

Syracuse City

DRAFT Transportation Impact Fee Analysis



ZIONS PUBLIC FINANCE, INC.

November 2023

Transportation Impact Fee Analysis

Summary

This Impact Fee Analysis (IFA) is based on the information provided in the Syracuse City Transportation Impact Fee Facilities Plan (“IFFP”) dated November 2023 and prepared by Wall Consultant Group (WCG).

Projected Growth. The IFFP projects that new development in Syracuse will grow by 55,715 average daily trips (ADTs) between 2023 and 2033 – from 123,207 ADTs in 2023 to 178,922 ADTs in 2033 (IFFP, p. 11). This growth will require the construction of new transportation improvements to maintain the existing levels of service.

Service Levels. The IFFP states that the current level of service (LOS) is LOS C for all roadways with the exception of segments of 1000 West and 2000 West (IFFP, p. 9) and that future roadway improvements are designed to maintain service levels and meet the demands of new development (IFFP, p. 13).

Service Areas. Syracuse City (“City”) includes one roadway service area that corresponds to existing City boundaries (IFFP, p. 3) plus the City’s Annexation Policy Area.

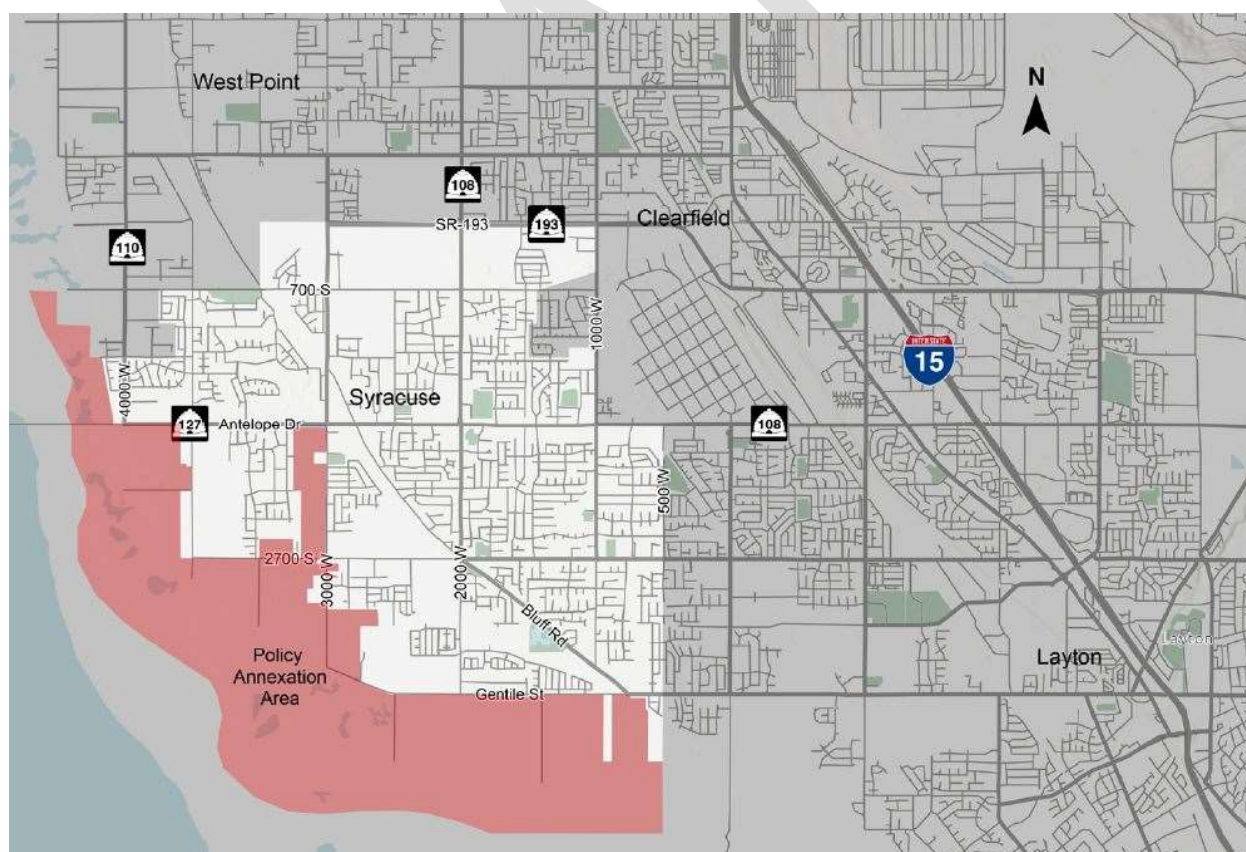


FIGURE 1: SYRACUSE ROADWAY SERVICE AREA

Excess Capacity. The IFFP does not identify any existing facilities with excess capacity.

