

CITY OF
ASHLAND

SDC Advisory Committee
MEETING #3 AGENDA

Thursday, July 19, 2018
3:00–5:00 p.m.

*Community Development and Engineering Building, 51 Winburn Way
(Siskiyou Room)*

1. Project List Revisions (Table 1)
 - a. Refinements to existing projects
 - b. Additional Development-Driven projects
2. Updated Cost Per Trip (Table 2)
 - a. Improvement and reimbursement fees
 - b. SDC compliance charge
3. SDC Schedules by Land Use
 - a. Comparison of updated TSDCs to current TSDCs (Table 3)
 - b. Updated TSDC by land use phase-in option (Table 4)
4. SDC Discounts and Incentives (attachment)
5. Recommendations
 - a. SDC Schedule Option (Phase or no phase)
 - b. Discounts and Incentives
6. Council Meeting Schedule
 - a. August 6 Work session
 - b. November 6 Public Hearing (ORD 1)
 - c. November 20 ORD 2 Adoption

Attachments



**Ashland System Development Charge Review Committee
MINUTES
July 19, 2018**

CALL TO ORDER

Brown meeting began at 3:00 PM

Members Present: Troy Brown Jr., Jac Nickels, Russ Silbiger

Members Absent: Dan Jovick

Staff Present: Paula Brown, Scott Fleury, Bill Molnar, and Tara Kiewel

Consultant Present: Deb Galardi, Galardi Rothstein Group

Guests: Joe Graf

1. Project List Revisions (Table 1)

- a. Refinements to existing projects
- b. Additional Development-Driven projects – Staff reviewed development driven projects. Galardi explained there will be a cost to the City with development driven projects. The SDC statutes require credit is given to developers for improvements. The City pays the difference for upsizing improvements which is shown on the table as 65% Developer and 35% City funded.

Brown Jr. asked if the 65% developer funding is an estimate and Brown clarified that it is an estimate that will fluctuate depending on the project.

Galardi told the Committee the project list and calculations to determine the TSDC costs went through a more rigorous process that included looking at the characteristics of each mode. Each type of improvement was reviewed for future capacity needs and costs have been updated.

2. Updated Cost Per Trip (Table 2)

- a. Improvement and reimbursement fees
- b. SDC compliance charge

3. SDC Schedules by Land Use

- a. Comparison of updated TSDCs to current TSDCs (Table 3)
- b. Updated TSDC by land use phase-in option (Table 4)

Brown explained that TSDCs are twenty years behind without inflationary increases. The City is subsidizing housing, and transportation is in disrepair partially because of the delay in funding.

Molnar asked if the Committee chooses a phase in option if there be an inflationary adjustment. Brown suggested using the Engineering News Record (ENR) index for inflation.

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4. SDC Discounts and Incentives (attachment)

Proposed residential development adjustments for small dwellings. A 50% discount for a dwelling under 500 square feet and a 25% discount for dwellings 501-800 square feet. Galardi explained there is good data for trips per household size. There is not data to correlate trip generation for dwelling unit size. There is an assumption that the larger the house has more occupants. The basis for a fifty percent cap reduction in fees because there could be lower occupancy. There is currently an affordable housing adjustment. Brown would like to have cap on incentives at 50%.

Graf is concerned about small dwelling discounts and the potential impact on parking. He believes the same number of trips will be generated for an eight hundred square foot dwelling.

Nickels likes the 50% discount. Brown Jr. agrees with the 50% discount and believes the City should have policies that will align SCD's with current standards and City codes.

5. Recommendations

Minutes – Draft minutes will be emailed to the Committee for approval.

Project adjustments – The Committee accepted the project adjustment changes.

Implementation Strategy

Brown shared with the Committee an email from Jovick with his recommendations. *I vote to phase in the higher residential fees. In our meeting we discussed doing that in a 3 year period since the SDC charges would be revisited again at that time. I like the phase in percent of 50/25/25 or even better would be 50/30/20. It sounds like the current setup disproportionately charges commercial projects vs residential and this new fee structure will help balance that out.*

Nickels prefers a 33.33 percent per year three year phase in.

Silbiger suggested a phase in of 50/25/25 percent.

Brown Jr. prefers a 50/25/25 percent phase in.

After discussion the Committee recommends to phase in the SDCs on a three year schedule with 50/25/25 percent.

The Committee agreed to recommend using the Engineering News Record (ENR) index (Seattle, March) for inflation and to use the same baseline month as the other fees.

Discounts and Incentives - The Committee is recommending the proposed 50% discount for 500 sf and 25% percent incentive for 800 sf dwellings.

Graf asked if sewer and water charges will also have incentives and expressed concern about underfunding transportation.

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6. Council Meeting Schedule

- a. August 6 Work session
- b. November 6 Public Hearing (ORD 1)
- c. November 20 ORD 2 Adoption

Brown thanked the Committee for their work.

ADJOURNMENT: Meeting Adjourned 4:30 p.m.

Respectfully submitted,
Tara Kiewel
Public Works Administrative Assistant

Draft Proposed TSDC Incentives & Discounts

Residential development adjustments

Dwelling Unit Size (Proposed)

Residential development adjustments to consider include reducing the TSDC based on size or alternatively type of development. The current TSDC schedule is based on type of development. Alternatively, the City could provide a reduction based on dwelling unit size that could apply to all dwelling types. Currently there is no trip generation data to provide trip rates by house size. There is national and regional data available that suggests homes with few occupants generate fewer trips, but there is currently not a way to statistically link trip generation with dwelling size. The City may as a policy option propose reduced SDCs based on house size based on the assumption that smaller homes have few occupants.

Draft Proposal:

Units less than 500 square feet = 50% TSDC reduction

Units between 501 and 800 square feet = 25% TSDC reduction.

This adjustment policy would encourage small dwellings for 1-2 person households which is an identified need in the Housing Needs Analysis. The units eligible for such reductions could be apartments, Accessory Residential Units (ARUs), Cottages, or even small (less than 800 sqft.) townhomes and single family homes.

Affordable Housing adjustment (Existing)

Housing units that are qualified as affordable housing by the City of Ashland Housing Program and deed restricted to remain affordable for a minimum of 30 years currently have their SDCs waived entirely.

Affordable Housing = 100% TSDC reduction (full exemption)

Transportation Demand Management Adjustments

Providing a TSDC reduction for projects that include a Transportation Demand Management study could incentivize compact development within designated Transit areas such as the Transit Triangle overlay currently being considered.

Draft Proposal:

Developments within a City designated Transit Overlay area, including the Transit Triangle Overlay, are eligible for a 20% TSDC reduction provided the following criteria are met:

- TDM strategy is approved by the City Engineer demonstrating a transportation impact reduction will be achieved
- TDM parking reductions have been approved through the planning approval process
- An agreement with the City is provided to affirm the TGM strategies will be implemented, or any TSDC reductions will be repaid.



