

CITY OF TALENT



TRANSPORTATION SYSTEMS DEVELOPMENT CHARGE RATE TABLE UPDATE MEMORANDUM

Prepared for

City of Talent, Oregon
110 East Main Street
Talent, Oregon 97540

Prepared by

David Evans and Associates, Inc.
2100 SW River Parkway
Portland, Oregon

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INTRODUCTION

This memorandum serves to complete Tasks 1 & 2 of scope of services for the Talent Transportation Systems Development Charge (SDC) Rate Table Update. The document summarizes the current SDC cost per new trip fee with new/revised trip rates as well as pass-by and new trip length adjustment factors.

UNIT COST METHODOLOGY

ITE TRIP GENERATION RATE STUDY UPDATE

The ITE Trip Generation Manual (9th Edition) has recently been updated to include more current and accurate trip generation rate data for use in Talent's Transportation SDC calculations.

Appendix A summarizes discussion of the ITE Trip Generation, 9th Edition trip rates and pass-by trip rate adjustment factors, and ITE Trip Generation Handbook, 3rd Edition recommended definition and assessment of diverted-link trips.

TRANSPORTATION SDC METHODOLOGY

The Talent Transportation SDC is calculated by multiplying the cost per new trip (as adopted by City Resolution and updated annually) by the number of anticipated future, new P.M. peak hour trips, adjusted for pass-by trip and trip length characteristics, resulting in a Transportation SDC cost per new P.M. peak hour trip. The Transportation SDC unit cost is already defined in and adopted by City Resolution No. 14-911-R.

TALENT SDC SCHEDULE

Exhibit 1 summarizes the Talent Transportation SDC Schedule for those land uses listed by the ITE Trip Generation Manual, 9th Edition. Following the exhibit are graphs comparing the estimated SDC (based on the proposed methodology) to Talent's current methodology. Generally, the estimated SDC is lower than Talent's current methodology; in some cases these differences can be attributed to updated ITE trip rate values, but are mostly due to the more current pass-by and new trip length adjustment factors.

