

CHAPTER 900. DEVELOPMENT STANDARDS

SECTION 901. TRANSPORTATION

901.12. Transportation Analysis

A. Intent and Purpose

The intent and purpose of this section is to identify potential transportation impacts of discretionary development approvals on the transportation system consistent with the mobility fee regulations, access management regulations, transportation corridor spacing requirements, and the Comprehensive Plan Transportation Level of Service (LOS) standards. The transportation analysis will be used by the County to determine whether the discretionary development approval request should be approved, denied, or conditioned, where applicable, to ensure consistency with the adopted Comprehensive Plan and this Code.

B. Applicability

Except as exempted below, transportation analysis shall be required for all Future Land Use (FLU) Map amendments, rezonings, and amendments to Developments of Regional Impact (DRI) and MPUD Master Planned Unit Developments.

Except in the case of conflict zoning where a property has zoning which permits more trips than provided for under the FLU Map, amendments to the FLU Map shall undergo transportation needs assessment. Rezonings, amendments to DRIs and MPUDs, and FLU Map amendments associated with conflict zonings shall undergo timing and phasing analysis.

Additionally, the County may use the standards herein to evaluate other discretionary developments such as conditional uses and special exceptions for the purposes of evaluating transportation system impacts, if it exceeds the thresholds in C-1, or where the increase in gross trips is less than 50 peak hour trips.

C. Exemptions

1. Applications where the increase in gross trips is less than 50 peak hour trips, AM or PM, whichever is higher, provided the access is not on a roadway with a known LOS deficiency (see Table 901.12-2).
2. FLU Map amendments to the following land use classifications:
 - a. OF (Office)
 - b. EC (Employment Center)
 - c. IL (Industrial - Light)

- d. IH (Industrial - Heavy)
 - e. PD (Planned Development): The portion of the planned development with government buildings, office, hotel, industrial, corporate business park, and/or transit-oriented development (TOD), as defined in the mobility fee definitions and regulations.
3. Rezoning to the following zoning districts:
- a. EC-MPUD Employment Center Master Planned Unit Development
 - b. MPUD Master Planned Unit Development: The portion of the MPUD which is government buildings, office, corporate business park, hotel, industrial, and TOD.
 - c. MPUDs within the following land use classifications: OF, EC, IL, and IH.
 - d. PO-1 Professional Office
 - e. I-1 Light Industrial Park
 - f. I-2 General Industrial Park
4. Applications where the increased number of trips is from the Transfer of Development Rights (TDRs) which are purchased or received in compliance with the TDR provisions of the Comprehensive Plan and this Code.
5. Unexpired DRIs and MPUDs which do not propose to eliminate or delay the timing of their existing road construction obligations or increase gross AM or PM peak hour trips, whichever is higher, beyond the threshold permitted by Section 901.12.C.1.
6. Requests to eliminate or delay site-access improvements or substandard road improvements; however, such requests may be subject to additional review pursuant to Section 901.3 or 901.4.
7. Requests to utilize statutorily-authorized extensions.
8. Government buildings as defined in this Code, under the Mobility Fee definitions in Appendix A.
9. Existing entitlements.

D. Methodology Meeting

Upon submission of a Timing and Phasing Application or Comprehensive Plan Amendment Application requiring transportation analysis, staff will contact the applicant to:

1. Determine whether the County or applicant will conduct the study.
2. Set up a methodology meeting with the applicant or applicant's representative.

The date of the methodology meeting will be determined within one (1) week of distribution of the application to County staff. If the County is performing the analysis, the County will prepare and submit a methodology statement for the applicant's review no later than two (2) weeks after the methodology meeting. The purpose of the methodology statement is to establish agreed upon methodologies and assumptions prior to the start of the study and, if appropriate, to provide substantiation that the development's impacts are exempt (no net peak hour traffic impact) and further traffic study and review is not required. If the applicant chooses to perform the study, a County-approved methodology statement shall be required prior to submission of any transportation analysis. At a minimum, the following elements of the methodology, as listed below, will be specifically addressed:

3. Exemption assertions.
4. Collection of traffic counts.
5. Description of land uses, site location, build-out schedule, and phasing, including any interim uses generating traffic.
6. Study area.
7. Access locations.
8. Trip generation.
9. Internal capture/passersby.
10. Background growth procedure.
11. Distribution and assignment.

