

# **TRANSPORTATION IMPACT FEE UPDATE**

**CITY OF ORLANDO**

*April 3, 2006*

*Prepared for:*

**CITY OF ORLANDO**

*Prepared by:*

**RENAISSANCE PLANNING GROUP**

## TABLE OF CONTENTS

<b>I. INTRODUCTION .....</b>	<b>2</b>
<b>II. RECOMMENDED UPDATES .....</b>	<b>3</b>
<i>Trip Generation Rates .....</i>	3
<i>Construction Costs .....</i>	4
<i>Construction Cost Indexing.....</i>	5
<i>New Land Use Categories .....</i>	5
<i>Impact Fee Credits .....</i>	6
<i>Policy Discount Factor .....</i>	7
<b>III. REVISED IMPACT FEE RATE SCHEDULE .....</b>	<b>8</b>
<b>IV. APPENDIX: NOTES ON EXISTING FEE STRUCTURE .....</b>	<b>14</b>

## **I. INTRODUCTION**

The City of Orlando levies transportation impact fees (TIF) on new development to offset the impacts of new trips on the roadway network. To ensure that appropriate costs are charged to the applicant, impact fees must undergo regular review and update. The City of Orlando last updated its TIF in 1996. Primarily because the fee schedule reflects 1996 roadway improvement costs, the fees collected in the City are significantly lower than surrounding jurisdictions that have undergone more recent TIF updates. To ensure that fee revenues are still adequate for mitigating the transportation impacts of new development, the City is seeking to update the TIF to reflect updated trip generation rates, increased costs of roadway improvements, new land use categories, and impact fee credits.

The report provides the recommendations and technical background to update outdated input factors to improve consistency with the goals of the City's Growth Management Plan. The final section of the report provides a summary of the updates and a revised impact fee rate schedule.

## II. RECOMMENDED UPDATES

This section documents the updates to trip generation rates, roadway costs, new land use categories, impact fee credits, and the policy discount factor.

### TRIP GENERATION RATES

Trip generation rates are based on data published by the Institute of Transportation Engineers (ITE) in *Trip Generation*. The trip generation rates in the current impact fee schedule are based on *Trip Generation*, 5<sup>th</sup> Edition. These rates were updated using *Trip Generation*, 7<sup>th</sup> Edition, published in 2003. A comparison of the old rates and the revised rates are displayed in Table 1 below.

**Table 1. Recommended trip generation rate updates.**

Land Use	ITE Code	Existing ITE Trip Generation, 5th Edition	Recommended ITE Trip Generation, 7th Edition
Single Family	210	9.55 trips/unit	9.57 trips/unit
Multi-Family	220	6.47 trips/unit	6.72 trips/unit
Mobile Home	240	4.81 trips/unit	4.99 trips/unit
Hotel/Motel	310	8.7 trips/room	8.92 trips/room
General Office < 100,000GSF <sup>1</sup>	710	16.618 trips/1000kGLA	15.65 trips/1000kGLA
General Office 100,000-199,999GSF <sup>1</sup>	710	12.71 trips/1000kGLA	12.15 trips/1000kGLA
General Office > 200,000GSF <sup>1</sup>	710	10.77 trips/1000kGLA	10.40 trips/1000kGLA
Retail < 50,000GSF <sup>1</sup>	820	119.24 trips/1000kGLA	110.32 trips/1000kGLA
Retail 50,000-99,999GSF <sup>1</sup>	820	79.064 trips/1000kGLA	75.10 trips/1000kGLA
Retail 100,000-199,999GSF <sup>1</sup>	820	61.009 trips/1000kGLA	58.93 trips/1000kGLA
Retail 200,000-299,999GSF <sup>1</sup>	820	50.399 trips/1000kGLA	49.28 trips/1000kGLA
Retail 300,000-399,999GSF <sup>1</sup>	820	44.44 trips/1000kGLA	43.80 trips/1000kGLA
Retail 400,000-499,999GSF <sup>1</sup>	820	40.453 trips/1000kGLA	40.12 trips/1000kGLA
Retail 500,000-999,999GSF <sup>1</sup>	820	34.422 trips/1000kGLA	33.55 trips/1000kGLA
Retail 1,000,000-1,249,999GSF <sup>1</sup>	820	31.18 trips/1000kGLA	29.11 trips/1000kGLA
Retail >1,250,000GSF <sup>1</sup>	820	29.56 trips/1000kGLA	26.96 trips/1000kGLA
Hospital	610	16.78 trips/1000kGLA	17.57 trips/1000kGLA
Industrial	110	6.97 trips/1000kGLA	6.97 trips/1000kGLA
Manufacturing	140	3.85 trips/1000kGLA	3.82 trips/1000kGLA
Warehousing	150	4.88 trips/1000kGLA	4.96 trips/1000kGLA
Eating and Drinking Establishment	-	177.87 trips/1000kGLA	replaced with new land use categories
Bank	912	265.21 trips/1000kGLA	246.49 trips/1000kGLA
Day Care	565	79.26 trips/1000kGLA	79.26 trips/1000kGLA
Elementary School (Grades K-8)	520	10.72 trips/1000kGLA	14.49 trips/1000kGLA
High School	530	10.9 trips/1000kGLA	12.89 trips/1000kGLA
Junior Community College	540	12.87 trips/1000kGLA	27.49 trips/1000kGLA
University <sup>2</sup>	-	40.151 trips/1000kGLA	40.151 trips/1000kGLA
Movie Theatre <sup>2</sup>	-	77.79 trips/1000kGLA	77.79 trips/1000kGLA
Amusement (Theme) Park	480	75.076 trips/acre	75.76 trips/acre
Auto Service and Gas Station	944	174.74 trips/fueling positions	168.56 trips/fueling positions
Bus Terminal <sup>2</sup>	-	25 trips/1000kGLA	25 trips/1000kGLA
Funeral Home <sup>2</sup>	-	9.32 trips/1000kGLA	9.32 trips/1000kGLA
Mini Storage <sup>4</sup>	-	2.61 trips/1000kGLA	2.5 trips/1000kGLA

(1) Calculated using fitted curve equation.

(2) Original data was based on local data collection and was not revised.

For the majority of the rates, the average trip rate published in *Trip Generation*, 7<sup>th</sup> Edition, simply replaced the average trip rate published in the 5<sup>th</sup> Edition. Two exceptions were office and retail land uses. For office and retail uses, the relationship between the size of the development and the number of trips generated is not linear, so the fitted curve equations from *Trip Generation* were used. Table 2 documents the gross square footage that was used to calculate the trip generation rate for each range of development sizes for office and retail uses.

