APPENDIX L:

TIA/TIF/Concurrency Memo

This memorandum outlines a process to enhance the City of Vancouver's current planning framework and provide more comprehensive multimodal system solutions for concurrency, transportation impact analysis (TIA), and the traffic impact fee (TIF) program.

DKS 1050 SW 6TH AVENUE, SUITE 600 • PORTLAND, OR 97204 • 503.243.3500 • DKSASSOCIATES.COM

IMPLEMENTATION CONSIDERATIONS FOR ADVANCING MULTIMODAL PLAN POLICIES

DATE: August 2, 2023

TO: Kate Drennan, Rebecca Kennedy, Ryan Lopossa | City of Vancouver
Stephanie Wright | Nelson\Nygaard

FROM: Carl Springer, Alexandra Haag | DKS

SUBJECT: Considerations about Multimodal Transportation System Planning Project #19197-001 and Implementation

INTRODUCTION

The City of Vancouver asked the consultant team updating the City's Transportation System Plan to outline a process to enhance their current planning framework and provide more comprehensive multimodal system solutions for concurrency, transportation impact analysis (TIA), and the traffic impact fee (TIF) program. This memo provides a summary of the existing processes and an overview of best practices in the state that have already transitioned to a multimodal approach. It concludes with a general discussion of the steps the city might take to adopt more multimodal processes, including a side-by-side example illustrating how the development application process would look within a multimodal concurrency framework.

BACKGROUND

- The following is an overview of the three primary elements that will be affected by this proposed shift. **Concurrency** requires the availability of a sufficient transportation system capacity to support development. Historically, Vancouver has focused on auto performance metrics at intersections or corridors. While this auto-centric approach satisfies the Growth Management Act requirements, it can limit broader improvements to the multimodal system. The concurrency program directly affects the type of solutions and the priority of funding for transportation investments. The concurrency methods and targets are defined in the city's Comprehensive Plan. Any changes to the city's concurrency program must trickle down from this policy document into the implementation plans and programs, including the municipal code, the Traffic Impact Analysis guidelines, and methodology for the Traffic Impact Fee program.
- **Traffic Impact Analysis (TIA) Guidelines** outline the technical requirements of a transportation study of a proposed land use development. This informs the decision-making process regarding capital projects and investments that are necessary to comply with all

applicable state and local regulations. Typically, a TIA includes a concurrency compliance check, provides inputs to calculate the Traffic Impact Fee, and identifies necessary transportation mitigations. (Refer to Vancouver Municipal Code 11.80.130)

- **Traffic Impact Fee Program (TIF)** is a package of regional transportation system improvement projects that will be required to support planned growth consistent with the policies of the Comprehensive Plan. This one-time fee is paid at the time of the development application to offset the proportionate system impacts of the proposed added travel demand associated with the proposed project. State regulation governs the type of projects that qualify for the TIF list, and the fair share calculation process for a proposed development.

  Currently, the city has three TIF districts that consider the unique growth and investment characteristics of each area (see map below). The collected TIF from all districts is used to fund TIF eligible projects in any of the three districts. It is up to city staff to determine **which** project will be constructed next. A developer may elect to construct a TIF eligible project as part of their development program and receive a TIF credit for doing so. Recent changes to state rules now permit primary multimodal projects to be funded by a TIF fee Previously, only capacity increasing improvements were eligible, which were exclusively related to auto and truck carrying capacity projects. The City of Vancouver TIF rate ($2,153 per vehicle trip) is among the lowest in the State of Washington, and about 40 percent less than of Clark County's rate ($3,333). The average TIF rate in Western Washington is $4,363. The highest TIF rate is $14,064 in Sammamish.

