

RESOLUTION NO. 3825


A RESOLUTION ADOPTING A METHODOLOGY FOR THE DEVELOPMENT OF A SYSTEM DEVELOPMENT CHARGE FOR THE TRANSPORTATION SYSTEM IN ALBANY.

WHEREAS, the Council of the City of Albany has duly adopted Ordinance No. 5157 declaring their intent to comply with the provisions of ORS 223.207 through 223.208 and 223.297 through 223.314, an ordinance regarding systems development charges; and

WHEREAS, a methodology for the calculation of an improvement fee system development charge for the Albany transportation system has been developed as specifically described in Exhibit 'A' (attached hereto).

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that the attached methodology (including Attachments A and B) is hereby adopted.

DATED THIS 13TH DAY OF AUGUST 1997.



Council President

ATTEST:




City Recorder

EXHIBIT 'A'
ALBANY TRANSPORTATION SYSTEM
SYSTEM DEVELOPMENT CHARGE METHODOLOGY

INTRODUCTION

The Albany transportation system development charge (SDC) improvement fee is for improvements to the transportation system within the Albany Urban Growth Boundary (UGB). As provided in ORS 223.297 through 223.314, only an improvement fee is calculated (the reimbursement fee portion of the SDC is not included). The improvement fee is based on that portion of the projects in the Albany Transportation System Plan (1997) designated to be funded by SDCs. Projects necessary to accommodate growth within the Albany UGB and funded with SDC improvement fees are identified in the 20-Year Transportation Plan SDC-Funded Capacity Improvement List (Attachment 'A'). The SDC improvement fee is based on average weekday vehicle trip ends, as defined in the latest version of the Trip Generation manual from the Institute of Transportation Engineers (ITE).

SDC-FUNDED PROJECTS

The Albany Transportation System Plan identifies \$295.8 million in improvements to roadways, intersections, bridges, bicycle and pedestrian improvements, transit system, and Interstate 5. An SDC improvement fee is identified to fund 6.4 percent or \$15.9 million in projects identified in the 20-Year Transportation Plan SDC-Funded Capacity Improvement List (Attachment 'A'). The improvement fee is intended to assess charges for capacity increases to the transportation system.

Projects needed to fix existing deficiencies may also include extra capacity to accommodate growth during the 20-year planning period and this capacity-increasing portion is SDC improvement fee funded. The capacity-increasing portion is determined by dividing the new trip ends related to growth by the total trip ends expected in the year 2015. About \$2.4 million of the \$114 million in current needs include extra capacity to accommodate growth.

The entire cost of those projects not needed today, but are necessary to accommodate growth-driven needs, are eligible to be funded by an SDC improvement fee. After considering other potential revenue sources from the Oregon Department of Transportation, General Obligation Bonds, federal, state, or county grant programs, and local street funds, about \$13.5 million of \$181.8 million in growth-driven needs are SDC improvement fee funded.

The \$15.9 million in projects necessary to accommodate growth within the Albany UGB and funded with an SDC improvement fee are identified in the 20-Year Transportation Plan SDC-Funded Capacity Improvement List (attached).

ADDITIONAL TRIP ENDS PER DAY AT YEAR 2015

In order to distribute the capacity-increasing project costs to future development within the Albany UGB, the additional new trip ends in the year 2015, over the number of trip ends existing today, was determined. An average weekday trip end is defined by the Institute of Transportation Engineers (ITE) as "a single or one-direction vehicle movement with either the origin or destination (exiting or entering) inside a study area." The cost per trip end SDC rate is determined by dividing the growth-related costs by the additional new trip ends associated with Albany UGB development.

The ITE manual further defines average trip end rates for varying land use classifications. The average trip end rates for various land use classifications and the projected year 2015 population have been incorporated into a computer model used for transportation system analysis. The transportation model assigns existing and future trip ends to the transportation network, accounts for trip chaining opportunities, calculates the total future trip ends passing within or through the study area, and provides a forecast of additional trip ends in the study area that are related to new growth.

One-half of the new trip ends that had either an origin or a destination outside the UGB, and all of the pass-through trips that had both ends outside the UGB, were deducted from the study area growth since an Albany SDC improvement fee cannot be collected for these trip ends. The transportation model forecasts 138,381 additional trip ends within the Albany UGB in the year 2015 over the number of trip ends on the existing system.