**Table 2. Gross square footage used to calculate trip generation rates for office and retail uses.**

<b>Land Use</b>	<b>GSF</b>
General Office < 100,000GSF	50,000
General Office 100,000-199,999GSF	150,000
General Office > 200,000GSF	295,000
Retail < 50,000GSF	25,000
Retail 50,000-99,999GSF	75,000
Retail 100,000-199,999 GSF	150,000
Retail 200,000-299,999GSF	250,000
Retail 300,000-399,999GSF	350,000
Retail 400,000-499,999GSF	450,000
Retail 500,000-999,999GSF	750,000
Retail 1,000,000-1,249,999GSF	1,125,000
Retail >1,250,000GSF	1,400,000

Local data was collected for five land uses during the previous impact fee update in 1996. These land uses were university, movie theatre, bus terminal, funeral home, and mini storage. These rates were not updated as the local data, although nine years old, is still more relevant to Orlando than a newer national rate.

## **CONSTRUCTION COSTS**

In the 1996 impact fee update, the City’s average roadway cost per lane mile was based on FDOT construction costs and minimum rights-of-way needed for several roadway types. Right-of-way cost was based on an estimated land value of \$50,000 per acre. The cost of a new lane mile was determined to be \$588,126 and this cost value has not been updated since 1996.

According to the most recent FDOT *2004 Transportation Costs Handbook*, published in March 2005, the average cost of a new lane mile including design, right-of-way, and construction is \$2,380,491. This includes a design cost of \$ 396,748, a right-of-way cost of \$396,748,

and a construction cost of \$1,586,993. The construction cost represents an average of the construction costs published in the FDOT *Handbook* for a new 2-lane road, a new 4-lane road, widening a 2-lane road to a 4-lane road, and widening a 2-lane road to a 4-lane road. Design and right-of-way costs are both assumed to be 25 percent of the construction cost. The cost calculations are documented in Table 3, below.

**Table 3. Design, right-of-way, and construction costs for various FDOT roadway facilities.**

Facility	Design	Right-of-way	Construction	Total
New 2-lane	\$431,188	\$431,188	\$1,724,750	\$2,587,125
New 4-lane	\$333,594	\$333,594	\$1,334,375	\$2,001,563
Widened 4-lane	\$385,925	\$385,925	\$1,543,700	\$2,315,550
Widened 6-lane	\$436,288	\$436,288	\$1,745,150	\$2,617,725
Average	\$396,748	\$396,748	\$1,586,994	\$2,380,491

For a local comparison, Orange County charges \$1.65 million per new lane mile. However, roadway costs for the City of Orlando, due to the urban/suburban context and implicitly higher design standards, are more comparable to FDOT roadway costs rather than to the suburban/rural context in Orange County.

## **CONSTRUCTION COST INDEXING**

The City of Orlando shall utilize updates to the FDOT *Transportation Costs Handbook* to revise the Impact Fee Rate Schedule to ensure the City of Orlando’s Transportation Impact Fee accurately reflects increases in facility construction costs. City staff shall be authorized to make revisions to the Impact Fee Rate Schedule following publication of an updated FDOT *Transportation Costs Handbook*. The revisions shall reflect any changes to Design, Right-of-Way and Construction costs for the facilities noted above in Table 3.

## **NEW LAND USE CATEGORIES**

Twenty new land use categories, as recommended in the *Orlando Impact Fee Update, Phase I* report, were added to the impact fee schedule. Average trip generation rates were derived from *Trip Generation*, 7<sup>th</sup> Edition. Associated factors for each land use needed for the impact fee calculation, such as the trip generation factor, average trip length, etc., were derived from existing factors for similar land uses in the current impact fee schedule. The new land use categories and trip generation rates are documented in Table 4, below.

Table 4. Recommended new land use categories.

New Land Use Categories	ITE Code	ITE Trip Generation, 7th Edition
Motel	320	9.11 trips/room
Resort Hotel	330	13.43 trips/room
Senior Adult Housing	251	3.71 trips/unit
Assisted Living	254	2.66 trips/bed
Nursing Home	620	6.1 trips/1000kGLA
Medical/Dental Office	720	36.13 trips/1000kGLA
Supermarket	850	102.24 trips/1000kGLA
Convenience Market	851	737.99 trips/1000kGLA
Home Improvement Superstore	862	29.8 trips/1000kGLA
Furniture Store	890	5.06 trips/1000kGLA
Discount Home Furnishing Superstore	869	47.81 trips/1000kGLA
Pharmacy/Drugstore	880	90.06 trips/1000kGLA
New Car Sales	841	33.34 trips/1000kGLA
Automobile Parts Sales	843	61.91 trips/1000kGLA
Tire Store	848	24.87 trips/1000kGLA
Quality Restaurant	931	89.95 trips/1000kGLA
High-turnover Sit Down Restaurant	932	127.15 trips/1000kGLA
Fast Food Restaurant	934	496.12 trips/1000kGLA
Health/Fitness Club	492	32.93 trips/1000kGLA
Heavy Industrial	120	1.5 trips/1000kGLA

## IMPACT FEE CREDITS

Several credits are built into the impact fee calculation to account for other roadway construction funding sources. Without these credits, the total funding collected for a roadway improvement from impact fees, motor fuel tax, and license fee tax would be greater than the actual cost for the roadway improvement. The credits “reimburse” those who pay impact fees for the taxes they will generate in the future for roadway improvements. The two factors from the 1996 impact fee schedule that were updated were average miles per gallon (used in the calculation of gas tax credits) and license fee revenue per mile. The average miles per gallon was updated from 16.39 to 19.07, accounting for improvements in the fuel efficiency of vehicles. License fee revenue per mile decreased slightly from \$0.00325989 to \$0.00301675.

These values were derived from the Florida Statistical Abstract, published by the Bureau of Economic and Business Research at the University of Florida. Miles per gallon was calculated by dividing the total miles of travel in Florida by the number of gallons of gasoline consumed in Florida. License fee revenue per mile was calculated by dividing the total license fee revenue by the total miles of travel in Florida.

## **POLICY DISCOUNT FACTOR**

The policy discount factor is an optional factor that can be used to modify the impact fee rate as a matter of City policy. Currently, the policy discount factor is zero percent. Court cases have held that legislative bodies have a wide range of policy discretion in adjusting impact fee rates beyond the legally required discounts for other taxes paid. For illustrative purposes, fee schedules demonstrating policy discount rates of zero, 10, 20, 30, and 40 percent are shown in the following section.