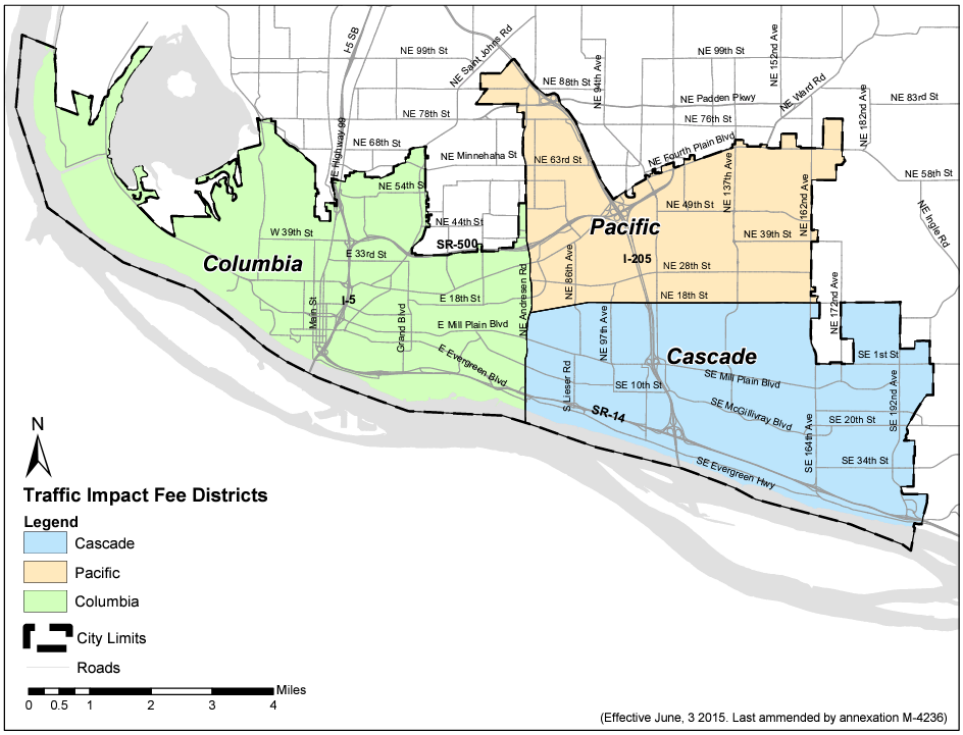

FIGURE 1: EXISTING VANCOUVER TIF DISTRICTS

Concurrency, TIA, and TIF processes should be modified to align with the Transportation System Plan's focus on a multimodal system. **Table 1** below outlines the recommendations and further details are provided at the end of this memorandum.

The two new terms being proposed are Mobility Units, a mode-neutral representation of a person trip, and Performance Management Areas, which divide the city by significant differences in travel behaviors and travel options. In the example of the City of Bellevue, they designated three PMAs for High Density Mixed Use (downtown), Medium Density Mixed Use, and Low-Density Residential Neighborhoods.

TABLE 1: RECOMMENDATIONS FOR MULTIMODAL CONCURRENCY, TIA, AND TIF

Recommendation	Concurrency	TIA	TIF
Address all transportation modes	Use a mode neutral, person-based metric instead of vehicles (see Mobility Units discussion) to evaluate concurrency.	Eliminate the need for assessing impacts on concurrency corridors. Other off-site intersection analysis is retained, as directed by City Traffic Engineer.	Incorporate regionally significant walk/bike projects per latest Revised Code of Washington (RCW) provisions.
Account for major differences between growth areas	Designate Performance Management Areas (PMAs) that capture major differences in development density and range of mobility options.	Apply person-trip factors by growth areas to account for the influence of higher levels of mixed-use, and access to better active transportation networks on vehicle trip generation.	Consider fee districts that group TIF eligible walk/bike projects by major growth area (PMAs). This may require a modification of the current district boundaries account for investments downtown and along the waterfront.
Administration Support	Shift to citywide basis for concurrency monitoring by applying the Mobility Unit basis. This would allow the city to remove reference to the existing concurrency corridors for purposes of concurrency and TIA evaluations.	Develop a person trip generation model and MU calculation tool to guide TIA estimates. • Apply vehicle trips share of MUs calculation for TIA impacts • Apply MUs for concurrency check	Fee basis can remain vehicle trips or person trips as long as it is consistently applied citywide. Consider updating TIF fees to align with latest cost estimates and peer cities in Western Washington.

This memo provides a summary of the existing process and an overview of best practices implemented by three cities in the state that have already transitioned to a multimodal approach.

It concludes with a general discussion of the steps the city might take to adopt a multimodal concurrency process, including a side-by-side example illustrating how the development application process would look within a multimodal concurrency framework.

EXISTING CONCURRENCY PROCESS

A summary of the City's existing concurrency program is provided below based on the city's *Transportation Concurrency Management Administrative Manual* (2021). The City of Vancouver's existing concurrency program has three basic elements:

- LOS standards that are consistent with the City's land use plan.
- System monitoring and management to maintain adopted levels of service.
- Development impact review to determine whether proposed development will cause levels of service to decline below adopted standards.

Generally, community development manages policy and program aspects, while public works manages the transportation system and oversees the monitoring and management of transportation service levels. The following section provides a high-level overview of the existing LOS standards, system monitoring, and the development review process.