New Construction. The IFFP identifies a total of nine roadway projects at a total cost of \$38,952,010 and nine intersection projects at a total cost of \$12,634,960. However, new development is not responsible for the portion of these projects that are paid for through other sources, that will benefit existing development or that provide capacity for pass-through traffic. Therefore, the total cost attributable to new development for roadway projects between 2023 and 2033 is \$5,561,057 in \$2023 and the total cost for intersection projects is \$10,558,781. When adjusted for inflation in the anticipated year of construction, impact fee eligible roadway costs increase to \$6,446,789. Intersection improvements add another \$12,240,521 in inflation-adjusted impact fee eligible costs.

Other Costs. Other eligible costs include the cost of preparing the Transportation IFFP and IFA.

Credits for Projects that Benefit Existing Development. The IFFP identifies seven of the new construction projects, at a total cost of \$1,537,550 in \$2023 that will benefit existing development. Adjusted for the anticipated year of construction increases this cost to \$1,782,442. Therefore, a credit must be made so that new development does not pay twice – once in the form of impact fees and then again through higher taxes over time to pay for the portion of the roads that benefit existing development.

Credits for Outstanding Bonds. Syracuse City does not currently have any outstanding bonds used to pay for roadway improvements.

Proportionate Share Analysis. A summary of the proportionate share analysis is as follows:

TABLE 1: PROPORTIONATE SHARE ANALYSIS – COST PER TRIP

Description	Amount
New Construction - Roadways	\$115.71
New Construction - Intersection	\$219.70
Consultant Costs	\$1.62
Fund Balance	(\$42.79)
Gross Cost per Trip	\$294.23
Projects Benefitting Existing	(\$5.13)
Maximum Cost per Trip - 2023	\$289.11

The cost per trip in 2023 is \$289.11. The cost per trip is then applied to standards set by the Institute of Transportation Engineers (ITE) to evaluate the number of daily trips per development type. Table 2 below shows basic categories from the ITE manual, 11th edition for which the City can charge impact fees and illustrates how fees are calculated based on the number of daily trips generated by land use type and trips per unit. For a land use type that does not fit easily into the categories in Table 2, the City may choose, at its discretion, to refer to additional land use categories as found in the ITE manual, 11th edition.

TABLE 2: RECOMMENDED MAXIMUM TRANSPORTATION IMPACT FEES INTO MAJOR GROUPINGS

ITE Code	Land Use	Unit	ITE Trips	Pass-By	Adjusted Trip Rate	Max 2023 Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	3.37	0%	3.37	\$974.29
151	Mini-Warehouse	Storage Units (100s)	17.96	0%	17.96	\$5,192.35
210	Single-Family Detached Housing	Dwelling Unit	9.43	0%	9.43	\$2,726.27

ITE Code	Land Use	Unit	ITE Trips	Pass-By	Adjusted Trip Rate	Max 2023 Fee
215	Single-Family Attached Housing	Dwelling Unit	7.20	0%	7.20	\$2,081.56
220	Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Unit	6.74	0%	6.74	\$1,948.58
240	Mobile Home Park	Occupied Dwelling Unit	7.12	0%	7.12	\$2,058.44
310	Hotel	Room	7.99	0%	7.99	\$2,309.96
445	Movie Theater	1000 Sq. Feet Gross Floor Area	78.09	0%	78.09	\$22,576.30
520	Elementary School	Students	2.27	0%	2.27	\$656.27
522	Middle School / Junior High School	Students	2.10	0%	2.10	\$607.12
525	High School	Students	1.94	0%	1.94	\$560.87
560	Church	1000 Sq. Feet Gross Floor Area	31.46	0%	31.46	\$9,095.28
610	Hospital	1000 Sq. Feet Gross Floor Area	10.77	0%	10.77	\$3,113.67
710	General Office Building	1000 Sq. Feet Gross Floor Area	10.84	0%	10.84	\$3,133.91
822	Retail Strip Mall	1000 Sq. Feet Gross Leasable Area	54.45	40%	32.67	\$9,445.10