### III. REVISED IMPACT FEE RATE SCHEDULE

To recap, the following factors in the impact fee rate schedule were updated:

- Updated trip generation rates to those published in ITE Trip Generation, 7th Edition;
- Updated roadway costs based on the 2004 FDOT Transportation Costs;
- Established the procedure to index increases in construction costs to the costs published in the FDOT *Construction Costs Index*;
- Added new land use categories to the impact fee schedule with rates from ITE Trip Generation, 7th Edition; and
- Updated the miles per gallon and license fee revenue credits based on data published in the Florida Statistical Abstract 2004.

Based on these revisions, the recommended new impact fee schedule is displayed in Tables 6 through 10 on the following pages. The four variations presented in Tables 7 through 10 reflect the effect of applying policy discount factors that the City may choose to implement. Without applying a policy discount factor, the fee rates are roughly six times higher than the 1996 rates. Table 5 demonstrates some comparisons for a few common land use categories in the City Other category. Most of this increase is due to the updated roadway construction costs, which are now over four times higher than they were in 1996.

**Table 5. Comparison between selected existing fees and recommended fees.**

Land Use	1996 update	Recommended
Single Family Home	\$1,192	\$7,339
General Office 100,000-199,999 GSF	\$1,626	\$9,992
Retail 100,000-199,999 GSF	\$4,414	\$27,131
Hotel	\$1,243	\$7,831
Restaurant	\$11,259	\$57,931
Gas Station	\$2,597	\$15,395
Light Industrial	\$892	\$5,480

**Table 6. Recommended New Impact Fee Rate Schedule (Zero percent discount factor).**

	Traditional City	AC-3A Downtown	AC-3 Activity Center	MSTU International Dr.	City Other	East Washington AC-N	Special Plan Areas *
Single Family	\$5,374	\$5,079	\$6,776	\$4,993	\$7,339		
Multi-Family	\$3,773	\$3,566	\$4,758	\$3,506	\$5,154		
Mobile Home	\$2,802	\$2,648	\$3,533	\$2,603	\$3,827		
Hotel	\$5,858	\$3,871	\$7,233	\$5,330	\$7,831		
General Office < 100,000GSF	\$8,912	\$8,133	\$12,082	\$8,903	\$13,064		
General Office 100,000-199,999GSF	\$6,919	\$6,220	\$9,241	\$6,809	\$9,992		
General Office > 200,000GSF	\$5,922	\$5,271	\$7,830	\$5,770	\$8,467		
Retail < 50,000GSF	\$31,462	\$28,058	\$40,456	\$29,810	\$43,912		
Retail 50,000-99,999GSF	\$21,014	\$16,951	\$26,319	\$19,393	\$28,567		
Retail 100,000-199,999 GSF	\$20,294	\$15,951	\$24,996	\$18,418	\$27,131		
Retail 200,000-299,999GSF	\$20,153	\$13,177	\$24,520	\$18,068	\$26,615		
Retail 300,000-399,999GSF	\$17,912	\$11,619	\$21,621	\$15,931	\$23,468		
Retail 400,000-499,999GSF	\$16,407	\$10,577	\$19,681	\$14,502	\$21,362		
Retail 500,000-599,999GSF	\$14,984	\$9,540	\$18,290	\$13,477	\$19,852		
Retail 1,000,000-1,249,999GSF	\$13,001	\$8,641	\$16,567	\$12,207	\$17,982		
Retail > 1,250,000GSF	\$12,041	\$8,192	\$15,706	\$11,573	\$17,048		
Specialty Retail (<25,000 GSF)						\$6,685	\$12,670
Hospital	\$10,005	\$9,498	\$12,775	\$9,413	\$13,813		
Light Industrial	\$3,969	\$3,768	\$5,068	\$3,734	\$5,480		
Manufacturing	\$2,175	\$2,065	\$2,777	\$2,046	\$3,003		
Warehousing	\$2,825	\$2,681	\$3,606	\$2,657	\$3,899		
Bank	\$50,484	\$44,672	\$56,806	\$41,857	\$61,658		
Day Care	\$15,368	\$14,533	\$20,746	\$15,286	\$22,432		
Elementary School (Grades K-8)	\$5,811	\$5,494	\$7,901	\$5,822	\$8,544		
High School	\$5,207	\$5,226	\$7,029	\$5,179	\$7,600		
Junior Community College	\$11,105	\$11,146	\$14,990	\$11,045	\$16,209		
University	\$16,219	\$16,279	\$21,894	\$16,133	\$23,674		
Movie Theatre	\$41,898	\$33,364	\$50,036	\$36,869	\$54,103		
Amusement (Theme) Park	\$43,142	\$40,956	\$55,082	\$40,587	\$59,559		
Auto Service and Gas Station	\$15,395	\$14,988	\$14,988	\$14,988	\$15,395		
Bus Terminal	\$14,236	\$13,515	\$18,177	\$13,393	\$19,654		
Funeral Home	\$5,307	\$5,038	\$6,776	\$4,993	\$7,327		
Mini Storage	\$1,424	\$1,352	\$1,818	\$1,339	\$1,965		
Motel	\$5,982	\$3,954	\$7,387	\$5,443	\$7,998		
Medical/Dental Office	\$17,903	\$15,439	\$21,380	\$15,754	\$23,118		
Supermarket	\$29,158	\$26,185	\$34,689	\$25,560	\$37,651		
Convenience Market	\$99,277	\$92,616	\$118,108	\$87,027	\$128,196		
Home Improvement Superstore	\$13,309	\$8,446	\$15,834	\$11,667	\$17,186		
Pharmacy/Drugstore	\$24,230	\$21,192	\$28,826	\$21,241	\$31,289		
Heavy Industrial	\$854	\$811	\$965	\$711	\$1,043		
Quality Restaurant	\$39,689	\$21,166	\$53,372	\$39,327	\$57,931	\$13,760	
High-turnover Sit Down Restaurant	\$35,578	\$15,957	\$42,326	\$31,188	\$45,941	\$13,760	
Fast Food Restaurant	\$77,418	\$62,262	\$92,103	\$67,865	\$99,970		
Automobile Parts Sales	\$17,656	\$15,856	\$21,005	\$15,477	\$22,799		
Tire Store	\$6,825	\$6,370	\$8,120	\$5,983	\$8,813		
New Car Sales	\$14,984	\$14,171	\$19,059	\$14,043	\$20,687		
Furniture Store	\$2,260	\$1,905	\$2,689	\$1,981	\$2,918		
Senior Adult Housing	\$2,083	\$1,899	\$2,692	\$1,983	\$2,915		
Assisted Living	\$1,494	\$1,352	\$830	\$612	\$899		
Nursing Home	\$3,474	\$3,298	\$4,435	\$3,268	\$4,796		
Discount Home Furnishing Superstore	\$21,353	\$14,694	\$25,403	\$18,718	\$27,573		
Health/Fitness Club	\$13,290	\$8,610	\$17,871	\$13,168	\$19,398		
Resort Hotel	\$8,819	\$5,829	\$10,890	\$8,024	\$11,791		

