

# CITY OF STAYTON Transportation SDC

Submitted by:

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# **1 Project Overview**

### Background

The City of Stayton ("the City") is located in Marion County and serves over 8,000 residents. In 2024, the City contracted with FCS to update its transportation system development charge (SDC) to help provide partial funding for the construction of its planned transportation facilities. This report documents the results of that SDC calculation.

# Policy

SDCs are enabled by state statutes, authorized by local ordinance, and constrained by the United States Constitution.

#### State Statutes

Oregon Revised Statutes (ORS) 223.297 to 223.316 enable local governments to establish SDCs, which are onetime fees on development that are paid at the time of development or redevelopment that creates additional demand for system facilities. SDCs are intended to recover a fair share of the cost of existing and planned facilities that provide capacity to serve future users (growth).

ORS 223.299 allows for two types of SDC:

- » A reimbursement fee that is designed to recover "costs associated with capital improvements already constructed, or under construction when the fee is established, for which the local government determines that capacity exists"
- » An improvement fee that is designed to recover "costs associated with capital improvements to be constructed"

ORS 223.304(1) states, in part, that a reimbursement fee must be based on "the value of unused capacity available to future system users or the cost of existing facilities" and must account for prior contributions by existing users and any gifted or grant-funded facilities. The calculation must "promote the objective of future system users contributing no more than an equitable share to the cost of existing facilities." A reimbursement fee may be spent on any capital improvement related to the system for which it is being charged (whether cash-financed or debt-financed).

ORS 223.304(2) states, in part, that an improvement fee must be calculated to include only the cost of projected capital improvements needed to increase system capacity for future users. In other words, the cost of planned projects that correct existing deficiencies or that do not otherwise increase capacity for future users may not be included in the improvement fee calculation. An improvement fee may be spent only on capital improvements (or portions thereof) that increase the capacity of the system for which it is being charged (whether cash-financed or debt-financed).

In addition to the reimbursement and improvement fees, ORS 223.307(5) states, in part, that "system development charge revenues may be expended on the costs of complying" with state statutes concerning SDCs, including "the costs of developing system development charge methodologies and providing an annual accounting of system development charge expenditures."



#### City of Stayton Transportation SDC

#### Local Ordinance

Chapter 13.12 of the Stayton Municipal Code authorizes and governs the imposition and expenditure of SDCs in Stayton. The City may need to modify its code to allow for the proposed changes to the SDCs.

#### United States Constitution

The United States Supreme Court has determined that SDCs, impact fees, or other exactions that comply with state and/or local law may still violate the United States Constitution if they are not proportionate to the impact of the development. The SDCs calculated in this report are designed to meet all constitutional requirements.

### **Calculation Overview**

In general, SDCs are calculated by adding an existing facilities fee component (called the reimbursement fee) and a future facilities fee component (called the improvement fee)—both with potential adjustments. Each component is calculated by dividing the eligible cost by growth in units of demand. The unit of demand becomes the basis of the charge. The diagram below summarizes the basic outline of an SDC calculation, and more detail is provided in the following bullets.



- The eligible cost of capacity in existing facilities is the cost of existing facilities that will serve growth. The cost of those facilities are usually found in a city's schedule of fixed assets which records the original cost of assets purchased by the city. System capacity information, usually found in a comprehensive plan, can provide estimates of the available capacity in the system.
- **The eligible portion of capacity-increasing projects** is the cost of future projects that will serve growth. Some projects are intended to only serve growth, some projects do not increase system capacity, and some serve the City's current *and* future populations. Only the share that is allocable to growth is includable.
- **The growth in system demand** is the anticipated growth in the demand associated with each system. Growth is measured in different ways for different systems. For example, growth for transportation SDCs is most often measured in "trip ends". The unit of growth becomes the charging basis for the SDC.

Finally, summing the reimbursement fee and the improvement fee with a small allowance for compliances costs yields the full SDC.



