

RESOLUTION NO. 791

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

WHEREAS, the City of Stayton Systems Development Charge (SDC) Code (Stayton Municipal Code (SMC) Chapter 13.12), provides for the establishing of SDCs upon completion of an analysis of projected capital improvements to be constructed and 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 recently adopted a new updated Transportation Master Plan which included updated capital improvement plans which affect SDCs;

WHEREAS, it is appropriate and timely that the SDCs previously established be amended to be consistent with the updated Master Plan;

WHEREAS, the City of Stayton retained the consulting firm Economic and Financial Analysis (EFA) to update the SDCs for Transportation;

WHEREAS, EFA issued its report *Transportation System Development Charge Update*, dated December 28, 2006 with the methodology and schedule of SDCs and adjustment factors for certain commercial uses; and,

WHEREAS, the Stayton 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 Water, Wastewater, Parks, and 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: METHODOLOGY

The methodology produced by Economic and Financial Analysis (EFA) to update the Transportation SDC is described in the attached reports 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 (currently the City uses the mid-point between the low and average) as calculated using the 7th 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 and linked trips shall be applied. The list of adjustment factors are included by reference from 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:

\$2,512 per PM Peak-Hour Weekday Trip

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 on or before December 1 and the rates amended as appropriate. 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 Construction Cost Index (1967=1) for the period November of the preceding year through October of the current year.

ADOPTED BY THE STAYTON CITY COUNCIL this 5th day of February 2007.

Signed: 2-12-07, 2007.

CITY OF STAYTON

By: Virginia L. Honeywell
Virginia L. Honeywell, Mayor

Signed: Feb. 6, 2007.

Attest: Chris Childs
Chris Childs, City Administrator

APPROVED AS TO FORM:

David A. Rhoten
David A. Rhoten, City Attorney

City of Stayton

TRANSPORTATION SYSTEM DEVELOPMENT CHARGE
UPDATE

February 5, 2007

Prepared by:

ECONOMIC & FINANCIAL ANALYSIS

1409 Franklin Street • Suite 201 • Vancouver, WA 98660
360.823.1700 • 503.228.3225 • Fax: 360.695.1804 • rjbefa@aol.com

TABLE OF CONTENTS

SUMMARY.....	1
CAPITAL IMPROVEMENT LIST & TRIP GENERATION.....	2
UPDATE OF THE IMPROVEMENT FEE.....	4
APPLICATION OF THE TRANSPORTATION SDC.....	7
APPENDIX.....	10

LIST OF TABLES

Table 1 Transportation Capital Improvements Projects and Allocation to Growth.....	2
Table 2 Current and Forecast PM Peak-Hour Trips.....	4
Table 3 Calculation of Improvement Fee.....	4
Table 4 Comparison of SDCs for Similar Cities in Oregon.....	9

SUMMARY

The City of Stayton retained Economic & Financial Analysis to update its transportation system development charge. Since the SDC was established, the City has completed a new *Transportation System Plan*¹ and subsequent cost updates to that plan.

Based on the new plan and changes to the method of assessing the SDC, the proposed SDC per PM Peak-Hour trip will increase from \$1,926 to \$2,512.

¹ City of Stayton, *Transportation System Plan*, H. Lee & Associates, April 27, 2004. The City also retained Kittelson and Associates to update the costs of recommended projects to 2006 dollars.

CAPITAL IMPROVEMENT LIST & TRIP GENERATION

Table 1 summarizes the list of capital improvements in 2005 dollars. It also shows the allocation of costs to future development based on each project's contribution to excess capacity. Most of the improvements are needed to remediate existing problems, and only 36 percent of the total cost is allocated to growth.

Table 2 shows the current and forecast numbers of trips in Stayton. To be conservative, EFA assumes that the pass-through and pass-by traffic make up demand for retail goods and services. These trips will be captured in the payment of SDCs by retail trades and services, and industrial developments. Trips may originate outside Stayton to shop or deliver goods and services to businesses in Stayton. Truck shipments in and out of the City from businesses and industries also account for many of these trips. New trips will account for 36 percent of total trips in the forecast horizon to the year 2025. Most of the projects' benefits are therefore allocated 36 percent to new development and 64 percent to existing development.

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.