\* Only applies to North Orange, Edgewater and North Lucerne Special Areas

**Table 7. Recommended New Impact Fee Rate Schedule (10 percent discount factor).**

	Traditional City	AC-3A Downtown	AC-3 Activity Center	MSTU International Dr.	City Other	East Washington AC-N	Special Plan Areas *
Single Family	\$4,836	\$4,571	\$6,098	\$4,494	\$6,605		
Multi-Family	\$3,396	\$3,210	\$4,282	\$3,155	\$4,638		
Mobile Home	\$2,522	\$2,383	\$3,180	\$2,343	\$3,444		
Hotel	\$5,272	\$3,484	\$6,510	\$4,797	\$7,048		
General Office < 100,000GSF	\$8,021	\$7,319	\$10,874	\$8,013	\$11,758		
General Office 100,000-199,999GSF	\$6,227	\$5,598	\$8,317	\$6,128	\$8,993		
General Office > 200,000GSF	\$5,330	\$4,744	\$7,047	\$5,193	\$7,620		
Retail < 50,000GSF	\$28,316	\$25,252	\$36,411	\$26,829	\$39,521		
Retail 50,000-99,999GSF	\$18,912	\$15,256	\$23,687	\$17,454	\$25,710		
Retail 100,000-199,999 GSF	\$18,265	\$14,356	\$22,496	\$16,576	\$24,417		
Retail 200,000-299,999GSF	\$18,138	\$11,859	\$22,068	\$16,261	\$23,953		
Retail 300,000-399,999GSF	\$16,121	\$10,457	\$19,459	\$14,338	\$21,121		
Retail 400,000-499,999GSF	\$14,766	\$9,519	\$17,713	\$13,052	\$19,226		
Retail 500,000-599,999GSF	\$13,486	\$8,586	\$16,461	\$12,129	\$17,867		
Retail 1,000,000-1,249,999GSF	\$11,701	\$7,777	\$14,910	\$10,987	\$16,184		
Retail > 1,250,000GSF	\$10,837	\$7,373	\$14,136	\$10,416	\$15,343		
Specialty Retail (<25,000 GSF)						\$6,016	\$11,403
Hospital	\$9,005	\$8,549	\$11,497	\$8,472	\$12,432		
Light Industrial	\$3,572	\$3,391	\$4,561	\$3,361	\$4,932		
Manufacturing	\$1,958	\$1,859	\$2,500	\$1,842	\$2,703		
Warehousing	\$2,542	\$2,413	\$3,246	\$2,392	\$3,509		
Bank	\$45,435	\$40,205	\$51,125	\$37,671	\$55,492		
Day Care	\$13,832	\$13,079	\$18,671	\$13,758	\$20,189		
Elementary School (Grades K-8)	\$5,230	\$4,945	\$7,111	\$5,240	\$7,689		
High School	\$4,686	\$4,704	\$6,326	\$4,661	\$6,840		
Junior Community College	\$9,994	\$10,031	\$13,491	\$9,941	\$14,588		
University	\$14,597	\$14,651	\$19,705	\$14,519	\$21,306		
Movie Theatre	\$37,708	\$30,028	\$45,033	\$33,182	\$48,693		
Amusement (Theme) Park	\$38,828	\$36,861	\$49,574	\$36,528	\$53,603		
Auto Service and Gas Station	\$13,856	\$13,489	\$13,489	\$13,489	\$13,856		
Bus Terminal	\$12,813	\$12,164	\$16,359	\$12,054	\$17,689		
Funeral Home	\$4,777	\$4,535	\$6,099	\$4,494	\$6,594		
Mini Storage	\$1,281	\$1,216	\$1,636	\$1,205	\$1,769		
Motel	\$5,384	\$3,558	\$6,648	\$4,899	\$7,198		
Medical/Dental Office	\$16,113	\$13,895	\$19,242	\$14,179	\$20,806		
Supermarket	\$26,242	\$23,567	\$31,220	\$23,004	\$33,886		
Convenience Market	\$89,349	\$83,354	\$106,297	\$78,324	\$115,376		
Home Improvement Superstore	\$11,978	\$7,602	\$14,250	\$10,500	\$15,468		
Pharmacy/Drugstore	\$21,807	\$19,073	\$25,944	\$19,116	\$28,160		
Heavy Industrial	\$769	\$730	\$868	\$640	\$939		
Quality Restaurant	\$35,720	\$19,049	\$48,035	\$35,394	\$52,138	\$12,384	
High-turnover Sit Down Restaurant	\$32,020	\$14,361	\$38,094	\$28,069	\$41,347	\$12,384	
Fast Food Restaurant	\$69,676	\$56,036	\$82,893	\$61,079	\$89,973		
Automobile Parts Sales	\$15,891	\$14,271	\$18,905	\$13,930	\$20,519		
Tire Store	\$6,143	\$5,733	\$7,308	\$5,385	\$7,932		
New Car Sales	\$13,486	\$12,754	\$17,153	\$12,639	\$18,618		
Furniture Store	\$2,034	\$1,714	\$2,420	\$1,783	\$2,626		
Senior Adult Housing	\$1,875	\$1,710	\$2,423	\$1,785	\$2,624		
Assisted Living	\$1,344	\$1,217	\$747	\$551	\$810		
Nursing Home	\$3,126	\$2,968	\$3,992	\$2,941	\$4,316		
Discount Home Furnishing Superstore	\$19,218	\$13,225	\$22,863	\$16,846	\$24,816		
Health/Fitness Club	\$11,961	\$7,749	\$16,084	\$11,851	\$17,458		
Resort Hotel	\$7,937	\$5,246	\$9,801	\$7,222	\$10,612		