# **2 Transportation SDC Analysis**

This section describes the detailed calculations of the maximum allowable transportation SDC for the City of Stayton.

# Growth

The calculation of projected growth begins with defining the units by which current and future demand will be measured. Then, using the best available data, we quantify the current level of demand and estimate a future level of demand. The difference between the current level and the future level is the growth in demand that will serve as the denominator in the transportation SDC calculation.

#### Unit of Measurement

For transportation SDCs, demand is often measured in terms of PM peak hour person trip ends (trips), where one trip represents one person either entering or leaving a development during the PM peak travel hour. Using person trips recognizes that the City's transportation system includes both pedestrian and bicycle infrastructure. To calculate the demand incurred by a specific development type, trips can be assigned based on the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual.* 

#### Growth in Demand

Based on the City's 2019 Transportation System Plan (TSP), there were an estimated 4,777 PM peak hour vehicle trip ends in 2018. Because many of the projects on the improvement fee cost basis were sized for much more capacity than the City will expect to need in the next 20 years, the future year considered for this analysis is that of "Buildout," that is, a theoretical point where the City can expect no more demands to be added to its transportation system. Based on discussions with Kittelson & Associates, Inc. (the engineers who prepared the TSP), the expected number of PM peak hour vehicle trip ends at that point is 13,199. That means that vehicle trip ends are expected to grow by about 8,421 between 2018 and Buildout.

To adjust the vehicle trip ends to person trip ends, a conversion factor of 1.68 is used. That factor comes from the U.S. Department of Transportation's 2017 National Household Travel Survey which contains estimates of the total number of vehicle trip ends and person trips ends on an average day. That factor applied to the growth in vehicle trip ends yields a growth in person trip ends of 14,148 – the denominator for the transportation SDC calculation.

Exhibit 2.1 below summarizes these calculations:

Exhibit 2.1 – Growth	n in PM	Peak Hour	Person	Trip	Ends
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			2018-Buildout	2018-Buildout
	2018	Buildout	Growth	Growth Share
PM Peak Hour Vehicle Trip Ends	4,777	13,199	8,421	63.80%
PM Peak Hour Person Trip Ends	8,026	22,174	14,148	63.80%

**Source:** Table 10: Stayton Population and Employment Growth Summary from 2019 TSP (PM peak hour vehicle trip ends 2018-2040); FCS estimates (buildout); U.S. Department of Transportation, 2017 National Household Travel Survey (person trip conversion factor of 1.68).



### Improvement Fee

An improvement fee is the eligible cost of planned projects per unit of growth that such projects will serve. Since we have already calculated growth above, we will focus here on the improvement fee cost basis.

#### <u>Eligibility</u>

A project's eligible cost is the product of its total cost and its eligibility percentage. The eligibility percentage represents the portion of the project that creates capacity for future users. Where possible, specific details about a project can provide an eligibility percentage. Such specific details were available for some of the projects on the project list, per discussions with Kittelson & Associates, Inc. and information available in the TSP. However, when this is not possible, projects can still be sorted into three broad categories. Projects dedicated solely to new growth are assigned 100 percent. Projects assigned solely to existing users are assigned 0 percent. Projects expected to benefit both existing and future users are assigned growth's share of future users, or 63.80 percent.

#### Calculated Improvement Fee Cost Basis

**Exhibit 2.2** below summarizes the transportation improvement fee cost basis. Projects in the improvement fee cost basis were taken from the 2019 TSP with costs adjusted to 2025 dollars using the March 2025 value of the Engineering News-Record (20-City Average) Construction Cost Index (equal to 13,789.28), and with updates from Kittelson & Associates, Inc. for a few of the projects. The eligibility for each project is shown in the SDC Eligibility column. Finally, the SDC-Eligible Costs column shows that the full amount of the improvement fee cost basis is \$67.7 million.

