

**Appendix I:
Transportation Supporting Information**

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RESOLUTION NO. 2023-72

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMERICAN CANYON, CALIFORNIA APPROVING A CITYWIDE POLICY ESTABLISHING VEHICLE MILES TRAVELED (VMT) AS THE STANDARD OF MEASUREMENT FOR POTENTIAL VEHICLE TRAFFIC IMPACTS CONSISTENT WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

WHEREAS, the California Environmental Quality Act (CEQA) was enacted by the State of California in 1970 to ensure the long-term protection of the environment and requires public agencies to analyze and disclose the effects of their actions on the environment; and

WHEREAS, in spite of more than 50 years of CEQA regulation, climate change caused in part by policies that favor the single occupant automobile represents a growing danger to human health, safety, economic prosperity, basic services, and natural resources; and

WHEREAS, the State of California as a whole, and Napa County residents, the economy, and environment have experienced adverse effects associated with climate change, such as a prolonged wildfire seasons and firestorms, rising temperatures, mudslides, severe droughts, property destruction and damage to infrastructure; and

WHEREAS, American Canyon has a long history of supporting policies to protect the environment. In 2013, American Canyon's Energy Efficiency Climate Action Plan (EECAP) was the first Climate Action Plan adopted in Napa County; and

WHEREAS, on June 18, 2019, the City Council approved a Countywide Commitment to Address Climate Change Proclamation declaring the City's support of local actions to address climate change including joining the Napa Countywide Climate Action Committee (CAC); and

WHEREAS, in July 2019, the City approved the Broadway District Specific Plan, which furthers the intent of SB743 by promoting integrated land uses that facilitate transportation through many forms, such as bicycle, walking, transit, and carpooling; and

WHEREAS, on November 16, 2021, the City Council approved a Climate Emergency Proclamation; and

WHEREAS, on February 1, 2022, the City Council approved a Climate Emergency Resolution; and

WHEREAS, public agencies in California have historically attempted to combat traffic congestion by relying on a metric known as "Level of Service" (LOS) standards. Developed in the post-war US specifically for highway travel, the LOS standard assesses the relationship between traffic speed, volume and density, putting a priority on how well automobiles flow through a street network; and

WHEREAS, the LOS standard fails to combat congestion in the long run because it considers all vehicles equally: a single person in a car counts as much as 50 people in a bus, even though 50 people in a single vehicle contribute far less to congestion than 50 people in 50 vehicles. The convenience of a short term free-flowing roadway only encourages more single occupant automobiles. Thus, measuring only the vehicles on a crowded roadway misses the fact that some of those vehicles are causing a real problem; and

WHEREAS, policies, such as LOS that prioritize use of the single occupant automobile result in expensive road improvements and encourage urban sprawl to the detriment of other mobility alternatives, such as walking, biking, and transit; and

WHEREAS, according to the California Air Resources Board (CARB), emphasis on prioritizing single-occupant automobile convenience has resulted in transportation as the leading source of GHG pollution in California of which passenger vehicles represent the largest single source of transportation GHG emissions in California; and

WHEREAS, in 2013, the State of California Legislature passed, and Governor Brown signed Senate Bill (SB) 743 (Steinberg). SB 743 helps reduce greenhouse gas (GHG) emissions overall by promoting integrated land uses that facilitate transportation through many forms, such as bicycle, walking, transit, and carpooling; and

WHEREAS, in furtherance of its intent, Senate Bill 743 directs OPR to produce CEQA guidance for cities to reduce automobile travel by replacing LOS from transportation analysis under CEQA with Vehicle Miles Traveled (“VMT”), or another measure that “promote(s) greenhouse gas emissions reduction, development of multimodal transportation networks, and a diversity of land uses”; and

WHEREAS, the California Office of Planning and Research (OPR) develops CEQA Guidelines to interpret CEQA statutes and published court decisions, including several appendices to the CEQA Guidelines that contain forms and guidance for lead agencies when performing environmental review; and

WHEREAS, public agencies are encouraged to develop standards and procedures to implement CEQA Guidelines, such as replacing LOS from transportation analysis under CEQA with VMT by adopting local CEQA thresholds of significance; and

WHEREAS, California cities, as of July 1, 2020, began implementing the new law on applicable projects.; and

WHEREAS, State law allows lead agencies to set VMT thresholds of significance based either on local or regional per capita averages; and