Exhibit 1: TSDC Rate Table

Land Use Category - ITE 9th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate [1]	Unit*	Pass-By Trip Reduction Factor** [2]	Net New Trip Rate [3]	Trip Length Adjustment Factor [4]	Net Trips [5]	# Units	Estimated SDC	Resolution #	Cost per new trip applied by City Resolution	\$
											Adjustable Value (User Input)		
RESIDENTIAL													
Single-Family Detached Housing	3	210	1.00	Dwelling Unit	1.00	1.00	1.00	1.00	1				
Apartment	3	220	0.62	Dwelling Unit	1.00	0.62	0.85	0.53	1				
Low-Rise Apartment (1-2 Floors)	3	221	0.58	Occupied Dwelling Unit	1.00	0.58	0.85	0.49	1				
Mid-Rise Apartment	3	223	0.39	Dwelling Unit	1.00	0.39	0.85	0.33	1				
Rental Townhouse	1	224	0.72	Dwelling Unit	1.00	0.72	0.85	0.61	1				
Residential Condominium/Townhouse	3	230	0.52	Dwelling Unit	1.00	0.52	0.85	0.44	1				
Low-Rise Residential Condo/Townhouse	1	331	0.78	Dwelling Unit	1.00	0.78	0.85	0.66	1				
Mobile Home Park	3	340	0.59	Occupied Dwelling Unit	1.00	0.59	0.71	0.42	1				
Senior Adult Housing-Detached	3	251	0.27	Dwelling Unit	1.00	0.27	0.51	0.14	1				
Senior Adult Housing-Attached	3	252	0.25	Dwelling Unit	1.00	0.25	0.51	0.13	1				
Congregate Care Facility	1	252	0.17	Dwelling Unit	1.00	0.17	0.51	0.09	1				
Assisted Living	1	254	0.22	Bed	1.00	0.22	0.51	0.11	1				
Continuing Care Retirement Community	3	255	0.16	Unit	1.00	0.16	0.51	0.08	1				
Recreational Homes	1	260	0.26	Dwelling Unit	1.00	0.26	0.51	0.13	1				
INSTITUTIONAL													
City Park	1	417	3.50	Acre	1.00	3.50	0.95	3.33	1				
Water Slide Park	1	414	0.28	Parking Space	1.00	0.28	0.95	0.27	1				
Campground/Recreational Vehicle Park	1	416	0.98	Acre	1.00	0.98	0.95	0.93	1				
Golf Course	1	430	0.30	Acre	1.00	0.30	0.95	0.29	1				
Mini Golf	1	431	0.33	Holes	1.00	0.33	0.95	0.31	1				
Batting Cages	1	433	1.00	Cage	1.00	1.00	0.95	0.95	1				
Multipurpose Recreational Facility	1	435	3.58	1,000 sf GFA	1.00	3.58	0.95	3.41	1				
Bowling Alley	1	437	1.71	1,000 sf GFA	1.00	1.71	0.81	1.38	1				
Movie Theater with Matinee	1	444	3.80	1,000 sf GFA	1.00	3.80	0.81	3.08	1				
Multiplex Movie Theater	1	445	4.91	1,000 sf GFA	1.00	4.91	0.81	3.97	1				
Casino/Video Lottery Establishment	1	473	13.43	1,000 sf GFA	1.00	13.43	0.95	12.79	1				
Amusement Park	1	480	3.95	Acre	1.00	3.95	0.95	3.76	1				
Soccer Complex	1	488	17.70	Field	1.00	17.70	0.81	14.33	1				
Tennis Courts	1	490	3.88	Tennis Court	1.00	3.88	0.81	3.14	1				
Rackey/Tennis Club	1	491	1.06	1,000 sf GFA	1.00	1.06	0.81	0.86	1				
Health/Fitness Club	3	492	3.53	1,000 sf GFA	1.00	3.53	0.81	2.86	1				
Athletic Club	1, 3	493	5.96	1,000 sf GFA	1.00	5.96	0.81	4.82	1				
Recreational Community Center	1	495	2.74	1,000 sf GFA	1.00	2.74	0.63	2.22	1				
Elementary School	1	520	1.21	1,000 sf GFA	1.00	1.21	0.63	0.76	1				
Middle School/Junior High School	1	522	1.19	1,000 sf GFA	1.00	1.19	0.63	0.75	1				
Private School (K-8)	3	534	0.60	Student	1.00	0.60	0.63	0.38	1				
Private School (K-12)	1	536	0.17	Student	1.00	0.17	0.63	0.11	1				
High School	1	530	0.97	1,000 sf GFA	1.00	0.97	0.63	0.61	1				
Junior/Community College	1	540	2.54	1,000 sf GFA	1.00	2.54	0.63	1.60	1				
University/College	3	550	0.17	Student	1.00	0.17	0.63	0.11	1				
Church	3	560	0.55	1,000 sf GFA	1.00	0.55	0.65	0.36	1				
Day Care Center	1	565	12.34	1,000 sf GFA	0.33	4.07	0.65	2.64	1				
Museum	1	580	0.18	1,000 sf GFA	1.00	0.18	0.95	0.17	1				

Resolution #	Cost per new trip adopted by City Resolution	\$
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Talent TSDC Schedule - 2015

Adjustable Value (User input)