COMPREHENSIVE PLAN TRANSPORTATION LOS STANDARDS

Levels of Service for designated concurrency corridors are defined within the city's Comprehensive Plan. The LOS is defined in terms of average pm peak hour travel speeds. Existing transportation concurrency LOS is calculated directly from average measured travel speeds.

Where a corridor has been built to full urban standards with sidewalks, bike lanes, travel lanes appropriate to its designation, intersection capacity consistent with the roadway cross section, and state-of-the-art traffic control, the Council may designate that the corridor has reached its ultimate capacity. Once designated by Council action, impact review focuses on safety, access management, circulation, and transportation demand management.[1]

SYSTEM MONITORING AND MANAGEMENT

System monitoring and management are conducted annually to ensure that the adopted levels of service are maintained. This process typically involves measuring the average travel speed during the pm peak hours and conducting traffic volume counts for most concurrency corridors. The current arterial LOS standards allow very low travel speeds during peak hours, in the 10 to 15

[1] City of Vancouver Transportation Concurrency Management Administrative Manual (2021). https://www.cityofvancouver.us/publicworks/page/concurrency

miles per hour range. All of the city's designated concurrency corridors operate well above this threshold and have influenced recent land use decisions (Category 1).

In addition, system monitoring requires tracking the trips generated by development and monitoring the background growth as an ongoing method to assess the levels of service. A periodic report is prepared to summarize the existing LOS for each corridor, along with the corresponding traffic volumes and the number of new trips approved for the corridor since the previous report.

DEVELOPMENT REVIEW

Development review is conducted whenever the city receives an application for a development permit. If the development will generate new pm peak hour trips, the City uses information from a traffic study submitted with the development proposal to evaluate whether the potential impacts would cause LOS to decline below locally adopted standards and, if so, how those effects might be mitigated or managed.

During this process, a review of potential impacts from a proposed development for consistency with adopted levels of service standards is conducted in conjunction with the land use review process. To satisfy the transportation concurrency, an applicant is required to submit at minimum a trip generation and distribution for the proposed development as to its potential impacts on the concurrency corridors, and any additional study intersections identified by the City Traffic Engineer.

IMPLEMENTING MULTIMODAL CONCURRENCY

Bellingham, Redmond, and Bellevue have transitioned from an automobile-focused approach to a multimodal concurrency approach. Bellevue and Redmond have successfully implemented multimodal concurrency programs by incorporating the concept of Mobility Units (MUs) to evaluate transportation supply and demand comprehensively. An MU represents a mode-neutral person trip and is used to assess both travel demand and the capacity of the transportation system to accommodate it. The calculation method for determining MUs is briefly explained in the following sections. For a more detailed understanding of this process, please refer to the City of Bellevue's recent publication, the Multimodal Concurrency Implementation Guide (September 2022).

The process of MUs builds upon the traditional vehicle-based method and expands it to incorporate a multimodal approach. As outlined below, it begins with commonly used vehicle trip generation rates, which are then converted into person-trips based on travel modes and transformed into MUs to represent the demand. This section also provides a step-by-step overview of the process that both applicants and the City would follow when navigating a multimodal concurrency program using the MU system.

MOBILITY UNIT DEFINITION

A mobility unit is a standardized measure used to quantify the transportation demand generated by a development or project. It represents the number of trips or movements made by individuals

using various modes of transportation, including walking, cycling, driving, and public transit. The concept of a mobility unit enables the comparison and assessment of multimodal transportation impacts across different developments as well as the full range of multimodal system solutions.

The demand for MUs in a project is determined based on the trip generation and the project's location. Typically, the City develops a person trip generation model and a mobility unit calculation tool for this purpose. As outlined in the Redmond Multimodal Plan-Based Concurrency System Administrative Guidelines, the mobility unit rates for a given land use type consist of three elements:

A. Person trips (based on local travel demand forecast model and ITE *Trip Generation Manual*)
B. Factors to percent new trips (discount for pass-by trips)
C. Trip lengths

The growth in PM peak person-miles of travel (mobility units) is the product of those three elements: A x B x C for each land use type. This simplifies the project requirements as trip generation is a necessary component of the TIA, which may be required for development projects. It is also used for operational analysis and impact fee assessment for the project. To estimate the citywide growth in MUs for a given planning horizon, the mobility unit rate for each land use is multiplied by the expected growth in that land use, and the results for all the land use are then summed.