Utah Code Legal Requirements

Utah law requires that communities prepare an Impact Fee Analysis (IFA) before enacting an impact fee. Utah law also requires that communities give notice of their intent to prepare and adopt an IFA. This IFA follows all legal requirements as outlined below. The City has retained Zions Public Finance Inc., to prepare this Impact Fee Analysis in accordance with legal requirements.

Notice of Intent to Prepare Impact Fee Analysis

A local political subdivision must provide written notice of its intent to prepare an IFA before preparing the Plan (Utah Code §11-36a-503). This notice must be posted on the Utah Public Notice website. The City has complied with this noticing requirement for the IFA by posting notice.

Preparation of Impact Fee Analysis

Utah Code requires that each local political subdivision, before imposing an impact fee, prepare an impact fee analysis. (Utah Code 11-36a-304).

Section 11-36a-304 of the Utah Code outlines the requirements of an impact fee analysis as follows:

- (1) An impact fee analysis shall:
 - (a) identify the anticipated impact on or consumption of any existing capacity of a public facility by the anticipated development activity;

- (b) identify the anticipated impact on system improvements required by the anticipated development activity to maintain the established level of service for each public facility;
 - (c) demonstrate how the anticipated impacts described in Subsections (1)(a) and (b) are reasonably related to the anticipated development activity;
 - (d) estimate the proportionate share of:
 - (i) the costs for existing capacity that will be recouped; and
 - (ii) the costs of impacts on system improvements that are reasonably related to the new development activity; and
 - (e) identify how the impact fee was calculated.
- (2) In analyzing whether or not the proportionate share of the costs of public facilities are reasonably related to the new development activity, the local political subdivision or private entity, as the case may be, shall identify, if applicable:
- (a) the cost of each existing public facility that has excess capacity to serve the anticipated development resulting from the new development activity;
 - (b) the cost of system improvements for each public facility;
 - (c) other than impact fees, the manner of financing for each public facility, such as user charges, special assessments, bonded indebtedness, general taxes, or federal grants;
 - (d) the relative extent to which development activity will contribute to financing the excess capacity of and system improvements for each existing public facility, by such means as user charges, special assessments, or payment from the proceeds of general taxes;
 - (e) the relative extent to which development activity will contribute to the cost of existing public facilities and system improvements in the future;
 - (f) the extent to which the development activity is entitled to a credit against impact fees because the development activity will dedicate system improvements or public facilities that will offset the demand for system improvements, inside or outside the proposed development;
 - (g) extraordinary costs, if any, in servicing the newly-developed properties; and
 - (h) the time-price differential inherent in fair comparisons of amounts paid at different times.

Certification of Impact Fee Analysis

Utah Code states that an Impact Fee Analysis shall include a written certification from the person or entity that prepares the Impact Fee Analysis. This certification is included at the conclusion of this analysis.

Anticipated Impact on or Consumption of Any Existing Capacity of a Public Facility by the Anticipated Development Activity

Utah Code 11-36a-304(1)(a)

Consumption of Existing Capacity

Development activity in Syracuse is based on both residential and nonresidential growth. Growth projections are then used by the City's engineers as inputs in the WFRC Travel Demand Model to forecast trip generation. Growth projections are as follows:

TABLE 3: GROWTH PROJECTIONS – ADTs

	ADTs
ADTs 2023	123,207
ADTs 2033	178,922
Growth in Trips, 2023-2033	55,715

Source: Syracuse City Impact Fee Facilities Plan, p. 11

The IFFP does not identify any roadway improvements with any existing, excess capacity.

Identify the Anticipated Impact on System Improvements Required by the Anticipated Development Activity to Maintain the Established Level of Service for Each Public Facility and Demonstrate How the Anticipated Impacts are Reasonably Related to the New Development Activity

Utah Code 11-36a-304(1)(b)(c)

In order to maintain service levels, Harrisville's IFFP identifies a total of nine roadway projects and nine intersection improvements necessitated by new development. Total roadway costs attributable to new development are roughly \$5.56 million in \$2023, plus an additional \$10.6 million for intersection improvements in \$2023.

