

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY OF MANSFIELD, TEXAS AMENDING CHAPTER 153 OF THE MANSFIELD CODE OF ORDINANCES BY ADOPTING AMENDMENTS TO ROADWAY IMPACT FEES; ADOPTING UPDATED LAND USE ASSUMPTIONS AND UPDATED ROADWAY CAPITAL IMPROVEMENTS PLAN; PROVIDING THAT THIS ORDINANCE IS CUMULATIVE AND FOR THE REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, Chapter 395 of the Texas Local Government Code sets forth certain procedures to be followed by municipalities in imposing, collecting, updating and expending impact fees; and

**WHEREAS**, The City Council of the City of Mansfield, Texas, has directed City staff to prepare updated land use assumptions and updated capital improvement plans for roadway facilities and impact fees based thereon; and

**WHEREAS**, the City Council has given the notices and conducted the public hearings required by Chapter 395 of the Local Government Code for amendment of the land use assumptions, capital improvements plan, and impact fees; and

**WHEREAS**, the Capital Improvements Advisory Committee has filed its written comments on the proposed amendments to the land use assumptions, capital improvements plan, and impact fees as required by Chapter 395 of the Local Government Code; and

**WHEREAS**, the City Council finds that the roadway improvements proposed in the updated roadway capital improvement plans will best address the requirements imposed upon the City by new development; and

**WHEREAS**, the City Council finds that the revised roadway impact fees set forth below provide the appropriate level of cost recovery to the City attributable to new development;

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF MANSFIELD, TEXAS:**

**SECTION 1.**

That Subsection (A)(1) of Section 153.07 (Establishment of Roadway Service Areas) of the Code of Ordinances, City of Mansfield, Texas, is hereby amended by adopting the Service Areas as depicted in Exhibit A attached hereto and incorporated herein by reference.

**SECTION 2.**

That Section 153.08 (Land Use Assumptions) of the Code of Ordinances, City of Mansfield, is hereby amended by adopting the updated Land Use Assumptions as set forth in Exhibit B attached hereto and incorporated herein by reference.

### **SECTION 3.**

That subsection (B) of Section 153.09 (Service Units) of the Code of Ordinances, City of Mansfield, is hereby amended to read as follows:

#### **“§153.09 SERVICE UNITS**

...

- (B) A single family residential household will generate 4.00 vehicle miles of demand. Other developments will generate demand based upon size and type of development. The demand factors are set forth in the updated Land Use/Vehicle-Mile Equivalency Table as set forth in Exhibit C, attached hereto and incorporated herein by reference.”

### **SECTION 4.**

That subsection (A) of Section 153.10 (Impact Fees per Service Unit) of the Code of Ordinances, City of Mansfield, is hereby amended by adopting the updated Maximum Assessable Roadway Impact Fees per Service Unit as set forth in Exhibit D attached hereto and incorporated herein by reference and the updated Current Collected Roadway Impact Fees per Service Unit as set forth in Exhibit E attached hereto and incorporated herein by reference.

### **SECTION 5.**

That Subsection (A) of Section 153.11 (Roadway Improvement Plan) of the Code of Ordinances, City of Mansfield, is hereby amended by adopting the updated Roadway Improvement Plan as set forth in Exhibit G attached hereto and incorporated herein by reference.

### **SECTION 6.**

That Subsection (B)(2)(b) of Section 153.25 (Assessment of Impact Fees) of the Code of Ordinances, City of Mansfield, is hereby amended to read as follows:

#### **“§153.25 ASSESSMENT OF IMPACT FEES.**

...

- (B) Nonresidential development.

...

(2) Assessment of the impact fee for any new nonresidential development shall be made as follows:

...

(b) For a development which has received preliminary or final plat approval pursuant to the city subdivision regulations before the effective date of this Ordinance, an impact fee shall be assessed and collected on development within the approved subdivision plat at the time of building permit issuance, except for one year after the effective date of this Ordinance, the fee to be collected at the time of building permit issuance shall be at the Current Collected Roadway Impact Fee Per Land Use Category Per Service Area previously adopted via Ordinance No. OR-1757-09.”

#### **SECTION 7.**

That Subsections (A) and (B) of Section 153.26 (Calculation of Impact Fees) of the Code of Ordinances, City of Mansfield, is hereby amended by adopting the updated Current Collected Roadway Impact Fee Per Land Use Category Per Service Area as set forth in Exhibit F attached hereto and incorporated herein by reference.

#### **SECTION 8.**

That subsection (D) of Section 153.27 (Collection of Impact Fees) of the Code of Ordinances, City of Mansfield, is hereby amended to read as follows:

##### **“§153.27 COLLECTION OF IMPACT FEES.**

...