Transportation & Wastewater SDC Update

SDC Advisory Committee Meeting #3

July 19, 2018



Agenda

- ❖ Project List Revisions
- ❖ Updated System-Wide Cost per Trip
- ❖ SDC Schedule & Implementation Options
- ❖ SDC Discounts & Incentives
- ❖ Final Recommendations
- ❖ Implementation Schedule

Project List Changes

Projects Added:

- Priority development driven projects from TSP
- Costs limited to estimated City oversizing share

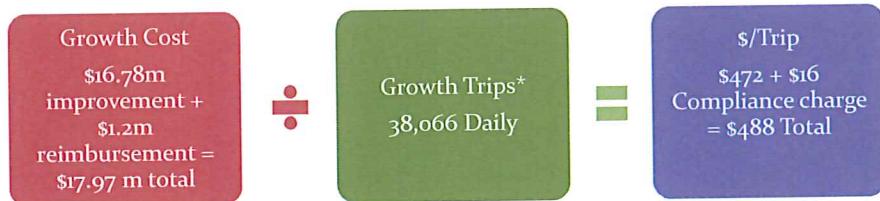
Modifications to Growth Share:

- TPAU provided revised volumes for R41 + 3 reimbursement projects
- Minor change to bike and pedestrian projects due to changes in on-road allocations (34% vs. 33%, 97% vs 96%)

See Table 1 for Updated Project List

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Updated \$/Trip



*From current Travel Demand Model (RVCOG)

*Compliance costs include SDC methodology costs +50% of TSP costs
+Annual accounting costs*

See Table 2 for calculations

4

TSDC Schedule

- ☒ Table 3 shows land use category changes
 - Deletions where no data available and category not used
 - Additional categories for potential uses (e.g., senior housing, university/college, quality restaurant, coffee/donut, etc)
- ☒ TSDC Impacts reflect
 - Increase in trip rate (now 128%)
 - Prior changes to adjusted daily trip rates

See Table 3 for full schedule

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TSDC Implementation Options

- ☒ Option 1 – All at once
 - System-wide \$/Trip and new adjusted trip rates effective immediately
- ☒ 3-Year Phase-In
 - System-wide \$/Trip phased in over 3 years
 - New adjusted trip rates effective immediately
 - **Estimated revenue loss:**
 - Single family (65 units/year) = \$200K over 2 years
 - Multifamily (53 units/year) = \$125K over 2 years

See Table 4 for full schedule

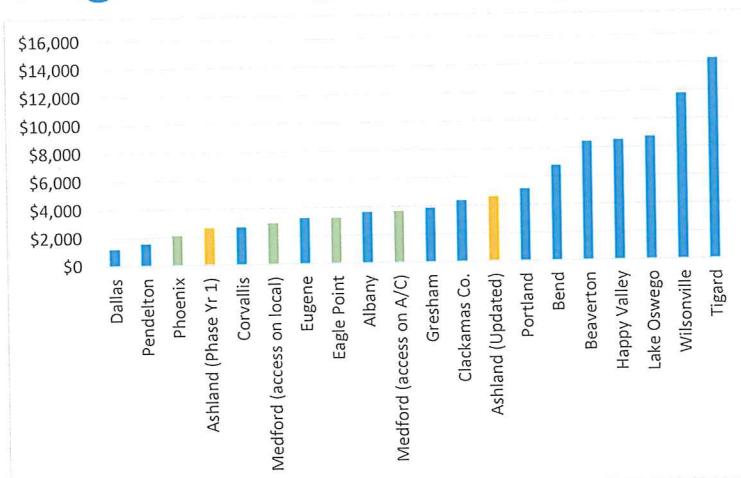
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Incentives & Discounts

- ❖ Residential development adjustments
 - Small dwelling discount (proposed)
 - 50% reduction < 500 sf
 - 25% reduction 501 – 800 sf
 - Affordable housing adjustment (existing)
 - 100% reduction for qualified housing
 - Must remain qualified for minimum of 30 years
- ❖ Transportation Demand Management (TDM) adjustment
 - 20% reduction within Transit Overlay area
 - Approved TDM strategy and approved parking reductions

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TSDC Comparison – Single Family Dwelling



A/C = arterial/collector

8

TSDC Comparison – Other Uses

| | Ashland | | | | | |
|------------------------|---------|-----------|-----------|----------|------------|----------|
| | Current | Updated | Phase (1) | Eagle Pt | Central Pt | Phoenix |
| Apartment | \$1,343 | \$3,572 | \$2,042 | \$2,231 | \$1,442 | \$1,289 |
| Convenience market | \$4,422 | \$107,867 | \$61,676 | \$84,692 | \$47,543 | \$42,494 |
| Supermarket | \$1,210 | \$13,547 | \$7,746 | \$16,247 | \$15,561 | \$13,909 |
| Fast food w/Drive Thru | \$7,723 | \$62,046 | \$35,477 | \$75,176 | \$40,286 | \$36,008 |

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SDC Committee Feedback

- ☒ Trip rate type: Daily
- ☒ Trip rate adjustments: Based on ITE Manual (includes pass-by and diverted link)
- ☒ Implementation strategy
 - Update all at once vs. phase in?
- ☒ Discounts & Incentives feedback
- ☒ Future Inflationary adjustments based on Engineering New Record Construction Cost Index

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Adoption Schedule

- ☒ August 6: Council work session
- ☒ August 7: Notice for public hearing sent
- ☒ September 6: TSDC Methodology
- ☒ November 6: Council hearing 1st reading
 - Methodology adoption
 - Ordinance changes
- ☒ November 20: Council hearing 2nd reading
- ☒ January 1, 2019: New fees effective