One project, No. 16 Future Collectors, is allocated 28 percent to future development. The 28 percent represents the over-sizing costs of a standard 60-foot right-of-way to an 80-foot right-of-way needed to accommodate growth. These roadways 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 major collectors, the developer would be solely responsible for building the 60-foot right-of-way with a 34-foot-wide two-lane roadway and sidewalks. Since it is a major collector, the City requires it to be built on an 80-foot right-of-way with a 40-foot roadway and sidewalks. The difference in land and construction costs between the two rights-of-way is 25 percent² of the 80-foot right-of-way, which is the size right-of-way included in the costs shown in the capital improvements plan and in Table 1. Developers who build these collectors will receive an SDC credit equal to the cost of the over-sizing.

Table 1 Transportation Capital Improvements Projects and Allocation to Growth

#	Improvement Description	Allocation to Growth		
		2005	%	\$
Roadway Improvements				
1	Highway 22 Joseph Street project--Highway 22 widening and reconstruction of Cascade Highway interchange	\$51,500	36%	18,552
2	Cascade Highway/1st Avenue Widening from Highway 22 to Regis Street - widen to 5 lanes with sidewalks	1,545,000	36%	556,554
3	Widen Golf Club Road from Highway 22 to Shaff Road - widen to 5 lanes with sidewalks and signalize Golf Club Road-Wilco Road/Shaff Road intersection	4,120,000	36%	1,484,143
4	Construct "S" Curve Roundabouts	1,133,000	36%	408,139

² The dollar weighted cost of this over sizing equals a 33.3 percent increase of the 60-foot right of way (60 feet to 80 feet) and an 18 percent increase of the 34-foot roadway width (34 feet to 40 feet). The cost of the roadway is \$3.0 million per mile and the cost of land is \$14 per square foot (\$1.478 million per mile). $25\% \approx (\$3m \times 25\% \times 67\% + \$1.478m \times 15\% \times 33\%) / \$4.478m$.

5	Signalize Golf Club Road/Highway 22 EB Ramps and Install EB Right Turn Lane	257,500	36%	92,759
6	Signalize Golf Club Road/Mill Creek Rd	180,250	100%	180,250
7	Cascade Highway/Whitney Street signalization with EB and WB Left Turn Lanes and Realign Golf Lane	1,545,000	100%	1,545,000
8	Washington St/Ida Street/Wilco Road/Santiam Road Roundabout	956,000	100%	956,000
9	Fern Ridge Road	1,661,800	36%	598,628
10	Washington St./1st Avenue Intersection Improvements	445,800	36%	160,590
11	1st Avenue/Santiam Bridge to Water St. Reconstruction & Rehab.	209,800	36%	75,576
12	1st Avenue/Ida St. Intersection Improvements	445,800	36%	160,590
13	3rd Avenue/Washington St. Intersection Improvements	445,800	36%	160,590
14	1st Avenue/Hollister St. Intersection Improvements	304,200	36%	109,582
15	Improve 10th Street from Fern Ridge to E. Santiam	1,250,000	36%	450,286
16	Future Collectors	21,400,000	28%	5,992,000
	Total roadway improvements	<u>\$35,951,450</u>	36%	<u>\$12,949,239</u>

Bicycle & Pedestrian Improvements

1	Shaff Road--south side between Wilco Road and Gardner Street	\$90,000	36%	32,421
2	Shaff Road--north side, east of Douglas Street	32,000	36%	11,527
3	Fern Ridge Road--north side, intermittent sections between 1st	81,000	36%	29,179
4	Washington Street--north side, east of Myrtle Avenue	33,000	36%	11,888
5	Washington Street--south side, from Wilco Road to Evergreen Avenue	148,000	36%	53,314
6	Ida Street--south side, intermittent sections between Noble Avenue and eastern city limits	89,000	36%	32,060
7	Santiam Street--both sides, intermittent sections between Highland Drive and eastern city limits	90,000	36%	32,421
8	Locust Street--north side, intermittent sections between Wilco Road and 1st Avenue	28,000	36%	10,086
	Total bicycle & pedestrian	<u>\$591,000</u>	36%	<u>\$212,895</u>
	Total	<u>\$36,542,450</u>	36%	<u>\$13,162,135</u>

Table 2 Current and Forecast PM Peak-Hour Trips

	2004	New Trips	2025
Trips that begin/end in Stayton	6,048	3,406	9,454
Trips that pass through Stayton (1)	3,257	1,834	5,091
Total	9,305	5,239	14,545
	64%	36%	100%

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

UPDATE OF THE IMPROVEMENT FEE

Of the approximately \$36.5 million of total project costs, only approximately \$13.16 million (36 percent) is used to calculate the updated improvement fee. The Stayton Transportation SDC is and will remain an improvement fee only. The reimbursement fee is assumed to be zero at this time until some portions of the roadway network contain sufficient excess capacity to justify a reimbursement fee.