If the County conducts the study, unless otherwise agreed to by the County, the applicant shall be required to obtain the traffic count data. If the County agrees to obtain the traffic counts, the time to complete these counts may delay the commencement of development review time frames in this Code, Table 303.1. In addition, if the County acquires the traffic counts, the applicant remains responsible for paying for the associated costs. Consistent with the standards set forth in this Code, Section 901.12.E.4, the County may

use currently available counts. If new counts are needed, the County may choose to perform the counts in-house or through a third-party consultant.

To maintain the review schedule, if the County is performing the study, the applicant will be required to respond to the draft methodology statement within four (4) business days. The applicant may request additional time for review, which will trigger an automatic extension of the review schedule. If the County is performing the study, the timeframe the County estimates to complete the analysis will be provided to the applicant in the methodology statement. Furthermore, if the applicant chooses not to have the County complete the analysis, the hearing timeframes provided in Section 303 shall be extended to permit completion of the analysis and review and comment by the County.

E. Standards for Transportation Analysis

1. Trip Generation

- a. Institute of Transportation Engineers (ITE) *Trip Generation Manual* (ITE Manual). The latest version of the ITE Manual will be used to estimate project traffic and exempted trips traveling to and from the site and trips associated with existing entitlements. Other rates may be used by the County or may be used if requested by the applicant and approved by the County. Unless the applicant has requested a conditioned approval identifying use density/intensity, rates associated with the highest trip generating use permitted by the existing/proposed zoning will be applied.
- b. Interim uses. Separate trip generation estimates for interim traffic-generating uses¹ shall also be considered.
- c. Reasonable yield. Unless the applicant has requested a conditioned approval identifying use density/intensity, a twenty-five (25) percent reduction factor will be applied to the maximum allowable density/intensity to determine a reasonable assumption of trip yield from the site for both existing and proposed density/intensity. For example, a site with a proposed RES-6 (Residential - 6 du/ga) FLU Classification will be evaluated presuming a yield of 4.5 dwelling units per acre.
- d. Heavy vehicles. If heavy vehicles are ten (10) percent or more of the trips generated by the proposed land use, the total estimated trips for heavy vehicles shall be multiplied by two (2) unless ITE heavy vehicle data or other County-approved heavy vehicle trip generation data for the land use supports a

¹ Land Excavation and Mining (as defined in this Code, Sections 404.2 and 404.3) even as an interim use, is presumed to be a separate and distinct land use requiring separate trip generation estimates. Such land use is also presumed to generate more than ten (10) percent heavy vehicles.

different multiplier. In no event shall the multiplier be less than one (1). The multiplier will not be used in addition to the heavy vehicle adjustment factor used in the analysis software to determine the LOS.

2. Internal Capture

Internal capture estimates shall be based on ITE acceptable methodologies, and where the ITE data is not applicable, professional judgment. However, in no case will an overall internal capture of more than twenty (20) percent be used unless a higher internal capture percentage based on verifiable documentation; e.g., field studies of comparable sites, is available. Internal capture shall include the trips associated with existing entitlements. Exempted uses are allowed in calculation of internal trip capture.

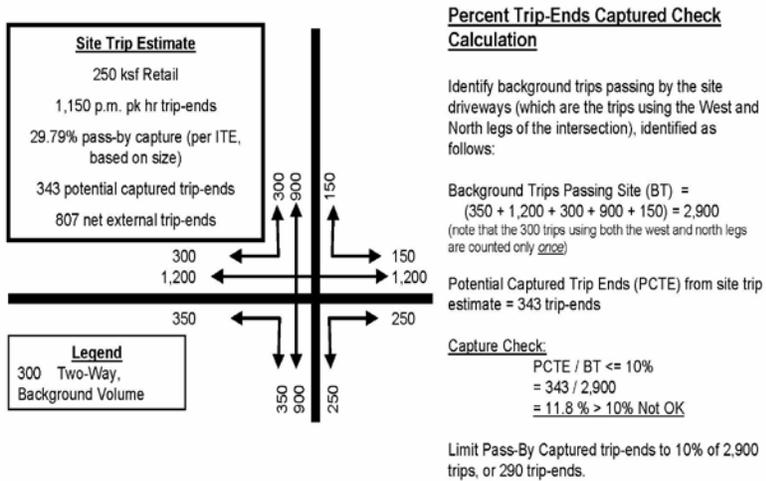
3. Passerby Capture

The total gross external trips of the project traffic may be reduced by a passerby factor to account for the project traffic that is already traveling on the adjacent roadway. Passerby capture will not exceed twenty (20) percent of site generated traffic, unless data supporting higher rates are included in the current version of the ITE Manual reference, latest mobility fee study, or are otherwise approved by the County. In no event shall the total passerby trips entering and exiting a site exceed ten (10) percent of the total background (existing plus future) traffic on the adjacent roadway.