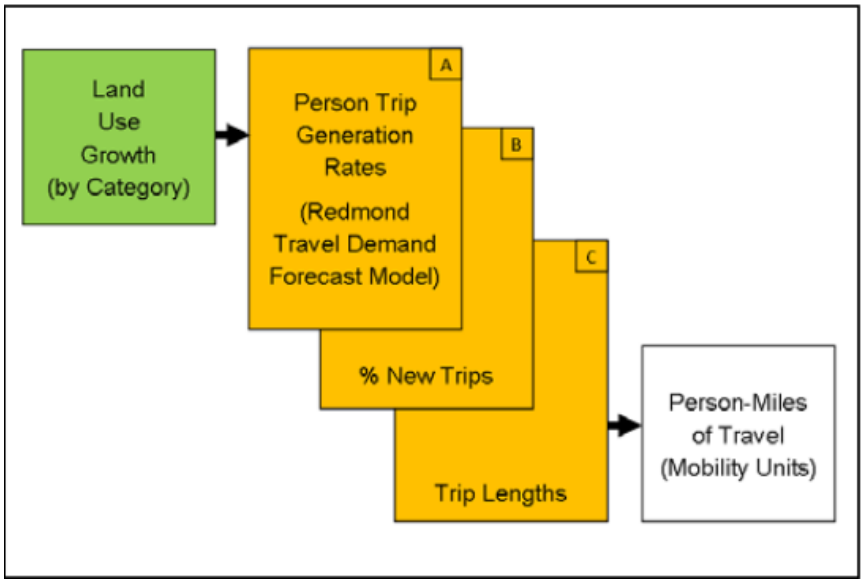

FIGURE 2: PERSON MILE CALCULATOR (SOURCE: CITY OF REDMOND MULTIMODAL PLAND-BASED CONCURRENCY SYSTEM ADMINISTRATIVE GUIDE, 2013)

DETERMINING AVAILABLE MOBILITY UNIT SUPPLY

The available MU supply is a measure of system completion. In Redmond, the city developed a "system completion calculator" that tracks the pace of completing the projects contained within their Transportation Facility Plan (TFP), which is the financially constrained master planned projects through the year 2030. Each project is allocated a proportion of the transportation system based upon relative cost. The system completion calculator aggregates the completion status of all the individual TFP projects to yield a total "percent complete" figure and number of "mobility units available." Projects contributing to system completion are either complete or expected to be implemented within the next six-year period.

Recent updates to RCW 82.02.050 provide local agencies with the flexibility to include regional multimodal projects on their Traffic Impact Fee (TIF) project list. This represents a significant change from the previous limitation to capacity-increasing improvements only. The expanded scope of eligible projects now encompasses regional trails and bikeways, among others.

The projected supply of available MUs corresponds to the funding amount in the CIP Plan Window designated for multimodal projects and programs in the adopted CIP, which facilitates the construction of new facilities to support growth.

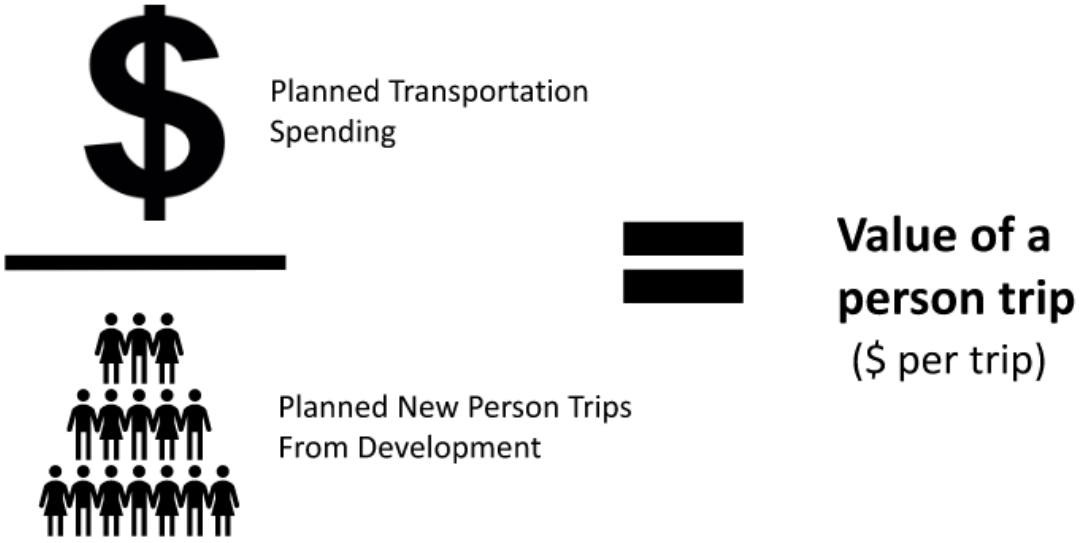

FIGURE 3:CALCULATING THE VALUE OF A PERSON TRIP (SOURCE: CITY OF BELLEVUE PRESENTATION "MULTIMODAL CONCURRENCY: STANDALONE STANDARDS CODE AMENDMENT, 2022).