Using the results of Tables 1 and 2, we divide the capital improvement costs allocated to growth by the increase in the number of trips expected over the planning horizon (Table 2 above), which is 5,239 new PM 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, \$2,512.

Table 3 Calculation of Improvement Fee

#	Improvement Description	\$	Project	Cumulative
Roadway Improvements				
1	Highway 22 Joseph Street project—Highway 22 widening and reconstruction of Cascade Highway interchange	18,552	\$3.54	\$3.54
2	Cascade Highway/1st Avenue Widening from Highway 22 to Regis Street—widen to 5 lanes with sidewalks	556,554	\$106.23	\$109.77
3	Widen Golf Club Road from Highway 22 to Shaff Road—widen to 5 lanes with sidewalks and signalize Golf Club Road-Wilco Road/Shaff Road intersection	1,484,143	\$283.27	\$393.03
4	Construct "S" Curve Roundabouts	408,139	\$77.90	\$470.93
5	Signalize Golf Club Road/Highway 22 EB Ramps and Install EB Right Turn Lane	92,759	\$17.70	\$488.64
6	Signalize Golf Club Road/Mill Creek Rd	180,250	\$34.40	\$523.04
7	Cascade Highway/Whitney Street signalization with EB and WB Left Turn Lanes and Realign Golf Lane	1,545,000	\$294.88	\$817.92
8	Washington Street/Ida Street/Wilco Road/Santiam Road Roundabout	956,000	\$182.46	\$1,000.39
9	Fern Ridge Road	598,628	\$114.26	\$1,114.64
10	Washington Street/1st Avenue Intersection Improvements	160,590	\$30.65	\$1,145.29
11	1st Avenue/Santiam Bridge to Water Street Reconstruction & Rehab	75,576	\$14.42	\$1,159.72
12	1st Avenue/Ida Street Intersection Improvements	160,590	\$30.65	\$1,190.37
13	3rd Avenue/Washington Street Intersection Improvements	160,590	\$30.65	\$1,221.02
14	1st Avenue/Hollister Street Intersection Improvements	109,582	\$20.92	\$1,241.93
15	Improve 10th Street from Fern Ridge to E. Santiam	450,286	\$85.94	\$1,327.88

#	Improvement Description	\$	Project	Cumulative
16	Future Collectors	5,992,000	\$1,143.65	\$2,471.52
	Total Roadway Improvements	\$12,949,239		\$2,471.52
Bicycle & Pedestrian Improvements				
1	Shaff Road—south side between Wilco Road and Gardner Street	32,421	\$6.19	\$6.19
2	Shaff Road—north side, east of Douglas Street	11,527	\$2.20	\$8.39
3	Fern Ridge Road—north side, intermittent sections between 1st	29,179	\$5.57	\$13.96
4	Washington Street—north side, east of Myrtle Avenue	11,888	\$2.27	\$16.23
5	Washington Street—south side, from Wilco Road to Evergreen Avenue	53,314	\$10.18	\$26.40
6	Ida Street—south side, intermittent sections between Noble Avenue and eastern city limits	32,060	\$6.12	\$32.52
7	Santiam Street—both sides, intermittent sections between Highland Drive and eastern city limits	32,421	\$6.19	\$38.71
8	Locust Street—north side, intermittent sections between Wilco Road and 1st Avenue	10,086	\$1.93	\$40.63
	Total Bicycle & Pedestrian Improvements	\$212,895		\$40.63
	Total Improvements	\$13,162,135		\$2,512

The total number of PM Peak-Hour trips is derived from the City's land use and vacant lands inventory, coupled with assumptions about the intensity and type of development. Table 4 shows the calculation of current existing residential trips.