\* Only applies to North Orange, Edgewater and North Lucerne Special Areas

**Table 8. Recommended New Impact Fee Rate Schedule (20 percent discount factor).**

	Traditional City	AC-3A Downtown	AC-3 Activity Center	MSTU International Dr.	City Other	East Washington AC-N	Special Plan Areas *
Single Family	\$4,299	\$4,063	\$5,421	\$3,994	\$5,871		
Multi-Family	\$3,019	\$2,853	\$3,806	\$2,805	\$4,123		
Mobile Home	\$2,242	\$2,119	\$2,827	\$2,083	\$3,061		
Hotel	\$4,686	\$3,097	\$5,786	\$4,264	\$6,265		
General Office < 100,000GSF	\$7,130	\$6,506	\$9,666	\$7,122	\$10,451		
General Office 100,000-199,999GSF	\$5,535	\$4,976	\$7,393	\$5,447	\$7,994		
General Office > 200,000GSF	\$4,738	\$4,217	\$6,264	\$4,616	\$6,774		
Retail < 50,000GSF	\$25,170	\$22,446	\$32,365	\$23,848	\$35,130		
Retail 50,000-99,999GSF	\$16,811	\$13,560	\$21,055	\$15,514	\$22,854		
Retail 100,000-199,999 GSF	\$16,235	\$12,761	\$19,996	\$14,734	\$21,704		
Retail 200,000-299,999GSF	\$16,123	\$10,542	\$19,616	\$14,454	\$21,292		
Retail 300,000-399,999GSF	\$14,330	\$9,295	\$17,297	\$12,745	\$18,774		
Retail 400,000-499,999GSF	\$13,126	\$8,461	\$15,745	\$11,602	\$17,090		
Retail 500,000-599,999GSF	\$11,987	\$7,632	\$14,632	\$10,781	\$15,881		
Retail 1,000,000-1,249,999GSF	\$10,401	\$6,913	\$13,254	\$9,766	\$14,386		
Retail > 1,250,000GSF	\$9,633	\$6,554	\$12,565	\$9,258	\$13,638		
Specialty Retail (<25,000 GSF)						\$5,348	\$10,136
Hospital	\$8,004	\$7,599	\$10,220	\$7,530	\$11,050		
Light Industrial	\$3,175	\$3,014	\$4,054	\$2,987	\$4,384		
Manufacturing	\$1,740	\$1,652	\$2,222	\$1,637	\$2,402		
Warehousing	\$2,260	\$2,145	\$2,885	\$2,126	\$3,119		
Bank	\$40,387	\$35,738	\$45,444	\$33,485	\$49,326		
Day Care	\$12,295	\$11,626	\$16,597	\$12,229	\$17,946		
Elementary School (Grades K-8)	\$4,649	\$4,395	\$6,321	\$4,658	\$6,835		
High School	\$4,166	\$4,181	\$5,623	\$4,143	\$6,080		
Junior Community College	\$8,884	\$8,917	\$11,992	\$8,836	\$12,967		
University	\$12,975	\$13,024	\$17,515	\$12,906	\$18,939		
Movie Theatre	\$33,519	\$26,691	\$40,029	\$29,495	\$43,282		
Amusement (Theme) Park	\$34,514	\$32,765	\$44,066	\$32,470	\$47,647		
Auto Service and Gas Station	\$12,316	\$11,990	\$11,990	\$11,990	\$12,316		
Bus Terminal	\$11,389	\$10,812	\$14,541	\$10,715	\$15,723		
Funeral Home	\$4,246	\$4,031	\$5,421	\$3,994	\$5,862		
Mini Storage	\$1,139	\$1,081	\$1,454	\$1,071	\$1,572		
Motel	\$4,786	\$3,163	\$5,910	\$4,354	\$6,398		
Medical/Dental Office	\$14,322	\$12,351	\$17,104	\$12,603	\$18,494		
Supermarket	\$23,326	\$20,948	\$27,751	\$20,448	\$30,121		
Convenience Market	\$79,422	\$74,093	\$94,486	\$69,622	\$102,557		
Home Improvement Superstore	\$10,647	\$6,757	\$12,667	\$9,334	\$13,749		
Pharmacy/Drugstore	\$19,384	\$16,953	\$23,061	\$16,992	\$25,031		
Heavy Industrial	\$683	\$649	\$772	\$569	\$835		
Quality Restaurant	\$31,751	\$16,933	\$42,698	\$31,462	\$46,345	\$11,008	
High-turnover Sit Down Restaurant	\$28,462	\$12,766	\$33,861	\$24,950	\$36,753	\$11,008	
Fast Food Restaurant	\$61,935	\$49,809	\$73,682	\$54,292	\$79,976		
Automobile Parts Sales	\$14,125	\$12,685	\$16,804	\$12,382	\$18,239		
Tire Store	\$5,460	\$5,096	\$6,496	\$4,786	\$7,051		
New Car Sales	\$11,988	\$11,337	\$15,247	\$11,235	\$16,549		
Furniture Store	\$1,808	\$1,524	\$2,151	\$1,585	\$2,335		
Senior Adult Housing	\$1,667	\$1,520	\$2,153	\$1,587	\$2,332		
Assisted Living	\$1,195	\$1,082	\$664	\$490	\$720		
Nursing Home	\$2,779	\$2,638	\$3,548	\$2,614	\$3,836		
Discount Home Furnishing Superstore	\$17,082	\$11,755	\$20,322	\$14,974	\$22,058		
Health/Fitness Club	\$10,632	\$6,888	\$14,297	\$10,535	\$15,518		
Resort Hotel	\$7,055	\$4,663	\$8,712	\$6,419	\$9,432		

