BASICS OF ITE TRIP GENERATION AND ITS ROLE IN CALCULATING TRANSPORTATION IMPACT FEES

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I. Who is your Presenter?

II. Basics of ITE Trip Generation

III. Berkeley County, SC Impact Fee Ordinance

IV. Two Independent Impact Fee Studies

V. Final Agreement

Questions
I. Who is your Presenter?
Who Am I?

Eric J. Tripi P.E., PTOE

- Work for Iteris, Inc.
- Currently live and work in Mount Pleasant, SC
- Over 17 years of Traffic and Transportation Consulting Experience
- Registered Professional Engineer (P.E.) in several states
- Certified Professional Traffic Operations Engineer (PTOE)
Where Am I?

2011 Growth and Infrastructure Consortium Conference

Innovation for better mobility
Education

- Michigan State University - BSCE
- University of Nebraska - MSCE
Other Notes

• Served as an ITE Technical Advisory Committee Member for the updating of ITE’s “Manual of Transportation Engineering Studies, 1st ed.”

• Served as President of the South Carolina Section of ITE in 2007.

• Adjunct professor at The Citadel in Charleston, South Carolina, teaching traffic and transportation engineering to undergraduates.

• Certified National Highway Institute (NHI) instructor and currently “on-call” to teach at different locations across the United States.
Who Is Iteris?

- 20+ Offices in 14 States
- HQ in Santa Ana, CA
- Specialize in:
  - Traffic Engineering
  - Transportation Planning
  - Intelligent Transportation Systems (ITS)
  - Product Side – Video Cameras/ITS Technology
What Do I Do?

- Traffic Impact Studies
- Level of Service Analysis
- Parking Studies
- Traffic Signal Design
- Signal Systems/Timing Optimization
- Intelligent Transportation Systems (ITS)
- Data Collection
II. Basics of ITE Trip Generation
Basics of ITE Trip Generation

Who is ITE

- Institute of Transportation Engineers
- Founded in 1930
- Nearly 17,000 members in 92 countries
- Over 90 local chapters and 130 student organizations
- Educational and Scientific organization
What is Trip Generation?

- The estimated peak hour and daily site traffic volumes for a particular land use.
- Involves development of relationships between vehicle trips and land use characteristics.

Existing ITE Resources

- *Trip Generation, 8th Edition*, 2008, Volumes 1, 2 and 3
- *Trip Generation Handbook, An ITE Recommended Practice*,
  - 2nd Edition published by ITE, June 2004
What is Trip Generation Used For?

- Regional studies
  - Considers land use and socio-economic characteristics
- Site impact analysis
  - Analysis of trip generation of specific land uses
- Zoning and land use planning applications
- Sizing transportation system and individual facilities
- Impact fee determination
- Environmental assessment
  - Traffic impacts on air and noise
**Basics of ITE Trip Generation**

- **A Trip or Trip End**
  - Single or one-directional vehicle movement to or from a site/area
  - One-way movement

- **Peak-Hour Trip Generation**
  - 50 entering trips
  - 150 exiting trips
  - 200 total trip ends per hour

- **Total Trip Ends**
  - Total of all trips entering and exiting a site during a designated time period
Primary trips
- Main reason for a trip
- Upon exit, trips will travel back in the direction from which they came

Pass-by trips
- Trips made as an intermediate stop
- Upon exit, trips will continue to travel in the same direction they were traveling before stopping at the site
- NOT a NEW trip
Diverted Trips

- Trips that are diverted from nearby roadways
  - Required to use another roadway to access site

- Adds traffic to streets directly adjacent to development site
  - Not to nearby major roadways

- Direction of travel upon exit may be similar to that of pass-by trips

- Difficult to identify
Basics of ITE Trip Generation - Trip Types

Entering Diverted-Link Trip
Pass-by trips are made as an intermediate stop
Exiting Pass-by Trip
Exiting Diverted-Link Trip

Primary trips are the main reasons for the trip

Entering Pass-by Trip
Entering Primary Trip
Exiting Primary Trip

LEGEND
- Trips Prior to Visiting the Development
- Trips After Visiting the Development
- Primary Trip
- Pass-By Trip
- Diverted-Link Trip