WHEREAS, effective October 1, 2018, the California Air Resources Board (CARB) target for the nine-county San Francisco Bay Area region is a 19 percent reduction in per capita greenhouse gas emissions from passenger vehicles by 2035, when compared to 2005; and

WHEREAS, when a public agency develops a local threshold of significance, CEQA Guidelines require the threshold of significance be adopted through a public review process and supported by substantial evidence; and

WHEREAS, establishing a VMT standard will further accomplish SB 743 by measuring mobility at a “holistic” level, such as the amount and distance people drive, taking the number of passengers within a vehicle into account; and

WHEREAS, General Plan Goal 1U directs the City to “Conduct decisive near-term action to reduce greenhouse gas emissions in American Canyon”; and

WHEREAS, General Plan Policy 1.37.4 directs the City to “Reduce vehicle miles travelled by encouraging future land uses that feature a compact mixed-use urban form connected with pedestrian and bicycle trails”; and

WHEREAS, adopting a VMT policy will fulfill General Plan goals and policies to reduce GHG emissions and bring the City of American Canyon’s transportation analysis methodology in line with State and City goals pursuant to Senate Bill 743 and the General Plan; and

WHEREAS, CEQA Guidelines Section 15064.7(b) directs the City to adopt thresholds of significance based on substantial evidence by ordinance, resolution, rule or regulation through a public process; and

WHEREAS, on behalf of the City, GHD prepared a Technical Memorandum that provides supporting documentation for appropriate VMT Thresholds in the City of American Canyon; and

WHEREAS, the GHD Technical Memorandum would establish the City follow the framework suggested by the Governor’s Office of Planning and Research (OPR) in its Technical Advisory on Evaluating Transportation Impacts in CEQA; and

WHEREAS, the City’s Traffic Model, as prepared by GHD, calculates the existing rate of residential VMT per capita is estimated to be 16.6 miles and the existing daily rate of VMT per employee is estimated to be 34.1 miles; and

WHEREAS, on August 24, 2023, the City of American Canyon Planning Commission unanimously recommended approval of the VMT policy; and

WHEREAS, on September 5, 2023, the City Council considered the VMT policy, at which time all those in attendance were given the opportunity to speak on this proposal, and all comments were reviewed and considered.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of American Canyon accepts the Technical Memorandum prepared by GHD that provides supporting documentation for appropriate VMT Thresholds in the City of American Canyon. A copy of the Technical Memorandum is incorporated into this Resolution as Exhibit A.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of American Canyon approves a Senate Bill (SB) 743 California Environmental Quality Act (CEQA) VMT Policy as follows:

SECTION 1: CEQA FINDINGS

The VMT Policy is exempt from review under the California Environmental Quality Act (“CEQA”) pursuant to Public Resources Code Section 21065 (definition of a CEQA “project”), CEQA Guidelines Section 15064.7 (requirements for adopting thresholds of significance), and CEQA Guidelines Section 15061(b)(3) (commonsense exemption), CEQA Guidelines Section 15307 Actions by Regulatory Agencies for Protection of Natural Resources, and CEQA Guidelines Section 15308 Actions by Regulatory Agencies for Protection of the Environment. CEQA Guidelines Section 15307 and 15308 are applicable because the proposed VMT Policy will fulfill the City’s implementation of SB 743 which is intended to address climate change impacts that pose an immediate and growing threat to California’s economy, environment, and public health.

SECTION 2: BASELINE VEHICLE MILES TRAVELLED (VMT)

The VMT for the General Plan, long-range plans, discretionary development applications, and transportation projects shall be evaluated in relation to the City of American Canyon Average VMT which is 16.6 miles per resident and 34.1 miles per employee.

SECTION 3. CEQA VMT THRESHOLDS

The VMT threshold of significance shall be 19% below the Citywide average. Unless exempt as described in this Resolution, this VMT threshold standard shall apply to all General Plan amendments, long-range plans, discretionary development applications, and transportation projects.