(D) For one year after the effective date of this Ordinance, the roadway impact fees to be collected from development on lots within a subdivision that has either preliminary or final plat approval from the City before the effective date of this Ordinance shall be at the Current Collected Roadway Impact Fee Per Land Use Category Per Service Area previously adopted via Ordinance No. OR-1757-09. Following the expiration of one year from the effective date of this Ordinance, development on lots previously platted shall be subject to the Current Collected Roadway Impact Fee Per Land Use Category Per Service Area then in effect, as provided in Exhibit F of this Ordinance.

#### **SECTION 9.**

That the Exhibits attached to this ordinance shall be controlling and shall supersede the Exhibits previously adopted via Ordinance No. 1509.

#### **SECTION 10.**

This ordinance shall be and is hereby declared to be cumulative of all other ordinances of the City and shall not operate to repeal or affect any such other ordinances except insofar as the provisions thereof are inconsistent or in conflict with the provisions hereof, and to the extent of such conflict, if any, such other ordinances are hereby repealed. Any other ordinance of the City requiring dedication of land for public parks, requiring dedication of right-of-way or easements, or construction or dedication of on-site water distribution, wastewater collection or drainage facilities, or streets, sidewalks, or curbs necessitated by and attributable to new development, or fees to be placed in trust for the purpose of reimbursing the City or developers for oversizing or constructing water or sewer mains or lines shall remain in full force and effect and not be repealed by the terms of this ordinance.

#### **SECTION 11.**

Should any paragraph, sentence, subdivision, clause, phrase or section of this ordinance be adjudged or held to be unconstitutional, illegal or invalid, the same shall not affect the validity of this ordinance as a whole or any part or provision thereof, other than the part so declared to be invalid, illegal or unconstitutional.

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This ordinance shall take effect on \_\_\_\_\_, 2015.

First reading approved on the \_\_\_\_\_ day of \_\_\_\_\_, 2015.

Second reading approved on the \_\_\_\_\_ day of \_\_\_\_\_, 2015.

DULY PASSED on the third and final reading by the City Council of the City of Mansfield, Texas, this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

\_\_\_\_\_  
**David Cook, Mayor**

ATTEST:

\_\_\_\_\_  
**Vicki Collins, City Secretary**

APPROVED AS TO FORM AND LEGALITY

\_\_\_\_\_  
**Allen Taylor, City Attorney**

EXHIBIT A  
ROADWAY SERVICE AREAS

EXHIBIT B  
LAND USE ASSUMPTIONS

EXHIBIT C  
LAND USE/VEHICLE-MILE EQUIVALENCY TABLE

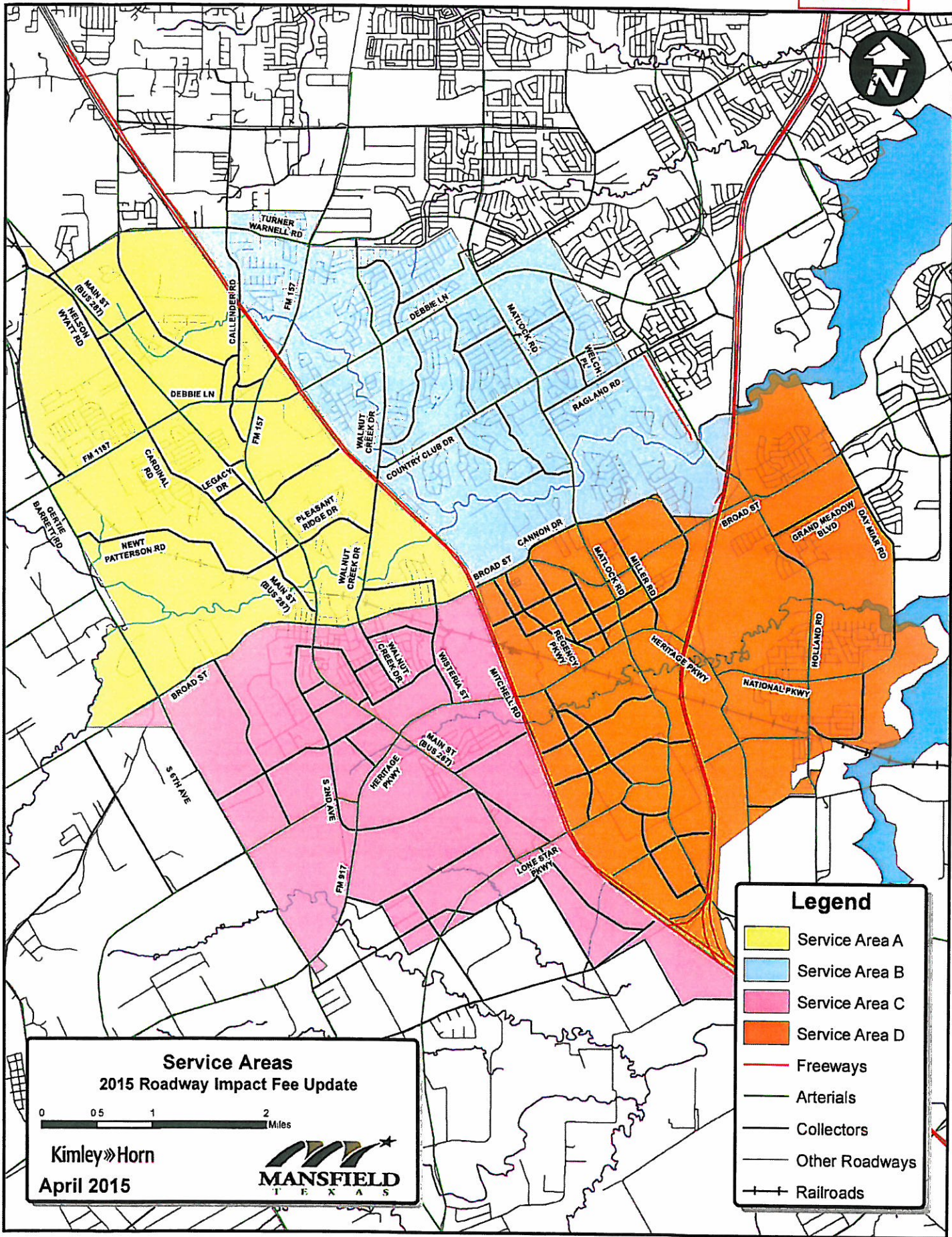
EXHIBIT D  
MAXIMUM ASSESSABLE IMPACT FEES PER SERVICE UNIT

EXHIBIT E  
CURRENT COLLECTED IMPACT FEES PER SERVICE UNIT

EXHIBIT F  
CURRENT COLLECTED ROADWAY IMPACT FEES  
PER LAND USE CATEGORY PER SERVICE AREA

EXHIBIT G  
ROADWAY IMPROVEMENT PLAN





**Legend**

- Service Area A
- Service Area B
- Service Area C
- Service Area D
- Freeways
- Arterials
- Collectors
- Other Roadways
- +

+

 Railroads

**Service Areas**

2015 Roadway Impact Fee Update

0 0.5 1 2 Miles

Kimley-Horn

April 2015





## II. LAND USE ASSUMPTIONS

### A. PURPOSE AND OVERVIEW

In order to assess an impact fee, Land Use Assumptions must be developed to provide the basis for population and employment growth projections within a political subdivision. As defined by Chapter 395 of the Texas Local Government Code, these assumptions include a description of changes in land uses, densities, and population in the service area. In addition, these assumptions are useful in assisting the City of Mansfield in determining the need and timing of transportation improvements to serve future development.

Information from the following sources was compiled to complete the land use assumptions:

- Mansfield Future Land Use Plan;
- Known planned developments;
- Tarrant Appraisal District (TAD);
- North Central Texas Council of Governments (NCTCOG); and
- City of Mansfield staff.

The Land Use Assumptions include the following components:

- **Land Use Assumptions Methodology** – An overview of the general methodology used to generate the land use assumptions.
- **Roadway Impact Fee Service Areas** – Explanation of the division of Mansfield into service areas for transportation facilities.
- **10-year Residential and Employment Projections** – A synopsis of the land use assumptions.

The population and employment estimates and projections were all compiled in accordance with the following categories:

*Units:* Number of dwelling units, both single and multi-family.

*Population:* Number of people, based on person per dwelling unit factors.

*Employment:* Square feet of building area based on three (3) different classifications. Each classification has unique trip making characteristics.

Retail: Land use activities which provide for the retail sale of goods which primarily serve households and whose location choice is oriented toward the household sector, such as grocery stores and restaurants.

Service: Land use activities which provide personal and professional services, such as government and other professional offices.

Basic: Land use activities that produce goods and services such as those which are exported outside of the local economy, such as manufacturing, construction, transportation, wholesale, trade, warehousing, and other industrial uses.

The categories in the Land Use Assumptions match those used to develop the travel demand model for the City of Mansfield. These broader categories are used in the development of the assumptions for impact fees; however, expanded classifications used in the assessment of impact fees are found in the Land Use / Vehicle-Mile Equivalency Table (Pg. 34 and 36).



**B. LAND USE ASSUMPTIONS METHODOLOGY**

The residential and non-residential growth projections formulated in this report were performed using reasonable and generally accepted planning principles. The following factors were considered in developing these projections:

- Character, type, density, and quantity of existing development;
- Current zoning plans;
- Future Land Use Plan;
- Growth trends;
- Location of vacant land;
- Physical restrictions (i.e. flood plains, railroads); and
- Physical development capacity of Mansfield.