Project Type	Project	Priority	Timing	2025 Cost	Eligibility	SDC-Eligible Costs
Pedestrian	Tier 1 Projects	High	2025-2030	\$ 467,458	100.00%	\$ 467,458
Pedestrian	Tier 1 Crosswalk Studies	High	2025-2030	872,588	63.80%	\$ 556,747
Pedestrian	Tier 2 Projects	Medium	2031-2035	4,381,640	63.80%	2,795,667
Pedestrian	Tier 3 Projects	Medium	2031-2035	11,300,020	63.80%	7,209,879
Pedestrian	Tier 4 Projects	Low	2036-2040	7,092,897	63.80%	4,525,561
Bicycle	Tier 1 Projects	High	2025-2030	4,475,132	88.17%	3,945,774
Bicycle	Tier 2 Projects	Medium	2031-2035	10,570,785	63.80%	6,744,597
Bicycle	Tier 3 Projects	Medium	2031-2035	1,470,935	63.80%	938,517
Bicycle	Tier 4 Projects	Low	2036-2040	11,954,461	63.80%	7,627,439
Motor Vehicle	Golf Club Road/Shaff Road Roundabout (M1)	High	2025-2030	9,150,000	42.39%	3,879,073
Motor Vehicle	Stayton Road/Wilco Road-Roundabout (M2)	High	2025-2030	2,044,350	61.90%	1,265,416
Motor Vehicle	Realign Golf Lane (M3)	High	2025-2030	4,138,562	0.00%	-
Motor Vehicle	Sixth Street S-Curves-All-Way Stop Control (M4)	High	2025-2030	785,330	77.65%	609,799
Motor Vehicle	Tenth Street S-Curves-Mini-Roundabout (M5)	High	2025-2030	4,000,000	81.54%	3,261,637
Safety Projects	First Avenue/Washington Street Projected Lefts (M6)	High	2025-2030	24,931	20.88%	5,206
Safety Projects	Cascade Highway SE/OR 22 EB Ramps Signalization	Low	2036-2040	-	0.00%	-
Safety Projects	OR 22/Fern Ridge Road and Old Mehama Road Access Restrictions (M12)	Low	2036-2040	-	0.00%	-
New Roadway Projects	Golf Lane Extension (M7)	Low	2036-2040	10,277,845	100.00%	10,277,845
New Roadway Projects	Kindle Way Extension (M8)	Low	2036-2040	1,776,341	100.00%	1,776,341
New Roadway Projects	Dawn Drive Extension (M9)	Low	2036-2040	10,464,828	100.00%	10,464,828
New Roadway Projects	Highland Drive Extension (M10)	Low	2036-2040	1,358,745	100.00%	1,358,745
Major Maintenance	Wyatt Avenue Mill Overlay-Gardner to West end	High	2025-2030	318,047	0.00%	-
Major Maintenance	Slurry Seals	Ongoing	2025-2040	106,016	0.00%	-
Major Maintenance	Pavement Management Plan	Ongoing	2025-2040	22,195,141	0.00%	-
			Total	\$ 119.226.053		\$ 67.710.531

#### Exhibit 2.2 – Transportation Improvement Fee Cost Basis

# Calculated Transportation SDC

For the transportation SDC, no reimbursement fee was calculated, as no available capacity could be reliably estimated. This section calculates the transportation SDC using the improvement fee cost basis but removes the



outstanding improvement fee fund balance held by the City of Stayton to avoid double-charging for projects that were included on the City's original SDC list but not yet completed. It also includes a small cost basis of \$39,840 for the costs of calculating the SDC and administering the SDC program. **Exhibit 2.3** below summarizes the transportation SDC calculation.