Diverted-link trips are attracted from the passing traffic on nearby roadways but require a diversion from the intended travel path
**Internal Capture Trips**

- Trips made within mixed-use developments
- Trips are on internal roadways only and do not use adjacent main roadways
- Result in trip reductions for mixed-use developments

*Example of Internal Capture Trip: Driving/Walking from your office to a restaurant within a large mixed-use development, but via internal roadways only.*
Internal Capture Trips – Notes

- Existing data based on 1990’s FDOT methodology/research
- New Florida Community Capture Methodology - 2009
- Newly completed research (NCHRP 8-51), results have shown*:
  - ITE Method overestimated traffic
  - NCHRP 8-51 method found to be most accurate, e.g., reduced estimation errors by 1/5th to 1/3rd of other methods
- More data needed

*Source: TTI, 2010 ITE Annual Meeting Presentation
Basics of ITE Trip Generation - Peak Period Definitions

- **Peak hour of adjacent street traffic**
  - 1-hour weighted average vehicle trip generation rate at a site between 7:00 a.m. and 9:00 a.m. or between 4:00 p.m. and 6:00 p.m.

- **Peak hour of the generator**
  - Weighted average vehicle trip generation rate during the AM and PM peak hours
    - Highest volume hour of site traffic during the AM or PM period
    - May not coincide with trip rate for peak hour of adjacent street traffic
ITE Trip Generation

- Data assembled from more than 4,800 individual studies in United States and Canada since the 1960s

- Mainly collected at suburban locations
  - With limited transit service
  - Without nearby pedestrian amenities
  - Without travel demand management (TDM) programs

- Data received on “voluntary” basis
Trip Generation Cautions

- Data compiled over five decades
- Various geographical locations in the United States and Canada
- Various times of the year
- Various durations of data collection
- Other sources of variations
10 main land use categories and 162 specific land uses

- Ports and Terminals
- Industrial
- Residential
- Lodging
- Recreational
- Institutional
- Medical
- Office
- Retail
- Services

Sample independent variables and time periods

- No. dwelling units
- Building area (sq. ft.)
- No. employees
- Weekday, Saturday, Sunday
- Peak hour of adjacent street traffic
- Peak hour of generator
Basics of ITE Trip Generation

Data include:
- Weighted average trip rates and standard deviation

Data plots

Regression equations

2011 Growth and Infrastructure Consortium Conference
Key Note:

Trip generation analysis for a proposed development influences transportation decisions and financial commitments, therefore…

- Care should be taken when determining which land use code to use:
  - Review and compare descriptions
  - Select the land use code that most closely fits intended use of the proposed development
  - Select appropriate time period
Basics of ITE Trip Generation

- Example Situation – Shopping Center
  - 500,000 Square Feet
  - Analysis Period – PM Peak Hour of adjacent street traffic
  - Select Land Use Code 820, (Pg 1502 of Trip Generation, 8th ed.)
  - Regression Equation
    \[ \ln(T) = 0.67 \ln(x) + 3.37 \]
    With 49% entering and 51% exiting

\[ T = 0.67 \ln(500) + 3.37 = 1870 \text{ trip ends per hour} \]

Entering trips = 53 \times 0.49 = 916 trips
Exiting trips = 53 \times 0.51 = 954 trips

Assume all trips are primary trips
When to collect data for local study

- ITE land use category is not available
- Inadequate number of studies exist in ITE data
- Size of site is outside range of ITE data points
- To establish local trip generation rate
- To validate *Trip Generation* data for local application
- To supplement national database
Trip Generation Summary

- Use the data carefully
- Understand how the data was collected
- Understand the sites surveyed within each land use
- Pass-by and Internal Capture Trip Deductions
- Weighted Averages vs. Regression Equations
- THESE ARE ESTIMATES!