In cases where median controls limit left-in/left-out access to the site, traffic on the "far side" of the road can be considered in assessing the upper limit on captured trips; however, the effects of that traffic in the associated necessary U-turns and added flow at the study area/impacted transportation system, the upstream and downstream median openings or intersections, should be identified as development traffic at those locations.

The passerby capture percentage shall be computed as the number of trips entering, plus exiting the site land uses claimed as captured, divided by the number of background trips passing by the site on Major County Roads directly abutting or passing through the site. An example of this computation is provided on Exhibit 901.12-1.

EXHIBIT 901.12-1



The passerby trips shall include trips associated with the existing entitlements.

4. Trip Counts

- a. General. All counts shall be conducted based on acceptable engineering standards. Raw turning movement counts shall be conducted during the a.m. and/or p.m. peak hours, consistent with the analysis parameters, Daily tube counts shall be conducted for a minimum of forty-eight (48) hours at all intersections and road segments that are being analyzed in accordance with these provisions. The raw counts shall be converted to the 100th highest hour of the year based on the Florida Department of Transportation's (FDOT) peak season adjustment factors and minimum K100 factors. Other peak-season adjustment factors or adjustment methodologies that may result in different peak-season adjustment factors may be used at the discretion of the County.
- b. Saturated intersections. To estimate turning movement counts for saturated intersections, the FDOT's methodology shall be followed by multiplying the average annual daily traffic tube count at appropriate locations by "the directional factor" and minimum K100 factors and by applying the percentage of turns obtained from the field-turning movement counts. The field-turning movement percentages may also be adjusted based on anticipated future development patterns in the area.
- c. Tube counts at approximate locations should be provided for segment analysis using the FDOT procedure. The segment tube counts at mid-block locations should be checked against

turning movements at nearby intersections. In general, the mid-block counts and turning-movement counts should not be significantly different, unless the difference can be logically explained.

- d. Age of counts. Approved FDOT or County-maintained counts may be used if they are less than one (1) year old. However, new counts shall be performed if there are recent improvements to the transportation system causing significant changes in traffic patterns. Counts more than one (1) year old shall not be used unless the latest counts are representative of present conditions where little or no growth has occurred.

5. Background Traffic Growth/Future Traffic

The existing traffic counts shall be increased by a growth factor to the project's build-out date, which shall be reasonably determined.

The growth rate shall also include all trips from exempt uses associated with the development under review. The final growth rates using the techniques in a and b below will be assumed to have contained the trips for exempt uses except for the access management portion of the analysis at the access intersections.

- a. Timing and phasing background traffic. Background traffic growth rates and background traffic volume estimates for timing and phasing shall be based on a combination of the following techniques:
 - (1) Historical growth rates (minimum of the past three [3] years) shall be used in areas where the expected growth is representative of the past growth.
 - (2) Consideration of traffic from other developments shall be used in areas where the historical trend is judged by the County to be inappropriate. This may be accomplished through application of the latest adopted Tampa Bay Regional Planning Model (TBRPM), the Metropolitan Planning Organization's (MPO) Urban Area Transportation System Planning Model, or by estimating the anticipated trips using the latest edition of the ITE Manual.
 - (3) The growth/future traffic on roads that do not currently exist shall be based on the TBRPM, the latest adopted model, or other acceptable planning/engineering techniques or tools.

- (4) If the TBRPM is used, the background traffic growth for existing roads shall be determined as follows:
- (a) Identify the validated year model volume and build-out year (future) model volume.
 - (b) Interpolate these values to identify a model-based volume for existing conditions (year to be consistent with the date of "current" count data).
 - (c) Identify the growth rate between the interpolated existing conditions model-based volume and the build-out year (future) model volume.
 - (d) Apply this growth rate to the existing conditions traffic counts.

