Agenda

- Trip Generation Resources
- Basic of ITE Trip Generation
- Traffic Impact Fees – Two Case Studies
- Final Thoughts

...Questions
• Trip Generation Resources
Trip Generation Resources

  - Volumes 2 and 3 – Data
Trip Generation Resources


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
Basics of ITE Trip Generation

- 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
Basics of ITE Trip Generation

- 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
Basics of ITE Trip Generation

Trip Generation Uses

- 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

- Definitions
  - *Pass-by trip* – intermediate stop on way from origin to primary destination
  - *Primary trip* – made for specific purpose of visiting generator
  - *Diverted Trip* – attracted from traffic volumes on roadways within vicinity of generator but without direct access to site
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

- **Total Trip Ends**
  - Total of all trips entering and exiting a site during a designated time period

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

Office Development
Basics of ITE Trip Generation

- **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
Basics of ITE Trip Generation

- Diverted Trips
  - Trips that are diverted from nearby roadways and 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
Primary trips are the main reasons for the 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.

Pass-by trips are made as an intermediate stop.

Entering Diverted-Link Trip

Exiting Diverted-Link Trip

Entering Diverted-Link Trip

Exiting Pass-by Trip

Entering Primary Trip

Exiting Primary Trip

Entering Pass-by Trip

Exiting Primary Trip
Traffic Impact Fees – Two Case Studies
Traffic Impact Fees – Two Case Studies
What is a Traffic Impact Fee?

- Traffic Impact Fee – *used for new development and intensified land uses that will fund transportation improvements such as new sidewalks, crosswalks, traffic signal upgrades, transit, and bicycle facilities that are necessitated by the new trips associated with land use change.*

  – City of Santa Monica Planning and Community Development
Berkeley County, SC Impact Fee Ordinance
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, SC Impact Fee Ordinance

- 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).
Berkeley County, SC Impact Fee Ordinance

### Exhibit D: General Transportation Impact Fee Schedule - Service Zone 1

#### Residential

<table>
<thead>
<tr>
<th>Type of Land Use</th>
<th>ITE Code</th>
<th>Daily Generation Rate</th>
<th>Pass-by Percentage</th>
<th>Discounted Impact Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family (per dwelling unit)</td>
<td>230</td>
<td>9.57</td>
<td>0%</td>
<td>$1,518</td>
</tr>
<tr>
<td>Apartment (per dwelling unit)</td>
<td>220</td>
<td>6.72</td>
<td>0%</td>
<td>$906</td>
</tr>
<tr>
<td>Condominium/Rowhome (per dwelling unit)</td>
<td>238</td>
<td>5.96</td>
<td>0%</td>
<td>$825</td>
</tr>
<tr>
<td>Mobile Home Park (per acre)</td>
<td>240</td>
<td>4.98</td>
<td>0%</td>
<td>$758</td>
</tr>
<tr>
<td>Senior Adult Housing (per dwelling unit)</td>
<td>250</td>
<td>3.71</td>
<td>0%</td>
<td>$522</td>
</tr>
<tr>
<td>Congregate Care Facility (per dwelling unit)</td>
<td>255</td>
<td>2.02</td>
<td>0%</td>
<td>$264</td>
</tr>
<tr>
<td>Hotel (per occupant month)</td>
<td>310</td>
<td>8.92</td>
<td>0%</td>
<td>$1,218</td>
</tr>
</tbody>
</table>

#### Recreational

<table>
<thead>
<tr>
<th>Type of Land Use</th>
<th>ITE Code</th>
<th>Daily Generation Rate</th>
<th>Pass-by Percentage</th>
<th>Discounted Impact Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Golf Course (per hole)</td>
<td>430</td>
<td>1.74</td>
<td>0%</td>
<td>$2,052</td>
</tr>
<tr>
<td>Multipurpose Tennis (per 1,000 sf)</td>
<td>450</td>
<td>1.26</td>
<td>0%</td>
<td>$1,500</td>
</tr>
<tr>
<td>Health Fitness Club (per 1,000 sf)</td>
<td>455</td>
<td>1.24</td>
<td>0%</td>
<td>$1,494</td>
</tr>
<tr>
<td>Bowling Alley (per 1,000 sf)</td>
<td>465</td>
<td>1.33</td>
<td>0%</td>
<td>$1,632</td>
</tr>
</tbody>
</table>