Existing residential and employment estimates were obtained using County parcel data and an aerial survey of existing development. This information was used to determine whether a parcel was developed or undeveloped. For the undeveloped areas, assumptions based upon either the City's Future Land Use Plan or known developments were used to estimate the ultimate build-out of residential and employment development. To determine what undeveloped portions of the City were likely to develop in the next ten years, the known development areas within the City were assumed to be fully developed.

Research of historical building permits was performed to compare the projected growth of these known development with previous growth trends in the City of Mansfield over the last ten years. During the last ten years, approximately 5,904 residential units and 5.7 million square feet of non-residential were developed. It is projected that the next ten years of development would be reasonably close to these estimates.

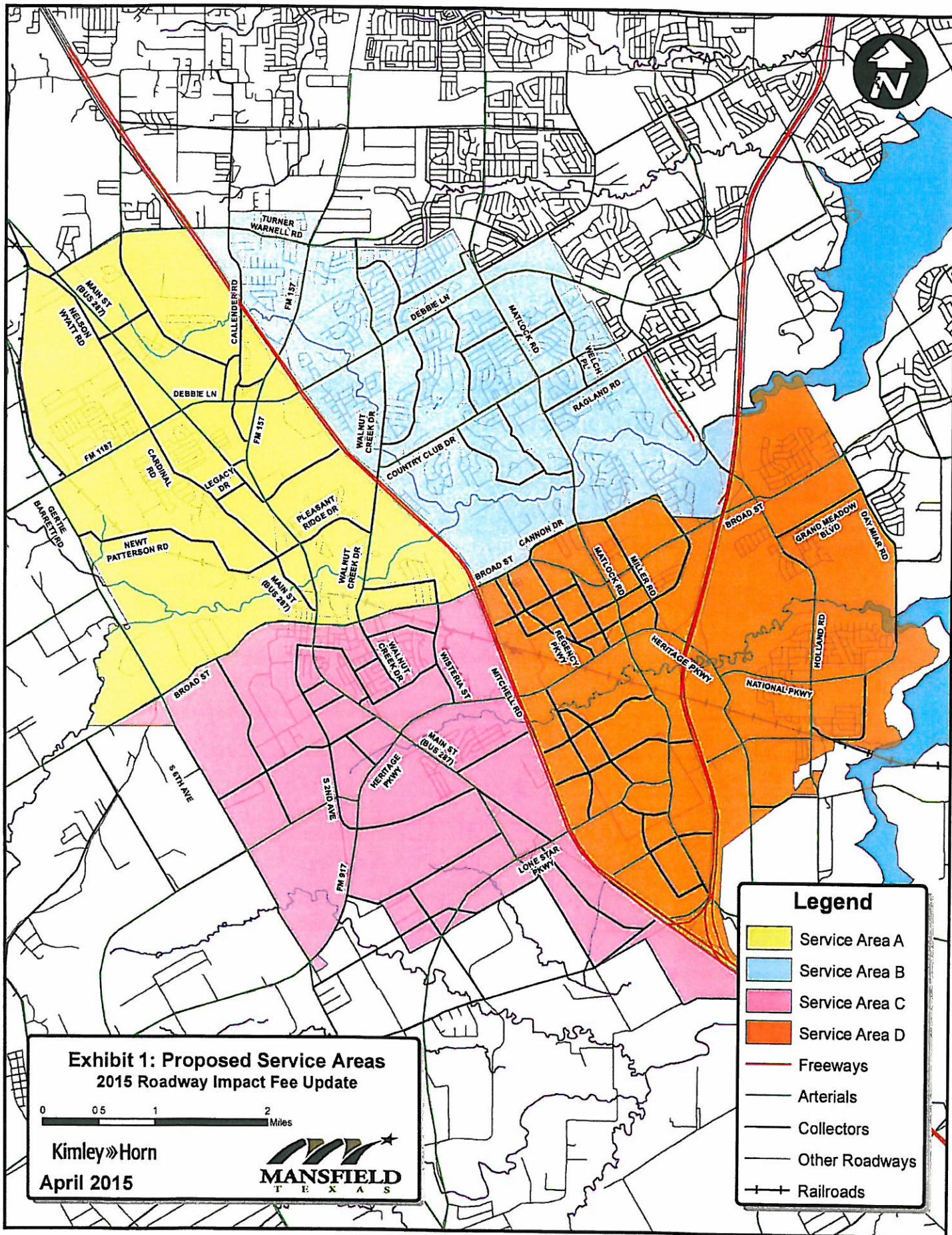
### **C. ROADWAY IMPACT FEE SERVICE AREAS**

The geographic boundary of the proposed impact fee service areas for transportation facilities is shown in **Exhibit 1**. For Roadway Impact Fees, the Service Area may not exceed 6 miles. In Mansfield, a Service Area does not exceed four (4) miles.