\* Only applies to North Orange, Edgewater and North Lucerne Special Areas

**Table 9. Recommended New Impact Fee Rate Schedule (30 percent discount factor).**

	Traditional City	AC-3A Downtown	AC-3 Activity Center	MSTU International Dr.	City Other	East Washington AC-N	Special Plan Areas *
Single Family	\$3,762	\$3,555	\$4,743	\$3,495	\$5,137		
Multi-Family	\$2,641	\$2,497	\$3,331	\$2,454	\$3,608		
Mobile Home	\$1,961	\$1,854	\$2,473	\$1,822	\$2,679		
Hotel	\$4,100	\$2,710	\$5,063	\$3,731	\$5,482		
General Office < 100,000GSF	\$6,238	\$5,693	\$8,458	\$6,232	\$9,145		
General Office 100,000-199,999GSF	\$4,843	\$4,354	\$6,469	\$4,766	\$6,994		
General Office > 200,000GSF	\$4,146	\$3,690	\$5,481	\$4,039	\$5,927		
Retail < 50,000GSF	\$22,024	\$19,641	\$28,319	\$20,867	\$30,738		
Retail 50,000-99,999GSF	\$14,710	\$11,865	\$18,423	\$13,575	\$19,997		
Retail 100,000-199,999 GSF	\$14,206	\$11,166	\$17,497	\$12,892	\$18,991		
Retail 200,000-299,999GSF	\$14,107	\$9,224	\$17,164	\$12,647	\$18,630		
Retail 300,000-399,999GSF	\$12,538	\$8,133	\$15,135	\$11,152	\$16,427		
Retail 400,000-499,999GSF	\$11,485	\$7,404	\$13,777	\$10,151	\$14,954		
Retail 500,000-599,999GSF	\$10,489	\$6,678	\$12,803	\$9,434	\$13,896		
Retail 1,000,000-1,249,999GSF	\$9,101	\$6,049	\$11,597	\$8,545	\$12,587		
Retail > 1,250,000GSF	\$8,429	\$5,735	\$10,994	\$8,101	\$11,933		
Specialty Retail (<25,000 GSF)						\$4,679	\$8,869
Hospital	\$7,004	\$6,649	\$8,942	\$6,589	\$9,669		
Light Industrial	\$2,778	\$2,638	\$3,547	\$2,614	\$3,836		
Manufacturing	\$1,523	\$1,446	\$1,944	\$1,433	\$2,102		
Warehousing	\$1,977	\$1,877	\$2,524	\$1,860	\$2,730		
Bank	\$35,339	\$31,270	\$39,764	\$29,300	\$43,160		
Day Care	\$10,758	\$10,173	\$14,522	\$10,700	\$15,702		
Elementary School (Grades K-8)	\$4,068	\$3,846	\$5,531	\$4,075	\$5,980		
High School	\$3,645	\$3,658	\$4,920	\$3,625	\$5,320		
Junior Community College	\$7,773	\$7,802	\$10,493	\$7,732	\$11,346		
University	\$11,353	\$11,396	\$15,326	\$11,293	\$16,572		
Movie Theatre	\$29,329	\$23,355	\$35,025	\$25,808	\$37,872		
Amusement (Theme) Park	\$30,199	\$28,669	\$38,558	\$28,411	\$41,692		
Auto Service and Gas Station	\$10,777	\$10,491	\$10,491	\$10,491	\$10,777		
Bus Terminal	\$9,965	\$9,461	\$12,724	\$9,375	\$13,758		
Funeral Home	\$3,715	\$3,527	\$4,743	\$3,495	\$5,129		
Mini Storage	\$997	\$946	\$1,272	\$938	\$1,376		
Motel	\$4,188	\$2,768	\$5,171	\$3,810	\$5,599		
Medical/Dental Office	\$12,532	\$10,807	\$14,966	\$11,028	\$16,183		
Supermarket	\$20,410	\$18,330	\$24,282	\$17,892	\$26,356		
Convenience Market	\$69,494	\$64,831	\$82,676	\$60,919	\$89,737		
Home Improvement Superstore	\$9,316	\$5,912	\$11,084	\$8,167	\$12,030		
Pharmacy/Drugstore	\$16,961	\$14,834	\$20,179	\$14,868	\$21,902		
Heavy Industrial	\$598	\$568	\$675	\$498	\$730		
Quality Restaurant	\$27,783	\$14,816	\$37,361	\$27,529	\$40,552	\$9,632	
High-turnover Sit Down Restaurant	\$24,904	\$11,170	\$29,628	\$21,831	\$32,159	\$9,632	
Fast Food Restaurant	\$54,193	\$43,583	\$64,472	\$47,506	\$69,979		
Automobile Parts Sales	\$12,359	\$11,099	\$14,704	\$10,834	\$15,959		
Tire Store	\$4,778	\$4,459	\$5,684	\$4,188	\$6,169		
New Car Sales	\$10,489	\$9,920	\$13,341	\$9,830	\$14,481		
Furniture Store	\$1,582	\$1,333	\$1,882	\$1,387	\$2,043		
Senior Adult Housing	\$1,458	\$1,330	\$1,884	\$1,388	\$2,041		
Assisted Living	\$1,046	\$946	\$581	\$428	\$630		
Nursing Home	\$2,432	\$2,308	\$3,105	\$2,288	\$3,357		
Discount Home Furnishing Superstore	\$14,947	\$10,286	\$17,782	\$13,103	\$19,301		
Health/Fitness Club	\$9,303	\$6,027	\$12,510	\$9,218	\$13,578		
Resort Hotel	\$6,174	\$4,080	\$7,623	\$5,617	\$8,253		