#### Institutional

<table>
<thead>
<tr>
<th>Type of Land Use</th>
<th>ITE Code</th>
<th>Daily Generation Rate</th>
<th>Pass-by Percentage</th>
<th>Discounted Impact Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elementary School (per 1,000 sf)</td>
<td>520</td>
<td>15.69</td>
<td>0%</td>
<td>$19,910</td>
</tr>
<tr>
<td>Middle School (per 1,000 sf)</td>
<td>525</td>
<td>15.76</td>
<td>0%</td>
<td>$19,940</td>
</tr>
<tr>
<td>High School (per 1,000 sf)</td>
<td>530</td>
<td>15.80</td>
<td>0%</td>
<td>$19,990</td>
</tr>
<tr>
<td>Junior College (per 1,000 sf)</td>
<td>540</td>
<td>15.75</td>
<td>0%</td>
<td>$19,935</td>
</tr>
<tr>
<td>University/College (per 1,000 sf)</td>
<td>550</td>
<td>15.73</td>
<td>0%</td>
<td>$19,915</td>
</tr>
<tr>
<td>Church (per 1,000 sf)</td>
<td>560</td>
<td>2.12</td>
<td>0%</td>
<td>$2,690</td>
</tr>
<tr>
<td>Daycare (per student)</td>
<td>500</td>
<td>0.18</td>
<td>0%</td>
<td>$231</td>
</tr>
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</table>

#### Medical

<table>
<thead>
<tr>
<th>Type of Land Use</th>
<th>ITE Code</th>
<th>Daily Generation Rate</th>
<th>Pass-by Percentage</th>
<th>Discounted Impact Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hospital (per bed)</td>
<td>610</td>
<td>11.81</td>
<td>0%</td>
<td>$1,463</td>
</tr>
<tr>
<td>Clinic (per employee)</td>
<td>620</td>
<td>7.75</td>
<td>0%</td>
<td>$969</td>
</tr>
<tr>
<td>Medical Office (per bed)</td>
<td>625</td>
<td>2.37</td>
<td>0%</td>
<td>$305</td>
</tr>
</tbody>
</table>

#### General Office (per 1,000 sf)

<table>
<thead>
<tr>
<th>Type of Land Use</th>
<th>ITE Code</th>
<th>Daily Generation Rate</th>
<th>Pass-by Percentage</th>
<th>Discounted Impact Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 50,000 sf</td>
<td>710</td>
<td>15.65</td>
<td>0%</td>
<td>$2,260</td>
</tr>
<tr>
<td>50,000 - 100,000 sf</td>
<td>710</td>
<td>15.24</td>
<td>0%</td>
<td>$2,060</td>
</tr>
<tr>
<td>100,001 - 200,000 sf</td>
<td>710</td>
<td>15.15</td>
<td>0%</td>
<td>$2,015</td>
</tr>
<tr>
<td>&gt; 200,000 sf</td>
<td>710</td>
<td>13.57</td>
<td>0%</td>
<td>$1,704</td>
</tr>
</tbody>
</table>