IMPROVEMENT FEE

Oregon State Statutes provide for an improvement fee aimed at funding costs for the capacity-increasing portion of capital improvements. Transportation improvement projects with a capacity-increasing component to be funded with an SDC improvement fee are listed in the attached 20-Year Transportation Plan SDC-Funded Capacity Improvement List.

The original 20-Year Transportation Plan SDC-Funded Capacity Improvement List submitted for Council and community review identified \$19,416,811 to be funded by SDC revenues. Since the computer model forecasts 138,381 additional future trip ends within the UGB, the SDC-funded project cost divided by the forecasted new trips resulted in an SDC rate of \$140.31 per trip end.

At subsequent Council work sessions, the proposed SDC for several land uses was calculated using the \$140.31 per trip end rate and compared to communities in our regional vicinity. In the interest of promoting economic development, this methodology was developed based on \$140.31 per trip end with a 6 percent reduction factor assigned to the calculated SDC improvement fee for residential land uses and a 26 percent reduction factor assigned to the calculated SDC improvement fee for all other land uses.

The attached 20-Year Transportation Plan SDC-Funded Capacity Improvement List identifies \$15,921,785 to be funded by SDC revenues. Application of the final fee reduction factors required an adjustment in the funding strategy to account for approximately \$3.5 million in uncollected SDC revenues. New roadway project #155 will be partially developer funded and partially unfunded.

CALCULATING THE SYSTEM DEVELOPMENT CHARGE

The system development charge for transportation in Albany will be based on trip ends figures with pass-by credits shown in Attachment 'B' at a rate of \$140.31 per trip end. To maintain Albany's regional market competitiveness, this calculated fee will be reduced by 6 percent for residential land uses and 26 percent for all other land uses.

The City Engineer will determine the applicability of a particular land use to the categories listed in Attachment 'B.' For land uses not listed, the City Engineer will determine the generation rate using available resources.

ATTACHMENT 'A'
20-YEAR TRANSPORTATION PLAN SDC-FUNDED CAPACITY
IMPROVEMENT LIST

Construction costs correspond to April 1997 Seattle ENR Index 6337

INTERSECTION - CURRENT NEEDS (Includes extra capacity for growth)					
#	Project Location	Project Description	SDC	Other	Total
1	Pacific Blvd/SR 99E EB Ramps and 9th Ave Underpass	Reconfigure existing lanes, construct bike lane and new lane on ramp and bridge to Pacific/9th Couplet, increase cycle length	\$165,000	\$1,485,000	\$1,650,000
2	Pacific Blvd/SR 99E and Queen Ave	Construct additional EB left turn lane, NB right turn lane, SB left turn lane, WB through lane, reconfigure existing lanes	\$262,500	\$1,237,500	\$1,500,000
3	Pacific Blvd/SR 99E and Airport Rd/Albany Ave, Salem Avenue and Albany Avenue	Reconfigure lanes on Albany & Airport approaches to Pacific, signalize Salem & Albany intersection, widen Albany to 4 to 5 lanes, construct sidewalks.	\$246,050	\$456,950	\$703,000
4	US 20/Santiam Highway and Waverly Dr	Construct EB right turn lane, additional NB & SB through lanes, WB left turn lane	\$707,000	\$1,313,000	\$2,020,000
5	34th Ave and Waverly Dr	Install traffic signal	\$59,500	\$110,500	\$170,000
6	Main Street intersections with 1st Ave, 2nd Ave, Salem Ave, Santiam Rd	Widen Main to 4 lanes from 2nd Ave to 3rd Ave. Realign Salem to align with 3rd Ave. Realign Santiam Rd intersection with Main St. Install traffic signal @ intersection of Main & 3rd. Cul-de-sac 2nd Ave @ Main and Sherman @ Salem.	\$824,250	\$1,530,750	\$2,355,000
7	US 20 and NW Scenic Dr	Construct SB right turn lane	\$14,000	\$26,000	\$40,000