Table 1
**CITY OF ASHLAND, OREGON
TRANSPORTATION SYSTEM CAPITAL IMPROVEMENTS PLAN (Revised 7/13/18)**

| Type/# Street | Description | Classification | Safety? | Priority | 2018 Cost | Grants/ Contributions | % Growth | Cost ¹ | TSDC | TSDC + Grants |
|---------------------------------------|--|------------------|-------------|-------------|-------------|-----------------------|-----------|-------------------|-------------|---------------|
| GENERAL POLICIES & STUDIES | | | | | | | | | | |
| Table 6-1 (p. 90) S1 NA | Funding Sources Feasibility Study | NA | 2 | \$35,400 | | | 11% | \$3,791 | \$3,791 | |
| S2 NA | Downtown Parking & Multi-Modal Circulati | Boulevard | 1 | \$118,000 | | | 11% | \$12,638 | \$12,638 | |
| ST Total Policies & Studies Projects | | | | \$153,400 | | | | \$16,430 | \$16,430 | |
| PEDESTRIAN PROJECTS | | | | | | | | | | |
| Table 7-1 (p. 96) | | | | | | | | | | |
| P01 NA | Travel Smart Education, Targeted Marketing | NA | 1 | \$53,100 | | | 75% | 0% | \$0 | \$0 |
| P1 N. Main St/Hwy 99 | N. Main St to Schofield St | Boulevard | 1 | \$73,750 | | | 97% | \$71,626 | \$71,626 | |
| P4 Laurel St | Nevada St to Orange Ave | Avenue | 2 | \$737,500 | \$553,125 | | 97% | \$184,375 | \$737,500 | |
| P5 Glenn St/Orange Ave | N. Main St to 175' E of Willow St | N'hood Street | 1 | \$221,250 | \$221,250 | | 97% | \$73,750 | \$295,000 | |
| P6 Orange Ave | 175' west of Drager St to Helmstn St | Avenue | 1 | \$388,750 | \$276,563 | | 97% | \$92,188 | \$368,750 | |
| P8 Wimer St | Thornton Way to N. Main St | N'hood Street | 2 | \$1,180,000 | \$835,000 | | 97% | \$25,000 | \$1,180,000 | |
| P9 Maple St | Chestnut St to 150' E of Rock St | Avenue | 1 | \$147,500 | \$110,625 | | 97% | \$56,875 | \$147,500 | |
| P10(1) Scenic Dr | Maple St to Wimer St | Avenue | 1 | \$368,750 | \$276,563 | | 97% | \$92,188 | \$368,750 | |
| P17 Beaver Slide | Water St to Lithia Way | N'hood Street | 1 | \$73,750 | \$276,563 | | 97% | \$71,626 | \$71,626 | |
| P18 A St | Oak St to 100' W of 6th St | Avenue | 1 | \$368,750 | \$276,563 | | 97% | \$92,188 | \$368,750 | |
| P22 N. Mountain Ave | 100' S of Village Green Way to Iowa St | N'hood Collector | 1 | \$663,750 | \$442,500 | | 97% | \$644,634 | \$644,634 | |
| P23 Wightman St | 200' N of E. Main St to 625' S of E. Main St | N'hood Street | 1 | \$590,000 | \$221,250 | | 97% | \$147,500 | \$590,000 | |
| P27(1) Walker Ave | Oregon St to Woodland Dr | Avenue | 1 | \$295,000 | \$497,813 | | 97% | \$73,750 | \$295,000 | |
| P28(1) Ashland St | S. Mountain Ave to Morton St | Avenue | 1 | \$663,750 | \$442,500 | | 97% | \$165,938 | \$663,750 | |
| P38(1) Clay St | Siskiyou Blvd to Mohawk St | Avenue | 1 | \$442,500 | \$331,875 | | 97% | \$110,625 | \$442,500 | |
| P57(1) Tolman Creek Rd | Siskiyou Blvd to west side City Limits | Avenue | 1 | \$626,875 | \$331,875 | | 97% | \$608,821 | \$608,821 | |
| P58(1) Helmstn St | Hersey St to Van Ness Ave | Avenue | 1 | \$147,500 | \$110,625 | | 97% | \$36,875 | \$147,500 | |
| P59 Garfield St | N'hood Street | 1 | \$1,106,250 | \$829,688 | | 97% | \$277,563 | \$1,106,250 | | |
| P60 Lincoln St | N'hood Street | 1 | \$663,750 | \$497,813 | | 97% | \$165,938 | \$663,750 | | |
| P61 California St | N'hood Street | 1 | \$737,500 | \$553,125 | | 97% | \$184,375 | \$737,500 | | |
| P62 Quincy St | N'hood Street | 2 | \$221,250 | \$165,938 | | 97% | \$55,313 | \$221,250 | | |
| P63 Liberty St | N'hood Street | 1 | \$958,750 | \$719,063 | | 97% | \$239,688 | \$958,750 | | |
| P64 Water St | N'hood Street | 2 | \$368,750 | \$276,563 | | 97% | \$92,188 | \$368,750 | | |
| P65 Faith Ave | N'hood Street | 1 | \$387,188 | \$387,188 | | 97% | \$129,063 | \$516,250 | | |
| P66 Diane St | N'hood Street | 1 | \$147,500 | \$22,125 | | 97% | \$7,375 | \$29,500 | | |
| P67 Frances Lane | N'hood Street | 1 | \$221,250 | \$165,938 | | 97% | \$36,875 | \$221,250 | | |
| P68 Carol St | N'hood Street | 1 | \$938,750 | \$719,063 | | 97% | \$239,688 | \$958,750 | | |
| P70 Park St | N'hood Street | 2 | \$147,500 | \$22,125 | | 97% | \$143,252 | \$143,252 | | |
| P72 C St | Fourth St to Fifth St | N'hood Street | 2 | \$147,500 | \$110,625 | | 97% | \$36,875 | \$147,500 | |
| P73 Barbara St | Jaquelyn St to Tolman Creek Rd | N'hood Street | 2 | \$368,750 | \$276,563 | | 97% | \$92,188 | \$368,750 | |
| P74 Roca St | Ashland St to Prospect St | N'hood Street | 2 | \$147,500 | \$110,625 | | 97% | \$36,875 | \$147,500 | |
| P75 Blaine St | Morton St to Morse Ave | N'hood Street | 2 | \$147,500 | \$110,625 | | 97% | \$36,875 | \$147,500 | |
| P78 Patterson St | Crispin St to Carol St | N'hood Street | 2 | \$147,500 | \$110,625 | | 97% | \$36,875 | \$147,500 | |
| P79 Harrison St | Iowa St to Holly St | N'hood Street | 2 | \$516,250 | \$387,188 | | 97% | \$129,063 | \$516,250 | |
| P80 Spring Creek Dr | Oak Knoll Dr to Road End | N'hood Street | 2 | \$368,750 | \$358,130 | | 97% | \$358,130 | \$358,130 | |
| P81 Bellview Ave | Green Meadows Way to Siskiyou Blvd | Avenue | 2 | \$1,475,000 | \$1,106,250 | | 97% | \$368,750 | \$1,475,000 | |
| P87 Clay St | Faith Ave to Siskiyou Blvd | | | | | | | | | |

Table 1
**City of Ashland, Oregon
TRANSPORTATION SYSTEM CAPITAL IMPROVEMENTS PLAN (Revised 7/13/18)**