SECTION 4. CEQA LAND USE VMT SCREENING CRITERIA EXEMPTIONS

The following screening criteria shall exempt General Plan, long-range plans, and discretionary development applications from a VMT analysis:

TYPE	SCREENING CRITERIA
CEQA Exemption	Any project exempt from CEQA.
Development Agreement	Any project entitled under the terms of a Development Agreement currently in effect.
Program Environmental Impact Report (EIR)	Any project consistent with a Program EIR for which a VMT analysis has been conducted.
Near transit station	Any Project located within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor (CEQA Guidelines section 15064.3(b)(1)) (OPR Technical Advisory)
Affordable Housing	Housing affordable to residents earning up to 120% of the Napa County Area Median Income (AMI) shall be presumed to have a less-than-significant impact. (OPR Technical Advisory)
Local-Serving Retail/Service/Recreational Land Use	A local-serving retail/service or recreational project with a documented trade area up to 6 miles. (OPR Technical Advisory)
Mixed-Use Projects	Evaluate each mixed-use component independently and apply the significance threshold for each project type (residential /retail). An off-site trip reduction may be calculated using the Institute of Transportation Engineer’s (ITE’s) internal capture methodology. (OPR Technical Advisory)

SECTION 5. CEQA LAND USE VMT SCREENING CRITERIA EXEMPTIONS

The following screening criteria shall exempt City-initiated Transportation projects from a VMT analysis:

TYPE

- Projects addressed at a programmatic level, such as in a Regional Transportation Plan EIR, whose impacts have been mitigated to less-than-significant. (CEQA Guidelines Section 15064.3(b))
- Rehabilitation, maintenance, replacement, safety, and repair projects on existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) that do not add additional motor vehicle capacity.
- Roadside safety devices or hardware installation such as median barriers and guardrails.
- Roadway shoulder enhancements to provide “breakdown space,” dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes.
- Auxiliary lane additions to improve roadway safety if less than one mile in length.
- Traffic lane installation, removal, or reconfiguration not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes.
- Roadway capacity addition on local or collector streets when the project substantially improves pedestrian, cyclist, and, if applicable, transit conditions.
- General-purpose lane (including ramps) conversion to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel.
- Addition of a new permanently restricted transit vehicle lane.
- Reduction in number of through lanes.
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles.
- Traffic control device installation, removal, or reconfiguration, including Transit Signal Priority (TSP) features.
- Traffic metering system installation, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow.
- Signal timing to optimize vehicle, bicycle, or pedestrian flow.
- Roundabout or traffic circle installation.
- Traffic calming device installation or reconfiguration.
- Adoption of or increase in tolls.
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase.
- New transit service initiation.
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes.
- Off-street or on-street parking space removal or relocation.
- On-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs) adoption or modification.

TYPE

- Traffic wayfinding signage.
- Rehabilitation and maintenance projects that do not add motor vehicle capacity.
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way.
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel.
- Installation of publicly available alternative fuel/charging infrastructure.
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor.

SECTION 6. AMENDMENTS TO CEQA LAND USE VMT SCREENING CRITERIA EXEMPTIONS

The VMT CEQA Screening Criteria exemptions listed in Section 4 and 5 of this Resolution are intended to identify most, but not all potential exemptions.

Interpretation for General Plan, Long-range Plans, and Discretionary Development Applications: Interpretation of VMT exemptions for project types not specifically listed above shall be conducted by the Community Development Director or designee, consistent with the process codified in American Canyon Municipal Code Section 19.01.120 Interpretation.

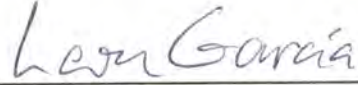
Interpretation for City-Initiated Transportation Projects: Interpretation of VMT exemptions for project types not specifically listed above shall be conducted by the Public Works Director or designee consistent with the process codified in American Canyon Municipal Code Section 19.01.120 Interpretation.

Administrative Modification: Amendments to VMT Screening Criteria exemptions by State Law, including but not limited to the California Environmental Quality Act (Public Resources Code §§21000 *et seq.*) shall be incorporated into the VMT Screening Exemption Resolution by reference.