City staff update this available MU supply calculation periodically throughout the year, as project development and construction progress on active improvements. The City of Redmond prepares an annual report about the concurrency program that documents how much demand has been allocated through approved new development vs. the mobility unit supply that is available to serve

it. The ratio of demand to supply is one of their metrics they publish online regarding system performance.

DETERMINE MU DEMAND FOR A PROPOSED PROJECT

On the demand side, MU calculations rely on trip generation rates, which are then converted into person-trips and further into Mus. In this process, applicants submit trip generation rates, and the city calculates the corresponding number of MUs.

The methodology used by cities to estimate MUs builds upon the existing system for estimating vehicular trip generation. This approach simplifies project requirements and ensures consistency throughout the transportation review process. Typically, a Traffic Impact Analysis (TIA) report for each proposed project provides vehicle trip generation data, which is used for operational analysis requirements and determining impact fees. By basing the MU calculation on vehicle trips, the project requirements are streamlined, and consistency is maintained across the transportation review process.

A snippet of the mobility unit calculator used by the City of Redmond is shown below for the residential land uses. They provide similar factors of other land use categories. This example illustrates the full range of factors that are applied to the base model trip rates (A) to determine mobility units.

TABLE 2: EXAMPLE OF MOBILITY UNIT CALCULATOR (SOURCE: CITY OF REDMOND)

Land Uses	ITE Land USE Code	Standard of Measure	[A] Trip Generation Rates (BKR Model + factoring)	[B] Daily-to-PM Factor (ITE)	[C] New Trips % (ITE)	[D] Average Trip Length, miles (2010 Redmond Travel Diary (miles)	[E] Normalize Trip Length to Within-City Average (BKR Model)	[F] Calculated within-City Average, miles	Activity Center Person-Mile Rates		
									[G] Downtown Urban Center	[H] Overlake Urban Center	[I] Rest of City
							0.33		0.90	0.93	1.10
Residential	-	-	-	-	-	-	-	-	-	-	-
Single Family	210	dwelling	13.800	0.105	100%	4.67	0.33	1.5	1.98	2.05	2.42
Multiple Family	220	dwelling	10.920	0.093	100%	4.67	0.33	1.5	1.39	1.44	1.70
Residential Suites		dwelling	6.660	0.093	100%	4.67	0.33	1.5	0.85	0.88	1.04
Retirement Community	251	dwelling	6.340	0.073	100%	4.67	0.33	1.5	0.64	0.66	0.78
Nursing Home	620	bed	4.721	0.080	100%	4.67	0.33	1.5	0.52	0.54	0.63
Congregate Care/Asst Living	253	dwelling	3.480	0.084	100%	4.67	0.33	1.5	0.40	0.41	0.49
Hotel/Motel	310	room	10.920	0.073	100%	6.47	0.33	2.1	1.86	1.93	2.28

An example provided by Redmond (see Table 3 below) shows how the mobility units are applied for two types of proposed development. The residential use is outside of urban centers, and the office use in in their Overlake Urban Center, which affects the Activity Center factor. The initial person trip rate at the top line, is factored by trip length, the share of trips originating in the city, and the activity center factors to get the person mile rate per unit. The resulting mobility units is the product of the person mile rate by the number of development units.

TABLE 3: EXAMPLE CALCULATIONS OF PERSON MILES (MOBILITY UNITS) (SOURCE: CITY OF REDMOND)

	Calculator Component	Residential: Single Family (outside of the urban centers)	Office: General Office (Overlake Urban Center)
		80 Dwellings	220,000 square feet
	Trip Generation Rate	1.45/dwelling	1.69/1000 sq ft
x	Percent New Trips	100%	100%
x	Trip Length (Mi)	4.67	10.00
x	Normalize Trip Length to In-City Average	0.33	0.33
x	Activity Center Person-Mile Rates	1.10	0.93
=	Person Mile Rate Per Unit	2.42*	5.11*
x	Units of Development	80	220
=	Person Miles (Mobility Units)	194	1,124

* Person Mile Rates are not exact products of the factors displayed above due to rounding.