| Type/# Street | Description | Classification | Safety? | Priority | 2018 Cost | Grants/ Contributions | % Growth | TSDC Cost ¹ | TSDC + Grants |
|---|---|------------------|---------|-------------|--------------|--------------------------|-------------|---------------------------|------------------|
| ST Total Pedestrian Projects | | | | | \$16,359,225 | \$10,763,813 | 10% | \$5,486,026 | \$16,249,838 |
| BICYCLE PROJECTS | | | | | | | | | |
| <i>Table 8-1 (p. 105)</i> | | | | | | | | | |
| B2 Wimer St | Scenic Dr to N. Main St | Avenue | 1 | \$27,140 | \$2,714 | 34% | \$9,201 | \$11,915 | |
| B3 Nevada St | Vansant St to N. Mountain Ave | Avenue | 2 | \$312,110 | \$31,211 | 34% | \$105,806 | \$137,017 | |
| B5 Maple/Scenic/Nutley | N. Main St to Winburn Way | N'hood Collector | 1 | \$149,270 | \$14,927 | 34% | \$50,603 | \$65,530 | |
| B7 Iowa St | Terrace St to Road Terminus; S. Mountain Ave | Avenue | 1 | \$325,680 | \$32,568 | 34% | \$110,406 | \$142,974 | |
| B9 Ashland St | Morton St to University Way | Avenue | 2 | \$40,710 | \$4,071 | 34% | \$13,801 | \$17,872 | |
| B10 S. Mountain Ave | Ashland St to E. Main St | Avenue | 1 | \$162,840 | \$16,284 | 34% | \$55,203 | \$71,487 | |
| B11 Wrightman St | E. Main St to Siskiyou Blvd | Avenue | 1 | \$81,420 | \$8,142 | 34% | \$27,602 | \$35,744 | |
| B13 B St | Oak St to N. Mountain Ave | Avenue | 1 | \$108,560 | \$10,856 | 34% | \$36,802 | \$47,658 | |
| B16 Lithia Way | Oak St to Helm St | Avenue | 1 | \$149,270 | \$14,927 | 34% | \$50,603 | \$65,530 | |
| B17 Main St | Helm St to Siskiyou Blvd | Boulevard | 1 | \$67,850 | \$6,785 | 34% | \$23,001 | \$29,786 | |
| B18 N. Main St | Jackson Rd to Helm St | Boulevard | 2 | \$35,282 | \$3,528 | 34% | \$119,607 | \$154,889 | |
| B19 Helm St | Nevada St to N. Main St | Avenue | 1 | \$108,560 | \$10,856 | 34% | \$36,802 | \$47,658 | |
| B20 Water St | Hersey St to N. Main St | N'hood Street | 2 | \$40,710 | \$4,071 | 34% | \$13,801 | \$17,872 | |
| B25 Tolman Creek Rd | Siskiyou Blvd to Green Meadows Way | Avenue | 2 | \$135,700 | \$13,570 | 34% | \$46,003 | \$59,573 | |
| B26 Normal Ave | E. Main St to Siskiyou Blvd | Avenue | 1 | \$257,830 | \$25,783 | 34% | \$87,405 | \$113,188 | |
| B29 Walker Ave | Siskiyou Blvd to Peachey Rd | N'hood Street | 1 | \$54,280 | \$5,428 | 34% | \$18,401 | \$23,829 | |
| B31 Indiana St | Siskiyou Blvd to Oregon St | N'hood Street | 1 | \$27,140 | \$2,714 | 34% | \$9,201 | \$11,915 | |
| B33 8th St | A St to E. Main St | N'hood Street | 1 | \$27,140 | \$2,714 | 34% | \$9,201 | \$11,915 | |
| B37 Clay St | Siskiyou Blvd to Mohawk St | Avenue | 2 | \$54,280 | \$5,428 | 34% | \$18,401 | \$23,829 | |
| B39 Glenn St/Orange Ave | N. Main St to Proposed Trail | N'hood Collector | 2 | \$54,280 | \$5,428 | 34% | \$18,401 | \$23,829 | |
| B40 Lauret St | Orange St to Nevada St | N'hood Collector | 1 | \$67,850 | \$6,785 | 0% | \$0 | \$6,785 | |
| O4 NA | Retrofit Bicycle Program | NA | 2 | \$542,800 | \$54,280 | 34% | \$184,010 | \$238,290 | |
| TR2 New Trail | Clay St to Tolman Creek Rd | Multi-Use Path | 1 | \$2,714,000 | \$271,400 | 34% | \$920,052 | \$1,191,452 | |
| TR1 Northside Trail | Orchid Ave to Tolman Creek Rd | Multi-Use Path | 1 | \$54,280 | \$5,428 | 34% | \$18,401 | \$23,829 | |
| B38 Oregon/Clark St | Indiana St to Harmony Lane | NS | 1 | \$5,943,660 | \$5594,366 | | \$1,991,912 | \$2,586,278 | |
| ST Total Bicycle Projects | | | | | | | | | |
| TRANSIT PROJECTS | | | | | | | | | |
| <i>Transit Service Program Funds (p. 118)</i> | | | | | | | | | |
| O5 Transit Service Program | Provides funds & allocation guidance to improve transit svc | | | | \$3,245,000 | | 11% | \$347,554 | \$347,554 |
| O5 Transit Service Program | Provides funds & allocation guidance to improve transit svc | | | | \$1,180,000 | | 11% | \$126,383 | \$126,383 |
| ST Total Transit Projects | | | | | \$4,425,000 | \$0 | | \$473,937 | \$473,937 |
| INTERSECTION & ROADWAY IMPROVEMENTS | | | | | | | | | |
| <i>Refinement Plan Studies, Table 10-2 (p. 133)</i> | | | | | | | | | |
| S3 N. Main St (OR 99) | Helman St to Sheridan St | Boulevard | 2 | \$88,500 | | 21% | \$18,891 | \$18,891 | |
| S5 Siskiyou Blvd | Ashland St to Tolman Creek Rd | Boulevard | 2 | \$88,500 | | 20% | \$17,467 | \$17,467 | |
| S6 Ashland St (OR 66) | Siskiyou Blvd to Tolman Creek Rd | Boulevard | 2 | \$23,600 | | 28% | \$25,185 | \$25,185 | |
| S9 Ashland St (OR 66) | Clay St to Washington St | Boulevard/Ave | 2 | \$41,300 | | 31% | \$7,210 | \$7,210 | |
| S10 Siskiyou Blvd | Highway 66 to Beach St | Blvd/N'hood Coll | 1 | \$330,400 | | 28% | \$11,653 | \$11,653 | |
| ST Studies Subtotal | | | | | | | | \$80,406 | \$80,406 |

Table 1
CITY OF ASHLAND, OREGON
TRANSIT IMPROVEMENTS PLAN (Revised 7/13/18)