SECTION 7. SEVERABILITY. If any section, sentence, clause or phrase of this Resolution is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution. The City Council declares that it would have passed this Resolution and adopted this Resolution and each section, sentence, clause or phrase thereof, irrespective of the fact that one or more sections, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

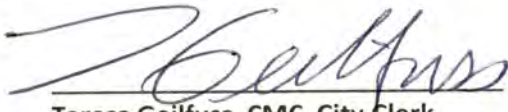
PASSED, APPROVED and ADOPTED at a regularly scheduled meeting of the City Council of the City of American Canyon held on the 5th day of September, 2023, by the following vote:

AYES: Councilmembers Aboudamous, Joseph, Oro, Vice Mayor Washington, and Mayor Garcia
NOES: None
ABSTAIN: None
ABSENT: None



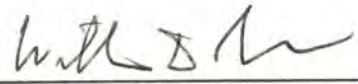
Leon Garcia, Mayor

ATTEST:



Taresa Geilfuss, CMC, City Clerk

APPROVED AS TO FORM:



William D. Ross, City Attorney

EXHIBITS

- A. Technical Memorandum Supporting Documentation for VMT Thresholds Resolution

EXHIBIT A



DRAFT Technical Memorandum

July 18, 2023

To	Brent Cooper, City of American Canyon	Email	bcooper@cityofamericancanyon.org
From	Don Hubbard and Colin Burgett, GHD	Project No.	11207243
Project Name	American Canyon General Plan Update		
Subject	Supporting Documentation for VMT Thresholds Resolution		

1. Introduction

SB 743 changed the way that transportation impacts are to be evaluated under CEQA. The key change was that vehicle delay, as measured using vehicular level-of-service (LOS), is no longer considered an impact under CEQA. It has been replaced as a metric with vehicle-miles traveled (VMT), with increases in VMT being considered a significant impact under CEQA.

The change in how transportation impacts are to be assessed has triggered a need for the City to develop thresholds of significance compatible with the new system. The consulting team has worked with City staff to develop these thresholds. The purpose of this memo is to document the key elements of the thresholds.

2. State Reduction Targets

SB 375 assigned the task of setting regional targets for greenhouse gas (GHG) emission reductions from passenger vehicles to the California Air Resources Board (CARB). These targets are based on extensive analysis by CARB on what actions are needed for different sectors (transportation, energy generation, building energy use, etc.) for the state to reach its GHG reduction goals. CARB has set a target reduction for GHGs from passenger vehicles in the MTC/ABAG region at a 19% reduction by 2035¹. Based on the substantial evidence provided by CARB, we can assume that if future developments in American Canyon generate 19% fewer VMT/unit than the corresponding existing units, then those developments will have a less-than-significant VMT impact.

3. Analysis of VMT Impacts of Residential, Office and Industrial Developments

The choice of which baseline to use for VMT evaluation is left to the lead agency. The VMT generated by new projects could, for example, be compared to the existing regional average, or the existing county-wide average, or the existing local (city-wide) average. In this case we recommend that new

¹ See: <https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plan-targets>

developments in American Canyon be compared to existing developments in American Canyon. The recommendation to use a local average is based on the fact that the community character and physical characteristics of American Canyon are so different from the most populous parts of the MTC region (San Jose, San Francisco, Oakland, etc.) that using a regional average dominated by the largest jurisdictions would not be an apples-to-apples comparison. Moreover, so long as each jurisdiction in the region makes a 19% reduction from its existing uses, the aggregate result for the region as a whole would meet the State's goals. Regarding the development types being evaluated, we recommend that the City follow the framework suggested by the Governor's Office of Planning and Research (OPR) in its Technical Advisory on Evaluating Transportation Impacts in CEQA²:

- Residential developments should be evaluated using VMT/capita as the metric. This includes trips of all types where one end of the trip is the traveler's residence (work commute trips, shopping trips, school trips, etc.).
- Office and industrial developments should be evaluated using VMT/employee as the metric. This VMT is for the employees' own trips to work, and does not include trips made by other people to the employee's worksite.

GHD utilized the American Canyon Travel Demand Model (ACTDM), incorporating U.S. Census data relevant to work commute patterns, and regional trip length data relevant to VMT attributable to trips outside the model area, to estimate the average existing rates of residential VMT per Capita, and non-residential VMT per Employee, and the associated thresholds:

Residential VMT (attributable to homes in American Canyon):

Residential VMT	/ Population	=	Existing VMT/Capita	*	19% reduction	=	Threshold VMT/Capita
381,468	22,959		16.6		81%		13.5

The residential VMT is the sum of the VMT attributable to all home-based trip productions to/from dwelling units located in American Canyon, incorporating the distance for each trip from the distance matrix in the model. This includes VMT taking place outside the area of the model's traffic analysis zones. These outer areas are represented with external links representing the average distance trips to/from American Canyon make in their respective directions.