The number of MUs generated is then compared against the city's available supply, and a concurrency determination is made for the development. In cases where the supply of MUs is insufficient, applicants have various options to address and mitigate the demand for MUs. These options include revising the development proposal to reduce the required number of MUs, delaying the project until more MUs become available, purchasing MUs at a determined price, undertaking additional projects to increase the supply of MUs, or implementing Transportation Demand Management (TDM) strategies.

For more information about the Redmond examples noted above, refer to the Concurrency Application example form and the Development Mobility Unit Calculator in the appendix to this memorandum.

DISCUSSION OF STEPS TO IMPLEMENT A MULTIMODAL CONCURRENCY PROCESS

In this section, we compare the existing concurrency program to a multimodal approach, highlighting their significant differences and similarities. It also discusses the programmatic and policy adjustments necessary to make this transition.

COMPARISON OF EXISTING AND MULTIMODAL CONCURRENCY PROCESS

The following summarizes the key changes required to transition to a multimodal concurrency process:

- Shift the concurrency process from solely relying on automobile metrics (such as vehicle speeds on specific corridors) to multimodal metrics based on person trips and MUs.

- Adopt a city-wide approach that considers overall supply and demand across different modes of transportation. This approach would eliminate the need to track and monitor arterial corridors for performance assessment and concurrency reporting.
- Mitigation strategies would transition from focusing solely on intersection operations within a corridor management plan to strategies that encompass all modes of transportation throughout the city's transportation system.
- The TIF project list would be revised to include regionally significant multimodal projects and programs aimed at constructing infrastructure for the transportation system.

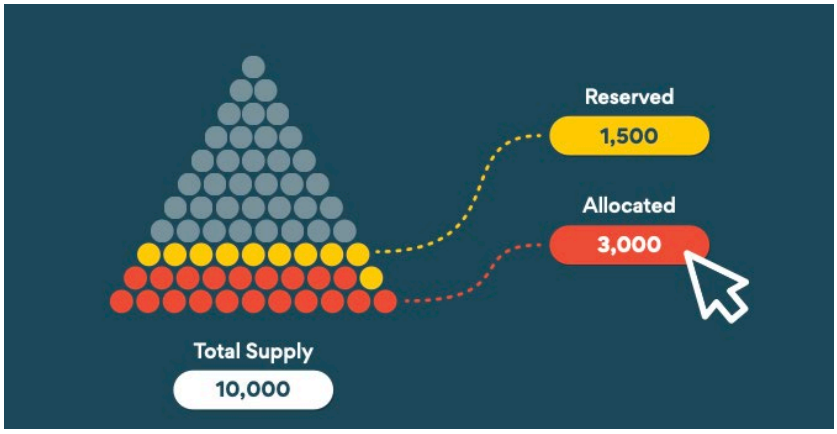

FIGURE 4: CITYWIDE REVIEW OF CONCURRENCY

The following table provides a side-by-side comparison of various aspects of the existing and a proposed multimodal concurrency process:

TABLE 4: EXISTING AND PROPOSED CONCURRENCY PROGRAM COMPARISON

PROCESS STAGE	EXISTING PROCESS	MULTIMODAL PROCESS
1. INITIAL DEVELOPMENT APPLICATION	Applicant submits calculated vehicle trip generation rates and provides them to the city.	Same
2. PROJECT IMPACT DETERMINATION	Trips generated are assessed to determine their impact on concurrency corridors.	The city calculates the number of MUs generated by the proposed development using a spreadsheet tool.
3. CONCURRENCY APPLICATION/ PROGRAM DECISION POINT	Concurrency category impacts (1-4) are determined, and a concurrency determination is made.	If more than 25 MUs are generated, the applicant submits a concurrency application form. If there is sufficient MU supply to meet the demand, concurrency is considered met. Otherwise, mitigation strategies are determined.
4. MITIGATIONS	If the corridor falls into category 3 or 4, a Corridor Management Plan (CMP) is adopted. In addition, there	Possible mitigations include the applicant purchasing additional MU supply to address the demand deficit,

PROCESS STAGE	EXISTING PROCESS	MULTIMODAL PROCESS
	may be a requirement to improve the roadway near the site to meet standards specified in the code.	deferring the project start, and implementing TDM plans. Furthermore, there may be a requirement to improve the roadway near the site to meet the specified standards in the code.
5. TRAFFIC IMPACT FEES ASSESSED	The TIF is calculated based on the vehicle trips generated multiplied by the basic TIF fee rate.	The same process applies, but the TIF list is expanded to include regionally significant multimodal projects and programs.
6. APPROVAL DECISION POINT	If the applicant satisfies concurrency requirements, addresses required mitigations, and commits to paying the necessary fees, the development can be approved.	Same