| TRANSPORTATION SYSTEM CAPITAL IMPROVEMENTS PLAN (Revised 7/13/18) | | | | | | | | | |
|---|---|---|------------------|----------|------------------|-----------------------|----------|------------------------|---|
| Type # Street | Description | Classification | Safety? | Priority | 2018 Cost | Grants/ Contributions | % Growth | TSDC Cost ¹ | TSDC + Grants |
| <i>Intersection & Roadway Projects, Table 10-3 (p. 136)</i> | | | | | | | | | |
| R5 | Siskiyou Blvd (OR 66) | Lithia Way (OR 99 NB) / E. Main St | Boulevard/Ave | Yes | 1 \$73,750 | \$66,375 | 100% | \$7,375 | \$73,750 |
| R6 | Siskiyou Blvd (OR 66) | Tolman Creek Rd | Boulevard/Ave | Yes | 1 \$118,273 | \$106,445 | 14% | \$11,827 | \$118,273 |
| R8 | Ashland St (OR 66) | Oak Knoll Dr / E. Main St (realignment) | Boulevard/Ave | Yes | 1 \$602,851 | \$52,566 | 24% | \$60,285 | \$602,851 |
| R19 | Normal Ave Ext | Normal Ave to E. Main St | Avenue | | 2 \$3,630,499 | | 31% | \$1,133,777 | \$1,133,777 |
| R25 | Washington St Ext | Washington St Tolman Creek Rd | N'hood Collector | | 1 \$1,584,169 | | 17% | \$267,355 | \$267,355 |
| R29 | Washington St Ext | Washington St to Benson Way | N'hood Collector | | 1 \$1,535,180 | \$997,867 | 100% | \$537,313 | \$1,535,180 |
| R36 | N. Main St | N. Main St Permanent Diet | Boulevard | | 2 \$295,000 | | 13% | \$37,722 | \$37,722 |
| R38 | Ashland St | Siskiyou Blvd to Walker Ave Streetscape | Boulevard | | 2 \$1,298,000 | \$843,700 | 40% | \$454,300 | \$1,298,000 |
| R39 | Ashland St | Walker Ave to Normal Ave Streetscape | Boulevard | | 1 \$1,534,000 | \$997,100 | 39% | \$536,900 | \$1,534,000 |
| R40 | Walker Ave Festival St | Siskiyou Blvd to Ashland St | Avenue | | 1 \$1,150,500 | | 36% | \$416,717 | \$416,717 |
| R9 | Ashland St (OR 66) | Oak Knoll Dr / E. Main St (roundabout) | Boulevard/Ave | Yes | 3 \$4,646,250 | \$1,161,563 | 24% | \$1,123,342 | \$2,284,905 |
| R43 | New Roadway (E) | Mistletoe Rd to Siskiyou Blvd (OR 99) | Boulevard | | 5 \$5,099,960 | \$3,314,974 | 100% | \$1,784,986 | \$5,099,960 |
| R44 | Tolman Creek | Mistletoe Rd Streetscape | Boulevard | | 4 \$4,104,040 | \$2,667,626 | 28% | \$1,164,086 | \$3,831,712 |
| R41 | Ashland St | Tolman Creek Rd Streetscape | Boulevard/Ave | | 4 \$2,212,500 | | 36% | \$787,328 | \$787,328 |
| ST | Total Intersection & Roadway Improvements | | | | | | | | |
| | | | | | 48% \$27,884,972 | \$10,698,216 | | \$8,323,813 | \$19,022,029 |
| | | | | | | | | \$8,404,219 | \$19,102,435 |
| | | | | | | | | \$28,215,372 | \$10,698,216 |
| | | | | | | | | | Total Roadway & Intersection Improvements |

RAILROAD CROSSING PROJECTS

Table 10-4 (p. 139)

| | | | | | |
|----|----------------------------------|-------------------|---------------------|---------------------|------------|
| X3 | Normal Ave Crossing Upgrade | Planned Avenue No | \$1,180,000 | \$767,000 | \$413,000 |
| ST | Total Railroad Crossing Projects | | | | |
| | Total | | \$56,276,657 | \$22,823,395 | 50% |
| | | | | | |

¹ Grants & contributions applied first to non-growth share of cost; any remaining funds reduce growth cost for TSDC calculation purposes

Development Driven Projects Added

Total ~~2356.42~~ ~~2356.42~~ ~~2356.42~~ produce growth cost for TSDC calculation purposes

Table 2
City of Ashland, Oregon
Updated Cost per Trip

| | Growth | Current | |
|----------------------|------------------------|--------------------|--------------|
| | Growth \$ ¹ | Trips ² | \$/Trip |
| Average Daily | | | |
| Improvement | \$16,785,523 | 38,066 | \$441 |
| Reimbursement | \$1,187,150 | 38,066 | \$31 |
| Compliance | | | \$16 |
| Total | \$17,972,673 | | \$488 |
| | | | \$214 |

¹ From Tables 1 and 2

² From RVCOG Travel Demand Model

Table 3
City of Ashland, Oregon
Comparison of Current TSDC with Updated TSDC by Land Use