Innovation for better mobility
III. Berkeley County, SC Impact Fee Ordinance
Berkeley County, SC has an Impact Fee Ordinance

Two existing businesses wished to build new facilities in Berkeley County, SC

Each owner was assessed an Impact Fee they were not happy about…

…so we were called to assess the situation.
### Berkeley County Ordinance – Impact Fee Calculations

**Impact Fee = (NNWT) x (TED) x (COST) x (CDR)**

*Where:*
- **NNWT** = Net New Weekday Trips (includes pass-by and capture trip reductions)
- **TED** = Trip end discount of 50%
- **COST** = Cost per trip for Service Zone 1, $402.25
- **CDR** = Per County Council Policy – 70% of maximum allowable impact fee will be charged (85% for Independent Studies).
### Exhibit D
General Transportation Impact Fee Schedule - Service Zone 1

<table>
<thead>
<tr>
<th>Type of Land Use</th>
<th>ITE Code</th>
<th>Daily Trip Generation Rate</th>
<th>Pass-by Percentage</th>
<th>Discounted Impact Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Residential</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Family</td>
<td>236</td>
<td>5.27</td>
<td>0%</td>
<td>$1,381</td>
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<tr>
<td>Apartment</td>
<td>236</td>
<td>6.72</td>
<td>0%</td>
<td>$1,440</td>
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<tr>
<td>Mobile Home Park</td>
<td>236</td>
<td>5.99</td>
<td>0%</td>
<td>$1,323</td>
</tr>
<tr>
<td>Mobile Home (per occupied unit)</td>
<td>236</td>
<td>1.98</td>
<td>0%</td>
<td>$701</td>
</tr>
<tr>
<td>Mobile Home (per occupied unit)</td>
<td>236</td>
<td>2.52</td>
<td>0%</td>
<td>$727</td>
</tr>
<tr>
<td>Condominium</td>
<td>237</td>
<td>2.02</td>
<td>0%</td>
<td>$20</td>
</tr>
<tr>
<td>Condominium (per occupied unit)</td>
<td>237</td>
<td>4.52</td>
<td>0%</td>
<td>$1,276</td>
</tr>
<tr>
<td><strong>Retirement</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Golf Course</td>
<td>234</td>
<td>2.60</td>
<td>0%</td>
<td>$2,463</td>
</tr>
<tr>
<td>Retirement Home</td>
<td>234</td>
<td>3.05</td>
<td>0%</td>
<td>$3,150</td>
</tr>
<tr>
<td><strong>Commercial</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Daycare</td>
<td>220</td>
<td>16.01</td>
<td>0%</td>
<td>$2,416</td>
</tr>
<tr>
<td>Elementary School (per 100,000 sq ft)</td>
<td>220</td>
<td>15.92</td>
<td>0%</td>
<td>$2,231</td>
</tr>
<tr>
<td>High School (per 100,000 sq ft)</td>
<td>220</td>
<td>15.84</td>
<td>0%</td>
<td>$2,184</td>
</tr>
<tr>
<td>Junior Vocational College (per 1,000 sq ft)</td>
<td>220</td>
<td>15.84</td>
<td>0%</td>
<td>$2,184</td>
</tr>
<tr>
<td>University College (per 1,000 sq ft)</td>
<td>220</td>
<td>15.24</td>
<td>0%</td>
<td>$1,902</td>
</tr>
<tr>
<td>Church (per 1,000 sq ft)</td>
<td>220</td>
<td>11.15</td>
<td>0%</td>
<td>$1,312</td>
</tr>
<tr>
<td>Daycare (per student)</td>
<td>220</td>
<td>0.08</td>
<td>0%</td>
<td>$81</td>
</tr>
<tr>
<td><strong>Medical</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Hospital</td>
<td>220</td>
<td>15.53</td>
<td>0%</td>
<td>$2,324</td>
</tr>
<tr>
<td>Office Building</td>
<td>220</td>
<td>7.15</td>
<td>0%</td>
<td>$1,381</td>
</tr>
<tr>
<td><strong>General Office</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office Building (per 1,000 sq ft)</td>
<td>220</td>
<td>15.35</td>
<td>0%</td>
<td>$2,291</td>
</tr>
<tr>
<td>Office Building (per 2,000 sq ft)</td>
<td>220</td>
<td>12.05</td>
<td>0%</td>
<td>$1,312</td>
</tr>
<tr>
<td>General Office (per 1,000 sq ft)</td>
<td>220</td>
<td>15.35</td>
<td>0%</td>
<td>$2,291</td>
</tr>
<tr>
<td><strong>Industrial</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Light Industrial (per 1,000 sq ft)</td>
<td>220</td>
<td>18.75</td>
<td>0%</td>
<td>$1,811</td>
</tr>
<tr>
<td>General Heavy Industrial (per 1,000 sq ft)</td>
<td>220</td>
<td>8.68</td>
<td>0%</td>
<td>$841</td>
</tr>
<tr>
<td>Industrial Park (per 1,000 sq ft)</td>
<td>220</td>
<td>12.18</td>
<td>0%</td>
<td>$1,312</td>
</tr>
<tr>
<td><strong>Warehouse</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Light Warehouse (per 1,000 sq ft)</td>
<td>220</td>
<td>15.84</td>
<td>0%</td>
<td>$2,184</td>
</tr>
<tr>
<td>General Heavy Warehouse (per 1,000 sq ft)</td>
<td>220</td>
<td>15.84</td>
<td>0%</td>
<td>$2,184</td>
</tr>
<tr>
<td><strong>Service</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Service (per 1,000 sq ft)</td>
<td>220</td>
<td>2.12</td>
<td>0%</td>
<td>$419</td>
</tr>
<tr>
<td>Service (per 1,000 sq ft)</td>
<td>220</td>
<td>2.12</td>
<td>0%</td>
<td>$419</td>
</tr>
<tr>
<td>Service (per 1,000 sq ft)</td>
<td>220</td>
<td>2.12</td>
<td>0%</td>
<td>$419</td>
</tr>
</tbody>
</table>