The build-out year (future) model volume is determined by applying the project's build-out year socioeconomic data to the committed and/or improved network. The build-out year socioeconomic data may be obtained by interpolating between MPO's or the County's adopted validated year and the adopted interim or future year, socioeconomic data, then adjusting to reflect the pending and approved developments.

The socioeconomic data of the model should reasonably represent, if appropriate, other developments in the vicinity of the development under review.

Minimum annual growth rates in all cases shall be two (2) percent, unless other reasonable rates are deemed to be more appropriate by the County.

The connections of surrounding traffic analysis zones in the model shall be reviewed to reflect other approved and pending developments and to ensure appropriate network loading.

b. Transportation Needs Assessment

The following techniques or combination thereof shall be used to estimate background traffic growth used for transportation needs assessment. The build-out of the project is assumed to

match the horizon year of the Long-Range Transportation Plan (LRTP):

- (1) Historical growth rates (minimum of the past three [3] years) shall be used in areas where the expected growth is representative of the past growth.
- (2) The volumes produced by the TBRPM as part of the latest LRTP development process documented in the LRTP Technical Appendix may be used. The traffic generated by existing entitlements is assumed to be included in the LRTP volumes.

Minimum annual growth rates in all cases should be two (2) percent, unless other reasonable rates are deemed to be more appropriate by the County.

6. LOS Standards

The following LOS standards shall be used:

- a. The LOS standards for through movements on all major County road segments (facilities) shall be consistent with the standards in the County's latest adopted Comprehensive Plan.
- b. The volume over capacity (v/c) ratio of turning movements on Major County Roads cannot exceed 1.2 for TRP or 1.0 for other nonexempt uses, with a maximum delay of 120 seconds. Delays of up to 150 seconds are acceptable for turning movements with a v/c ratio less than 0.8.
- c. For all access driveways and local street connections to Major County Roads approach delays of up to 150 seconds will be acceptable.
- d. For developments in urban areas with v/c ratio standards, at the intersection of a collector and an arterial roadway, the collector standard shall not exceed the v/c ratio of the arterial road standard.
- e. The LOS standard for the freeway (I-75) is only applicable to the main line.
- f. The LOS or v/c standards applicable to collector or arterial roadways are also applicable to all freeway interchanges, including the intersections of on/off ramps with Major County Roads.
- g. If a roadway forms a boundary between different area types, urban, suburban, or rural as defined in the Comprehensive Plan and mobility fee regulations, the less stringent standards

will be applied. In addition, if a roadway facility under review crosses boundary lines, the less stringent standard will be applied to the first road segment/intersection.

- h. Any requirement set forth above relating to intersection LOS is only applicable to timing and phasing analysis.

7. Study Area/Impacted Transportation System

At a minimum, the following roadway segments and intersections will be assumed to be within the study area and will be analyzed.

- a. All Major County Road segments (and associated signalized intersections including interchanges) that are directly or indirectly accessed by the proposed development.
- b. As a general rule, road segments outside of the minimum study area will not be considered impacted if the net external peak-hour project traffic (only from nonexempt uses) consumes less than or equal to five (5) percent of the road segments' service-flow rate. The following two (2) way peak-hour service flow rates will be used to determine the five (5) percent impact. The study area maybe less than the five (5) percent impact area, based on the methodology agreed to at the methodology meeting and in the methodology statement.

TABLE 901.12-1

Type of Roadway	Lanes	Two-Way, Peak-Hour Flow Rate
Freeway	4	6,460
	6+	9,710
Other	2	1,370
	4	3,110
	6+	4,710

- c. Proximity to existing or proposed interchanges or major intersections may increase the size of the study area and impacted roads regardless of the five (5) percent rule.

F. General Analysis Requirements and Software

LOS analysis shall be undertaken in accordance with the procedures below:

- 1. The main focus of transportation analysis is the identification of improvements to through movements. If there are any known turn-lane deficiencies at study intersections, the County may adjust the analysis parameters to account for the deficiency.