| ITE Code | Description | Unit of Measure | \$/Trip | | Updated \$/Trip | | Change \$/Trip 128% |
|----------|--|-------------------|-----------|---------------------------------------|---|---------------------------------------|------------------------|
| | | | \$214 | Adjusted Daily Trip Rate ¹ | Updated TSDC w/10th Edition Adj Trip Rate | Adjusted Daily Trip Rate ² | |
| 30 | TRUCK TERMINAL | PER TGSF | \$ 2,361 | 11.03 | n/a | n/a | |
| 90 | PARK & RIDE LOT WITH BUS SERVICE | PER PARKING SPACE | | | \$ 1,371 | 2.81 | |
| 110 | GENERAL LIGHT INDUSTRIAL | PER TGSF | \$ 1,671 | 7.81 | \$ 2,420 | 4.96 | 45% |
| 120 | HEAVY INDUSTRIAL | | \$ 360 | 1.68 | n/a | | |
| 130 | INDUSTRIAL PARK | PER TGSF | \$ 1,671 | 7.81 | \$ 1,644 | 3.37 | -2% |
| 140 | MANUFACTURING | PER TGSF | \$ 923 | 4.31 | \$ 1,918 | 3.93 | 108% |
| 150 | WAREHOUSING | PER TGSF | \$ 1,170 | 5.47 | \$ 849 | 1.74 | -27% |
| 151 | MINI WAREHOUSE | PER TGSF | \$ 263 | 1.23 | \$ 737 | 1.51 | 181% |
| 154 | HIGH-CUBE/SHORT-TERM STORAGE WAREHOUSE | PER TGSF | | | \$ 683 | 1.40 | |
| 160 | DATA CENTER | PER TGSF | | | \$ 483 | 0.99 | |
| 170 | UTILITIES | PER TGSF | \$ 227 | 1.06 | \$ 6,460 | 13.24 | 2748% |
| 210 | SINGLE FAMILY DWELLING/TOWNHOME | PER DU | \$ 2,044 | 9.55 | \$ 4,606 | 9.44 | 125% |
| 220 | APARTMENTS/CONDOS | PER DU | \$ 1,343 | 6.28 | \$ 3,572 | 7.32 | 166% |
| 225 | OFF-CAMPUS STUDENT APARTMENT | PER BEDROOM | | | \$ 1,537 | 3.15 | |
| 230 | CONDO/TOWNHOME | PER DU | \$ 1,216 | 5.68 | \$ — | | |
| 240 | MANUFACTURED HOUSING | | \$ 998 | 4.67 | \$ 2,440 | 5.00 | 144% |
| 251 | SENIOR HOUSING DETACHED | PER DU | | | \$ 2,084 | 4.27 | |
| 252 | SENIOR HOUSING ATTACHED | PER DU | | | \$ 1,805 | 3.70 | |
| 253 | CONGREGATE CARE FACILITY | PER DU | | | \$ 986 | 2.02 | |
| 260 | RECREATIONAL HOME/CONDO | UNITS | \$ 676 | 3.16 | \$ 1,693 | 3.47 | 150% |
| 310 | HOTEL/MOTEL | PER ROOM | \$ 963 | 4.50 | \$ 4,079 | 8.36 | 323% |
| 410 | PARK | | \$ 430 | 2.01 | n/a | n/a | |
| 411 | CITY PARK | PER ACRE | \$ 9,630 | 45.00 | \$ 381 | 0.78 | -96% |
| 430 | GOLF COURSE | HOLES | \$ 7,320 | 34.21 | \$ 14,824 | 30.38 | 103% |
| 444 | THEATER | SEATS | \$ 173 | 0.81 | \$ 859 | 1.76 | 396% |
| 480 | AMUSEMENT PARK | PER ACRE | | | n/a | 53.41 | |
| 492 | HEALTH/FITNESS CLUB | PER TGSF | \$ 1,871 | 8.74 | \$ 12,213 | 25.03 | 553% |
| 491 | TENNIS | PER COURT | \$ 3,274 | 15.30 | \$ 13,521 | 27.71 | 313% |
| 495 | COMMUNITY CENTER | PER TGSF | | | \$ 14,063 | 28.82 | |
| 501 | MILITARY BASE | EMPLOYEES | \$ 381 | 1.78 | n/a | n/a | |
| 520 | ELEMENTARY SCHOOL | PER STUDENT | \$ 252 | 1.18 | \$ 922 | 1.89 | 266% |
| 536 | PRIVATE SCHOOL (K-12) | PER STUDENT | | | \$ 1,210 | 2.48 | |
| 522 | MIDDLE SCHOOL/JUNIOR HIGH SCHOOL | PER STUDENT | \$ 277 | 1.30 | \$ 1,039 | 2.13 | 275% |
| 530 | HIGH SCHOOL | PER STUDENT | \$ 319 | 1.49 | \$ 991 | 2.03 | 211% |
| 540 | JUNIOR/COMMUNITY COLLEGE | PER STUDENT | \$ 307 | 1.44 | \$ 561 | 1.15 | 83% |
| 550 | UNIVERSITY/COLLEGE | PER STUDENT | | | \$ 761 | 1.56 | |
| 560 | PLACE OF WORSHIP | PER TGSF | \$ 2,154 | 10.07 | \$ 3,391 | 6.95 | 57% |
| 565 | DAY CARE CENTER | PER STUDENT | \$ 229 | 1.07 | \$ 878 | 1.80 | 284% |
| 590 | LIBRARY | PER TGSF | \$ 4,771 | 22.30 | \$ 35,157 | 72.05 | 637% |
| 610 | HOSPITAL | PER TGSF | \$ 3,411 | 15.94 | \$ 5,231 | 10.72 | 53% |
| 620 | NURSING HOME | PER BED | \$ 529 | 2.47 | \$ 1,493 | 3.06 | 182% |
| 630 | CLINIC | PER TGSF | \$ 2,698 | 12.61 | \$ 18,620 | 38.16 | 590% |
| 710 | GENERAL OFFICE BUILDING | PER TGSF | \$ 2,306 | 10.78 | \$ 4,753 | 9.74 | 106% |
| 720 | MEDICAL-DENTAL OFFICE | PER TGSF | \$ 3,876 | 18.11 | \$ 16,981 | 34.80 | 338% |
| 730 | GOVERNMENT OFFICE | PER TGSF | \$ 14,161 | 66.17 | \$ 11,023 | 22.59 | -22% |
| 731 | DEPARTMENT OF MOTOR VEHICLES | PER TGSF | \$ 34,107 | 159.38 | \$ 5,470 | 11.21 | -84% |
| 732 | US POST OFFICE | | \$ 17,898 | 83.64 | \$ 50,718 | 103.94 | 183% |
| 760 | RESEARCH & DEVELOPMENT CENTER | PER TGSF | \$ 1,104 | 5.16 | \$ 5,494 | 11.26 | 398% |
| 770 | BUSINESS PARK | PER TGSF | \$ 2,060 | 9.63 | \$ 6,070 | 12.44 | 195% |
| 812 | BUILDING MATERIALS & LUMBER STORE | PER TGSF | \$ 2,403 | 11.23 | \$ 8,808 | 18.05 | 266% |
| 813 | FREE-STANDING DISCOUNT SUPERSTORE | PER TGSF | \$ 5,515 | 25.77 | \$ 17,565 | 36.00 | 218% |
| 816 | HARDWARE/PAINT STORE | PER TGSF | \$ 4,034 | 18.85 | \$ 3,300 | 6.76 | -18% |
| 817 | NURSERY (GARDEN CENTER) | PER TGSF | \$ 2,838 | 13.26 | \$ 33,230 | 68.10 | 1071% |
| 820 | SHOPPING CENTER/RETAIL | PER TSFGLA | \$ 3,113 | 14.55 | \$ 7,368 | 15.10 | 137% |

Table 3

City of Ashland, Oregon

Comparison of Current TSDC with Updated TSDC by Land Use

| ITE Code | Description | Unit of Measure | \$/Trip | | Updated \$/Trip | | Change \$/Trip 128% |
|----------|---------------------------------------|-------------------|--------------|---------------------------------------|---|---------------------------------------|------------------------|
| | | | \$214 | Adjusted Daily Trip Rate ¹ | Updated TSDC w/10th Edition Adj Trip Rate | Adjusted Daily Trip Rate ² | |
| | | | Current TSDC | | | | % Change in TSDC |
| | | | | | | | |
| 841 | AUTOMOBILE SALES | PER TGSF | \$ 4,614 | 21.56 | \$ 13,585 | 27.84 | 194% |
| 850 | SUPERMARKET | PER TGSF | \$ 1,210 | 5.66 | \$ 13,547 | 27.76 | 1019% |
| 851 | CONVENIENCE MARKET | PER TGSF | \$ 4,422 | 20.66 | \$ 107,867 | 221.06 | 2339% |
| 854 | DISCOUNT SUPERMARKET | PER TGSF | | | \$ 22,614 | 46.34 | |
| 857 | DISCOUNT CLUB | PER TGSF | | | \$ 12,850 | 26.33 | |
| 860 | WHOLESALE | PER TGSF | \$ 706 | 3.30 | n/a | n/a | |
| 862 | HOME IMPROVEMENT SUPERSTORE | PER TGSF | | 0.00 | \$ 8,700 | 17.83 | |
| 876 | APPAREL STORE | PER TGSF | \$ 2,459 | 11.49 | \$ 32,400 | 66.40 | 1217% |
| 880 | PHARMACY/DRUGSTORE W/OUT DRIVE THRU | PER TGSF | | | \$ 14,505 | 29.73 | |
| 881 | PHARMACY/DRUGSTORE WITH DRIVE THRU | PER TGSF | | | \$ 20,241 | 41.48 | |
| 890 | FURNITURE STORE | PER TGSF | \$ 341 | 1.59 | \$ 1,445 | 2.96 | 323% |
| | | | | | | | |
| 911 | WALK-IN BANK | PER TGSF | \$ 3,837 | 17.93 | \$ 12,449 | 25.51 | |
| 912 | DRIVE-IN BANK | PER TGSF | \$ 5,307 | 24.80 | \$ 20,988 | 43.01 | 296% |
| | | | | | | | |
| 931 | QUALITY RESTAURANT | PER TGSF | | | \$ 11,864 | 24.31 | n/a |
| 932 | HIGH TURNOVER RESTAURANT | PER TGSF | \$ 6,262 | 29.26 | \$ 16,969 | 34.78 | 171% |
| 934 | FAST FOOD RESTAURANT WITH DRIVE-THRU | PER TGSF | \$ 7,723 | 36.09 | \$ 62,046 | 127.16 | 703% |
| 937 | COFFEE/DONUT WITH DRIVE-THROUGH | PER TGSF | | | \$ 44,034 | 90.24 | n/a |
| 936 | COFFEE/DONUT WITHOUT DRIVE-THROUGH | PER TGSF | | | \$ 50,046 | 102.56 | |
| 944 | GASOLINE/SERVICE STATION | PER VEH.FUEL.POS. | \$ 1,644 | 7.68 | \$ 19,305 | 39.56 | 1074% |
| 945 | GAS/SERVICE STATION W/CONVENIENCE MKT | PER VEH.FUEL.POS. | \$ 2,928 | 13.68 | \$ 13,027 | 26.70 | 345% |