For roadway facilities, the service areas as required by state law are limited to areas within the current corporate limits. Therefore, areas within the extraterritorial jurisdiction (ETJ) and are excluded from this study.

It should be noted that at locations where service area boundaries follow a City thoroughfare facility, the proposed boundary is intended to follow the centerline of the roadway, unless otherwise noted. In cases where a service area boundary follows the City Limits, only those portions of the transportation facility within the City Limits are included in the service area.





**Exhibit 1: Proposed Service Areas**  
**2015 Roadway Impact Fee Update**

0 0.5 1 2 Miles

Kimley»Horn  
April 2015



**Legend**

- Service Area A
- Service Area B
- Service Area C
- Service Area D
- Freeways
- Arterials
- Collectors
- Other Roadways
- +++ Railroads



#### D. 10-YEAR RESIDENTIAL AND EMPLOYMENT PROJECTIONS

Ten year growth projections were prepared based upon historic growth trends, location of recent and known development within the City, and consultation with City staff.

**Table 1** summarizes the residential and employment 10-year growth projections. The projected growth over the next ten years is reasonable compared to the historical growth over the previous ten years, as described on page 5.

**Table 1. Residential and Employment 10-Year Projections**

Service Area	Residential	Employment		
		Basic	Service	Retail
	Dwelling Units	Sq. Ft.		
A	1,570	80,000	500,000	657,000
B	695	7,600	166,000	1,297,000
C	1,450	812,000	912,000	1,079,000
D	2,865	636,000	1,845,000	786,000
<b>Sub-Total</b>	6,580	1,535,000	3,423,000	3,818,000
<b>Total</b>	6,580	8,776,000		



Table 8 - Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Blended NHITS/NCTC OG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev. Unit
<b>PORT AND TERMINAL</b>											
Truck Terminal	030	Acre	6.55			6.55	14.65	50%	7.33	4.00	26.20
<b>INDUSTRIAL</b>											
General Light Industrial	110	1,000 SF GFA	0.97			0.97	14.65	50%	7.33	4.00	3.88
General Heavy Industrial	120	1,000 SF GFA	0.68			0.68	14.65	50%	7.33	4.00	2.72
Industrial Park	130	1,000 SF GFA	0.85			0.85	14.65	50%	7.33	4.00	3.40
Warehousing	150	1,000 SF GFA	0.32			0.32	14.65	50%	7.33	4.00	1.28
Mini-Warehouse	151	1,000 SF GFA	0.26			0.26	14.65	50%	7.33	4.00	1.04
<b>RESIDENTIAL</b>											
Single-Family Detached Housing	210	Dwelling Unit	1.00			1.00	9.79	50%	4.90	4.00	4.00
Apartment/Multi-family	220	Dwelling Unit	0.62			0.62	9.79	50%	4.90	4.00	2.48
Residential Condominium/Townhome	230	Dwelling Unit	0.52			0.52	9.79	50%	4.90	4.00	2.08
Mobile Home Park / Manufactured Housing	240	Dwelling Unit	0.59			0.59	9.79	50%	4.90	4.00	2.36
Senior Adult Housing-Detached	251	Dwelling Unit	0.27			0.27	9.79	50%	4.90	4.00	1.08
Senior Adult Housing-Attached	252	Dwelling Unit	0.25			0.25	9.79	50%	4.90	4.00	1.00
Assisted Living	254	Beds	0.22			0.22	9.79	50%	4.90	4.00	0.88
<b>LODGING</b>											
Hotel	310	Room	0.60			0.60	6.43	50%	3.22	3.22	1.93
Motel / Other Lodging Facilities	320	Room	0.47			0.47	6.43	50%	3.22	3.22	1.51
<b>RECREATIONAL</b>											
Golf Driving Range	432	Tee	1.25			1.25	7.86	50%	3.93	3.93	4.91
Golf Course	430	Acre	0.30			0.30	7.86	50%	3.93	3.93	1.18
Recreational Community Center	495	1,000 SF GFA	2.74			2.74	7.86	50%	3.93	3.93	10.77
Ice Skating Rink	465	1,000 SF GFA	2.36			2.36	7.86	50%	3.93	3.93	9.27
Miniature Golf Course	431	Hole	0.33			0.33	7.86	50%	3.93	3.93	1.30
Multiplex Movie Theater	445	Screens	13.64			13.64	7.86	50%	3.93	3.93	53.61
Racquet / Tennis Club	491	Court	3.35			3.35	7.86	50%	3.93	3.93	13.17
<b>INSTITUTIONAL</b>											
Church	560	1,000 SF GFA	0.55			0.55	8.31	50%	4.16	4.00	2.20
Day Care Center	565	1,000 SF GFA	12.34	44%	B	6.91	3.49	50%	1.75	1.75	12.09
Primary/Middle School (1-8)	522	Students	0.16			0.16	3.49	50%	1.75	1.75	0.28
High School	530	Students	0.13			0.13	3.49	50%	1.75	1.75	0.23
Junior / Community College	540	Students	0.12			0.12	10.44	50%	5.22	4.00	0.48
University / College	550	Students	0.17			0.17	10.44	50%	5.22	4.00	0.68
<b>MEDICAL</b>											
Clinic	630	1,000 SF GFA	5.18			5.18	9.85	50%	4.93	4.00	20.72
Hospital	610	1,000 SF GFA	0.93			0.93	9.85	50%	4.93	4.00	3.72
Nursing Home	620	Beds	0.22			0.22	9.85	50%	4.93	4.00	0.88
Animal Hospital/Veterinary Clinic	640	1,000 SF GFA	4.72	30%	B	3.30	9.85	50%	4.93	4.00	13.20
<b>OFFICE</b>											
Corporate Headquarters Building	714	1,000 SF GFA	1.41			1.41	14.65	50%	7.33	4.00	5.64
General Office Building	710	1,000 SF GFA	1.49			1.49	14.65	50%	7.33	4.00	5.96
Medical-Dental Office Building	720	1,000 SF GFA	3.57			3.57	9.85	50%	4.93	4.00	14.28
Single Tenant Office Building	715	1,000 SF GFA	1.74			1.74	14.65	50%	7.33	4.00	6.96
Office Park	750	1,000 SF GFA	1.48			1.48	14.65	50%	7.33	4.00	5.92