BIKEWAY - CURRENT NEEDS (Includes extra capacity for growth)					
#	Project Location	Project Description	SDC	Other	Total
83	1st Ave, Washington St to Lyon St	Restripe roadway to provide 14' wide outside lane	\$287	\$3,813	\$4,100
84	2nd Ave, Washington St to Lyon St	Restripe roadway to provide 14' wide outside lane	\$287	\$3,813	\$4,100
85	3rd Ave, Vine St to Washington St	Remove parking from one side, stripe bike lanes	\$140	\$1,860	\$2,000
86	9th Ave, US 20/Ellsworth St to Pacific Blvd/SR 99E	Restripe roadway, stripe bike lanes	\$98	\$1,302	\$1,400
87	20th Ave, 21st Ave to Waverly Drive	Remove parking from one side, stripe bike lanes	\$315	\$4,185	\$4,500
88	21st Ave, Geary St to 20th Ave	Remove parking from one side, stripe bike lanes	\$301	\$3,999	\$4,300
89	24th Ave, Liberty St to Pacific Blvd/SR 99E	Remove parking from one side, stripe bike lanes	\$350	\$4,650	\$5,000
91	Belmont Ave, Looney Lane to Lanier St	Stripe bike lanes	\$441	\$5,859	\$6,300
92	Bryant Way, Vine Street to Albany UGB	Widen pavement, construct bike lanes	\$8,820	\$117,180	\$126,000
94	Elm St, 5th Ave to 9th Ave	Remove parking from one side, stripe bike lanes	\$245	\$3,255	\$3,500
95	Ferry St, Queen Ave to 34th Ave	Remove parking from one side, stripe bike lanes	\$1,120	\$14,880	\$16,000
96	Fescue St, south of Spicer Dr	Remove parking from one side, stripe bike lanes	\$504	\$6,696	\$7,200

BIKEWAY - CURRENT NEEDS (Continued) (Includes extra capacity for growth)					
#	Project Location	Project Description	SDC	Other	Total
99	Hill St, 19th Ave to 34th Ave	Remove parking from one side, stripe bike lanes	\$987	\$13,113	\$14,100
101	Lanier St, Belmont St to Pacific Boulevard/SR 99E	Remove parking from both sides, stripe bike lanes	\$105	\$1,395	\$1,500
102	Liberty St, 24th Ave to Queen Ave	Restripe roadway, stripe bike lanes	\$392	\$5,208	\$5,600
103	Looney Lane, south of Belmont Ave	Restripe roadway, stripe bike lanes	\$98	\$1,302	\$1,400
113	US 20/Ellsworth St, NW Spring Hill Rd to 1st Ave	Construct ramps to sidewalk on bridge, install guide signage	\$500	\$4,500	\$5,000
114	US 20/Ellsworth St, 1st Ave to 9th Ave	North of 4th Ave: remove parking from one side, stripe bike lane South of 4th Ave: restripe roadway, stripe bike lane	\$700	\$6,300	\$7,000
115	US 20/Lyon St, 9th Ave to 1st Ave	North of 4th Ave: remove parking from one side, stripe bike lane South of 4th Ave: restripe roadway, stripe bike lane	\$700	\$6,300	\$7,000
116	Washington St, 9th Ave to 14th Ave	Remove parking from one side, stripe bike lanes	\$434	\$5,766	\$6,200