Employment VMT (attributable to work trips to/from jobs in American Canyon):

Employment VMT	/ Jobs	=	Existing VMT/Job	*	19% reduction	=	Threshold VMT/job
151,916	4,442		34.2		81%		27.7

The employment VMT is the sum of all home-based work trips to and from places of employment in American Canyon. This includes VMT taking place outside the area of the model's traffic analysis zones (trips to and from homes located in other jurisdictions outside of the City and model area). These outer areas are represented with external links representing the average distance trips from the outer areas to work sites in American Canyon.

4. Analysis of VMT Impacts of Retail & Hotel Developments

Retail, hotel and service developments need to be handled somewhat differently for other types of non-residential land uses, such as office or industrial buildings. This is because they attract trips from customers, patrons, or visitors in addition to commute trips made by their own employees. These two components of the traffic generated by retail and service uses need to be handled separately:

² See: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

- **VMT attributable to retail, hotel and service employees should be evaluated in the same manner as for office or industrial uses.** That is, the average automobile commute lengths should be compared to the target reduction from the city-wide average rate of VMT/job.
- **VMT attributable to retail customers should be assessed based on the anticipated net change in total regional VMT attributable to customer trips to/from the proposed development.** OPR recommends that the impact of visitor/customer trips for retail uses be assessed based on whether overall VMT for the region increases or decreases as a result of the development. For local-serving retail and service developments, a presumption may be made that visitor trips to these uses will be short trips that substitute for longer trips to a more distant store of a similar type. The International Council of Shopping Centers has developed a classification system for retail developments of various sorts³ and performed research into the trade area size of each (see Table 1). Based on this information, we have determined that Community Centers, Neighborhood Centers, and Strip/Convenience Centers are local-serving and can be presumed to have less-than-significant VMT impacts. Other types of retail developments would require quantitative assessment of their trade area to determine their VMT impacts.
- **VMT attributable to hotel guests should be assessed in a similar manner as retail customers, based on whether total VMT for the region would increase as a result of guest VMT attributable to the hotel development.** Most hotels provide lodging for guests that, in the absence of a proposed new hotel, would simply stay at another hotel or lodging facility in the area. The assessment of VMT attributable to hotel guests should therefore be based on the net effect of the proposed hotel location, compared to the VMT that would be generated by those guests if they stayed at other lodging options in the area..

5. Analysis of VMT Impacts of Transportation Projects

Transportation projects serve trips but do not generate them the way that land development projects do. They may, however, increase VMT by inducing more or longer vehicle trips than would have taken place if the project were not constructed. OPR recommends that the VMT impacts of a transportation project should be considered significant if the project results in a net increase in regional VMT. This can be determined using the City's traffic model. However, model analysis are not needed for certain types of projects that OPR has determined are not likely to lead to a measurable and substantial effect on VMT⁴. These include:

- Projects addressed at a programmatic level, such as in a Regional Transportation Plan EIR, whose impacts have been mitigated to less-than-significant. (CEQA Guidelines Section 15064.3(b))
- Rehabilitation, maintenance, replacement, safety, and repair projects on existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) that do not add additional motor vehicle capacity.
- Roadside safety devices or hardware installation such as median barriers and guardrails.
- Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes.

³ See: https://www.icsc.com/uploads/research/general/US_CENTER_CLASSIFICATION.pdf

⁴ See: https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

- Auxiliary lane additions to improve roadway safety if less than one mile in length.
 - Traffic lane installation, removal, or reconfiguration not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes.
 - Roadway capacity addition on local or collector streets when the project substantially improves pedestrian, cyclist, and, if applicable, transit conditions.
 - General-purpose lane (including ramps) conversion to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel.
 - Addition of a new permanently restricted transit vehicle lane.
 - Reduction in number of through lanes.
 - Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles.
 - Traffic control device installation, removal, or reconfiguration, including Transit Signal Priority (TSP) features.
 - Traffic metering system installation, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow.
 - Signal timing to optimize vehicle, bicycle, or pedestrian flow.
 - Roundabout or traffic circle installation.
 - Traffic calming device installation or reconfiguration.
 - Adoption of or increase in tolls.
 - Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase.
 - New transit service initiation.
 - Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes.
 - Off-street or on-street parking space removal or relocation.
 - On-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs) adoption or modification.
 - Traffic wayfinding signage.
 - Rehabilitation and maintenance projects that do not add motor vehicle capacity.
 - Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way.
 - Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel.
 - Installation of publicly available alternative fuel/charging infrastructure.
 - Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor.
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Table 1: U.S. Shopping Center Classifications and Trade Area Size