### Notes:
- ITE: Impact Type
- Cost: Total Cost
- Rate: Projected Rate
- Pass-by: Percentage
- Discounted: Impact Fee

### Type of Land Use
- **General Office** (per 1,000 sq ft):
  - < 30,000 sq ft: $2,291
  - 30,000 – 100,000 sq ft: $2,291
  - 100,001 – 200,000 sq ft: $2,291
  - > 200,000 sq ft: $2,291

### General Retail (per 1,000 sq ft):
- < 50,000 sq ft: $6,337
- 50,001 – 100,000 sq ft: $6,337
- 100,001 – 200,000 sq ft: $6,337
- > 200,000 sq ft: $6,337

### Industrial
- General Light Industrial (per 1,000 sq ft): $981
- General Heavy Industrial (per 1,000 sq ft): $211
- Industrial Park (per 1,000 sq ft): $980
- Warehousing (per 1,000 sq ft): $699
- Mini-Warehouse (per 1,000 sq ft): $352
IV. Two Independent Impact Fee Studies
What kind of land use is this?

- Sells motorcycles, watercrafts, ATV’s, utility vehicles
- Sells parts
- Provides on-site service
- Typically low number of employees (<20)
- Building space dedicated to showroom, service area, and storage
SITE #1

- **Existing Site Characteristics**
  - Building – 5,000 sf, with additional 1,250 sf of storage outside the building
  - 7 employees
  - Open 10AM-6PM, Mon-Sat

- **Future Site Characteristics**
  - 17,000 sf
  - 7 Employees
  - Open 10AM-6PM, Mon-Sat
SITE #2

- **Existing Site Characteristics**
  - Building – 9,950 sf, with additional 15,820 sf of storage outside the building
  - 15 employees
  - Open 9AM-6PM, Mon-Sat

- **Future Site Characteristics**
  - 43,559 sf
  - 15 Employees
  - Open 9AM-6PM, Mon-Sat
Two Independent Impact Fee Studies

- **Site #1**
  - Assessed $41,700 in impact fees based on existing Berkeley County Ordinance methodologies

- **Site #2**
  - Assessed $126,000 in impact fees
Two Independent Impact Fee Studies

- Impact Fee Calcs for Site #1 (per County Ordinance):