PEDESTRIAN - CURRENT NEEDS (Includes extra capacity for growth)					
#	Project Location	Project Description	SDC	Other	Total
118	24th Ave, Liberty St to Pacific Blvd/SR 99E	Construct sidewalk on south side	\$4,130	\$54,870	\$59,000
119	34th Ave, various locations from Pacific Blvd/SR 99E to Waverly Dr	Construct sidewalks where needed	\$13,020	\$172,980	\$186,000
121	Bryant Way, Albany UGB to Calapooia River bridge	Construct sidewalks on both sides	\$8,400	\$111,600	\$120,000
122	Columbus St, Del Rio Ave to Waverly Drive	Construct sidewalks on both sides	\$3,710	\$49,290	\$53,000
123	Connection between commercial areas on Waverly Dr and 16th Ave	Construct paved pedestrian/bicycle path	\$8,260	\$109,740	\$118,000
124	Connection between Linn Ave and Knox Butte Rd, east of Timber St	Construct paved pedestrian/bicycle path	\$980	\$13,020	\$14,000
125	Connection between Linn-Benton Community College and Looney Ln	Construct paved pedestrian/bicycle path	\$6,790	\$90,210	\$97,000
126	Connection between North Albany Schools and NW Quarry Rd.	Construct paved pedestrian/bicycle path, improve crossing of NW Quarry Rd, install crosswalk and warning signage	\$3,570	\$47,430	\$51,000
127	Connection between North Albany Schools and NW Shady Lane	Construct paved pedestrian/bicycle path	\$17,220	\$228,780	\$246,000
128	Del Rio Ave, Columbus St to Shortridge St.	Construct sidewalks where needed	\$3,290	\$43,710	\$47,000
129	Ferry Street, Queen Ave to 34th Ave.	Construct sidewalks on both sides	\$13,440	\$178,560	\$192,000
130	Geary St, 21st Ave. to Geary Place	Construct sidewalks on both sides	\$5,390	\$71,610	\$77,000
131	Geary St, Grand Prairie Rd to 34th Ave	Construct sidewalks on both sides	\$7,560	\$100,440	\$108,000
132	Hill Street, Queen Ave to 14th Ave	Repair existing sidewalks	\$2,030	\$26,970	\$29,000
133	Liberty St, Queen Ave to 24th Ave	Construct sidewalks on west side	\$2,310	\$30,690	\$33,000
134	Main St., 2nd Ave to Santiam Ave	Repair existing sidewalks	\$2,520	\$33,480	\$36,000
135	NW Edgewood Dr, NW Skyline Dr to W. Thornton Lake Dr	Construct sidewalks on both sides	\$17,990	\$239,010	\$257,000
136	NW Gibson Hill Rd at NW Sunny Ln and NW Pulver Ln	Improve crossing: Install crosswalk and warning signage	\$350	\$4,650	\$5,000

PEDESTRIAN - CURRENT NEEDS (Continued) (Includes extra capacity for growth)					
#	Project Location	Project Description	SDC	Other	Total
137	NW Scenic Dr at NW Gibson Hill Rd	Improve crossing: Install crosswalk and warning signage	\$350	\$4,650	\$5,000
138	NW Spring Hill Rd, US 20 to NW Hickory Rd.	Repair existing sidewalks	\$1,470	\$19,530	\$21,000
139	Pacific Blvd/SR 99E, Albany Ave/Airport Rd to Knox Butte Rd	Construct sidewalks on WB direction	\$2,700	\$24,300	\$27,000
140	Salem Ave, Albany Ave to Albany UGB	Construct sidewalks on the south side	\$1,540	\$20,460	\$22,000
142	US 20, North Albany Road to NW Spring Hill Dr	Construct sidewalks on both sides	\$26,100	\$234,900	\$261,000
143	Waverly Dr at South Shore Dr	Improve crossing: Install crosswalk and warning signage	\$350	\$4,650	\$5,000
144	Waverly Dr, 14th to Queen	Construct sidewalks on east side	\$1,540	\$20,460	\$22,000

NEW ROADWAY - DEVELOPMENT DRIVEN NEEDS					
#	Project Location	Project Description	SDC	Other	Total
155	Principal arterial in South Albany, Pacific Blvd/SR 99E to Lochner Road	Acquire oversized portion of 124' ROW for new 5 lane roadway with bike lanes and sidewalks and future railroad overpass.	\$1,542,501	\$0	\$1,542,501
221	Ellingson Rd, Columbus to I-5 future alignment	Acquire ROW for future roadway.	\$2,000,000	\$0	\$2,000,000
224	Collector between Pacific & Airport	Construct road with bikelanes and sidewalks	\$385,250	\$1,224,050	\$1,609,300

