total cost allocated to growth of $688,000. Therefore, the Transportation SDC within the Downtown Revitalization Study Area is calculated based on the Reimbursement Fee and an Improvement Fee only on the costs for these four projects, or $126 per peak hour trip for a total of $326 per peak hour trip.

Within the Downtown Revitalization Study Area, a transportation SDC shall be collected only with the construction of a new building or of additional floor area on an existing building. Conversion of an existing building from one use to another shall not require payment of a Transportation SDC.

Map 2 shows the Downtown Revitalization Study Area.

Map 2

Downtown Stayton Showing the Downtown Revitalization Study Area



APPENDIX

Summary of 9th Ed. ITE *Trip Generation* Manual

ITE Code	Land Use	Measured by	Avg.	Adjustment Factor
30	Truck Terminal	Acres	6.55	100%
110	General Light Industrial	1000 Sq. Ft. GFA	0.97	100%
120	General Heavy Industrial	1000 Sq. Ft. GFA	0.68	100%
130	Industrial Park	1000 Sq. Ft. GFA	0.85	100%
140	Manufacturing	1000 Sq. Ft. GFA	0.73	100%
150	Warehousing	1000 Sq. Ft. GFA	0.45	100%
151	Mini-Warehouse	1000 Sq. Ft. GFA	0.26	100%
210	Single-Family Detached Housing	Dwelling Units	1.00	100%
220	Apartment	Dwelling Units	0.62	100%
221	Low-Rise Apartment	Occupied Dwelling Units	0.58	100%
222	High-Rise Apartment	Dwelling Units	0.35	100%
223	Mid-Rise Apartment	Dwelling Units	0.39	100%
230	Residential Condominium/Townhouse	Dwelling Units	0.52	100%
231	Low-Rise Residential Condominium/Townhouse	Dwelling Units	0.78	100%
232	High-Rise Residential Condominium/Townhouse	Dwelling Units	0.38	100%
233	Luxury Condominium/Townhouse	Occupied Dwelling Units	0.55	100%
240	Mobile Home Park	Occupied Dwelling Units	0.59	100%
251	Senior Adult Housing - Detached	Dwelling Units	0.27	100%
252	Senior Adult Housing - Attached	Dwelling Units	0.25	100%
253	Congregate Care Facility	Dwelling Units	0.17	100%
310	Hotel	Rooms	0.60	100%
311	All Suites Hotel	Rooms	0.40	100%
320	Motel	Rooms	0.47	100%
412	County Park	Acres	0.09	100%
416	Campground/Recreational Vehicle Park	Occupied Camp Sites	0.27	100%
417	Regional Park	Acres	0.20	100%
430	Golf Course	Acres	0.30	100%
445	Multiplex Movie Theater	Movie Screens	13.64	100%
491	Racquet/Tennis Club	1000 Sq. Ft. GFA	0.84	100%
492	Health/Fitness Club	1000 Sq. Ft. GFA	3.53	100%
493	Athletic Club	1000 Sq. Ft. GFA	5.96	100%