New Categories added

Change in description or data

Deleted Categories

¹ Based on ITE 5th Edition and current adjustments² ITE 10th Edition discounted by pass-by & diverted link trips

n/a - information not available in current ITE manual; uses will have to be estimated

TGSF = Thousand Gross Square Feet

Table 4
City of Ashland, Oregon
Option 2: Updated TSDC by Land Use (3-Year Phase In)

| ITE Code | Description | Unit of Measure | Current TSDC | Option 1 | | Option 2 | | | Year 1 Change |
|----------|--|-------------------|--------------|---------------------|------------------------------|--------------|--------------|--------------|---------------|
| | | | | \$/Trip \$214 | New \$/Trip \$488 128% | \$279 30% | \$369 32% | \$488 32% | |
| | | | | % Change from prior | | | | | |
| 90 | PARK & RIDE LOT WITH BUS SERVICE | PER PARKING SPACE | | \$ 1,371 | \$ 784 | \$ 1,037 | \$ 1,371 | na | |
| 110 | GENERAL LIGHT INDUSTRIAL | PER TGSF | \$ 1,671 | \$ 2,420 | \$ 1,384 | \$ 1,830 | \$ 2,420 | -17% | |
| 130 | INDUSTRIAL PARK | PER TGSF | \$ 1,671 | \$ 1,644 | \$ 940 | \$ 1,244 | \$ 1,644 | -44% | |
| 140 | MANUFACTURING | PER TGSF | \$ 923 | \$ 1,918 | \$ 1,096 | \$ 1,450 | \$ 1,918 | 19% | |
| 150 | WAREHOUSING | PER TGSF | \$ 1,170 | \$ 849 | \$ 485 | \$ 642 | \$ 849 | -58% | |
| 151 | MINI WAREHOUSE | PER TGSF | \$ 263 | \$ 737 | \$ 421 | \$ 557 | \$ 737 | 60% | |
| 154 | HIGH-CUBE/SHORT-TERM STORAGE WAREHOUSE | PER TGSF | | \$ 683 | \$ 391 | \$ 517 | \$ 683 | na | |
| 160 | DATA CENTER | PER TGSF | | \$ 483 | \$ 276 | \$ 365 | \$ 483 | na | |
| | | | | | | | | | |
| 210 | SINGLE FAMILY DWELLING/TOWNHOME | PER DU | \$ 2,044 | \$ 4,606 | \$ 2,634 | \$ 3,483 | \$ 4,606 | 29% | |
| 220 | APARTMENTS/CONDOS | PER DU | \$ 1,343 | \$ 3,572 | \$ 2,042 | \$ 2,701 | \$ 3,572 | 52% | |
| 225 | OFF-CAMPUS STUDENT APARTMENT | PER BEDROOM | | \$ 1,537 | \$ 879 | \$ 1,162 | \$ 1,537 | na | |
| 240 | MANUFACTURED HOUSING | | \$ 998 | \$ 2,440 | \$ 1,395 | \$ 1,845 | \$ 2,440 | 40% | |
| 251 | SENIOR HOUSING DETACHED | PER DU | | \$ 2,084 | \$ 1,191 | \$ 1,576 | \$ 2,084 | na | |
| 252 | SENIOR HOUSING ATTACHED | PER DU | | \$ 1,805 | \$ 1,032 | \$ 1,365 | \$ 1,805 | na | |
| 253 | CONGREGATE CARE FACILITY | PER DU | | \$ 986 | \$ 564 | \$ 745 | \$ 986 | na | |
| | | | | \$ - | | | | | |
| 310 | HOTEL/MOTEL | PER ROOM | \$ 963 | \$ 4,079 | \$ 2,332 | \$ 3,085 | \$ 4,079 | 142% | |
| | | | | | | | | | |
| 411 | CITY PARK | PER ACRE | \$ 9,630 | \$ 381 | \$ 218 | \$ 288 | \$ 381 | -98% | |
| 430 | GOLF COURSE | HOLES | \$ 7,320 | \$ 14,824 | \$ 8,476 | \$ 11,210 | \$ 14,824 | 16% | |
| 444 | THEATER | SEATS | \$ 173 | \$ 859 | \$ 491 | \$ 649 | \$ 859 | 183% | |
| 492 | HEALTH/FITNESS CLUB | PER TGSF | \$ 1,871 | \$ 12,213 | \$ 6,983 | \$ 9,236 | \$ 12,213 | 273% | |
| 491 | TENNIS | PER COURT | \$ 3,274 | \$ 13,521 | \$ 7,731 | \$ 10,225 | \$ 13,521 | 136% | |
| 495 | COMMUNITY CENTER | PER TGSF | | \$ 14,063 | \$ 8,041 | \$ 10,635 | \$ 14,063 | na | |
| | | | | | | | | | |
| 520 | ELEMENTARY SCHOOL | PER STUDENT | \$ 252 | \$ 922 | \$ 527 | \$ 697 | \$ 922 | 109% | |
| 536 | PRIVATE SCHOOL (K-12) | PER STUDENT | | \$ 1,210 | \$ 692 | \$ 915 | \$ 1,210 | na | |
| 522 | MIDDLE SCHOOL/JUNIOR HIGH SCHOOL | PER STUDENT | \$ 277 | \$ 1,039 | \$ 594 | \$ 786 | \$ 1,039 | 114% | |
| 530 | HIGH SCHOOL | PER STUDENT | \$ 319 | \$ 991 | \$ 566 | \$ 749 | \$ 991 | 78% | |
| 540 | JUNIOR/COMMUNITY COLLEGE | PER STUDENT | \$ 307 | \$ 561 | \$ 321 | \$ 424 | \$ 561 | 4% | |
| 550 | UNIVERSITY/COLLEGE | PER STUDENT | | \$ 761 | \$ 435 | \$ 576 | \$ 761 | na | |
| 560 | PLACE OF WORSHIP | PER TGSF | \$ 2,154 | \$ 3,391 | \$ 1,939 | \$ 2,565 | \$ 3,391 | -10% | |
| 565 | DAY CARE CENTER | PER STUDENT | \$ 229 | \$ 878 | \$ 502 | \$ 664 | \$ 878 | 119% | |
| 590 | LIBRARY | PER TGSF | \$ 4,771 | \$ 35,157 | \$ 20,102 | \$ 26,586 | \$ 35,157 | 321% | |