INTERSECTION - DEVELOPMENT DRIVEN NEEDS					
#	Project Location	Project Description	SDC	Other	Total
161	Pacific Blvd/SR 99E and Waverly Dr	Construct additional SB through lane	\$650,000	\$0	\$650,000
162	Queen Ave and Hill St	Construct EB right turn lane	\$170,000	\$0	\$170,000
163	US 20 and NW Spring Hill Rd	Reconfigure existing lanes	\$25,000	\$0	\$25,000
164	US 20 and NW North Albany Rd	Construct SB left turn lane & signal modifications	\$445,000	\$0	\$445,000
165	US 20 intersections with NW North Albany Rd, NW Spring Hill Rd, downtown intersections on Lyon/Ellsworth St couplet	Time-based signal coordination	\$10,000	\$90,000	\$100,000
167	US 20/Lyon St and 1st Ave	Reconfigure existing lanes, update signal timing plans on downtown couplet.	\$10,000	\$10,000	\$20,000
168	34th Ave and Ferry St	Stripe SB right turn lane	\$15,000	\$0	\$15,000
170	US 20/Ellsworth St and 4th Ave	Remove parking on 4th, stripe WB through lane	\$5,000	\$5,000	\$10,000
171	US 20/Lyon St and 4th Ave	Remove parking on 4th, stripe EB through lane	\$5,000	\$5,000	\$10,000
172	Pacific Blvd/SR 99E and Airport Rd/Albany Ave	Construct additional left turn lane on WB/SB Pacific. Make NB Airport Rd approach right turn only	\$50,000	\$450,000	\$500,000
173	US 20/Santiam Highway and Spicer Dr/I-5 NB Ramps	Make Spicer Drive one-way SB after new Timber St connection is completed	\$5,000	\$45,000	\$50,000
174	34th Ave and Geary St	Install traffic signal when warranted by traffic volumes or accidents	\$170,000	\$0	\$170,000
175	NW Gibson Hill Rd and NW Crocker Ln	Install traffic signal when warranted	\$170,000	\$0	\$170,000
176	Knox Butte Rd and Century Dr/I-5 NB Off-Ramp	Disconnect Century Dr from Knox Butte Rd after alternate connection is completed	\$57,500	\$57,500	\$115,000

INTERSECTION - DEVELOPMENT DRIVEN NEEDS (Continued)					
#	Project Location	Project Description	SDC	Other	Total
177	Knox Butte Rd and I-5 NB Off-Ramp	Install traffic signal when warranted after ramps are realigned with project #187	\$24,000	\$216,000	\$240,000
178	NW North Albany Rd and NW Hickory Rd	Install traffic signal when warranted	\$170,000	\$0	\$170,000
179	NW North Albany Rd and West Thornton Lake Dr	Install traffic signal when warranted, realign intersection	\$1,199,000	\$0	\$1,199,000
180	Pacific Blvd/SR 99E and 53rd Ave/New Principal Arterial	Install traffic signal when warranted	\$120,000	\$120,000	\$240,000
181	NW Spring Hill Dr and NW Hickory Rd	Install traffic signal when warranted	\$170,000	\$0	\$170,000
182	US 20/Santiam Highway and Goldfish Farm Rd	Install traffic signal when warranted	\$120,000	\$120,000	\$240,000
215	NW North Albany Road/New Major Collector and NW Gibson Hill Road	Improve intersection, install traffic signal when new major collector is completed.	\$570,000	\$0	\$570,000
216	US 20/Santiam Highway and Timber Street	Install traffic signal when Timber St connection is completed	\$110,000	\$110,000	\$220,000
226	Pacific/SR99 and New Collector	Install traffic signal after new roadway is completed	\$240,000	\$0	\$240,000

STREET WIDENING - DEVELOPMENT DRIVEN NEEDS					
#	Project Location	Project Description	SDC	Other	Total
183	Geary St, 9th Ave to Queen Ave	Widen to 5 lane section with center turn lane, bike lanes and sidewalks	\$2,261,000	\$0	\$2,261,000
185	US 20, NW Scenic Dr to NW North Albany Rd	Widen to 4 lane section with left turn pockets, bike lanes, and sidewalks	\$895,400	\$8,058,600	\$8,954,000
186	Waverly Dr, Queen Ave to Grand Prairie Rd	Widen to a 4-5 lane section with median or center turn lane, bike lanes, construct sidewalks on the east side.	\$1,687,000	\$0	\$1,687,000

BIKEWAY - DEVELOPMENT DRIVEN NEEDS					
#	Project Location	Project Description	SDC	Other	Total
207	9th Ave, Broadway St to US 20/Ellsworth St if traffic exceeds 3000 ADT	Remove parking from one side, stripe bike lanes	\$14,000	\$0	\$14,000
208	Del Rio Ave, Columbus St to Chestnut Ct if traffic exceeds 3000 ADT	Remove parking from one side, stripe bike lanes	\$9,000	\$0	\$9,000