U.S. Shopping-Center Classification and Characteristics												
Type of Shopping Center	Concept	Center Count	Aggregate GLA (Sq. Ft.)	% Share of Industry GLA	Average Size (Sq. Ft.)	Typical GLA Range (Sq. Ft.)	Acres	# of Anchors	% Anchor GLA	Typical Number of Tenants	Typical Type of Anchors	Trade Area Size
General-Purpose Centers		112,520										
Super-Regional Mall	Similar in concept to regional malls, but offering more variety and assortment.	620	778,336,548	10.2%	1,255,382	800,000+	60-120	3+	50-70%	NA	Full-line or junior department store, mass merchant, discount department store and/or fashion apparel store.	5-25 miles
Regional Mall	General merchandise or fashion-oriented offerings. Typically, enclosed with inward-facing stores connected by a common walkway. Parking surrounds the outside perimeter.	600	353,795,548	4.7%	589,659	400,000-800,000	40-100	2+	50-70%	40-80 stores	Full-line or junior department store, mass merchant, discount department store and/or fashion apparel store.	5-15 miles
Community Center ("Large Neighborhood Center")	General merchandise or convenience-oriented offerings. Wider range of apparel and other soft goods offerings than neighborhood centers. The center is usually configured in a straight line as a strip, or may be laid out in an L or U shape, depending on the site and design.	9,776	1,930,849,736	25.4%	197,509	125,000-400,000	10-40	2+	40-60%	15-40 stores	Discount store, supermarket, drug, large-specialty discount (toys, books, electronics, home improvement/furnishings or sporting goods, etc.)	3-6 miles
Neighborhood Center	Convenience oriented.	32,588	2,340,711,371	30.8%	71,827	30,000-125,000	3-5	1+	30-50%	5-20 stores	Supermarket	3 miles
Strip/Convenience	Attached row of stores or service outlets managed as a coherent retail entity, with on-site parking usually located in front of the stores. Open canopies may connect the store fronts, but a strip center does not have enclosed walkways linking the stores. A strip center may be configured in a straight line, or have an "L" or "U" shape. A convenience center is among the smallest of the centers, whose tenants provide a narrow mix of goods and personal services to a very limited trade area.	68,936	911,202,922	12.0%	13,218	< 30,000	<3	Anchor-less or a small convenience-store anchor.	NA	NA	Convenience store, such as a mini-mart.	<1 mile
Specialized-Purpose Centers		3,275										
Power Center	Category-dominant anchors, including discount department stores, off-price stores, wholesale clubs, with only a few small tenants.	2,258	990,416,667	13.0%	438,626	250,000-600,000	25-80	3+	70-90%	NA	Category killers, such as home improvement, discount department, warehouse club and off-price stores	5-10 miles
Lifestyle	Upscale national-chain specialty stores with dining and entertainment in an outdoor setting.	491	164,903,247	2.2%	335,852	150,000-500,000	10-40	0-2	0-50%	NA	Large format upscale specialty	8-12 miles
Factory Outlet	Manufacturers' and retailers' outlet stores selling brand-name goods at a discount.	367	87,368,113	1.2%	238,060	50,000-400,000	10-50	NA	NA	NA	Manufacturers' and retailers' outlets	25-75 miles
Theme/Festival	Leisure, tourist, retail and service-oriented offerings with entertainment as a unifying theme. Often located in urban areas, they may be adapted from older--sometimes historic--buildings and can be part of a mixed-use project.	159	23,498,769	0.3%	147,791	80,000-250,000	5-20	Unspecified	NA	NA	Restaurants, entertainment	25-75 miles
Limited-Purpose Property		62										
Airport Retail	Consolidation of retail stores located within a commercial airport	62	15,452,860	0.2%	249,240	75,000-300,000	NA	NA	NA	NA	No anchors; retail includes specialty retail and restaurants	NA
Total Industry		115,857										
Total Industry	Traditional + Specialty + Special Purpose	115,857	7,596,535,781	100.0%	65,568							

Sources: ICSC Research and CoStar Realty Information, Inc. (www.costar.com)