  17,000 Square Feet of Future Building Area

  Apportioned:
  11,000sf = Warehouse (11 x 4.96 = 55 Trips)
  5,000sf = Retail (5 x 86.56 = 433 Daily Trips x .52 Pass-by = 225 Trips)
  1,000sf = Office (1 x 15.65 = 16 Trips)

  NNWT = Net New Weekday Trips (296 Trips)

  Impact Fee = (NNWT) x (TED) x (COST) x (CDR)
  = (296) x (0.50) x (402.25) x (0.70) = $41,673

  Total Fee = $41,673
## Two Independent Impact Fee Studies

### Type of Land Use

<table>
<thead>
<tr>
<th>Type of Land Use</th>
<th>ITE Code</th>
<th>Daily Trip Generation Rate</th>
<th>Pass-by Percentage</th>
<th>Discounted Impact Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General Office (per 1,000 sf)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt; 50,000 sf</td>
<td>710</td>
<td>15.65</td>
<td>0%</td>
<td>$2,204</td>
</tr>
<tr>
<td>50,000 – 100,000 sf</td>
<td>710</td>
<td>14.25</td>
<td>0%</td>
<td>$2,006</td>
</tr>
<tr>
<td>100,001 – 200,000 sf</td>
<td>710</td>
<td>12.15</td>
<td>0%</td>
<td>$1,711</td>
</tr>
<tr>
<td>&gt; 200,000 sf</td>
<td>710</td>
<td>11.37</td>
<td>0%</td>
<td>$1,601</td>
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<tr>
<td><strong>General Retail (per 1,000 sf)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&lt; 50,000 sf</td>
<td>820</td>
<td>86.56</td>
<td>48%</td>
<td>$6,337</td>
</tr>
<tr>
<td>50,000 – 100,000 sf</td>
<td>820</td>
<td>75.10</td>
<td>42%</td>
<td>$6,090</td>
</tr>
<tr>
<td>100,001 – 200,000 sf</td>
<td>820</td>
<td>58.92</td>
<td>35%</td>
<td>$5,417</td>
</tr>
<tr>
<td>&gt; 200,000 sf</td>
<td>820</td>
<td>53.28</td>
<td>32%</td>
<td>$5,101</td>
</tr>
<tr>
<td><strong>Industrial</strong></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Light Industrial (per 1,000 sf)</td>
<td>110</td>
<td>6.97</td>
<td>0%</td>
<td>$981</td>
</tr>
<tr>
<td>General Heavy Industrial (per 1,000 sf)</td>
<td>120</td>
<td>1.5</td>
<td>0%</td>
<td>$211</td>
</tr>
<tr>
<td>Industrial Park (per 1,000 sf)</td>
<td>130</td>
<td>6.96</td>
<td>0%</td>
<td>$980</td>
</tr>
<tr>
<td>Warehousing (per 1,000 sf)</td>
<td>150</td>
<td>4.96</td>
<td>0%</td>
<td>$699</td>
</tr>
<tr>
<td>Mini-Warehouse (per 1,000 sf)</td>
<td>151</td>
<td>2.5</td>
<td>0%</td>
<td>$352</td>
</tr>
</tbody>
</table>
Two Independent Impact Fee Studies

- Data Collection for Independent Study (per Berkeley County Ordinance)
  - Surveyed Ins/Outs of existing sites during business hours
  - Study conducted on an average weekday (Tuesday-Thursday) for two different weeks
  - Classified number of Motorcycles versus Cars/Trucks trips
## Conclusions of Site #1 Independent Study

<table>
<thead>
<tr>
<th>DATE</th>
<th>VEHICLE TYPE</th>
<th>IN</th>
<th>OUT</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thursday, Sept. 18, 2008</td>
<td>Car/Truck</td>
<td>29</td>
<td>29</td>
<td>58</td>
</tr>
<tr>
<td></td>
<td>Motorcycle</td>
<td>11</td>
<td>11</td>
<td>22</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>40</td>
<td>40</td>
<td>80</td>
</tr>
<tr>
<td>Thursday, Sept. 25, 2008</td>
<td>Car/Truck</td>
<td>34</td>
<td>34</td>
<td>68</td>
</tr>
<tr>
<td></td>
<td>Motorcycle</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>35</td>
<td>35</td>
<td>70</td>
</tr>
<tr>
<td>Average Daily Trips</td>
<td></td>
<td>38</td>
<td>38</td>
<td>76</td>
</tr>
</tbody>
</table>
Conclusions of Site #1 Independent Study