A portion of the new roadway projects will benefit existing development. Therefore, over \$1.5 million (\$2023) in costs will need to be credited in the impact fee calculations so that new development does not pay twice.

TABLE 4: ROADWAY NEW CONSTRUCTION COSTS

Project #	Description	Type	Functional Class	Total Cost	Impact Fee Eligible Costs
1	SR-193 Extension: West Davis Corridor to 4500 West	New Roadway	Major Arterial		
2	Thurgood Lane: 450 South to SR-193	New Roadway	Collector	\$3,313,183	\$1,225,878
3	1000 West: Antelope Drive to Bluff Street	Re-Striping	Minor Arterial	\$172,692	\$150,242
4	2000 West: 1900 South to West Davis Corridor	Re-Striping	Minor Arterial	\$120,900	\$97,929

Project #	Description	Type	Functional Class	Total Cost	Impact Fee Eligible Costs
5	Bluff Road: Connection to Layton Parkway	New Roadway	Minor Arterial	\$11,764,500	\$95,575
6	2500 West: 700 South to SR-193	New Roadway	Collector	\$8,200,000	\$172,093
7	450 South: 2000 West to 2925 West	New Roadway	Collector	\$11,141,162	\$2,339,644
8	2200 South: 3000 West to 3300 West	New Roadway	Collector	\$3,152,191	\$598,916
9	2000 West: Antelope Drive to 1900 South	Widening	Major Arterial	\$1,087,382	\$880,780
TOTAL				\$38,952,010	\$5,561,057

TABLE 5: INTERSECTION NEW CONSTRUCTION PROJECTS

#	Intersection	Improvement	Cost	Other Outside Funding Sources	% Pass-through	% Impact Fee Eligible	Impact Fee Eligible Cost
A	500 West & 2700 South	Signal	\$450,000		20%	80%	\$360,000
B	3000 West & 2700 South	Roundabout	\$1,227,678		0%	100%	\$1,227,678
C	4000 West & 700 South	Roundabout	\$1,371,671	\$685,836	20%	80%	\$548,668
D	2700 South & 2000 West	Signal/Realignment	\$3,298,562		14%	86%	\$2,836,763
E	700 South & 2500 West	Roundabout	\$1,248,150		19%	81%	\$1,011,002
F	Antelope Drive & 3500 West	Signal	\$1,321,345		0%	100%	\$1,321,345
G	SR-193 & 3250 West	Signal	\$1,106,657		20%	80%	\$885,326
H	SR-193 & 2500 West	Signal	\$1,278,407		19%	81%	\$1,035,510
I	Fremont Park & 3000 West	Roundabout	\$1,332,490	\$1,395,621	0%	100%	\$1,332,490
			\$12,634,960				\$10,558,781

These costs have been adjusted to the anticipated year of construction as follows:

TABLE 6: ADJUSTED COSTS FOR INFLATION IN YEAR OF CONSTRUCTION

Description	\$2023 Cost	Construction Inflation by Year of Construction
Road Improvements Cost Benefitting New Development in 10 Years	\$5,561,057	\$6,446,789
Intersection Improvements Cost Benefitting New Development in 10 Years	\$10,558,781	\$12,240,521
Cost Benefitting New Development	\$16,119,838	\$18,687,310

The total cost of nearly \$18.7 million attributable to new development between 2023 and 2033 for roadway and intersection improvements must be shared proportionately between the additional ADTs projected for that time period. ADTs citywide are projected to grow from 123,207 ADTs in 2023 to 178,922 ADTs in 2033 – an increase of 55,715 ADTs over the 10-year period. While volume on some existing roads may actually decrease, volume will increase on new roads constructed. Therefore, the increased volume and capacity impacts need to be viewed as part of an overall system of roads.

Estimate the Proportionate Share of (i) the Costs for Existing Capacity That Will Be Recouped; and (ii) The Costs of Impacts on System Improvements That Are Reasonably Related to the New Development Activity; and Identify How the Impact Fee was Calculated

Utah Code 11-36a-304(1)(d)(e)

New Construction Cost Calculation

In order to maintain its existing service levels, Syracuse will need to construct additional facilities, as identified previously in tables 4 and 5. New construction costs per ADT are calculated as shown in Table 7.