SHIFTING TO A MULTIMODAL CONCURRENCY PROGRAM

The following section outlines the major policy, monitoring and programmatic changes that the city would need to consider when moving towards a multimodal concurrency program:

MAJOR POLICY CHANGES

- **Revise the City's Comprehensive Plan to supplement LOS standards based on vehicle speeds as the metric of evaluating transportation system operations**. The revision process would involve aligning the standards with the updates made to the city's comprehensive plan, ensuring that they are consistent with the goals and objectives of the land use planning process.
- **Change definition of concurrency within city comprehensive plan to a multimodal measure, such as available MUs**. The definition would be updated to reflect the shift from a vehicle-centric approach to a multimodal approach, where transportation concurrency is evaluated based on person trips and MUs rather than solely on vehicle-level service measures.
- **Eliminate corridor categories and "corridors of ultimate capacity" and adopt a city-wide approach to evaluating concurrency.** This involves removing the existing categorization of corridors and the notion of corridors reaching their ultimate capacity. The intent is to shift towards a more holistic and mode-neutral approach to assessing transportation capacity and demand, where the focus is not limited to specific corridors but considers the overall transportation network and its ability to accommodate multimodal travel.

PROGRAM DEVELOPMENT

- **Develop multimodal MU methodology for measuring transportation demand and supply**. The methodology would include the calculation of MUs generated by development applications, considering different modes of transportation. Additionally, a custom spreadsheet tool would be created to streamline the evaluation process of MUs and facilitate the assessment of transportation impacts associated with development proposals.
- **Establish a set of mitigation measures that can be implemented when a development project does not meet the concurrency requirements.** Mitigation measures could include options such as revising the development proposal to reduce the required number of MUs, implementing TDM strategies to reduce vehicle trips, purchasing additional MUs from the city's available supply, or undertaking additional projects to increase the supply of MUs.
- **Revise the existing TIF methodology and project list to reflect the importance of multimodal infrastructure in accommodating transportation impacts**. The updated methodology would consider the impacts of development on walking, bicycling, and transit access, and determine appropriate fees based on the projected transportation demand. Additionally, the project list for TIF would be expanded to include regionally significant multimodal infrastructure projects that prioritize and enhance multimodal access. In addition, the TIF rates should be reassessed against peer cities in Western Washington to be competitive and maximize the revenue potential of this program.
- **Revise the existing TIA guidelines to incorporate the new multimodal metrics and develop the concurrency application form.** Incorporate new analysis elements and process steps under the multimodal approach to the existing TIA process. In addition, the growth forecast methods, which assume 1.5% background increase, is appropriate given recent travel trends.
- **Engage development community to introduce new policies and methods for development review going forward.** The goal is to ensure that the new policies and methods effectively address multimodal transportation considerations while being practical and feasible for the development community to implement.

CHANGES TO SYSTEM MONITORING AND MANAGEMENT

- **Develop (or revise the existing) annual reporting process to track changes to the citywide Mobility Unit supply and demand based on development approvals and city transportation system project investments.** The reports would analyze the impact of development approvals and investments in the city's transportation system on the overall supply and demand of MUs. They would also provide an update on the total number of MUs, the number of reserved MUs (if applicable), and the number of available MUs for future development projects. These reports serve to monitor and communicate the progress and status of the city's multimodal concurrency process.

CITY OF REDMOND TRANSPORTATION CONCURRENCY APPLICATION

This application provides the City of Redmond with the information needed to issue a certificate of concurrency for a development. Please complete the entire form and return it to the Redmond Engineering Services Division. After agreement is reached on the mobility unit demand for a development based on the land use type, size of development and table on the back of this application, the City will, if necessary, determine if enough mobility unit supply is available to issue a certificate of concurrency. If determining the mobility unit demand for a development requires an independent calculation a fee for the review will be required, payable at the City Hall Permit Center.