Table 4 Calculation of Current Residential PM Peak-Hour Trips

	1998 (1)	2002 (1)	2004 (2)	Weekday PM Peak Hour Trip Rate (3)	New Peak Hour Trips
Population	6,655	7,200			
Housing Units					
Single Family Units	1,522	1,646	1,756	1.01	1,774
Multi-Family Units	874	970	1,035	0.62	642
Manufactured Homes	152	180	192	0.59	113
Totals	2,548	2,796	2,983		2,528

Notes:

- (1) Obtained from City of Stayton Buildable Land Inventory (2002)
- (2) SFU provided by City of Stayton; MFU and MH projected based on similar growth rate
- (3) Trip rates based on ITE Trip Generation Manual, 7th Edition

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)	Net New PM Peak Hour Trips
Commercial	87.5	576,172	6.0	3,457
Industrial	300.4	64,181	0.98	63
Totals	387.9	640,353		3,520

Source: City of Stayton land use inventory.

Tables 6 and 7 show the calculation of future trips.

Table 6 Forecast of New Residential PM Peak-Hour Trips

	2004	2025	Additional Units	New Peak Hour Trips (4)
Population	7,200	10,213	3,013	
Single Family Units	1,756	2,353	707	603
Multi-Family Units	1,035	1,374	404	210
Manufactured Homes	192	251	71	35
Totals	2,983	3,977	1,181	847

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 Hour Trip Rate (Discounting Pass-by Trips) ^^	Net New PM Peak Hour Trips
Commercial	20.7	80%	50%	360,677	6.0	2,164
Industrial	54.3				7.3	394
Totals	75.0					2,558

^ 20 percent of land for public rights of way.

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

^^ Kittelson & Associates estimates.

APPLICATION OF THE TRANSPORTATION SDC

The resulting improvement fee for all projects is \$2,512 per trip. The current improvement fee is \$1,936. Table 8 shows the comparison.

Table 8 Current and Proposed Transportation SDC (Improvement Fee only)

Current	Proposed	Change	
		\$	%
\$1,936	\$2,512	\$576	30%

In addition to the increase in the SDC per trip, the City will apply the SDC per trip to the average number of trips reported in the 7th Edition of the *Trip Generation* manual published by the Institute of Transportation Engineers. The City had been using the 5th Edition. Also, the City had calculated the number of trips for a new development based on the mid-point between the Low and Average numbers of trips reported in the Trip Generation manual. Table 9 illustrates the impact of the increase in the SDC and the change from the Low/Average and Average numbers of trips for a few selected uses.

For example, the number of trips used to assess the SDC for a single family house is currently 0.72 trips per PM peak-hour; it is the mid point between the low (0.42) and average (1.02) trips reported in the ITE manual, which is summarized in the Appendix. In the proposed change, the number to be used will be the average (1.02 trips), a 41.7 percent increase. This change, coupled with the 29.8 percent increase in the SDC rate for a single trip, results in an overall increase of 83.8 percent ($1.417 \times 1.298 - 1.0$). Apartments incur the largest increase in the examples, because of the large increase from the current Low/Average and Average number of trips. Other uses that have a very small difference between the Low/Average and the Average incur a smaller increase, such as Senior Adult Housing and Recreational Community Center.

The City has been using “adjustment factors” for non-residential developments to account for linked and pass-by trips. These are shown in the Appendix, and will not change.

Table 9 Illustration of SDC Change per Unit of Development

Code	Title	PM Peak Hour Trips		SDC		% Due to change in			
		Average	1/2 Low/Avg	Current	Proposed	Change \$	Change %	Avg Trips	Rate
	SDC Rate per 1 PM Peak Hour Trip								
210	Single-Family Detached Housing	1.02	0.72	\$1,936	\$2,512	\$576	29.8%		
220	Apartment	0.67	0.39	\$1,394	\$2,562	\$1,168	83.8%	53.8%	29.8%
251	Senior Adult Housing - Detached	0.35	0.34	\$755	\$1,683	\$928	122.9%	92.9%	29.8%
254	Assisted Living	0.38	0.33	\$658	\$879	\$221	33.6%	3.6%	29.8%
495	Recreational Community Center	2.39	2.35	\$465	\$706	\$241	51.9%	21.9%	29.8%
560	Church	1.41	1.1	\$4,550	\$6,004	\$1,454	31.9%	1.9%	29.8%
710	General Office Building	1.49	0.99	\$1,917	\$3,188	\$1,271	66.3%	36.3%	29.8%
896	Video Stores (*Derived)	10.625	7.93	\$1,762	\$3,443	\$1,681	95.4%	65.4%	29.8%
931	Quality Restaurant	9.02	6.13	\$7,686	\$13,345	\$5,659	73.6%	43.6%	29.8%
934	Fast-Food Restaurant with Drive-Through Window	46.68	30.01	\$9,738	\$18,580	\$8,842	90.8%	60.8%	29.8%
945	Gasoline/Service Station with Convenience Market	13.57	8.91	\$31,383	\$63,320	\$31,937	101.8%	71.8%	29.8%
				\$3,969	\$7,840	\$3,871	97.5%	67.5%	29.8%