Land Use Category - ITE 9th Edition	Notes	ITE Land Use Code	ITE Average P/M Peak Hour Trip Rate	Unit*	Pass-By Trip Reduction Factor **	Net New Trip Rate	Trip Length Adjustment Factor	Net New Trips	# Units	Estimated SDC
(1)										
(2)										
(3)										
(4)										
(5)										
INSTITUTIONAL										
Library	3	590	7.30	1,000 sf GFA	1.00	7.30	0.54	4.16	1	
Hospital	3	610	0.93	1,000 sf GFA	1.00	0.93	0.75	0.73	1	
Nursing Home	1	620	0.74	1,000 sf GFA	1.00	0.74	0.44	0.34	1	
BUSINESS & COMMERCIAL										
Hotel		310	0.60	Room	1.00	0.60	0.86	0.51	1	
All Suites Hotel	1	311	0.40	Room	1.00	0.40	0.86	0.34	1	
Motel	3	320	0.47	Room	1.00	0.47	0.86	0.40	1	
Resort Hotel		330	0.42	Room	1.00	0.42	0.95	0.40	1	
Tractor Supply Store	2(a)	810	1.40	1,000 sf GFA	0.75	1.05	0.95	1.00	1	
Construction Equipment Rental	1, 2(a)	811	0.99	1,000 sf GFA	0.75	0.74	0.95	0.71	1	
Building Materials and Lumber Store	2(a)	812	4.49	1,000 sf GFA	0.75	3.37	0.95	3.21	1	
Free-Standing Discount Superstore		813	4.35	1,000 sf GFA	0.72	3.13	0.36	1.13	1	
Variety Store	2(b)	814	6.82	1,000 sf GFA	0.66	4.50	0.56	2.53	1	
Free-Standing Discount Store		815	4.98	1,000 sf GFA	0.83	4.13	0.36	1.50	1	
Hardware/Paint Store	3	816	4.84	1,000 sf GFA	0.74	3.58	0.47	1.67	1	
Nursery (Garden Center)	2(a)	817	6.94	1,000 sf GFA	0.75	5.21	1.01	5.25	1	
Nursery (Wholesale)	2(a)	818	3.17	1,000 sf GFA	0.75	3.88	1.01	3.91	1	
Shopping Center	3	819	3.71	1,000 sf GFA	0.66	2.45	0.56	1.38	1	
Factory Outlet Center	2(b), 3	823	2.29	1,000 sf GFA	0.66	1.51	0.95	1.44	1	
Specialty Retail Center	1, 2(b)	826	2.71	1,000 sf GFA	0.66	1.79	0.56	1.01	1	
Automobile Sales	2(a), 3	841	2.62	1,000 sf GFA	0.75	1.97	0.77	1.52	1	
Recreational Vehicle Sales	1, 2(a)	842	2.54	1,000 sf GFA	0.75	1.91	0.77	1.47	1	
Automobile Parts Sales	1, 3	843	5.08	1,000 sf GFA	0.57	3.41	0.60	2.05	1	
Tire Store		843	4.15	1,000 sf GFA	0.72	2.99	0.60	1.79	1	
Tire Superstore	2(e)	849	2.11	1,000 sf GFA	0.72	1.52	0.60	0.91	1	
Supermarket	3	850	9.48	1,000 sf GFA	0.64	6.07	0.35	2.14	1	
Convenience Market (Open 24 Hours)		851	52.41	1,000 sf GFA	0.39	20.44	0.35	7.20	1	
Convenience Market (Open 15-16 Hours)	1, 2(f)	852	34.57	1,000 sf GFA	0.39	13.48	0.35	4.75	1	
Convenience Market with Gasoline Pumps		853	19.07	Vehicle Fueling Position	0.34	6.48	0.35	2.28	1	
Discount Supermarket	3	854	8.34	1,070 sf GFA	0.77	6.42	0.35	2.26	1	
Discount Club	2(f)	857	4.18	1,000 sf GFA	0.77	3.22	0.70	2.27	1	
Wholesale Market	1, 2(b)	860	0.88	1,000 sf GFA	0.66	0.58	0.35	0.20	1	
Sporting Goods Superstore	1, 2(f), 3	861	1.84	1,000 sf GFA	0.52	0.96	0.47	0.45	1	
Home Improvement Superstore		862	2.33	1,000 sf GFA	0.52	1.21	0.47	0.57	1	
Electronic Superstore	1	863	4.50	1,000 sf GFA	0.60	2.70	0.47	1.26	1	
Toy/Children's Superstore	1, 2(b)	864	4.99	1,000 sf GFA	0.66	3.29	0.47	1.54	1	
Baby Superstore	1, 2(b)	865	1.82	1,000 sf GFA	0.66	1.20	0.47	0.56	1	
Pet Supply Superstore	1, 2(b)	866	3.38	1,000 sf GFA	0.66	2.23	0.47	1.04	1	
Office Supply Superstore	1, 2(b)	867	3.40	1,000 sf GFA	0.66	2.24	0.47	1.05	1	
Book Superstore	1, 2(b)	868	15.82	1,000 sf GFA	0.66	10.44	0.47	4.87	1	
Discount Home Furnishings Superstore	2(b)	869	1.57	1,000 sf GFA	0.66	1.04	0.47	0.48	1	
Bed and Linen Superstore	1, 2(b)	872	2.22	1,000 sf GFA	0.66	1.47	0.47	0.68	1	
Department Store	2(b)	875	1.87	1,000 sf GFA	0.66	1.23	0.56	0.69	1	
Apparel Store	2(b)	876	3.83	1,000 sf GFA	0.66	2.53	0.56	1.42	1	
Arts and Crafts Store	1, 2(b)	879	6.21	1,000 sf GFA	0.66	4.10	0.56	2.30	1	
Pharmacy/Drug Store without Drive-Through		880	8.40	1,000 sf GFA	0.47	3.95	0.35	1.39	1	
Pharmacy/Drug Store with Drive-Through		881	9.91	1,000 sf GFA	0.51	5.05	0.35	1.78	1	
Furniture Store		890	0.45	1,000 sf GFA	0.47	0.21	1.01	0.21	1	
Video Rental Store	2(b), 3	896	13.60	1,000 sf GFA	0.66	8.98	0.27	2.39	1	