Table 8 (Cont'd). Land Use / Vehicle-Mile Equivalency Table (LUVMET)

Land Use Category	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Blended NHTS/NCTCOG Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
<b>COMMERCIAL</b>											
<b>Automobile Related</b>											
Automobile Care Center	942	1,000 SF Occ GLA	3.11	40%	B	1.87	4.45	50%	2.23	2.23	4.16
Automobile Parts Sales	843	1,000 SF GFA	5.98	43%	A	3.41	4.45	50%	2.23	2.23	7.60
Gasoline/Service Station	944	Vehicle Fueling Position	13.87	42%	A	8.04	1.20	50%	0.60	0.60	4.83
Gasoline/Service Station w/ Conv Market	945	Vehicle Fueling Position	13.51	56%	B	5.94	1.20	50%	0.60	0.60	3.57
Gasoline/Service Station w/ Conv Market and Car Wash	946	Vehicle Fueling Position	13.86	56%	A	6.10	1.20	50%	0.60	0.60	3.66
New Car Sales	841	1,000 SF GFA	2.62	20%	B	2.10	4.45	50%	2.23	2.23	4.67
Quick Lubrication Vehicle Shop	941	Servicing Positions	5.19	40%	B	3.11	4.45	50%	2.23	2.23	6.94
Self-Service Car Wash	947	Stall	5.54	40%	B	3.32	1.20	50%	0.60	0.60	1.99
Tire Store	848	1,000 SF GFA	4.15	28%	A	2.99	4.45	50%	2.23	2.23	6.66
<b>Dining</b>											
Fast Food Restaurant with Drive-Thru Window	934	1,000 SF GFA	32.65	50%	A	16.33	5.64	50%	2.82	2.82	46.04
Fast Food Restaurant w/o Drive-Thru Window	933	1,000 SF GFA	26.15	50%	B	13.08	5.64	50%	2.82	2.82	36.87
High Turnover (Sit-Down) Restaurant	932	1,000 SF GFA	9.85	43%	A	5.61	6.07	50%	3.04	3.04	17.07
Quality Restaurant	931	1,000 SF GFA	7.49	44%	A	4.19	6.07	50%	3.04	3.04	12.75
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SF GFA	42.80	70%	A	12.84	4.53	50%	2.27	2.27	29.15
<b>Other Retail</b>											
Free-Standing Discount Store	815	1,000 SF GFA	4.98	30%	C	3.49	5.60	50%	2.80	2.80	9.76
Nursery (Garden Center)	817	1,000 SF GFA	6.94	30%	B	4.86	5.60	50%	2.80	2.80	13.60
Home Improvement Superstore	862	1,000 SF GFA	2.33	48%	A	1.21	5.60	50%	2.80	2.80	3.39
Pharmacy/Drugstore w/o Drive-Thru Window	880	1,000 SF GFA	8.40	53%	A	3.95	5.60	50%	2.80	2.80	11.05
Pharmacy/Drugstore w/ Drive-Thru Window	881	1,000 SF GFA	9.91	49%	A	5.05	5.60	50%	2.80	2.80	14.15
Shopping Center	820	1,000 SF GFA	3.71	34%	A	2.45	5.60	50%	2.80	2.80	6.86
Supermarket	850	1,000 SF GFA	9.48	36%	A	6.07	5.60	50%	2.80	2.80	16.99
Toys/Children's Superstore	864	1,000 SF GFA	4.99	30%	B	3.49	5.60	50%	2.80	2.80	9.78
Department Store	875	1,000 SF GFA	1.87	30%	B	1.31	5.60	50%	2.80	2.80	3.67
Video Rental Store	896	1,000 SF GFA	13.60	50%	B	6.80	5.60	50%	2.80	2.80	19.04
<b>SERVICES</b>											
Walk-In Bank	911	1,000 SF GFA	12.13	40%	B	7.28	4.45	50%	2.23	2.23	16.23
Drive-In Bank	912	Drive-in Lanes	33.24	47%	A	17.62	4.45	50%	2.23	2.23	39.29
Hair Salon	918	1,000 SF GLA	1.45	30%	B	1.02	4.45	50%	2.23	2.23	2.26