- 76 average daily trips
- Conservative assumption that 25% of the trips are pass-by in nature
- NNWT value of 76 x 0.75 = 57 was used (vs. 296)
- The Impact Fee becomes:

\[
\text{Impact Fee} = (57) \times (0.50) \times ($402.25) \times (0.85) = $9,744.51
\]

A $33,000 Savings…
BUT WAIT….THE NEW BUILDING IS BIGGER!!!

Doesn’t this mean there will be more trips?

Not necessarily…

- Number of Employees to remain the same
- Much of the increased space being used for storage and workshop
- No new services offered
- Hours of operation remain the same
BUT WAIT AGAIN….YOU DIDN’T THINK IT WOULD BE THAT EASY DID YA?
V. Final Agreement
County Comments/Recommendations for Site #1 Study:

- 25% Pass-by assumption ok
- Insisted the site would generate additional trips with larger building
- Compromise: assume existing building square footage is 50% bigger
- Thus NNWT value increases to 117.97
- The Impact Fee becomes:
  \[
  \text{Impact Fee} = (117.97) \times (0.50) \times ($402.25) \times (0.85) = $20,167.71
  \]

Still a $21,410 Savings
SITE #2

- **Existing Site Characteristics**
  - Building – 9,950 sf, with additional 15,820 sf of storage outside the building
  - 15 employees
  - Open 9AM-6PM, Mon-Sat

- **Future Site Characteristics**
  - 43,559 sf
  - 15 Employees
  - Open 9AM-6PM, Mon-Sat
**Conclusions of Site #2 Independent Study**

<table>
<thead>
<tr>
<th>Date</th>
<th>Vehicle Type</th>
<th>In</th>
<th>Out</th>
<th>Total</th>
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<tbody>
<tr>
<td>Thursday, Feb. 19, 2009</td>
<td>Car/Truck</td>
<td>109</td>
<td>111</td>
<td>220</td>
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<tr>
<td></td>
<td>Motorcycle</td>
<td>20</td>
<td>19</td>
<td>39</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>129</td>
<td>130</td>
<td>259</td>
</tr>
<tr>
<td>Tuesday, Feb. 24, 2009</td>
<td>Car/Truck</td>
<td>129</td>
<td>129</td>
<td>258</td>
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<tr>
<td></td>
<td>Motorcycle</td>
<td>6</td>
<td>6</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>135</td>
<td>135</td>
<td>270</td>
</tr>
</tbody>
</table>

- **Daily Trips (Average February)**: 132 (In), 133 (Out), 265 (Total)
- **Daily Trips (Average Month)**: 161 (In), 162 (Out), 323 (Total)
Conclusions of Site #2 Independent Study

- 323 average daily trips
- Conservative assumption that 25% of the trips are pass-by in nature
- Assumed existing square footage was 50% higher (per prior study County recommendation)
- NNWT value of 316 was used.
- The Impact Fee becomes:

  \[
  \text{Impact Fee} = (316) \times (0.50) \times ($402.25) \times (0.85) = $54,022.18
  \]

  A $72,000 Savings
Final Agreement

County Comments/Recommendations on Site #2 Study:

- 25% Pass-by assumption ok
- Compromise: assume existing building square footage is 20% bigger
- Thus NNWT value increases to 380
- The Impact Fee becomes:

\[
\text{Impact Fee} = (380) \times (0.50) \times ($402.25) \times (0.85) = $64,963.38
\]

Still a $61,000 Savings
Moral of Story:

ITE Trip Generation used to calculate Impact Fees needs to be carefully reviewed – especially for small unique developments.
Thank You

- Questions are Welcome!