SDC Calculation	
Cost Basis	
Improvement Fee	\$ 67,710,531
Outstanding Improvement Fee Fund Balance	(1,235,222)
Reimbursement Fee	-
Compliance Fee	39,840
Total	\$ 66,515,149
Growth in Trip Ends	14,148
Improvement Fee per Trip End	\$ 4,699
Reimbursement Fee per Trip End	-
Compliance Fee per Trip End	3
Calculated SDC per Trip End	\$ 4,701

Exhibit 2.5 – Calculated Transportation SDC	Exhibit 2.3	- Calculated	Transportation	SDC
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As shown above, the maximum allowable SDC is \$4,701 per PM peak hour person trip end. The City may adopt any SDC up to that amount. The rate per trip end can be applied to the City's land uses using the fee schedule provided in **Appendix A**. The fee for a single-family residence would be \$7,441 under this approach.



This section addresses practical aspects of implementing SDCs and provides comparisons to other jurisdictions.

# Setting the SDC

The calculations shown in the previous sections represent the maximum defensible SDCs. The City has the liberty to set the SDC for each service at any level up to the maximum defensible charge by resolution; so long as follows the procedures laid out in ORS 223.297 through ORS 223.316. The City may also decide to phase in either or both SDCs to the maximum or a lower target charge over a period of time.

### Indexing

ORS 223.304 allows for the periodic indexing of SDCs for inflation, as long as the index used is:

(A) A relevant measurement of the average change in prices or costs over an identified time period for materials, labor, real property or a combination of the three;

(B) Published by a recognized organization or agency that produces the index or data source for reasons that are independent of the system development charge methodology; and

(C) Incorporated as part of the established methodology or identified and adopted in a separate ordinance, resolution or order.

In accordance with Oregon statutes, we recommend that the City index its charges to the *Engineering News Record* Construction Cost Index for the 20-City Average and adjust its charges annually. This will help to mitigate – if not fully eliminate – the burdens of construction cost inflation. The March 2025 value of that index used to determine the construction costs was 13,789.28.

# Comparisons

**Exhibit 3.1** below shows a comparison of transportation SDCs calculated for single-family homes for some relevant jurisdictions. As shown, if the City adopted the maximum defensible SDC, its charge would exceed most of the relevant comparison jurisdictions.

	Transportation SDC						
Independence	\$	12,258					
Stayton (Maximum)		7,441					
Silverton		5,904					
Aumsville		5,175					
Stayton (Current)		3,272					
Sublimity		2,315					