PEDESTRIAN - DEVELOPMENT DRIVEN NEEDS					
#	Project Location	Project Description	SDC	Other	Total
209	Connection between NW Briarwood Pl and NW Scenic Dr neighborhood	Construct paved pedestrian/bicycle path	\$140,000	\$0	\$140,000
210	Connection between NW Jones Ave and residential areas to the west	Construct paved pedestrian/bicycle path	\$27,000	\$0	\$27,000

TOTAL 20-YEAR TRANSPORTATION PLAN SDC-FUNDED CAPACITY IMPROVEMENTS IS \$15,921,785.

ATTACHMENT 'B'
City of Albany
Transportation System Development Charge
Trip End Generation Rates
August 13, 1997

ITE CODE	LAND USE DESCRIPTION	BASIS FOR TRIP END DETERMINATION	WEEKDAY AVG. TRIP END RATE	ITE REF. PAGE
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INDUSTRIAL (ITE Categories 000 - 199. Allow 8 percent reduction for pass-by trips)

030	Truck Terminals	T.S.F.G.F.A.	9.85	70
090	Bus Park and Ride Station	Parking Spaces	4.18	81
110	General Light Industrial	T.S.F.G.F.A.	6.97	92
130	Industrial Park	T.S.F.G.F.A.	6.97	135
140	Manufacturing	T.S.F.G.F.A.	3.85	164
150	Warehouse	T.S.F.G.F.A.	4.88	193
151	Mini-Warehouse	T.S.F.G.F.A.	2.61	221

RESIDENTIAL (ITE Categories 200 - 299. No reduction for pass-by trips)

210	Single-Family Detached Housing	Dwelling Unit	9.55	257
220	Apartment/Duplex	Dwelling Unit	6.47	311
230	Residential Condominium/Townhouse	Dwelling Unit	5.86	382
240	Mobile Home Park	Dwelling Unit	4.81	427
252	Congregate Care Facility	Dwelling Unit	2.15	473

INSTITUTIONAL (ITE Categories 300 - 699. Allow 20 percent reduction for pass-by trips)

310	Hotel	No. of Rooms	8.70	519
320	Motel	No. of Rooms	10.19	550
411	City Park	Acres	2.23	585
412	County Park	Acres	2.99	590
413	State Park	Acres	0.50	602
414	Water Slide Park	Parking Spaces	1.67	613
415	Beach Park	Acres	15.77	615
416	Campground/Recreational Vehicle Park	Acres	74.38	624
417	Regional Park	Acres	19.15	626
420	Marina	Boat Berths	2.96	643
430	Golf Course	Acres	7.54	664
443	Movie Theater w/o Matinee	Movie Screens	220.00	678
444	Movie Theater w/ Matinee	Movie Screens	153.33	682
452	Horse Race Track	Acres	43.00	692
460	Arena	Acres	33.33	696
480	Amusement Park	Acres	75.76	698
481	Zoo	Acres	114.88	708

ITE CODE	LAND USE DESCRIPTION	BASIS FOR TRIP END DETERMINATION	WEEKDAY AVG. TRIP END RATE	ITE REF. PAGE
491	Tennis Courts	No. of Courts	33.33	710
492	Racquet Clubs	No. of Courts	42.90	731
494	Bowling Alley	Bowling Lanes	33.33	749
520	Elementary School	T.S.F.G.F.A.	10.72	772
530	High School	T.S.F.G.F.A.	10.90	791
540	Junior/Community College	T.S.F.G.F.A.	12.87	796
550	University/College	No. of Students	2.37	800
560	Church	T.S.F.G.F.A.	9.32	813
561	Synagogue	T.S.F.G.F.A.	10.64	823
565	Day Care Center	T.S.F.G.F.A.	79.26	11*
566	Cemetery	Acres	4.16	853
590	Library	T.S.F.G.F.A.	45.50	873
610	Hospital	T.S.F.G.F.A.	16.78	894
620	Nursing Home	No. of Beds	2.60	920
630	Clinic	T.S.F.G.F.A.	23.79	934

OFFICE (ITE Categories 700 - 799. Allow 8 percent reduction for pass-by trips)