Table 4 Comparison of SDCs for Similar Cities in Oregon

City	Stormwater		Wastewater		Transportation		Parks		Water		Total SDC	
	\$	Rank	\$	Rank	\$	Rank	\$	Rank	\$	Rank	\$	Rank
Albany	\$0	11	\$2,284	9	\$1,584	11	\$1,500	11	\$1,903	11	\$7,271	12
Carby	\$80	10	2,200	10	2,085	8	4,725	2	2,366	6	11,456	2
Corvallis	\$168	8	3,528	3	1,924	10	1,870	9	1,395	13	8,885	9
Eugene	\$429	5	1,354	14	1,377	13	1,345	12	1,860	12	6,365	13
Forest Grove	\$275	6	2,500	7	2,690	5	2,000	7	2,552	4	10,017	8
Gresham	\$823	1	1,963	11	1,997	9	1,073	13	2,273	8	8,129	10
Hillsboro	\$500	2	2,500	7	2,690	5	2,276	6	3,141	3	11,107	5
Lake Oswego	\$112	9	1,921	12	4,420	1	2,825	3	2,108	9	11,386	4
McMinnville	\$0	11	2,550	6	1,273	14	2,000	7	0	14	5,823	14
Stayton Current	-	11	3,197	4	1,394	12	1,062	14	2,332	7	7,985	11
Stayton Proposed	-	11	3,539	2	2,562	7	2,284	5	2,485	5	10,870	6
West Linn	\$455	4	5,413	1	4,217	2	8,029	1	5,946	1	24,060	1
Wilsonville	\$456	3	1,628	13	2,917	4	2,320	4	4,111	2	11,432	3
Woodburn	\$220	7	2,977	5	3,286	3	1,513	10	2,085	10	10,081	7
Average	\$293		\$2,568		\$2,538		\$2,623		\$2,478		\$10,501	

Source: EFA survey of July 2007 updated with Stayton's proposed SDCs.

APPENDIX

Summary of 7th Ed. ITE Trip Generation Manual

Code	Title	Measured by	Low	Avg.	High	Adjustment Factor
21	21 Commercial Airport	Average Flights per Day	5.12	6.96	7.82	100%
21	21 Commercial Airport	Commercial Flights per Day	6.93	8.20	8.83	100%
22	22 General Aviation Airport	Average Flights per Day	0.17	0.30	0.33	100%
22	22 General Aviation Airport	Based Aircraft	0.31	0.52	0.67	100%
30	30 Truck Terminal	Acres	6.27	7.24	8.37	100%
110	110 General Light Industrial	1000 Sq. Ft. GFA	0.36	1.08	4.50	92%
110	110 General Light Industrial	Acres	1.32	8.77	31.25	100%
120	120 General Heavy Industrial	1000 Sq. Ft. GFA	0.49	0.68	0.78	92%
120	120 General Heavy Industrial	Acres	1.26	4.22	10.67	92%
130	130 Industrial Park	1000 Sq. Ft. GFA	0.13	0.86	2.95	92%
130	130 Industrial Park	Acres	2.11	8.67	59.38	92%
140	140 Manufacturing	1000 Sq. Ft. GFA	0.09	0.75	7.85	92%
140	140 Manufacturing	Acres	0.62	9.21	148.00	92%
150	150 Warehousing	1000 Sq. Ft. GFA	0.34	0.61	1.65	92%
150	150 Warehousing	Acres	3.80	8.77	30.80	92%
151	151 Mini-Warehouse	1000 Sq. Ft. GFA	0.13	0.29	0.50	92%
151	151 Mini-Warehouse	1000 Sq. Ft. Net Rentable Area	0.22	0.27	0.33	92%
151	151 Mini-Warehouse	Acres	1.29	4.23	6.94	92%
151	151 Mini-Warehouse	Storage Units	0.02	0.03	0.05	92%
210	210 Single-Family Detached Housing	Dwelling Units	0.42	1.02	2.98	100%
210	210 Single-Family Detached Housing	Persons	0.12	0.27	0.68	100%
210	210 Single-Family Detached Housing	Vehicles	0.24	0.67	1.37	100%
210	210 Single-Family Detached Housing	Acres	0.36	2.73	10.39	100%
220	220 Apartment	Dwelling Units	0.10	0.67	1.64	100%
220	220 Apartment	Vehicles	0.32	0.61	1.19	100%
220	220 Apartment	Persons	0.20	0.40	0.77	100%
221	221 Low-Rise Apartment	Occupied Dwelling Units	0.38	0.62	1.23	100%
221	221 Low-Rise Apartment	Persons	0.22	0.33	0.65	100%