\* Only applies to North Orange, Edgewater and North Lucerne Special Areas

**Table 10. Recommended New Impact Fee Rate Schedule (40 percent discount factor).**

	Traditional City	AC-3A Downtown	AC-3 Activity Center	MSTU International Dr.	City Other	East Washington AC-N	Special Plan Areas *
Single Family	\$3,224	\$3,047	\$4,066	\$2,996	\$4,404		
Multi-Family	\$2,264	\$2,140	\$2,855	\$2,104	\$3,092		
Mobile Home	\$1,681	\$1,589	\$2,120	\$1,562	\$2,296		
Hotel	\$3,515	\$2,323	\$4,340	\$3,198	\$4,699		
General Office < 100,000GSF	\$5,347	\$4,880	\$7,249	\$5,342	\$7,839		
General Office 100,000-199,999GSF	\$4,151	\$3,732	\$5,545	\$4,085	\$5,995		
General Office > 200,000GSF	\$3,553	\$3,162	\$4,698	\$3,462	\$5,080		
Retail < 50,000GSF	\$18,877	\$16,835	\$24,274	\$17,886	\$26,347		
Retail 50,000-99,999GSF	\$12,608	\$10,170	\$15,791	\$11,636	\$17,140		
Retail 100,000-199,999 GSF	\$12,177	\$9,571	\$14,997	\$11,051	\$16,278		
Retail 200,000-299,999GSF	\$12,092	\$7,906	\$14,712	\$10,841	\$15,969		
Retail 300,000-399,999GSF	\$10,747	\$6,971	\$12,973	\$9,559	\$14,081		
Retail 400,000-499,999GSF	\$9,844	\$6,346	\$11,809	\$8,701	\$12,817		
Retail 500,000-599,999GSF	\$8,990	\$5,724	\$10,974	\$8,086	\$11,911		
Retail 1,000,000-1,249,999GSF	\$7,801	\$5,185	\$9,940	\$7,324	\$10,789		
Retail > 1,250,000GSF	\$7,225	\$4,915	\$9,424	\$6,944	\$10,229		
Specialty Retail (<25,000 GSF)						\$4,011	\$7,602
Hospital	\$6,003	\$5,699	\$7,665	\$5,648	\$8,288		
Light Industrial	\$2,381	\$2,261	\$3,041	\$2,240	\$3,288		
Manufacturing	\$1,305	\$1,239	\$1,666	\$1,228	\$1,802		
Warehousing	\$1,695	\$1,609	\$2,164	\$1,594	\$2,340		
Bank	\$30,290	\$26,803	\$34,083	\$25,114	\$36,995		
Day Care	\$9,221	\$8,720	\$12,447	\$9,172	\$13,459		
Elementary School (Grades K-8)	\$3,487	\$3,297	\$4,741	\$3,493	\$5,126		
High School	\$3,124	\$3,136	\$4,217	\$3,108	\$4,560		
Junior Community College	\$6,663	\$6,688	\$8,994	\$6,627	\$9,725		
University	\$9,732	\$9,768	\$13,137	\$9,680	\$14,204		
Movie Theatre	\$25,139	\$20,019	\$30,022	\$22,121	\$32,462		
Amusement (Theme) Park	\$25,885	\$24,574	\$33,049	\$24,352	\$35,736		
Auto Service and Gas Station	\$9,237	\$8,993	\$8,993	\$8,993	\$9,237		
Bus Terminal	\$8,542	\$8,109	\$10,906	\$8,036	\$11,792		
Funeral Home	\$3,184	\$3,023	\$4,066	\$2,996	\$4,396		
Mini Storage	\$854	\$811	\$1,091	\$804	\$1,179		
Motel	\$3,589	\$2,372	\$4,432	\$3,266	\$4,799		
Medical/Dental Office	\$10,742	\$9,263	\$12,828	\$9,452	\$13,871		
Supermarket	\$17,495	\$15,711	\$20,813	\$15,336	\$22,591		
Convenience Market	\$59,566	\$55,569	\$70,865	\$52,216	\$76,918		
Home Improvement Superstore	\$7,986	\$5,068	\$9,500	\$7,000	\$10,312		
Pharmacy/Drugstore	\$14,538	\$12,715	\$17,296	\$12,744	\$18,773		
Heavy Industrial	\$513	\$487	\$579	\$427	\$626		
Quality Restaurant	\$23,814	\$12,700	\$32,023	\$23,596	\$34,759	\$8,256	
High-turnover Sit Down Restaurant	\$21,347	\$9,574	\$25,396	\$18,713	\$27,565	\$8,256	
Fast Food Restaurant	\$46,451	\$37,357	\$55,262	\$40,719	\$59,982		
Automobile Parts Sales	\$10,594	\$9,514	\$12,603	\$9,286	\$13,680		
Tire Store	\$4,095	\$3,822	\$4,872	\$3,590	\$5,288		
New Car Sales	\$8,991	\$8,503	\$11,435	\$8,426	\$12,412		
Furniture Store	\$1,356	\$1,143	\$1,613	\$1,189	\$1,751		
Senior Adult Housing	\$1,250	\$1,140	\$1,615	\$1,190	\$1,749		
Assisted Living	\$896	\$811	\$498	\$367	\$540		
Nursing Home	\$2,084	\$1,979	\$2,661	\$1,961	\$2,877		
Discount Home Furnishing Superstore	\$12,812	\$8,816	\$15,242	\$11,231	\$16,544		
Health/Fitness Club	\$7,974	\$5,166	\$10,723	\$7,901	\$11,639		
Resort Hotel	\$5,292	\$3,497	\$6,534	\$4,815	\$7,074		

\* Only applies to North Orange, Edgewater and North Lucerne Special Areas

## IV. APPENDIX: NOTES ON EXISTING FEE STRUCTURE

### CITY OTHER ASSESSMENT CLASSIFICATION

#### Trip Generation Rate (TGR):

- Trip generation rates for land uses were taken from the 1991 ITE *Trip Generation*, 5<sup>th</sup> Edition. An ITE update in 1995 was used for Eating and Drinking Establishments, Auto Service, and Gas Station land use categories.

#### Average Trip Length (ATL):

- Average trip lengths (in miles) for 10 different general trip purposes were estimated from zone accessibility and skim tree reports from 1991 calibrated City model.
- A 14.3 percent reduction was made in order to avoid overestimating the impacts of new development on the road network and to discount for travel on the Bee Line, East/West Expressway, and I-4.

#### New Travel Factor (NTF):

- The percent of traffic that constitutes new or additional vehicle traffic generated by the demand of a new development, discounting the rate for “pass-by” trips already on the road.
- The NTF factors were adjusted from the diversion/capture rates derived by Orange County for their road impact fee calculations. Orange County rates were primarily applied to shopping and service trips. For all other uses, such as office and residential, the new travel factor was set at 100%.
- One exception is for Gas Stations. The NTF for gas stations is .27 based on the 1991 ITE *Trip Generation*, 5<sup>th</sup> Edition relating to pass-by trips.

#### Trip Generation Factor (TGF):

- Used to adjust TGR for characteristics such as increased transit ridership, walking, etc.
- TGF is 1 for all land uses.

## **AC-3A DOWNTOWN ASSESSMENT CLASSIFICATION**

### TGR:

- Trip generation rates for land uses were taken from the 1991 ITE *Trip Generation*, 5<sup>th</sup> Edition. An ITE update in 1995 was used for Eating and Drinking Establishments, Auto Service, and Gas Station land use categories.

### ATL:

- Average trip lengths (in miles) for 10 different general trip purposes were estimated from zone accessibility and skim tree reports from 1991 calibrated City model.
- A 14.3 percent reduction was made in order to avoid overestimating the impacts of new development on the road network and to discount for travel on the Bee Line, East/West Expressway, and I-4.

### NTE:

- The NTF factors were adjusted from the diversion/capture rates derived by Orange County for their road impact fee calculations. Orange County rates were primarily applied to shopping and service trips. For all other uses, such as office and residential, the new travel factor was set at 100%.
- One exception is for Gas Stations. The NTF for gas stations is .27 based on the 1991 ITE *Trip Generation*, 5<sup>th</sup> Edition relating to pass-by trips.

### TGF:

- The TGF was handled on a case-by-case basis because of the unique features of the area. For example, the floor area ratio allowed in this district is twice that of any other zoning districts in the City, the district has the fewest restrictions in terms of permitted uses, and has unique parking characteristics that encourage walking.