2. Road facility limits shall be based on acceptable engineering and planning practices as set forth in the *Highway Capacity Manual*(HCM).
3. All analysis shall be undertaken for conditions during the 100th highest hour of the year. Other analysis periods, including the a.m. peak hour, may also be conducted, if appropriate.
4. As part of the timing and phasing analysis and for uninterrupted road facilities (intersection spacing of more than two [2] miles), the capacity of upstream and downstream intersections may be analyzed, which may restrict the amount of traffic that can be allowed on the uninterrupted portion of the facility.
5. For purposes of analysis in *ArtPlan*, at major T-intersections, the dominant-turning movement will be assumed to be the through movement.
6. For timing and phasing analysis, use of analysis software will be in accordance with the following:
 - a. For unsignalized intersections, the latest version of *Highway Capacity Software* (HCS) is the preferred software.
 - b. For signalized intersections and interrupted road segments, the latest version of *ArtPlan* is the preferred software, except as necessary to identify alternate solutions to through movement improvements, for which *Synchro* is the preferred software.
 - c. For uninterrupted flow roads (those with more than two [2] mile signal spacing), the latest version of the FDOT's Highplan is the preferred software.
 - d. Other analysis software acceptable to the County may be used to address situations not addressed by the above provisions.
 - e. Existing signal timing will be obtained from the County Traffic Operations Division. The existing signal timings, including minimum and maximum settings, will be used for the initial analysis of future conditions. Timing changes outside of the existing minimum and maximum settings may be used or timing splits may be modified, but the existing cycle length will generally remain the same.
 - f. Proposed or anticipated traffic signals may be considered in the future year condition, such as signals at development entrances.

- g. Other parameters that govern the roadway/intersection capacity analysis should be based on the parameters described in the latest version of the HCM.
- 7. For long-term transportation assessment, the latest FDOT generalized service flow-rate tables will be used to assess the capacity of the road network.

G. Analysis Scenarios

- 1. For timing and phasing, the following standards will be used in analysis.
 - a. The analysis scenarios listed below shall be applied in the following order, as necessary:
 - (1) Impact determination compares the existing and proposed net-peak-hour, external trips to determine the degree of impact to the road network. If the net-peak-hour, external trips of the existing entitlements are greater than or equal to the nonexempt net-peak-hour, external trips from proposed entitlements, no additional analysis is necessary.
 - (2) If there is a net increase in peak-hour, external trips, the future scenario will be evaluated. The future scenario is defined as the analysis of existing traffic, plus reasonable background traffic and project traffic at build-out on the committed network. If no failure occurs, the analysis stops.
 - (3) In circumstances where there is a failure, the future scenario will be evaluated including any improvements where construction is fully funded in the FDOT's Five-Year Transportation Improvement Plan and the County's Five-Year Capital Improvement Plan. If no failure occurs, the analysis stops.
 - (4) Where there is a failure, the analysis will continue with inclusion of any cost-affordable improvements from the MPO's adopted LRTP and the Comprehensive Plan.
 - b. For all locations which are estimated to fail, the analysis shall identify when each failure is expected as a fraction of development trips associated with nonexempt on-site land use quantities and the estimated year of the failure. If possible, the analysis shall identify improvements that are necessary to accommodate trips for the additional nonexempt entitlements being sought. These improvements may include new interchanges, overpasses, and/or roadways identified in the

Comprehensive Plan or as required by this Code, Section 901.1.

2. Transportation Needs Assessment

For transportation needs assessment, the analysis scenarios listed below shall be applied in the following order as necessary:

- a. Impact determination compares the existing and proposed net-peak-hour, external trips to determine the degree of impact to the road network. If the net peak hour external trips of the project traffic are less than or equal to the nonexempt net-peak-hour, external trips from existing entitlements, the analysis stops.
 - b. Otherwise, the future scenario shall be analyzed with the MPO's adopted LRTP and the County's Comprehensive Plan.
 - c. If failures occur, (1) appropriate improvements to accommodate future project traffic will be identified, and/or (2) appropriate reductions in proposed density/intensity increases in terms of net-peak-hour trips will be identified.
3. Regardless of which analysis type or scenario is performed, the needed transportation corridors to satisfy this Code, Section 901.1, shall be assessed and identified.

H. Analysis Timelines and Recommendations

1. Time to Complete Study

The estimated time to complete a study, including the methodology statement, is generally between one (1) to four (4) months, depending on the size of the project, associated complexities, and promptness in the applicant's responses to questions from the County.