ECONOMIC & FINANCIAL ANALYSIS

Code	Title	Measured by	Low	Avg.	High	Adjustment Factor
222	222 High-Rise Apartment	Dwelling Units	0.30	0.40	0.59	100%
222	222 High-Rise Apartment	Persons	0.18	0.20	0.26	100%
223	223 Mid-Rise Apartment	Dwelling Units	0.19	0.44	0.60	100%
230	230 Residential Condominium/Townhouse	Dwelling Units	0.18	0.52	1.24	100%
230	230 Residential Condominium/Townhouse	Vehicles	0.17	0.31	0.66	100%
230	230 Residential Condominium/Townhouse	Persons	0.15	0.24	0.57	100%
231	231 Low-Rise Residential Condominium/Townhouse	Dwelling Units	0.37	0.52	0.79	100%
232	232 High-Rise Residential Condominium/Townhouse	Dwelling Units	0.33	0.38	0.50	100%
233	233 Luxury Condominium/Townhouse	Occupied Dwelling Units	0.60	0.65	0.72	100%
240	240 Mobile Home Park	Occupied Dwelling Units	0.39	0.60	1.07	100%
240	240 Mobile Home Park	Acres	1.24	4.61	10.00	100%
240	240 Mobile Home Park	Vehicles	0.28	0.37	0.75	100%
240	240 Mobile Home Park	Persons	0.14	0.27	0.47	100%
251	251 Senior Adult Housing - Detached	Dwelling Units	0.33	0.35	0.95	100%
251	251 Senior Adult Housing - Attached	Occupied Dwelling Units	0.03	0.11	0.25	100%
252	252 Congregate Care Facility	Dwelling Units	0.16	0.20	0.21	74%
252	252 Congregate Care Facility	Occupied Dwelling Units	0.21	0.21	0.21	74%
254	254 Assisted Living	Occupied Beds	0.28	0.38	0.53	74%
254	254 Assisted Living	Beds	0.16	0.35	0.53	74%
260	260 Recreational Homes	Dwelling Units	0.25	0.31	1.33	100%
260	260 Recreational Homes	Acres	0.08	0.14	1.33	100%
270	270 Residential Planned Unit Development	Dwelling Units	0.59	0.72	1.17	100%
270	270 Residential Planned Unit Development	Acres	3.44	4.13	4.93	100%
310	310 Hotel	Occupied Rooms	0.25	0.74	1.23	71%
310	310 Hotel	Rooms	0.20	0.61	1.23	71%
311	311 All Suites Hotel	Occupied Rooms	0.40	0.55	0.87	71%
311	311 All Suites Hotel	Rooms	0.32	0.40	0.47	71%
312	312 Business Hotel	Occupied Rooms	0.41	0.57	0.75	71%
320	320 Motel	Occupied Rooms	0.29	0.69	1.33	71%
320	320 Motel	Rooms	0.24	0.56	1.83	71%
330	330 Resort Hotel	Occupied Rooms	0.36	0.59	1.06	71%
330	330 Resort Hotel	Rooms	0.35	0.51	0.69	71%
412	412 County Park	Acres	0.08	0.59	5.30	100%