TABLE 7: PROPORTIONATE SHARE CALCULATION – NEW CONSTRUCTED COST

New Construction	Amount
New Construction - Roads	\$6,446,789
New Construction - Intersections	\$12,240,521
Growth in Trips, 2023-2033	55,715
Cost per ADT	\$335.41

Other Cost Calculations

Utah law allows for the cost of developing the Impact Fee Facility Plan and Impact Fee Analysis to be included in the calculation of impact fees. These costs are then shared proportionately among the additional trips generated between 2023 and 2033.

TABLE 8: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

Description	Amount
Total Consultant Costs	\$90,000
Growth in Trips, 2023-2033	55,715
Cost per Trip	\$1.62

Syracuse has a balance of \$2,384,159.97 in its transportation impact fee fund.¹ Therefore, the following credit needs to be made against the impact fee fund balance as these funds can be used to pay for some of the capital costs identified in the IFFP.

TABLE 9: IMPACT FEE FUND BALANCE CALCULATION

Description	Amount
Fund Balance	\$2,384,159.97
Growth in Trips, 2023-2033	55,715
Cost per Trip	\$42.79

¹ Source: Syracuse City, November 2023

Calculation of Credits

Credits need to be made for the portion of new projects that will benefit existing development (i.e., “deficiencies”).

The IFFP identifies seven of the new improvement projects as partially benefitting new development. Therefore, a credit must be made for these projects so that new development does not pay twice – once through the collection of an impact fee and then again later through increased taxes to offset the portion benefitting existing development. The total amount of projects benefitting existing development is \$1,782,442 as shown in Table 10.

TABLE 10: PROJECTS BENEFITTING EXISTING DEVELOPMENT

Project #	Description	% Reroute	Cost to Existing Development (\$2023)	Inflation Adjusted Cost to Existing
1	SR-193 Extension: West Davis Corridor to 4500 West			
2	Thurgood Lane: 450 South to SR-193	10%	\$331,318.30	\$384,089
3	1000 West: Antelope Drive to Bluff Street	5%	\$8,634.60	\$10,010
4	2000 West: 1900 South to West Davis Corridor	5%	\$6,045.00	\$7,008
5	Bluff Road: Connection to Layton Parkway	10%	\$411,964.00	\$477,579
6	2500 West: 700 South to SR-193	5%	\$410,000.00	\$475,302
7	450 South: 2000 West to 2925 West	0%	\$0.00	\$0
8	2200 South: 3000 West to 3300 West	10%	\$315,219.10	\$365,425
9	2000 West: Antelope Drive to 1900 South	5%	\$54,369.10	\$63,029
TOTAL			\$1,537,550	\$1,782,442

These costs are spread across 10 years in the following analysis so that credits can be made.

TABLE 11: CREDIT CALCULATION FOR EXISTING DEFICIENCIES

Year	ADTs	Payment per Year	Cost per Year	NPV*
2024	127,890	\$178,244.20	\$1.39	\$9.29
2025	132,752	\$178,244.20	\$1.34	\$8.36
2026	137,798	\$178,244.20	\$1.29	\$7.43
2027	143,036	\$178,244.20	\$1.25	\$6.51
2028	148,474	\$178,244.20	\$1.20	\$5.59
2029	154,118	\$178,244.20	\$1.16	\$4.67
2030	159,976	\$178,244.20	\$1.11	\$3.75
2031	166,057	\$178,244.20	\$1.07	\$2.82
2032	172,370	\$178,244.20	\$1.03	\$1.89
2033	178,922	\$178,244.20	\$1.00	\$0.95
Average				\$5.13

*NPV = net present value discounted at 5 percent

Summary of Impact Fees

TABLE 12: SUMMARY OF COST PER TRIP

Summary of Cost per Trip	Cost per ADT
Buy-in	\$115.71
New Construction	\$219.70
Consultant Costs	\$1.62
Impact Fee Fund Balance	(\$42.79)
Subtotal for Credits	\$294.23
Credits for Projects Benefitting New Development	(\$5.13)
Total Cost per ADT	\$289.11
*Represents the average credit shown in Table 11	

The cost per ADT is \$289.11 based on the average credits (\$5.13) over the period from 2024 to 2033. The maximum cost per trip is an average of \$289.11.