Resolution #	Cost per new trip adopted by City Resolution	\$
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Adjustable Value (User input)

Talent TSDC Schedule - 2015

Land Use Category - ITE 9th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate	Unit*	Pass-By Trip Reduction Factor **	Net New Trip Rate	Trip Length Adjustment Factor	Net New Trips	# Units	Estimated SDC
					[2]	[3]	[4]	[5]		
BUSINESS & COMMERCIAL										
Medical Equipment Store	2(a),1	897	1.24	1,000 sf GFA	0.75	0.93	0.47	0.43	1	
Walk-in Bank	1, 2(d)	911	12.13	1,000 sf GFA	0.53	6.43	0.40	2.57	1	
Drive-in Bank		912	24.30	1,000 sf GFA	0.53	12.88	0.40	5.15	1	
Hair Salon	1, 2(d)	918	1.45	1,000 sf GFA	0.53	0.77	0.40	0.31	1	
Copy, Print and Express Ship Store	1, 2(b)	920	7.41	1,000 sf GFA	0.66	4.89	0.47	2.28	1	
Drinking Place	2(f)	925	11.34	1,000 sf GFA	0.56	6.35	0.51	3.27	1	
Quality Restaurant		931	7.49	1,000 sf GFA	0.56	4.19	0.51	2.16	1	
High Turnover (Sit-Down) Restaurant		932	9.85	1,000 sf GFA	0.57	5.61	0.50	2.78	1	
Fast Food Restaurant, without Drive-Through	1, 2(g)	933	26.15	1,000 sf GFA	0.50	13.08	0.27	3.49	1	
Fast Food Restaurant with Drive-Through		934	32.85	1,000 sf GFA	0.50	16.33	0.27	4.35	1	
Fast Food Restaurant with Drive-Through (No Indoor Seating)	2(g)	935	44.99	1,000 sf GFA	0.50	22.50	0.27	6.00	1	
Coffee/Donut Shop without Drive-Through	2(n)	936	40.75	1,000 sf GFA	0.50	20.38	0.27	5.43	1	
Coffee/Donut Shop with Drive-Through	2(g)	937	42.80	1,000 sf GFA	0.50	21.40	0.27	5.71	1	
Coffee/Donut Shop with Drive-Through (No Indoor Seating)	1, 2(g)	938	75.00	1,000 sf GFA	0.50	37.50	0.27	10.00	1	
Bread/Donut/Bagel Shop without Drive-Through	1, 2(g)	939	28.00	1,000 sf GFA	0.50	14.00	0.27	3.73	1	
Bread/Donut/Bagel Shop with Drive-Through	1, 2(g)	940	18.99	1,000 sf GFA	0.50	9.50	0.27	2.53	1	
Quick Lubrication Vehicle Shop	2(c)	941	5.19	Service Position	0.57	2.96	0.55	1.63	1	
Automobile Care Center	1, 2(c), 3	942	3.11	1,000 sf GLA	0.57	1.77	0.60	1.06	1	
Auto Parts / Service Center	1, 2(c)	943	4.46	1,000 sf GFA	0.57	2.54	0.60	1.53	1	