ITE Code	Land Use	Measured by	Avg.	Adjustment Factor
495	Recreational Community Center	1000 Sq. Ft. GFA	2.74	100%
520	Elementary School	Students	0.15	100%
522	Middle School/Junior High School	1000 Sq. Ft. GFA	1.19	100%
530	High School	1000 Sq. Ft. GFA	0.97	100%
534	Private School (K-8)	Students	0.60	100%
536	Private School (K-12)	Students	0.17	100%
540	Junior/Community College	1000 Sq. Ft. GFA	2.54	100%
560	Church	1000 Sq. Ft. GFA	0.55	100%
565	Day Care Center	1000 Sq. Ft. GFA	12.34	100%
590	Library	1000 Sq. Ft. GFA	7.30	100%
610	Hospital	1000 Sq. Ft. GFA	0.93	100%
620	Nursing Home	1000 Sq. Ft. GFA	0.74	100%
630	Clinic	Full-time Doctors	3.78	100%
710	General Office Building	1000 Sq. Ft. GFA	1.49	100%
714	Corporate Headquarters Building	1000 Sq. Ft. GFA	1.41	100%
715	Single Tenant Office Building	1000 Sq. Ft. GFA	1.74	100%
720	Medical-Dental Office Building	1000 Sq. Ft. GFA	3.57	100%
731	State Motor Vehicles Department	1000 Sq. Ft. GFA	17.09	100%
732	United States Post Office	1000 Sq. Ft. GFA	11.22	100%
760	Research and Development Center	1000 Sq. Ft. GFA	1.07	100%
812	Building Materials and Lumber Store	1000 Sq. Ft. GFA	4.49	100%
813	Free-Standing Discount Superstore	1000 Sq. Ft. GFA	4.35	73%
814	Variety Store	1000 Sq. Ft. GFA	6.82	66%
815	Free-Standing Discount Store	1000 Sq. Ft. GFA	4.98	83%
816	Hardware/Paint Store	1000 Sq. Ft. GFA	4.84	74%
817	Nursery (Garden Center)	1000 Sq. Ft. GFA	6.94	100%
818	Nursery (Wholesale)	1000 Sq. Ft. GFA	5.17	100%
820	Shopping Center (*Derived)	1000 Sq. Ft. GFA	3.71	66%
823	Factory Outlet Center	1000 Sq. Ft. GFA	2.29	100%
841	New Car Sales	1000 Sq. Ft. GFA	2.62	100%
843	Automobile Parts Sales	1000 Sq. Ft. GFA	5.98	72%
848	Tire Store	1000 Sq. Ft. GFA	4.15	72%
849	Tire Superstore (formerly Wholesale Tire Store)	1000 Sq. Ft. GFA	2.11	72%
850	Supermarket	1000 Sq. Ft. GFA	9.48	64%
851	Convenience Market (Open 24 Hours)	1000 Sq. Ft. GFA	52.41	49%
852	Convenience Market (Open 15-16 Hours)	1000 Sq. Ft. GFA	34.57	49%
853	Convenience Market with Gasoline Pumps	1000 Sq. Ft. GFA	50.92	34%
854	Discount Supermarket	1000 Sq. Ft. GFA	8.34	79%

ITE Code	Land Use	Measured by	Avg.	Adjustment Factor
857	Discount Club	1000 Sq. Ft. GFA	4.18	63%
876	Apparel Store	1000 Sq. Ft. GFA	3.83	100%
880	Pharmacy/Drugstore without Drive-Through Window	1000 Sq. Ft. GFA	8.40	47%
881	Pharmacy/Drugstore with Drive-Through Window	1000 Sq. Ft. GFA	9.91	51%
890	Furniture Store	1000 Sq. Ft. GFA	0.45	47%
896	Video Stores (*Derived)	1000 Sq. Ft. GFA	13.60	100%
911	Walk-in Bank	1000 Sq. Ft. GFA	12.13	100%
912	Drive-in Bank	1000 Sq. Ft. GFA	24.30	65%
931	Quality Restaurant	1000 Sq. Ft. GFA	7.49	56%
932	High-Turnover (Sit-Down) Restaurant	1000 Sq. Ft. GFA	9.85	57%
933	Fast-Food Restaurant without Drive-Through Window	1000 Sq. Ft. GFA	26.15	50%
934	Fast-Food Restaurant with Drive-Through Window	1000 Sq. Ft. GFA	32.65	50%
925	Drinking Place	1000 Sq. Ft. GFA	11.34	100%
941	Quick Lubrication Vehicle Shop	Servicing Positions	5.19	100%
942	Automobile Care Center	1000 Sq. Ft. GFA	3.11	100%
944	Gasoline/Service Station	Vehicle Fueling Positions	13.87	58%
945	Gasoline/Service Station with Convenience Market	1000 Sq. Ft. GFA	97.47	44%
946	Gasoline/Service Station with Convenience Market and Car Wash	Vehicle Fueling Positions	13.86	100%
948	Automated Car Wash	1000 Sq. Ft. GFA	14.12	100%

The adjustment factor accounts for pass-by trips.