TABLE 13: MAXIMUM COST PER TRIP

Year	NPV* Credit	Max Cost per Trip
2024	\$9.29	\$284.94
2025	\$8.36	\$285.87
2026	\$7.43	\$286.80
2027	\$6.51	\$287.72
2028	\$5.59	\$288.64
2029	\$4.67	\$289.56
2030	\$3.75	\$290.48
2031	\$2.82	\$291.41
2032	\$1.89	\$292.34
2033	\$0.95	\$293.28
Average	\$5.13	\$289.11
*NPV = net present value discounted at 5 percent		

The cost per trip is then applied to standards set by the Institute of Transportation Engineers (ITE) to evaluate the number of ADTs per development type. Table 15 below shows basic categories from the ITE manual, 11th edition for which the City can charge impact fees and illustrates how fees are calculated based on the number of trips generated by land use type and trips per unit. For a land use type that does not fit easily into the categories in Table 16, the City may choose, at its discretion, to refer to additional land use categories as found in the ITE manual, 11th edition.

TABLE 14: SUMMARY OF MAXIMUM ALLOWABLE IMPACT FEES

ITE Code	Land Use	Unit	ITE Trips	Pass-By	Adjusted Trip Rate	Max 2023 Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	3.37	0%	3.37	\$974.29
151	Mini-Warehouse	Storage Units (100s)	17.96	0%	17.96	\$5,192.35

ITE Code	Land Use	Unit	ITE Trips	Pass-By	Adjusted Trip Rate	Max 2023 Fee
210	Single-Family Detached Housing	Dwelling Unit	9.43	0%	9.43	\$2,726.27
215	Single-Family Attached Housing	Dwelling Unit	7.20	0%	7.20	\$2,081.56
220	Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Unit	6.74	0%	6.74	\$1,948.58
240	Mobile Home Park	Occupied Dwelling Unit	7.12	0%	7.12	\$2,058.44
310	Hotel	Room	7.99	0%	7.99	\$2,309.96
445	Movie Theater	1000 Sq. Feet Gross Floor Area	78.09	0%	78.09	\$22,576.30
520	Elementary School	Students	2.27	0%	2.27	\$656.27
522	Middle School / Junior High School	Students	2.10	0%	2.10	\$607.12
525	High School	Students	1.94	0%	1.94	\$560.87
560	Church	1000 Sq. Feet Gross Floor Area	31.46	0%	31.46	\$9,095.28
610	Hospital	1000 Sq. Feet Gross Floor Area	10.77	0%	10.77	\$3,113.67
710	General Office Building	1000 Sq. Feet Gross Floor Area	10.84	0%	10.84	\$3,133.91
822	Retail Strip Mall	1000 Sq. Feet Gross Leasable Area	54.45	40%	32.67	\$9,445.10

Certification

Zions Public Finance, Inc. certifies that the attached impact fee analysis:

1. Includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. Does not include:
 - a. costs of operation and maintenance of public facilities; or
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
3. Offsets costs with grants or other alternate sources of payment; and
4. Complies in each and every relevant respect with the Impact Fees Act.