| | | | | | | | | | |
| 610 | HOSPITAL | PER TGSF | \$ 3,411 | \$ 5,231 | \$ 2,991 | \$ 3,956 | \$ 5,231 | -12% | |
| | | | | | | | | | |
| 710 | GENERAL OFFICE BUILDING | PER TGSF | \$ 2,306 | \$ 4,753 | \$ 2,717 | \$ 3,594 | \$ 4,753 | 18% | |
| 720 | MEDICAL-DENTAL OFFICE | PER TGSF | \$ 3,876 | \$ 16,981 | \$ 9,709 | \$ 12,841 | \$ 16,981 | 151% | |
| 731 | DEPARTMENT OF MOTOR VEHICLES | PER TGSF | \$ 34,107 | \$ 5,470 | \$ 3,128 | \$ 4,136 | \$ 5,470 | -91% | |
| 732 | US POST OFFICE | | \$ 17,898 | \$ 50,718 | \$ 28,999 | \$ 38,354 | \$ 50,718 | 62% | |
| | | | | | | | | | na |
| 813 | FREE-STANDING DISCOUNT SUPERSTORE | PER TGSF | \$ 5,515 | \$ 17,565 | \$ 10,043 | \$ 13,283 | \$ 17,565 | 82% | |
| 816 | HARDWARE/PAINT STORE | PER TGSF | \$ 4,034 | \$ 3,300 | \$ 1,887 | \$ 2,496 | \$ 3,300 | -53% | |
| 817 | NURSERY (GARDEN CENTER) | PER TGSF | \$ 2,838 | \$ 33,230 | \$ 19,000 | \$ 25,129 | \$ 33,230 | 570% | |
| 820 | SHOPPING CENTER/RETAIL | PER TSGLA | \$ 3,113 | \$ 7,368 | \$ 4,213 | \$ 5,572 | \$ 7,368 | 35% | |
| | | | | | | | | | na |
| 841 | AUTOMOBILE SALES | PER TGSF | \$ 4,614 | \$ 13,585 | \$ 7,767 | \$ 10,273 | \$ 13,585 | 68% | |
| 850 | SUPERMARKET | PER TGSF | \$ 1,210 | \$ 13,547 | \$ 7,746 | \$ 10,244 | \$ 13,547 | 540% | |
| 851 | CONVENIENCE MARKET | PER TGSF | \$ 4,422 | \$ 107,867 | \$ 61,676 | \$ 81,572 | \$ 107,867 | 1295% | |
| 854 | DISCOUNT SUPERMARKET | PER TGSF | | \$ 22,614 | \$ 12,930 | \$ 17,101 | \$ 22,614 | na | |
| 857 | DISCOUNT CLUB | PER TGSF | | \$ 12,850 | \$ 7,347 | \$ 9,717 | \$ 12,850 | na | |
| 862 | HOME IMPROVEMENT SUPERSTORE | PER TGSF | | \$ 8,700 | \$ 4,974 | \$ 6,579 | \$ 8,700 | na | |
| 880 | PHARMACY/DRUGSTORE W/OUT DRIVE THRU WIND | PER TGSF | | \$ 14,505 | \$ 14,505 | \$ 14,505 | \$ 14,505 | na | |
| 881 | PHARMACY/DRUGSTORE WITH DRIVE THRU WIND | PER TGSF | | \$ 20,241 | \$ 20,241 | \$ 20,241 | \$ 20,241 | na | |
| | | | | | | | | | |
| 911 | WALK-IN BANK | PER TGSF | \$ 3,837 | \$ 12,449 | \$ 7,118 | \$ 9,414 | \$ 12,449 | 86% | |
| 912 | DRIVE-IN BANK | PER TGSF | \$ 5,307 | \$ 20,988 | \$ 12,001 | \$ 15,872 | \$ 20,988 | 126% | |
| | | | | | | | | | na |
| 931 | QUALITY RESTAURANT | PER TGSF | | \$ 11,864 | \$ 6,783 | \$ 8,972 | \$ 11,864 | na | |
| 932 | HIGH TURNOVER RESTAURANT | PER TGSF | \$ 6,262 | \$ 16,969 | \$ 9,702 | \$ 12,832 | \$ 16,969 | 55% | |
| 934 | FAST FOOD RESTAURANT WITH DRIVE-THRU | PER TGSF | \$ 7,723 | \$ 62,046 | \$ 35,477 | \$ 46,921 | \$ 62,046 | 359% | |
| 937 | COFFEE/DONUT WITH DRIVE-THROUGH | PER TGSF | | \$ 44,034 | \$ 25,177 | \$ 33,299 | \$ 44,034 | na | |
| 936 | COFFEE/DONUT WITHOUT DRIVE-THROUGH | PER TGSF | | \$ 50,046 | \$ 28,615 | \$ 37,846 | \$ 50,046 | na | |

Table 4
City of Ashland, Oregon
Option 2: Updated TSDC by Land Use (3-Year Phase In)

| ITE Code | Description | Unit of Measure | Current TSDC | \$/Trip | New \$/Trip | Option 2 | | |
|---------------------|---------------------------------------|-------------------|-----------------|-----------|-------------|-----------|------------------|-------|
| | | | | \$214 | \$488 | 128% | Phased \$/Trip | \$279 |
| % Change from prior | | | | 30% | 32% | 32% | Year 1 Change | 32% |
| 944 | GASOLINE/SERVICE STATION | PER VEH.FUEL.POS. | \$ 1,644 | \$ 19,305 | \$ 11,038 | \$ 14,598 | \$ 19,305 | 571% |
| 945 | GAS/SERVICE STATION W/CONVENIENCE MKT | PER VEH.FUEL.POS. | \$ 2,928 | \$ 13,027 | \$ 7,448 | \$ 9,851 | \$ 13,027 | 154% |

New Categories added

Change in description or data

¹ Discounted by pass-by trips

² Discounted by pass-by and diverted link trips

n/a - information not available in current ITE manual; uses will have to be estimated

TGSF = Thousand Gross Square Feet

TSFGLA = Thousand Square Feet Gross Leasable Area

DU = Dwelling Unit

VEH. FUEL POS. = Vehicle Fueling Position