1. Applicant name and address: XXXX XXXXX
   3621 XX** XX XX
   XXXXXX XX, 12345
2. Property location:
   a. Property address: 54321 XX XXX** XX
   b. Development name: SAMPLE
   c. Assessor's Parcel Number(s): 1234567890
3. Type of development permit to be requested: SITE PLAN ENTITLEMENT

	Land Use Type (ITE Land Use Code)	Development Units	Mobility Unit Rate (see table on back)	Mobility Unit Demand	Notes
Proposed	MULTIPLE FAMILY (220)	147 units	1.44	212	Overlake
	RETAIL (820)	8,000 sf	6.56	52	
			Total Proposed:	264	
Existing	SERVICE STATION / MINIMART	8 FUEL POSITIONS	8.07	65	
			Total Existing:	65	
Net New Mobility Unit Demand (Total Proposed minus Total Existing)				264 - 65 = 199	

Signature of Applicant: _____ Date: 9/16/14

For Official Use Only:

Mobility Unit Demand calculation reviewed: RK (Initials) 9/17/14 (Date)

Concurrency certificate required: ☒ Yes ☐ No Mobility Units available: ☒ Yes ☐ No

Application number: 1

TABLE 1. Development Mobility Unit Calculator

Land Uses	ITE Land USE Code	Standard of Measure	Mobility Units/Land Use Unit		
			Downtown Urban Center	Overlake Urban Center	Rest of City
Residential					
Single Family	210	dwelling	1.98	2.05	2.42
Multiple Family	220	dwelling	1.39	1.44	1.70
Residential Suites	N/A	residential suite	0.85	0.88	1.04
Retirement Community	251	dwelling	0.64	0.66	0.78
Nursing Home	620	bed	0.52	0.54	0.63
Congregate Care/Asst Living	253	dwelling	0.40	0.41	0.49
Hotel/Motel	310	room	1.86	1.93	2.28
Commercial - Services					
Bank/Savings & Loan	912	sq ft/GFA	23.38	24.18	28.61
Day Care	565	sq ft/GFA	17.81	18.42	21.80
Library	590	sq ft/GFA	10.53	10.90	12.89
Post Office	732	sq ft/GFA	16.19	16.75	19.82
Service Station	944	fuel position	10.67	11.04	13.07
Service Station/Minimart	945	fuel position	7.80	8.07	9.54
Movie Theater	444,445	seat	0.11	0.12	0.14
Carwash	947	stall	6.93	7.17	8.48
Health Club/Racquet Club	492,493	sq ft/GFA	6.85	7.08	8.38
Commercial - Institutional					
Elementary School	520	student	0.16	0.17	0.20
High School	530	student	0.16	0.17	0.20
Church/House of Worship	560	sq ft/GFA	1.06	1.09	1.30
Hospital	610	sq ft/GFA	1.52	1.57	1.86
Commercial - Restaurant					
Restaurant	931	sq ft/GFA	11.53	11.93	14.11
Fast Food Restaurant	934	sq ft/GFA	31.41	32.49	38.45
Commercial - Retail Shopping Center					
up to 99,999	820	sq ft/GLA	6.34	6.56	7.76
100,000-199,999	820	sq ft/GLA	6.05	6.26	7.41
200,000-299,999	820	sq ft/GLA	5.54	5.73	6.78
300,000 and over	820	sq ft/GLA	5.34	5.52	6.53
Supermarket	850	sq ft/GFA	13.68	14.15	16.74
Convenience Market	851	sq ft/GFA	45.37	46.94	55.54
Free Standing Discount Store	813, 815, 861, 863, 864	sq ft/GFA	4.51	4.66	5.52
Miscellaneous Retail	820	sq ft/GFA	5.35	5.54	6.55
Furniture Store	890	sq ft/GFA	0.52	0.54	0.64
Car Sales - New/Used	841	sq ft/GFA	4.03	4.17	4.94

For uses with standard of measure in sq ft, mobility units are given per 1000 sq ft.

Land Uses	ITE Land USE Code	Standard of Measure	Mobility Units/Land Use Unit		
			Downtown Urban Center	Overlake Urban Center	Rest of City
Administrative Office					
up to 99,999	710,715, 750	sq ft/GFA	6.58	6.81	8.06
100,000-199,999	710,715, 750	sq ft/GFA	5.66	5.85	6.92
200,000-299,999	710,715, 750	sq ft/GFA	4.94	5.11	6.04
300,000 and over	710,715, 750	sq ft/GFA	4.63	4.79	5.67
Medical Office/Clinic	720	sq ft/GFA	6.76	6.99	8.28
Industrial					
Light Industry/Manufacturing	110	sq ft/GFA	3.09	3.20	3.78
Industrial Park	130	sq ft/GFA	2.71	2.80	3.31
Warehousing/Storage	150	sq ft/GFA	1.02	1.05	1.25
Mini Warehouse	151	sq ft/GFA	0.61	0.63	0.74

For uses with standard of measure in sq ft, mobility units are given per 1000 sq ft.