Appendix A

ITE Code	ITE Land Use, 11th Edition	Unit	ITE Daily Trip Rate*	Pass-By	Adjusted Trip Rate	Max Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	3.37		3.37	\$974.29
140	Manufacturing	1000 Sq. Feet Gross Floor Area	4.75		4.75	\$1,373.25
150	Warehousing	1000 Sq. Feet Gross Floor Area	1.71		1.71	\$494.37
151	Mini-Warehouse	1000 Sq. Feet Gross Floor Area	1.45		1.45	\$419.20
151	Mini-Warehouse	Storage Units (100s)	17.96		17.96	\$5,192.35
210	Single-Family Detached Housing	Dwelling Unit	9.43		9.43	\$2,726.27
215	Single-Family Attached Housing (shared wall with adjoining unit)	Dwelling Unit	7.20		7.20	\$2,081.56
220	Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Unit	6.74		6.74	\$1,948.58
221	Multifamily Housing (Mid-Rise) - Not Close to Rail Transit 4-10 stories	Dwelling Unit	4.54		4.54	\$1,312.54
240	Mobile Home Park	Occupied Dwelling Unit	7.12		7.12	\$2,058.44
254	Assisted Living	Bed	2.60		2.60	\$751.68
310	Hotel	Room	7.99		7.99	\$2,309.96
445	Movie Theater	1000 Sq. Feet Gross Floor Area	78.09		78.09	\$22,576.30
520	Elementary School	Students	2.27		2.27	\$656.27
522	Middle School / Junior High School	Students	2.10		2.10	\$607.12
525	High School	Students	1.94		1.94	\$560.87
530	Private School (K-8)	Students	4.11		4.11	\$1,188.23
560	Church	1000 Sq. Feet Gross Floor Area	31.46		31.46	\$9,095.28
565	Day Care Center	1000 Sq. Feet Gross Floor Area	47.62	44%	26.67	\$7,709.65
590	Library	1000 Sq. Feet Gross Floor Area	72.05		72.05	\$20,830.10
610	Hospital	1000 Sq. Feet Gross Floor Area	10.77		10.77	\$3,113.67
710	General Office Building	1000 Sq. Feet Gross Floor Area	10.84		10.84	\$3,133.91
720	Medical-Dental Office Building - Stand-Alone	1000 Sq. Feet Gross Floor Area	36.00		36.00	\$10,407.82
770	Business Park	1000 Sq. Feet Gross Floor Area	12.44		12.44	\$3,596.48
812	Building Material and Lumber Store	1000 Sq. Feet Gross Floor Area	17.05		17.05	\$4,929.26
817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	68.10		68.10	\$19,688.13

ITE Code	ITE Land Use, 11th Edition	Unit	ITE Daily Trip Rate*	Pass-By	Adjusted Trip Rate	Max Fee
820	Shopping Center (>150k)	1000 Sq. Feet Gross Leasable Area	37.01	29%	26.28	\$7,596.87
821	Shopping Plaza (40-150k) - Supermarket - Yes	1000 Sq. Feet Gross Leasable Area	94.49	40%	56.69	\$16,390.59
821	Shopping Plaza (40-150k) - Supermarket - No	1000 Sq. Feet Gross Leasable Area	67.52	40%	40.51	\$11,712.27
822	Strip Retail Plaza (<40k)	1000 Sq. Feet Gross Leasable Area	54.45	40%	32.67	\$9,445.10
840	Automobile Sales (New)	1000 Sq. Feet Gross Floor Area	27.84		27.84	\$8,048.72
841	Automobile Sales (Used)	1000 Sq. Feet Gross Floor Area	27.06		27.06	\$7,823.21
848	Tire Store	1000 Sq. Feet Gross Floor Area	27.69	25%	20.77	\$6,004.01
850	Supermarket	1000 Sq. Feet Gross Floor Area	93.84	24%	71.32	\$20,618.59
851	Convenience Market	1000 Sq. Feet Gross Floor Area	762.28	51%	373.52	\$107,986.15
912	Drive-in Bank	1000 Sq. Feet Gross Floor Area	100.35	35%	65.23	\$18,857.68
932	High-Turnover (Sit-Down) Restaurant	1000 Sq. Feet Gross Floor Area	107.20	43%	61.10	\$17,665.55
933	Fast Food without Drive-Through Window	1000 Sq. Feet Gross Floor Area	450.49	55%	202.72	\$58,607.76
934	Fast-Food Restaurant with Drive-Through Window	1000 Sq. Feet Gross Floor Area	467.48	55%	210.37	\$60,818.12
942	Automobile Care Center ***	1000 Sq. Feet Gross Floor Area	23.72		23.72	\$6,857.60
944	Gasoline/Service Station	Vehicle Fueling Position	172.01	57%	73.96	\$21,383.54
945	Convenience Store/Gas Station - GFA (2-4k)	Vehicle Fueling Position	265.12	56%	116.65	\$33,725.05
945	Convenience Store/Gas Station - GFA (4-5.5k)	Vehicle Fueling Position	257.13	56%	113.14	\$32,708.67
945	Convenience Store/Gas Station - GFA (5.5-10k)	Vehicle Fueling Position	345.75	56%	152.13	\$43,981.73
947	Self Service Car Wash	Wash Stall	108.00		108.00	\$31,223.47