#### **Exhibit 3.1 – Transportation SDC Comparisons**

Source: FCS GROUP Survey, 4/2/2025



# **Appendix A: Transportation SDC Schedule**

			PM Poak	Pass_by Trip	Person Trin	New PM	
	ITE		Hour Vehicle	Reduction	Conversion	Peak Hour	Transportati
	Code	Unit of Measure	Trin Ends	Factor	Factor	Person Trin	on SDC
General Light Industrial	110	1 000 SEGEA	0.65	1 00	1 68	1 09	¢E 14E
Industrial Park	130	1.000 SFGFA	0.34	1.00	1.68	0.57	\$2,691
Manufacturing	140	1,000 SFGFA	0.74	1.00	1.68	1.25	\$5,858
Warehousing	150	1,000 SFGFA	0.18	1.00	1.68	0.30	\$1 425
Mini-Warehouse	151	1,000 SFGFA	0.15	1.00	1.68	0.25	\$1,187
Utility	170	1,000 SFGFA	2.16	1.00	1.68	3.64	\$17,099
Specialty Trade Contractor	180	1,000 SFGFA	1.93	1.00	1.68	3.25	\$15 278
Single-Family Detached Housing	210	Dwelling Units	0.94	1.00	1.68	1.58	\$7.441
Multifamily Housing (Low-Rise, not close to rail transit)	220	Dwelling Units	0.51	1.00	0.95	0.48	\$2,269
Multifamily Housing (Mid-Rise, not close to rail transit)	221	Dwelling Units	0.39	1.00	1.18	0.46	\$2 167
Mobile Home Park	240	Dwelling Units	0.58	1.00	1.68	0.98	\$4,591
Senior Adult Housing - Detached	251	Dwelling Units	0.30	1.00	1.68	0.51	\$2,375
Senior Adult Housing - Attached	252	Dwelling Units	0.25	1.00	1.68	0.42	\$1,979
Congregate Care Facility	253	Dwelling Units	0.18	1.00	2.44	0.44	\$2.069
Assisted Living	254	1,000 SFGFA	0.48	1.00	1.68	0.81	\$3.800
Recreational Homes	260	Dwelling Units	0.29	1.00	1.68	0.49	\$2,296
Timeshare	265	Dwelling Units	0.63	1.00	1.68	1.06	\$4,987
Residential Planned Unit Development	270	Dwelling Units	0.69	1.00	1.68	1.16	\$5,462
Hotel	310	Rooms	0.59	1.00	1.68	0.99	\$4,670
Motel	320	Rooms	0.36	1.00	1.68	0.61	\$2,850
Campground/Recreational Vehicle Park	416	Acres	0.48	1.00	1.68	0.81	\$3,800
Multipurpose Recreational Facility	435	1,000 SFGFA	3.58	1.00	1.68	6.03	\$28,339
Multiplex Movie Theater	445	Movie Screens	13.96	1.00	1.68	23.51	\$110,508
Ice Skating Rink	465	1,000 SFGFA	0.17	1.00	1.68	0.29	\$1,346
Soccer Complex	488	Fields	16.43	1.00	1.68	27.66	\$130,061
Health/Fitness Club	492	1,000 SFGFA	3.45	1.00	1.68	5.81	\$27,310
Recreational Community Center	495	1,000 SFGFA	2.50	1.00	1.51	3.78	\$17,757
Elementary School	520	1,000 SFGFA	0.16	1.00	1.68	0.27	\$1,267