If the County performs the analysis, applicants will have four (4) business days to comment on the methodology statement and seven (7) business days to comment on the draft analysis report. The applicant may request additional time for review which will trigger an automatic extension of the review schedule.

The County will address the applicant's comments and concerns in an efficient manner in order to complete the study within the one (1) to four (4) month period. If the applicant elects to conduct the study, the County will have 30 days from each submittal to review and respond with comments.

If there are any remaining unresolved issues with the methodology or analysis after the final study is forwarded to the applicant and the applicant chooses not to request a continuance to resolve the issues,

the applicant will need to address the unresolved issues directly to the Development Review Committee (DRC), Planning Commission (PC), and/or the Board of County Commissioners (BCC) at the appropriate public hearing.

a. MPUD/DRI/Conflict Rezoning

- (1) If the applicant elects to conduct the analysis, the review times provided for in Section 303 shall be extended to provide time for the County to review and comment on the analysis.
- (2) When the County is conducting the analysis, the draft analysis report will be forwarded to the applicant no less than four (4) weeks prior to the first public hearing and the final study will be forwarded to the applicant two (2) weeks prior to the first public hearing.
- (3) The review time/analysis period of 120 days for MPUDs may be extended up to an additional 60 days for those projects that have outstanding issues as a result of the timing and phasing analysis.

b. Euclidean Rezoning

To maintain the review times provided in Section 303, the timing and phasing analysis shall be completed prior to submitting a Euclidean rezoning application.

2. Results and Recommendation

The results of the analysis will be used to provide a recommendation to the DRC, PC, and BCC. The report presented from the analysis will identify when failures are estimated to occur and to what degree the failure is as a result of the request for increased entitlements.

In circumstances where a failure is identified, recommendations shall be presented to the DRC, PC, and BCC, as appropriate. The recommendations shall be based on an evaluation of the proposed project and the total impact on the transportation network. The recommendation may be to:

- a. Approve the project.
- b. Approve the project with limitations on the phasing of the project.
- c. Approve the project subject to the timing of improvements.
- d. Approve the project subject to advance payment of mobility fees.

- e. Approve the project subject to the conversion of requested entitlements to exempt uses.
 - f. Approve the project with other mitigation requirements including but not limited to transit, bicycle and pedestrian connectivity, changing the land use mix or incorporating MUTRM (MixedUse TripReduction Measures).
 - g. Deny the project.
3. Deficiencies and/or Backlogs. Mitigation assessed pursuant to this section shall not assess for the additional cost of reducing or eliminating existing deficiencies or backlogs.

I. Waiver of the Requirements of this Section

The County Administrator or designee may waive any of the requirements of this section if it is determined that the requirement is not necessary to:

- a. Ensure consistency with the Comprehensive Plan LOS Standards.
- b. Ensure compliance with Section 901.1.
- c. Ensure the safety of the traveling public.

J. Establishment of Uniform Approaches to Specific Segments

- 1. Common Understanding. When there is a common understanding of the capacity impacts to particular portions of the transportation system, to eliminate unnecessary time and expenditures to study the known condition, the BCC may adopt by resolution an approach to mitigation of transportation capacity issues on specific road segments.
- 2. Local Planning Agency Recommendation Required. Prior to adopting such a resolution, the LPA shall review the proposal and make a recommendation to the BCC.
- 3. Resolution Requirements. Such resolution shall be required to identify:
 - a. The transportation capacity issues.
 - b. Approved mitigation measures.
 - c. Applicability of the resolution.
 - d. The extent to which the resolution modifies the transportation analysis requirements for projects.
- 4. Access Management. Access management analysis will continue to be required at the same stage in the review process.