Code	Title	Measured by			Adjustment Factor
		Low	Avg.	High	
415	Beach Park	0.23	0.60	1.35	100%
416	Campground/Recreational Vehicle Park	0.38	0.41	0.57	100%
417	Regional Park	0.11	0.26	1.33	100%
420	Marina	0.18	0.21	0.30	100%
430	Golf Course	0.30	0.39	0.63	100%
430	Golf Course	3.42	3.56	3.83	100%
445	Multiplex Movie Theater	13.33	25.84	69.45	100%
488	Soccer Complex	9.71	21.77	26.50	100%
491	Racquet/Tennis Club	1.73	4.38	7.21	100%
491	Racquet/Tennis Club	0.70	0.84	1.06	100%
492	Health/Fitness Club (formerly Racquet Club)	3.27	4.06	4.30	100%
493	Athletic Club (formerly Health Club)	3.85	5.84	6.36	100%
495	Recreational Community Center	2.31	2.39	2.65	100%
520	Elementary School	0.09	0.28	0.50	100%
520	Elementary School	0.94	3.13	6.06	100%
522	Middle School/Junior High School	0.12	0.30	0.63	100%
522	Middle School/Junior High School	0.68	2.52	10.88	100%
530	High School	0.10	0.28	0.74	100%
530	High School	0.98	2.12	5.14	100%
534	Private School (K-8)	0.46	0.61	0.68	100%
536	Private School (K-12)	0.46	0.55	0.61	100%
540	Junior/Community College	0.08	0.12	0.20	100%
540	Junior/Community College	1.06	2.64	3.46	100%
550	University/College	0.20	0.24	0.44	100%
560	Church	0.78	1.41	4.04	90%
565	Day Care Center	6.15	13.91	39.17	74%
565	Day Care Center	0.39	0.85	1.72	74%
590	Library	4.00	7.02	11.75	74%
610	Hospital	0.87	1.61	7.63	77%
610	Hospital	0.80	1.44	2.51	77%
620	Nursing Home	0.58	0.72	1.00	75%
620	Nursing Home	0.21	0.30	0.43	75%
630	Clinic	4.40	4.43	4.44	100%

ECONOMIC & FINANCIAL ANALYSIS

Code	Title	Measured by	Low	Avg	High	Adjustment Factor
710	General Office Building	1000 Sq. Ft. GFA	0.49	1.49	6.39	92%
714	Corporate Headquarters Building	1000 Sq. Ft. GFA	0.52	1.40	2.67	92%
715	Single Tenant Office Building	1000 Sq. Ft. GFA	0.79	1.73	5.14	92%
720	Medical-Dental Office Building	1000 Sq. Ft. GFA	2.21	4.45	7.60	77%
731	State Motor Vehicles Department	1000 Sq. Ft. GFA	13.78	19.93	31.91	92%
732	United States Post Office	1000 Sq. Ft. GFA	3.46	14.67	82.89	92%
750	Office Park	1000 Sq. Ft. GFA	0.73	1.50	4.50	92%
750	Office Park	Acres	15.25	28.28	88.40	92%
760	Research and Development Center	1000 Sq. Ft. GFA	0.40	1.08	4.13	92%
760	Research and Development Center	Acres	2.42	15.44	284.62	92%
770	Business Park	1000 Sq. Ft. GFA	0.55	1.29	2.97	92%
770	Business Park	Acres	2.31	16.84	32.54	92%
812	Building Materials and Lumber Store	1000 Sq. Ft. GFA	4.33	5.56	7.18	85%
813	Free-Standing Discount Superstore	1000 Sq. Ft. GFA	2.66	4.03	5.21	61%
814	Specialty Retail Center	1000 Sq. Ft. GFA	4.59	5.02	6.18	50%
815	Free-Standing Discount Store	1000 Sq. Ft. GFA	3.17	5.43	9.44	61%
816	Hardware/Paint Store	1000 Sq. Ft. GFA	3.98	4.74	8.27	100%
816	Hardware/Paint Store	Acres	45.71	55.64	101.11	100%
817	Nursery (Garden Center)	1000 Sq. Ft. GFA	0.58	4.97	30.25	100%
817	Nursery (Garden Center)	Acres	2.40	9.85	41.67	100%
818	Nursery (Wholesale)	1000 Sq. Ft. GFA	1.05	5.00	29.00	100%
818	Nursery (Wholesale)	Acres	0.16	0.53	2.50	100%
820	Shopping Center (*Derived)	1000 Sq. Ft. GFA	1.14	3.88	14.31	50%
823	Factory Outlet Center	1000 Sq. Ft. GFA	1.57	1.94	3.20	50%
841	New Car Sales	1000 Sq. Ft. GFA	0.89	2.72	5.41	79%
843	Automobile Parts Sales	1000 Sq. Ft. GFA	4.33	6.44	7.60	67%
848	Tire Store	Service Bays	3.33	5.65	8.00	67%
848	Tire Store	1000 Sq. Ft. GFA	1.62	3.26	8.14	67%
849	Tire Superstore (formerly Wholesale Tire Store)	Service Bays	2.38	3.87	6.17	67%
849	Tire Superstore (formerly Wholesale Tire Store)	1000 Sq. Ft. GFA	1.63	2.58	3.41	67%
850	Supermarket	1000 Sq. Ft. GFA	6.50	12.02	20.00	53%
851	Convenience Market (Open 24 Hours)	1000 Sq. Ft. GFA	20.83	53.42	79.00	38%
852	Convenience Market (Open 15-16 Hours)	1000 Sq. Ft. GFA	15.83	36.22	56.67	38%