Middle School/Junior High School	525	1,000 SFGFA	0.15	1.00	1.68	0.25	\$1,187
High School	530	1,000 SFGFA	0.14	1.00	1.68	0.24	\$1,108
Junior/Community College	540	1,000 SFGFA	0.11	1.00	1.68	0.19	\$871
Church	560	1,000 SFGFA	0.49	1.00	1.68	0.83	\$3,879
Day Care Center	565	1,000 SFGFA	11.12	1.00	1.68	18.72	\$88,027
Prison	571	Beds	0.08	1.00	1.68	0.13	\$633
Fire and Rescue Station	575	1,000 SFGFA	0.48	1.00	1.68	0.81	\$3,800
Library	590	1,000 SFGFA	8.16	1.00	1.68	13.74	\$64,595
Hospital	610	1,000 SFGFA	0.86	1.00	1.67	1.44	\$6,753
Nursing Home	620	1,000 SFGFA	0.59	1.00	1.68	0.99	\$4,670
Clinic	630	1,000 SFGFA	3.69	1.00	2.48	9.17	\$43,106
Animal Hospital/Veterinary Clinic	640	1,000 SFGFA	3.53	1.00	1.68	5.94	\$27,944
General Office Building	710	1,000 SFGFA	1.44	1.00	1.30	1.88	\$8,830
Small Office Building	712	1,000 SFGFA	2.16	1.00	1.68	3.64	\$17,099
Single Tenant Office Building	715	1,000 SFGFA	1.76	1.00	1.68	2.96	\$13,932
Medical-Dental Office Building	720	1,000 SFGFA	3.93	1.00	1.14	4.50	\$21,147
Government Office Building	730	1,000 SFGFA	1.71	1.00	1.68	2.88	\$13,536
United States Post Office	732	1,000 SFGFA	11.21	1.00	1.68	18.87	\$88,739
Office Park	750	1,000 SFGFA	1.30	1.00	1.68	2.19	\$10,291
Research and Development Center	760	1,000 SFGFA	0.98	1.00	1.45	1.42	\$6,676
Business Park	770	1,000 SFGFA	1.22	1.00	1.68	2.05	\$9,658
Tractor Supply Store	810	1,000 SFGFA	1.40	1.00	1.68	2.36	\$11,082
Construction Equipment Rental Store	811	1,000 SFGFA	0.99	1.00	1.68	1.67	\$7,837
Building Materials and Lumber Store	812	1,000 SFGFA	2.25	1.00	1.68	3.79	\$17,811
Free-Standing Discount Superstore	813	1,000 SFGFA	4.33	0.71	1.68	3.68	\$17,279
Variety Store	814	1,000 SFGFA	6.70	0.66	1.68	4.91	\$23,103
Free-standing Discount Store	815	1,000 SFGFA	4.86	0.83	1.68	5.64	\$26,503
Hardware/Paint Store	816	1,000 SFGFA	2.98	0.74	1.68	2.75	\$12,918
Nursery (Garden Center)	817	1,000 SFGFA	6.94	1.00	1.68	11.69	\$54,937
Nursery (wholesale)	818	1,000 SEGEA	5.24	1.00	1.68	8.82	\$41,480
Snopping Center	820		3.40	0.66	2.03	3.01	\$14,164
Automobile Sales (New)	840	1,000 SEGEA	2.29	1.00	۵۵.۲ 11 c	3.80 E 11	\$18,128
Automobile Sales (New)	040	1,000 JEGEA	2.42	1.00	2.11	5.11	\$24,019