TABLE 901.12-2

Transportation Analysis

50-Peak Hour Trip Threshold

Land Use	AM Trip Rate	PM Trip Rate	Approx. Size of Development (Using Highest Peak Hour Rate)	Unit
RESIDENTIAL:				
Single-Family (Detached)	0.75	1	50	DU
Multiple-Family (Apartments)	0.51	0.62	81	DU
Mobile Home Park	0.44	0.59	85	DU
Senior Adult Housing (Detached)	0.22	0.27	185	DU
Congregate Care Facility	0.06	0.17	294	DU
Low-Rise Condominium (1 to 2 Stories)/Townhouse	0.67	0.78	64	DU
High-Rise Condominium (3 or More Stories)	0.34	0.38	132	DU
LODGING:				
Hotel	0.53	0.6	83	Room
Motel	0.45	0.47	106	Room
Resort Hotel	0.31	0.42	119	Room
RECREATION:				
Marina	0.08	0.19	263	Berth
Golf Course	2.06	2.92	17	Hole
Miniature Golf Course	N/A	0.33	152	Hole
Multiplex Movie Theater	N/A	13.64	4	Screen
Multipurpose Recreational Facility	0.17	3.58	14	1,000 SF
Health/Fitness Club	1.41	3.53	22	1,000 SF
Bowling Alley	1.71	1.71	29	1,000 SF
Recreational Community Center	2.05	2.74	18	1,000 SF

INSTITUTIONAL:				
Hospital	0.95	0.93	53	1,000 SF
Nursing Home	0.17	0.22	227	Bed
Elementary School	0.45	0.15	111	Student
Middle School	0.54	0.16	93	Student
High School	0.43	0.13	116	Student

INSTITUTIONAL:				
Junior/ Community College	0.12	0.12	417	Student
University	0.17	0.17	294	Student
Church	0.56	0.55	89	1,000 SF
Day Care	0.8	0.81	62	Student

OFFICE:				
General Office - 50,000 SF or Less	2.52	4.24	12	1,000 SF
General Office - 50,001-100,000 SF	2.03	2.16	23	1,000 SF
General Office - 100,001-200,000 SF	1.77	1.64	28	1,000 SF
General Office - 200,001-400,000 SF	1.54	1.38	32	1,000 SF
General Office - Greater than 400,000 SF	1.21	1.2	41	1,000 SF
Medical/Dental Office	2.39	3.57	14	1,000 SF
Office Park	1.71	1.48	29	1,000 SF
Corporate Headquarters	1.52	1.41	33	1,000 SF

RETAIL:				
Specialty Retail	-	2.71	18	1,000 SF
Shopping Center - Under 50,000 GSF	2.68	9.48	5.3	1,000 SF
Shopping Center - 50,000-200,000 GSF	1.43	5.57	9	1,000 SF
Shopping Center - 200,001-400,000 GSF	1.02	4.17	12	1,000 SF
Shopping Center - 400,001-600,000 GSF	0.83	3.52	14	1,000 SF
Shopping Center - 600,001-800,000 GSF	0.73	3.15	16	1,000 SF
Shopping Center - Greater than 800,000 GSF	0.59	2.64	19	1,000 SF
Pharmacy/Drug Store with Drive-Thru	3.45	9.91	5	1,000 SF
Home Improvement Superstore	1.49	2.33	21	1,000 SF
Hardware/Paint	1.08	4.84	10	1,000 SF
Quality Restaurant	0.81	7.49	6.7	1,000 SF
High-Turnover (Sit Down) Restaurant	10.81	9.85	4.6	1,000 SF
Fast Food Restaurant with Drive-Thru	45.42	32.65	1.1	1,000 SF
Gasoline Station	12.16	13.87	3.6	Fuel Pos
Quick Lube	3	5.19	10	Bays
Automobile Repair or Body Shop	2.25	3.11	16	1,000 SF
Self-Service Car Wash	-	5.54	9	Bay
Tire Store	2.89	4.15	12	1,000 SF
Automobile Sales	1.92	2.62	19	1,000 SF
Supermarket	3.4	9.48	5.3	1,000 SF
Convenience Store with Gas Pumps	40.92	50.92	All	1,000 SF
Furniture Store	0.17	0.45	111	1,000 SF
Drive-Thru Bank	12.08	24.3	2.1	1,000 SF
Gasoline/Service Station w/Conv Market	82.13	97.47	All	1,000 SF

INDUSTRY:				
General Light Industrial	0.92	0.97	52	1,000 SF
General Heavy Industrial	0.51	0.68	74	1,000 SF
Industrial Park	0.82	0.85	59	1,000 SF
Manufacturing	0.73	0.73	68	1,000 SF
Warehouse	0.3	0.32	156	1,000 SF
Miniwarehouse	0.14	0.26	192	1,000 SF
High Cube Warehouse	0.11	0.12	417	1,000 SF