ECONOMIC & FINANCIAL ANALYSIS

Code	Title	Measured by	Low	Avg.	High	Adjustment Factor
853	Convenience Market with Gasoline Pumps	Vehicle Fueling Positions	7.60	19.98	75.50	38%
853	Convenience Market with Gasoline Pumps	1000 Sq. Ft. GFA	19.54	62.57	292.89	38%
854	Discount Supermarket	1000 Sq. Ft. GFA	8.49	9.84	10.85	53%
861	Discount Club	1000 Sq. Ft. GFA	2.50	4.76	9.67	53%
862	Home Improvement Superstore	1000 Sq. Ft. GFA	1.96	3.05	4.42	53%
863	Electronics Superstore	1000 Sq. Ft. GFA	3.45	4.50	5.78	53%
870	Apparel Store	1000 Sq. Ft. GFA	1.78	4.20	6.80	100%
880	Pharmacy/Drugstore without Drive-Through Window	1000 Sq. Ft. GFA	7.47	11.07	24.00	100%
881	Pharmacy/Drugstore with Drive-Through Window	1000 Sq. Ft. GFA	6.50	9.51	13.48	100%
890	Furniture Store	1000 Sq. Ft. GFA	0.09	0.53	1.70	100%
896	Video Stores (*Derived)	1000 Sq. Ft. GFA	5.23	10.63	15.74	50%
911	Walk-in Bank	1000 Sq. Ft. GFA	33.15	42.02	54.00	80%
912	Drive-in Bank	1000 Sq. Ft. GFA	7.54	53.46	242.50	61%
912	Drive-in Bank	Drive-In Lanes	30.50	75.65	126.00	61%
931	Quality Restaurant	1000 Sq. Ft. GFA	3.24	9.02	15.89	82%
931	Quality Restaurant	Seats	0.18	0.30	0.44	82%
932	High-Turnover (Sit-Down) Restaurant	1000 Sq. Ft. GFA	5.60	18.80	69.20	79%
932	High-Turnover (Sit-Down) Restaurant	Seats	0.27	0.82	2.09	79%
933	Fast-Food Restaurant without Drive-Through Window	1000 Sq. Ft. GFA	29.05	52.40	112.00	54%
934	Fast-Food Restaurant with Drive-Through Window	1000 Sq. Ft. GFA	13.33	46.68	158.46	54%
934	Fast-Food Restaurant with Drive-Through Window	Seats	0.26	1.61	4.79	54%
936	Drinking Place	1000 Sq. Ft. GFA	3.73	15.49	29.98	79%
941	Quick Lubrication Vehicle Shop	Servicing Positions	3.25	4.60	6.00	67%
942	Automobile Care Center	1000 Sq. Ft. GFA	2.76	4.01	7.14	67%
944	Gasoline/Service Station	Vehicle Fueling Positions	6.83	15.65	29.33	23%
945	Gasoline/Service Station with Convenience Market	Vehicle Fueling Positions	4.25	13.57	57.80	23%
945	Gasoline/Service Station with Convenience Market	1000 Sq. Ft. GFA	27.86	97.14	451.28	23%
946	Gasoline/Service Station with Convenience Market	Vehicle Fueling Positions	7.00	13.77	21.83	23%
948	Automated Car Wash	1000 Sq. Ft. GFA	8.33	11.64	16.59	67%

The adjustment factor accounts for linked and pass-by trips.

ECONOMIC & FINANCIAL ANALYSIS