710	General Office Building	T.S.F.G.F.A.	SEE TABLE 4	942
714	Corporate Headquarters Building	T.S.F.G.F.A.	6.27	965
715	Single Tenant Office Building	T.S.F.G.F.A.	11.50	972
720	Medical Office Building	T.S.F.G.F.A.	34.17	985
730	Government Office Building	T.S.F.G.F.A.	68.93	995
731	State Motor Vehicles Department	T.S.F.G.F.A.	166.02	1006
732	U.S. Post Office	T.S.F.G.F.A.	87.12	1016
733	Government Office Complex	T.S.F.G.F.A.	25.00	1035
750	Office Park	T.S.F.G.F.A.	11.42	1044
760	Research and Development Center	T.S.F.G.F.A.	7.70	1066
770	Business Park	T.S.F.G.F.A.	14.37	1086

BUSINESS & COMMERCIAL (ITE Categories 800 - 999. Allow 50 percent reduction for pass-by trips)

810	Retail - General Merchandise	T.S.F.G.F.A.	48.00 ¹	1097
812	Building Materials and Lumber Store	T.S.F.G.F.A.	30.56	1108
813	Discount Superstore	T.S.F.G.F.A.	46.96	30*
814	Specialty Retail Center	T.S.F.G.L.A.	40.67	1127
815	Discount Store	T.S.F.G.F.A.	57.06	41*
816	Hardware/Paint Store	T.S.F.G.F.A.	51.29	1158
817	Nursery (Garden Center)	T.S.F.G.F.A.	36.08	1186
818	Nursery (Wholesale)	T.S.F.G.F.A.	39.00	1205
820	Shopping Center	T.S.F.G.L.A.	SEE TABLE 1	1231
831	Quality Restaurant	T.S.F.G.F.A.	95.99	48*
832	High-Turnover, Sit-Down Restaurant	T.S.F.G.F.A.	177.87	67*
833	Fast Food Restaurant w/o Drive- Through Window	T.S.F.G.F.A.	786.22	86*

ITE CODE	LAND USE DESCRIPTION	BASIS FOR TRIP END DETERMINATION	WEEKDAY AVG. TRIP END RATE	ITE REF. PAGE
834	Fast Food Restaurant w/ Drive- Through Window	T.S.F.G.F.A.	710.08	105*
841	New Car Sales	T.S.F.G.F.A.	47.91	1339
847	Self Service Car Wash	Wash Stalls	108.00	1370
850	Supermarket	T.S.F.G.F.A.	123.90 ¹	1392
851	Convenience Market (Open 24 Hours)	T.S.F.G.F.A.	737.99	1399
860	Wholesale Market	T.S.F.G.F.A.	6.73	1434
861	Discount Club	T.S.F.G.F.A.	42.63	172*
890	Furniture Store	T.S.F.G.F.A.	4.34	1448
911	Walk-In Bank	T.S.F.G.F.A.	140.61	1478
912	Drive-In Bank	T.S.F.G.F.A.	265.21	1497
913	Walk-In Savings and Loan	T.S.F.G.F.A.	61.00	1516
914	Drive-In Savings and Loan	T.S.F.G.F.A.	74.17	1518

NOTES:

¹Calculated as (P.M. Peak rate x 10)

- T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area
= The sum (in square feet) of the area at each floor level, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are included within the principal outside faces of exterior walls, not including architectural setbacks or projections.
- T.S.F.G.L.A. = Thousand Square Feet Gross Leasable Area
= Total floor area designed for tenant occupancy and exclusive use, including any basements, mezzanines, or upper floors, expressed in square feet and measured from the centerline of joint partitions and from outside wall faces.

All trip end generation figures for SDC calculations shall be from the latest edition of the Trip Generation manual from the Institute of Transportation Engineers. In most cases, data on this summary sheet is obtained from ITE's 5th Edition, however, ITE reference page numbers on this sheet followed by a star (*) are obtained from the ITE's Update to the 5th Edition. Data for pass-by trip reduction factors are taken from an analysis of traffic impact fees developed by Anthony Rufolo, Center for Urban Studies, Portland State University. Applicability of a particular land use to categories listed herein shall be as determined by the City Engineer. For uses not listed, the City Engineer will determine the generation rate using available resources.