#### City of Stayton Transportation SDC

			PM Peak	Pass-by Trip	Person Trip	New PM	
	ITE		Hour Vehicle	Reduction	Conversion	Peak Hour	Transportati
	Code	Unit of Measure	Trip Ends	Factor	Factor	Person Trip	on SDC
Automobile Sales (Used)	841	1,000 SFGFA	3.75	1.00	1.68	6.31	\$29,685
Recreational Vehicle Sales	842	1,000 SFGFA	0.77	1.00	1.68	1.30	\$6,095
Automobile Parts Sales	843	1,000 SFGFA	4.90	0.57	1.68	2.68	\$12,602
Tire Store	848	1,000 SFGFA	3.75	0.72	1.68	3.27	\$15,389
Tire Superstore	849	1,000 SFGFA	2.11	1.00	1.68	3.55	\$16,703
Supermarket	850	1,000 SFGFA	8.95	0.64	2.88	10.57	\$49,690
Convenience Market	851	1,000 SFGFA	49.11	0.49	1.76	20.77	\$97,631
Discount Club	857	1,000 SFGFA	4.19	0.63	1.68	2.80	\$13,164
Wholesale Market	860	1,000 SFGFA	1.76	1.00	1.68	2.96	\$13,932
Sporting Goods Superstore	861	1,000 SFGFA	2.14	1.00	1.68	3.60	\$16,940
Home Improvement Superstore	862	1,000 SFGFA	2.29	0.58	2.03	1.56	\$7,352
Electronics Superstore	863	1,000 SFGFA	4.25	0.60	1.68	2.58	\$12,112
Toy/Children's Superstore	864	1,000 SFGFA	5.00	1.00	1.68	8.42	\$39,580
Baby Superstore	865	1,000 SFGFA	1.82	1.00	1.68	3.06	\$14,407
Pet Supply Superstore	866	1,000 SFGFA	3.55	1.00	1.68	5.98	\$28,102
Office Supply Superstore	867	1,000 SFGFA	2.77	1.00	1.68	4.66	\$21,927
Book Superstore	868	1,000 SFGFA	15.83	1.00	1.68	26.65	\$125.311
Discount Home Furnishing Superstore	869	1,000 SFGFA	1.57	1.00	1.68	2.64	\$12 428
Bed and Linen Superstore	872	1,000 SFGFA	2.22	1.00	1.68	3.74	\$17 574
Department Store	875	1.000 SFGFA	1.95	1.00	1.68	3.28	\$15,436
Apparel Store	876	1.000 SFGFA	4.12	1.00	1.05	4.32	\$20,310
Arts and Crafts Store	879	1.000 SFGFA	6.21	1.00	1.68	10.46	\$49 159
Pharmacy/Drugstore without Drive-Through Window	880	1.000 SEGEA	8.51	0.47	3.15	5.92	\$77,877
Pharmacy/Drugstore with Drive-Through Window	881	1 000 SEGEA	10.25	0.51	1.68	4 49	\$21,022
Marijuana Dispensary	882	1 000 SEGEA	18 92	1.00	1.68	31.86	\$21,104
Furniture Store	890	1 000 SEGEA	0.52	0.47	1.68	0.19	\$000
Medical Equipment Store	897	1,000 SEGEA	1 24	1.00	1.68	2.09	\$909 ¢0.916
Liquor Store	899	1,000 SEGEA	16.62	1.00	1.00	2.05	\$9,810 ¢120.197
Walk-in Bank	011	1,000 SEGEA	12.02	1.00	1.78	20.42	\$159,187
	012	1,000 SEGEA	21.01	0.65	0.42	3 69	\$90,022
	018	1,000 SI GI A	1 45	1.00	1.68	2.05	\$17,346
Conv. Drint and Everage Chin Store	020	1,000 SI GI A	7.43	1.00	1.00	12.44	\$11,478
Copy, Finit, and Express Ship Store	026	Eood Carts	6.16	1.00	1.08	10.27	\$58,737
Food Call Pou	020		12 55	1.00	1.08	21 12	\$48,763
	021	1,000 SECEA	7 80	1.00	1.08	21.13	\$99,346
	951	1,000 SFGFA	7.80	0.50	1.08	4.12	\$19,363
High-Turnover (Sit-Down) Restaurant	022	1,000 SFGFA	9.05	1.00	1.99	5.64	\$27,449
Fast-Food Restaurant without Drive-I hrough Window	933	1,000 SFGFA	33.21	1.00	1.68	55.92	\$262,892
Fast-Food Restaurant with Drive-Infough window	934	1,000 SFGFA	33.03	0.50	2.13	17.60	\$82,753
Fast-Food Restaurant with Drive-Inrough Window and No Indoor Seating	935	1,000 SFGFA	59.50	1.00	1.68	100.18	\$471,005
Coffee/Donut Shop without Drive-Through Window	936	1,000 SFGFA	32.29	1.00	2.18	70.33	\$330,667
Coffee/Donut Shop with Drive-Through Window	937	1,000 SFGFA	38.99	1.00	0.69	26.94	\$126,642
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	938	1,000 SFGFA	15.08	0.11	1.68	0.31	\$1,444
Quick Lubrication Vehicle Shop	941	1,000 SFGFA	8.70	1.00	1.68	14.65	\$68,870
Automobile Care Center	942	1,000 SFGFA	3.11	1.00	1.68	5.24	\$24,619
Automobile Parts and Service Center	943	1,000 SFGFA	2.06	1.00	1.68	3.47	\$16,307
Gasoline/Service Station	944	Vehicle Fueling Positions	13.91	0.58	1.68	7.88	\$37,042
Convenience Store/Gas Station	945	Vehicle Fueling Positions	18.42	0.44	1.68	6.00	\$28,230
Self-Service Car Wash	947	Wash Stalls	5.54	1.00	1.68	9.33	\$43,855
Automated Car Wash	948	Car Wash Tunnels	77.50	1.00	1.68	130.49	\$613,494
Car Wash and Detail Center	949	Wash Stalls	13.60	1.00	1.68	22.90	\$107,658
Truck Stop	950	Vehicle Fueling Positions	15.42	1.00	1.68	25.96	\$122,066
Winery	970	1,000 SFGFA	7.31	1.00	1.68	12.31	\$57,866
Drinking Place	975	1,000 SFGFA	11.36	1.00	1.68	19.13	\$89,926

Source: ITE, Trip Generation Manual, 11th edition; Abbreviations: ITE = Institute of Transportation Engineers.