Gasoline/Service Station	944	944	3.87	Vehicle Fueling Position	0.58	8.04	0.25	1.99	1	
Gasoline/Service Station w/ Convenience Market		945	13.11	Vehicle Fueling Position	0.44	5.94	0.25	1.47	1	
Gasoline/Service Station w/ Convenience Market & Car Wash	2(f)	946	17.86	Vehicle Fueling Position	0.44	6.10	0.25	1.51	1	
Self-Service Car Wash	2(d)	947	5.54	Wash Stall	0.53	2.94	0.60	1.76	1	
Automated Car Wash	1, 2(d)	948	14.12	1,000 sf GFA	0.53	7.48	0.60	4.49	1	
Truck Stop	1, 2(k)	950	13.63	1,000 sf GFA	0.57	7.77	0.95	7.40	1	
OFFICE										
Clinic	1	657	3.18	1,000 sf GFA	1.00	5.18	0.85	4.39	1	
Vet Clinic	1	640	4.72	1,000 sf GFA	1.00	4.72	0.85	4.00	1	
General Office Building	3	710	1.49	1,000 sf GFA	1.00	1.49	0.85	1.26	1	
Corporate Headquarters Building	3	714	1.41	1,000 sf GFA	1.00	1.41	0.85	1.20	1	
Single Tenant Office Building	3	715	1.74	1,000 sf GFA	1.00	1.74	0.85	1.47	1	
Medical-Dental Office Building	3	720	3.57	1,000 sf GFA	1.00	3.57	0.85	3.03	1	
Government Office Building	1	730	1.21	1,000 sf GFA	1.00	1.21	0.85	1.03	1	
State Motor Vehicle Department		731	17.09	1,000 sf GFA	1.00	17.09	0.85	14.49	1	
United States Post Office		732	11.22	1,000 sf GFA	1.00	11.22	0.54	6.09	1	
Government Office Complex	1	733	2.85	1,000 sf GFA	1.00	2.85	0.85	2.42	1	
Office Park	3	750	1.48	1,000 sf GFA	1.00	1.48	0.85	1.25	1	
Research and Development Center	3	760	1.07	1,000 sf GFA	1.00	1.07	0.85	0.91	1	
Business Park	3	770	1.26	1,000 sf GFA	1.00	1.26	0.85	1.07	1	
INDUSTRIAL										
General Light Industrial	3	110	0.97	1,000 sf GFA	1.00	0.97	1.00	0.97	1	
General Heavy Industrial	1	120	0.68	1,000 sf GFA	1.00	0.68	1.00	0.68	1	
Industrial Park	3	130	0.85	1,000 sf GFA	1.00	0.85	1.00	0.85	1	
Manufacturing	3	140	0.73	1,000 sf GFA	1.00	0.73	1.00	0.73	1	
Warehousing	3	150	0.32	1,000 sf GFA	1.00	0.32	1.00	0.32	1	
Mini-Warehouse	151	151	0.26	1,000 sf GFA	1.00	0.26	0.51	0.13	1	
Data Center	1	160	0.09	1,000 sf GFA	1.00	0.09	1.00	0.09	1	
Utilities	1	170	0.76	1,000 sf GFA	1.00	0.76	1.00	0.76	1	