#### General Retail (per 1,000 sf)

<table>
<thead>
<tr>
<th>Type of Land Use</th>
<th>ITE Code</th>
<th>Daily Generation Rate</th>
<th>Pass-by Percentage</th>
<th>Discounted Impact Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 50,000 sf</td>
<td>820</td>
<td>8.96</td>
<td>0%</td>
<td>$1,090</td>
</tr>
<tr>
<td>50,001 - 100,000 sf</td>
<td>820</td>
<td>8.96</td>
<td>0%</td>
<td>$1,090</td>
</tr>
<tr>
<td>100,001 - 200,000 sf</td>
<td>820</td>
<td>8.96</td>
<td>0%</td>
<td>$1,090</td>
</tr>
<tr>
<td>&gt; 200,000 sf</td>
<td>820</td>
<td>8.96</td>
<td>0%</td>
<td>$1,090</td>
</tr>
</tbody>
</table>

#### Industrial

<table>
<thead>
<tr>
<th>Type of Land Use</th>
<th>ITE Code</th>
<th>Daily Generation Rate</th>
<th>Pass-by Percentage</th>
<th>Discounted Impact Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Light Industrial (per 1,000 sf)</td>
<td>110</td>
<td>6.25</td>
<td>0%</td>
<td>$394</td>
</tr>
<tr>
<td>General Heavy Industrial (per 1,000 sf)</td>
<td>130</td>
<td>1.5</td>
<td>0%</td>
<td>$211</td>
</tr>
<tr>
<td>Industrial Park (per 1,000 sf)</td>
<td>135</td>
<td>1.25</td>
<td>0%</td>
<td>$190</td>
</tr>
<tr>
<td>Warehousing (per 1,000 sf)</td>
<td>150</td>
<td>1.25</td>
<td>0%</td>
<td>$190</td>
</tr>
<tr>
<td>Mini-Warehouse (per 1,000 sf)</td>
<td>151</td>
<td>1.25</td>
<td>0%</td>
<td>$190</td>
</tr>
</tbody>
</table>

### Notes:

- Drive-in Bank (per 1,000 sf) | 912 | 15.65 | 0% | $1,931 |
- Gas Station w/ Convenience Store (per pump) | 914 | 15.65 | 0% | $1,931 |
- Fast Food/Drive-Fast/Window (per 1,000 sf) | 915 | 15.65 | 0% | $1,931 |
- Automotive Care Center (per 1,000 sf) | 916 | 15.65 | 0% | $1,931 |

#### General Office (per 1,000 sf)

<table>
<thead>
<tr>
<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>710</td>
<td>15.65</td>
<td>0%</td>
<td>$2,260</td>
</tr>
<tr>
<td>710</td>
<td>14.25</td>
<td>0%</td>
<td>$2,060</td>
</tr>
<tr>
<td>710</td>
<td>12.15</td>
<td>0%</td>
<td>$1,771</td>
</tr>
<tr>
<td>710</td>
<td>11.37</td>
<td>0%</td>
<td>$1,694</td>
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</table>

#### General Retail (per 1,000 sf)

<table>
<thead>
<tr>
<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>820</td>
<td>8.96</td>
<td>0%</td>
<td>$1,090</td>
</tr>
<tr>
<td>820</td>
<td>8.96</td>
<td>0%</td>
<td>$1,090</td>
</tr>
<tr>
<td>820</td>
<td>8.96</td>
<td>0%</td>
<td>$1,090</td>
</tr>
<tr>
<td>820</td>
<td>8.96</td>
<td>0%</td>
<td>$1,090</td>
</tr>
</tbody>
</table>

#### Industrial

<table>
<thead>
<tr>
<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>110</td>
<td>6.25</td>
<td>0%</td>
<td>$394</td>
</tr>
<tr>
<td>130</td>
<td>1.5</td>
<td>0%</td>
<td>$211</td>
</tr>
<tr>
<td>150</td>
<td>1.25</td>
<td>0%</td>
<td>$190</td>
</tr>
<tr>
<td>151</td>
<td>1.25</td>
<td>0%</td>
<td>$190</td>
</tr>
</tbody>
</table>