Key to Sources of Pass-by Rates:

A. ITE Trip Generation Handbook, 4th Edition (August 2004)

B. Estimated by Kimley-Horn based on ITE rates for similar categories

C. ITE rate adjusted upward by Kimley-Horn based on logical relationship to other categories

**EXHIBIT "D"**

**MAXIMUM ASSESSABLE IMPACT FEES PER SERVICE UNIT**

Service Area	Maximum Roadway Impact Fee per Service Unit
A	\$830
B	\$399
C	\$1,195
D	\$1,189

## EXHIBIT E

### CURRENT ROADWAY IMPACT FEE PER SERVICE UNIT

Service Area	Current Collected Roadway Impact Fee per Service Unit		
	Residential	Commercial/ Institution	Industrial
<b>A</b>	\$550	\$300	\$300
<b>B</b>	\$399	\$300	\$300
<b>C</b>	\$550	\$300	\$300
<b>D</b>	\$550	\$300	\$300



**EXHIBIT F**

**Current Collected Roadway Impact Fees per Land Use Category per Service Area**

Adopted via Ordinance No. OR-\_\_\_\_\_-15 on ---/\_\_\_/2015

Land Use Category	Development Unit	Service Area A	Service Area B	Service Area C	Service Area D
<b>PORT AND TERMINAL</b>					
Truck Terminal	Acre	\$7,860	\$7,860	\$7,860	\$7,860
<b>INDUSTRIAL</b>					
General Light Industrial	1,000 SF GFA	\$1,164	\$1,164	\$1,164	\$1,164
General Heavy Industrial	1,000 SF GFA	\$816	\$816	\$816	\$816
Industrial Park	1,000 SF GFA	\$1,020	\$1,020	\$1,020	\$1,020
Warehousing	1,000 SF GFA	\$384	\$384	\$384	\$384
Mini-Warehouse	1,000 SF GFA	\$312	\$312	\$312	\$312
<b>RESIDENTIAL</b>					
Single-Family Detached Housing	Dwelling Unit	\$2,200	\$1,596	\$2,200	\$2,200
Apartment/Multi-family	Dwelling Unit	\$1,364	\$990	\$1,364	\$1,364
Residential Condominium/Townhome	Dwelling Unit	\$1,144	\$830	\$1,144	\$1,144
Mobile Home Park / Manufactured Housing	Dwelling Unit	\$1,298	\$942	\$1,298	\$1,298
Senior Adult Housing-Detached	Dwelling Unit	\$594	\$431	\$594	\$594
Senior Adult Housing-Attached	Dwelling Unit	\$550	\$399	\$550	\$550
Assisted Living	Beds	\$484	\$351	\$484	\$484
<b>LODGING</b>					
Hotel	Room	\$579	\$579	\$579	\$579
Motel / Other Lodging Facilities	Room	\$453	\$453	\$453	\$453
<b>RECREATIONAL</b>					
Golf Driving Range	Tee	\$1,473	\$1,473	\$1,473	\$1,473
Golf Course	Acre	\$354	\$354	\$354	\$354
Recreational Community Center	1,000 SF GFA	\$3,231	\$3,231	\$3,231	\$3,231
Ice Skating Rink	1,000 SF GFA	\$2,781	\$2,781	\$2,781	\$2,781
Miniature Golf Course	Hole	\$390	\$390	\$390	\$390
Multiplex Movie Theater	Screens	\$16,083	\$16,083	\$16,083	\$16,083
Racquet / Tennis Club	Court	\$3,951	\$3,951	\$3,951	\$3,951
<b>INSTITUTIONAL</b>					
Church	1,000 SF GFA	\$660	\$660	\$660	\$660
Day Care Center	1,000 SF GFA	\$3,627	\$3,627	\$3,627	\$3,627
Primary/Middle School (1-8)	Students	\$84	\$84	\$84	\$84
High School	Students	\$69	\$69	\$69	\$69
Junior / Community College	Students	\$144	\$144	\$144	\$144