Talent TSDC Schedule - 2015

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area
 ** The Pass-By Trip Reduction Factor reduces the Average Trip Rate based on average Pass-By trip percentages published in the ITE Trip Generation Handbook (3rd Edition, 2014).

NET NEW TRIP RATE CALCULATION:

$$\begin{matrix} \text{ITE Trip Rate} & \times & \text{Pass-By Reduction Factor} & = & \text{Net New Trip Rate} \\ (1) & & (2) & & (3) \end{matrix}$$

$$\begin{matrix} \text{Net New Trip Rate} & \times & \text{Trip Length Adjustment Factor} & = & \text{Net New Trips} \\ (3) & & (4) & & (5) \end{matrix}$$

SDC CALCULATION:

$$\begin{matrix} \text{Net New Trips} & \times & \text{\# Units} & \times & \text{TSDC/New PM Peak Trip} & = \end{matrix}$$

NOTES:

- (1) Trip Generation (9th Edition, 2012) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (2) No pass-by rates are available. Pass-by rates were estimated from other similar uses.

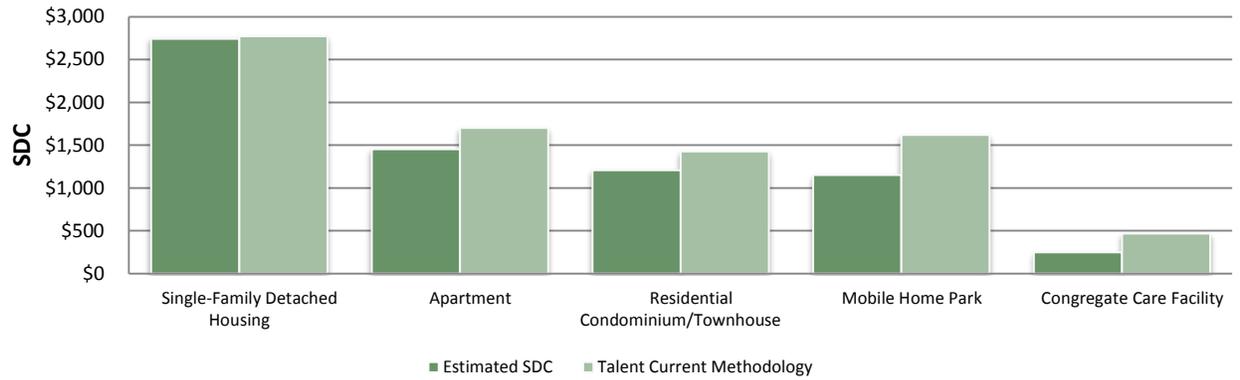
Code	Land Use	Pass-By Trip Reduction Factor
2 (a)	No Drive Available 25% Estimated Pass-by	0.75
2 (b)	Shopping Center (850)	0.66
2 (c)	Auto Parts Sales (843)	0.57
2 (d)	Bank/Drive-In (912)	0.53
2 (e)	Tire Store (848)	0.72
2 (f)	Discount Supermarket (854)	0.77
2 (g)	Fast Food Restaurant with Drive-Through (934)	0.50
2 (h)	Gasoline/Service Station w/ Convenience Market (945)	0.44
2 (i)	Convenience Market (24 Hr) (851)	0.39
2 (j)	Quickly Restaurant (931)	0.56
2 (k)	High Turnover Sit Down Restaurant (932)	0.57
2 (l)	Home Improvement Superstore (362)	0.52

- (3) Alternatively, the PM peak hour trip regression equation in Trip Generation can be used instead of the average trip rate identified in the table. However the equation must be used according to the instructions in Trip Generation.
- (4) P.M. Peak Hour of the Generator' rates applied.

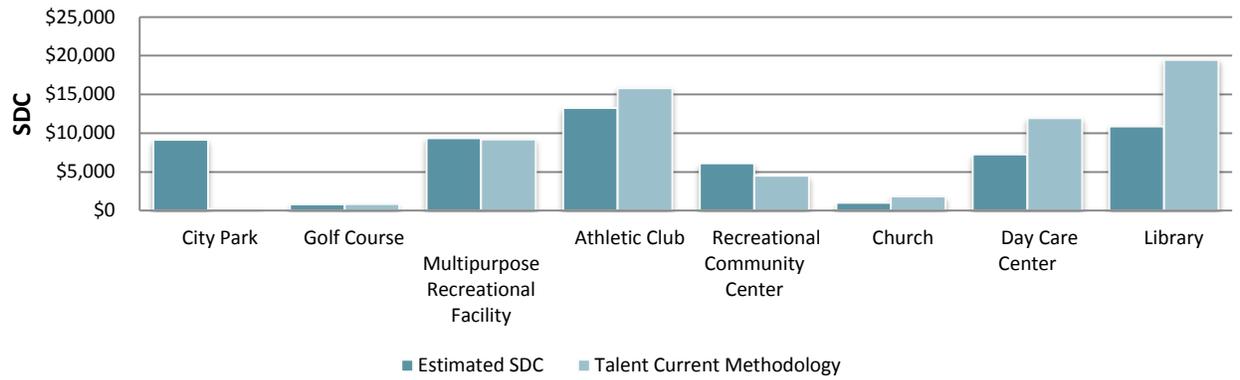
Trip Length Data Source: Lake County Florida, Transportation Impact Fee Study, 2007.
 For use with residential, institutional, business & commercial and office uses

SOURCE: David Evans and Associates, Inc. (2015)