## **TRADITIONAL CITY ASSESSMENT CLASSIFICATION**

### TGR:

- Trip generation rates for land uses were taken from the 1991 ITE *Trip Generation*, 5<sup>th</sup> Edition. An ITE update in 1995 was used for Eating and Drinking Establishments, Auto Service, and Gas Station land use categories.

#### ATL:

- Average trip lengths (in miles) for 10 different general trip purposes were estimated from zone accessibility and skim tree reports from 1991 calibrated City model.
- A 14.3 percent reduction was made in order to avoid overestimating the impacts of new development on the road network and to discount for travel on the Bee Line, East/West Expressway, and I-4.

#### NTF:

- The NTF factors were adjusted from the diversion/capture rates derived by Orange County for their road impact fee calculations. Orange County rates were primarily applied to shopping and service trips. For all other uses, such as office and residential, the new travel factor was set at 100%.
- One exception is for Gas Stations. The NTF for gas stations is .27 based on the 1991 ITE *Trip Generation*, 5<sup>th</sup> Edition relating to pass-by trips.

#### TGF:

- Traditional City neighborhoods have an urban form that is coherent, concentrated, accessible, diverse, and with a grid street network with sidewalks which increases pedestrian traffic and other forms of transit.
- 85 percent of the Traditional City is located within a ¼-mile of a transit stop.
- Based on increased transit use, the TGF of 0.95 instead of 1.00 was used for all land use categories except Auto Service and Gas Stations.

### **AC-3 ACTIVITY CENTER ASSESSMENT CLASSIFICATION**

#### TGR:

- Trip generation rates for land uses were taken from the 1991 ITE *Trip Generation*, 5<sup>th</sup> Edition. An ITE update in 1995 was used for Eating and Drinking Establishments, Auto Service, and Gas Station land use categories.

#### NTF:

- The NTF factors were adjusted from the diversion/capture rates derived by Orange County for their road impact fee calculations. Orange County rates were primarily applied to shopping and service trips. For all other uses, such as office and residential, the new travel factor was set at 100%.

- One exception is for Gas Stations. The NTF for gas stations is .27 based on the 1991 ITE *Trip Generation*, 5<sup>th</sup> Edition relating to pass-by trips.

ATL:

- Average trip lengths (in miles) for 10 different general trip purposes were estimated from zone accessibility and skim tree reports from 1991 calibrated City model.
- A 14.3 percent reduction was made in order to avoid overestimating the impacts of new development on the road network and to discount for travel on the Bee Line, East/West Expressway, and I-4.

TGF:

- Activity Center neighborhoods have an urban form that is coherent, concentrated, accessible, diverse, and with a grid street network with sidewalks which increases pedestrian traffic and other forms of transit.
- Based on increased transit use, the TGF of 0.95 instead of 1.00 was used for all land use categories except Auto Service and Gas Stations.

**INTERNATIONAL DRIVE MSTU DISTRICT ASSESSMENT CLASSIFICATION**

TGR:

- Trip generation rates for land uses were taken from the 1991 ITE *Trip Generation*, 5<sup>th</sup> Edition. An ITE update in 1995 was used for Eating and Drinking Establishments, Auto Service, and Gas Station land use categories.

NTF:

- The NTF factors were adjusted from the diversion/capture rates derived by Orange County for their road impact fee calculations. Orange County rates were primarily applied to shopping and service trips. For all other uses, such as office and residential, the new travel factor was set at 100%.
- One exception is for Gas Stations. The NTF for gas stations is .27 based on the 1991 ITE *Trip Generation*, 5<sup>th</sup> Edition relating to pass-by trips.

TGF:

- Based on increased transit use, the TGF of 0.70 instead of 1.00 was used for all land use categories except Auto Service and Gas Stations.

### ATL:

- Average trip lengths (in miles) for 10 different general trip purposes were estimated from zone accessibility and skim tree reports from 1991 calibrated City model.
- A 14.3 percent reduction was made in order to avoid overestimating the impacts of new development on the road network and to discount for travel on the Bee Line, East/West Expressway, and I-4.

### **EAST WASHINGTON AC-N DISTRICT**

- A study was done in 1996 to determine the trip making characteristics associated with land uses in the AC-N district. This district is mixed-use and close to downtown. Data collection from this study and other information was used to generate average fee rates for retail and eating and drinking land uses

### Eating and Drinking Establishments:

- TGR of 60.5 is applied instead of 177.87 in ITE's 5<sup>th</sup> Edition .
- ATL of 2.28 miles instead of 5.24 miles.
- NTF of 0.77 instead of 0.56.

### Retail:

- TGR of 40.67, based on specialty retail rate in ITE 5<sup>th</sup> Edition and adjusted for the mode split from study survey results.
- NTF of 0.87 from study data.
- TGF of 0.625 based on mode split data.
- ATL of 2.28 miles instead of 5.24 miles.

### **SPECIALTY RETAIL ASSESSMENT CLASSIFICATION (NEW CATEGORY IN SELECTED SPECIAL PLAN AREAS)**

- Recognizes that neighborhood retail establishments are not generating the level of impact associated with larger retail land uses
- TGR of 40.67, based on specialty retail rate in ITE 5<sup>th</sup> Edition and adjusted for the mode split from study survey results.
- Rates apply to single and multi-tenant development within the North Orange, Edgewater, and North Lucerne Special Plan Areas from 0-24,999 sq. ft. Retail developments greater than 25,000 sq. ft. remain subject to 50,000 sq. ft. rate.

- Independent calculations will address larger projects that demonstrate lower traffic impacts.
- TGR of 40.67 miles instead of 119.240 miles.
- TGF of .95.
- ATL of 4.19 miles instead of 5.24 miles.

## **OTHER INFORMATION**

- LOS of “D” is used as the basis for the capacity per lane mile in areas other than Metropolitan Activity Centers (MAC), and LOS “E” is used as the basis for capacity per lane mile in MAC (areas zoned AC-3, AC-3A, and AC-3B).
- Capacity is derived from the Growth Management Plan which allows LOS F at up to a 15 percent decrease of existing travel speed based on model run conditions.
- Average Roadway Cost per Lane Mile is based on FDOT construction costs and minimum rights-of-way needed for several roadway types. Right of way cost is based on an estimated land value of \$50,000 per acre.
- A motor fuel tax credit and a license fee revenue credit are subtracted from the base fee rate in order to get the credited fee rate.
- Network Adjustment Factor is fixed at 0 percent.
- Policy Discount Factor is fixed at 0 percent.