University / College	Students	\$204	\$204	\$204	\$204
<b>MEDICAL</b>					
Clinic	1,000 SF GFA	\$6,216	\$6,216	\$6,216	\$6,216
Hospital	Beds	\$1,116	\$1,116	\$1,116	\$1,116
Nursing Home	Beds	\$264	\$264	\$264	\$264
Animal Hospital/Veterinary Clinic	1,000 SF GFA	\$3,960	\$3,960	\$3,960	\$3,960
<b>OFFICE</b>					
Corporate Headquarters Building	1,000 SF GFA	\$1,692	\$1,692	\$1,692	\$1,692
General Office Building	1,000 SF GFA	\$1,788	\$1,788	\$1,788	\$1,788
Medical-Dental Office Building	1,000 SF GFA	\$4,284	\$4,284	\$4,284	\$4,284
Single Tenant Office Building	1,000 SF GFA	\$2,088	\$2,088	\$2,088	\$2,088
Office Park	1,000 SF GFA	\$1,776	\$1,776	\$1,776	\$1,776
<b>COMMERCIAL</b>					
<b>Automobile Related</b>					
Automobile Care Center	1,000 SF GFA	\$1,248	\$1,248	\$1,248	\$1,248
Automobile Parts Sales	1,000 SF GFA	\$2,280	\$2,280	\$2,280	\$2,280
Gasoline/Service Station	Vehicle Fueling Position	\$1,448	\$1,448	\$1,448	\$1,448
Gasoline/Service Station w/ Conv Market	Vehicle Fueling Position	\$1,070	\$1,070	\$1,070	\$1,070
Gasoline/Service Station w/ Conv Market and Car Wash	Vehicle Fueling Position	\$1,098	\$1,098	\$1,098	\$1,098
New Car Sales	1,000 SF GFA	\$1,402	\$1,402	\$1,402	\$1,402
Quick Lubrication Vehicle Shop	Servicing Positions	\$2,083	\$2,083	\$2,083	\$2,083
Self-Service Car Wash	Stall	\$598	\$598	\$598	\$598
Tire Store	1,000 SF GFA	\$1,999	\$1,999	\$1,999	\$1,999
<b>Dining</b>					
Fast Food Restaurant with Drive-Thru Window	1,000 SF GFA	\$13,811	\$13,811	\$13,811	\$13,811
Fast Food Restaurant without Drive-Thru Window	1,000 SF GFA	\$11,061	\$11,061	\$11,061	\$11,061
High Turnover (Sit-Down) Restaurant	1,000 SF GFA	\$5,120	\$5,120	\$5,120	\$5,120
Quality Restaurant	1,000 SF GFA	\$3,825	\$3,825	\$3,825	\$3,825
Coffee/Donut Shop with Drive-Thru Window	1,000 SF GFA	\$8,744	\$8,744	\$8,744	\$8,744
<b>Other Retail</b>					
Free-Standing Discount Store	1,000 SF GFA	\$2,928	\$2,928	\$2,928	\$2,928
Nursery (Garden Center)	1,000 SF GFA	\$4,081	\$4,081	\$4,081	\$4,081
Home Improvement Superstore	1,000 SF GFA	\$1,018	\$1,018	\$1,018	\$1,018
Pharmacy/Drugstore w/o Drive-Thru Window	1,000 SF GFA	\$3,316	\$3,316	\$3,316	\$3,316
Pharmacy/Drugstore w/ Drive-Thru Window	1,000 SF GFA	\$4,245	\$4,245	\$4,245	\$4,245
Shopping Center	1,000 SF GFA	\$2,057	\$2,057	\$2,057	\$2,057
Supermarket	1,000 SF GFA	\$5,096	\$5,096	\$5,096	\$5,096
Toy/Children's Superstore	1,000 SF GFA	\$2,934	\$2,934	\$2,934	\$2,934
Department Store	1,000 SF GFA	\$1,100	\$1,100	\$1,100	\$1,100
Video Rental Store	1,000 SF GFA	\$5,712	\$5,712	\$5,712	\$5,712
<b>SERVICES</b>					
Walk-In Bank	1,000 SF GFA	\$4,869	\$4,869	\$4,869	\$4,869
Drive-In Bank	Drive-in Lanes	\$11,786	\$11,786	\$11,786	\$11,786
Hair Salon	1,000 SF GLA	\$679	\$679	\$679	\$679