#### Notes:

- Drive-in Bank (per 1,000 sf) | 912 | 15.65 | 0% | $1,931 |
- Gas Station w/ Convenience Store (per pump) | 914 | 15.65 | 0% | $1,931 |
- Fast Food/Drive-Fast/Window (per 1,000 sf) | 915 | 15.65 | 0% | $1,931 |
- Automotive Care Center (per 1,000 sf) | 916 | 15.65 | 0% | $1,931 |
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

Two Independent Impact Fee Studies
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

<table>
<thead>
<tr>
<th>Type of Land Use²</th>
<th>ITE Code</th>
<th>Daily Trip Generation Rate³</th>
<th>Pass-by Percentage⁴</th>
<th>Discounted Impact Fee⁵</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Office (per 1,000 sf)</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>
</tr>
<tr>
<td>General Retail (per 1,000 sf)</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>Industrial</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Light Industrial (per 1,000 sf)⁷</td>
<td>110</td>
<td>6.97</td>
<td>0%</td>
<td>$981</td>
</tr>
<tr>
<td>General Heavy Industrial (per 1,000 sf)⁷</td>
<td>120</td>
<td>1.5</td>
<td>0%</td>
<td>$211</td>
</tr>
<tr>
<td>Industrial Park (per 1,000 sf)⁷</td>
<td>130</td>
<td>6.96</td>
<td>0%</td>
<td>$980</td>
</tr>
<tr>
<td>Warehousing (per 1,000 sf)⁷</td>
<td>150</td>
<td>4.96</td>
<td>0%</td>
<td>$699</td>
</tr>
<tr>
<td>Mini-Warehouse (per 1,000 sf)⁷</td>
<td>151</td>
<td>2.5</td>
<td>0%</td>
<td>$352</td>
</tr>
</tbody>
</table>
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
Two Independent Impact Fee Studies

- Conclusions of Site #1 Independent Study

<table>
<thead>
<tr>
<th>VEHICLE TYPE</th>
<th>IN</th>
<th>OUT</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car/Truck</td>
<td>29</td>
<td>29</td>
<td>58</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>11</td>
<td>11</td>
<td>22</td>
</tr>
<tr>
<td>Total</td>
<td>40</td>
<td>40</td>
<td>80</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VEHICLE TYPE</th>
<th>IN</th>
<th>OUT</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car/Truck</td>
<td>34</td>
<td>34</td>
<td>68</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>35</td>
<td>35</td>
<td>70</td>
</tr>
</tbody>
</table>

Average Daily Trips

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>38</td>
<td>38</td>
<td>76</td>
</tr>
</tbody>
</table>
Two Independent Impact Fee Studies

- 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

Two Independent Impact Fee Studies
Two Independent Impact Fee Studies

BUT WAIT AGAIN….YOU DIDN’T THINK IT WOULD BE THAT EASY DID YA?
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
Final Agreement

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
## Final Agreement

- Conclusions of Site #2 Independent Study

<table>
<thead>
<tr>
<th>VEHICLE TYPE</th>
<th>IN</th>
<th>OUT</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car/Truck</td>
<td>109</td>
<td>111</td>
<td>220</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>20</td>
<td>19</td>
<td>39</td>
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<tr>
<td><strong>Total</strong></td>
<td>129</td>
<td>130</td>
<td>259</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>VEHICLE TYPE</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Car/Truck</td>
<td>129</td>
<td>129</td>
<td>258</td>
</tr>
<tr>
<td>Motorcycle</td>
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<td>6</td>
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<tr>
<td><strong>Total</strong></td>
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<td>135</td>
<td>270</td>
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</table>

**Daily Trips (Average February)**

- 132
- 133
- 265

**Daily Trips (Average Month)**

- 161
- 162
- 323
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 (on top of the 50% increase)
  - 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
Final Thoughts

- Moral of Story:
  
  *ITE Trip Generation used to calculate Impact Fees needs to be carefully reviewed – especially for small unique developments.*
Questions?

Thank You!

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