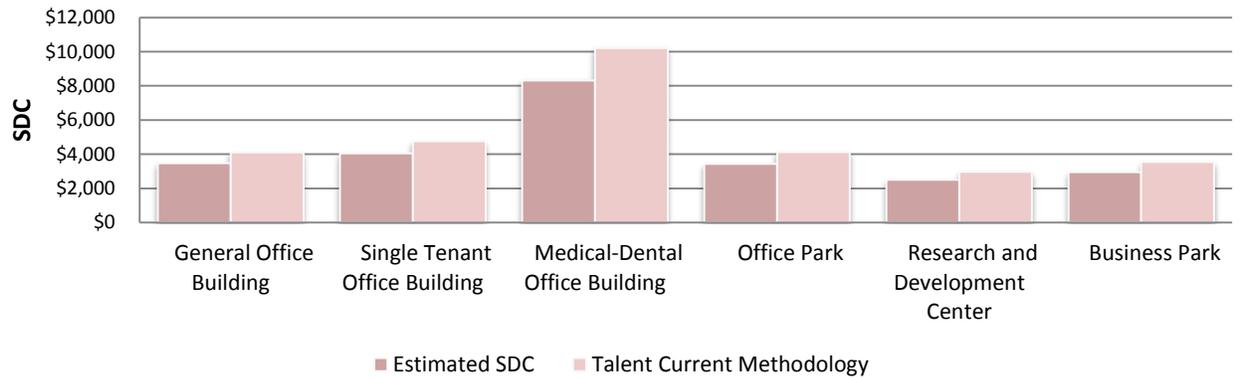
Residential



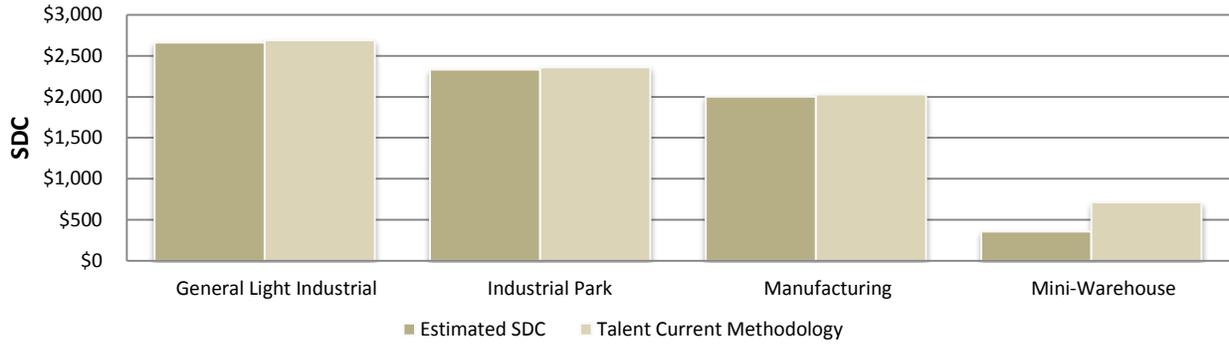
Institutional



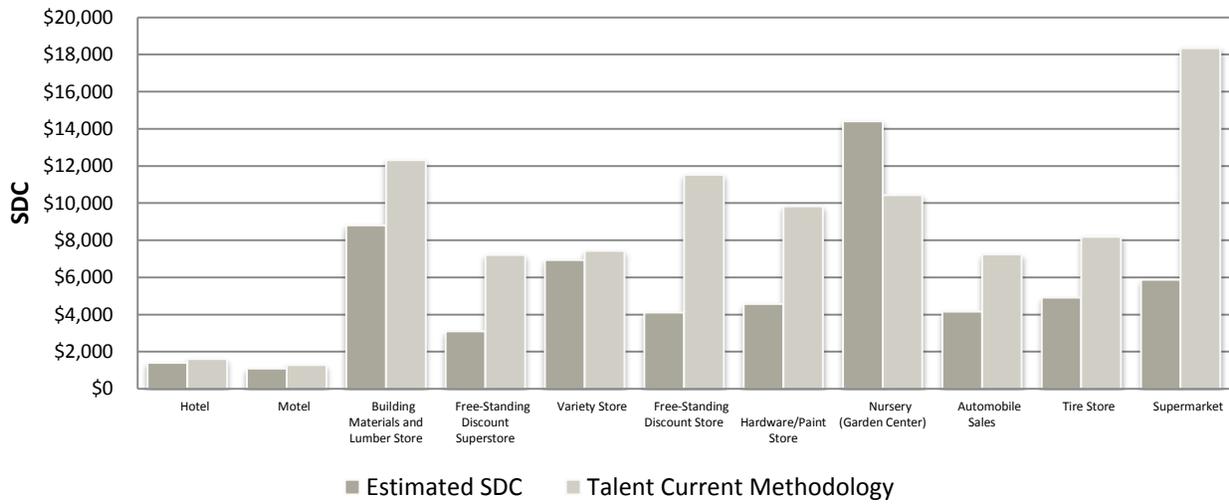
Office



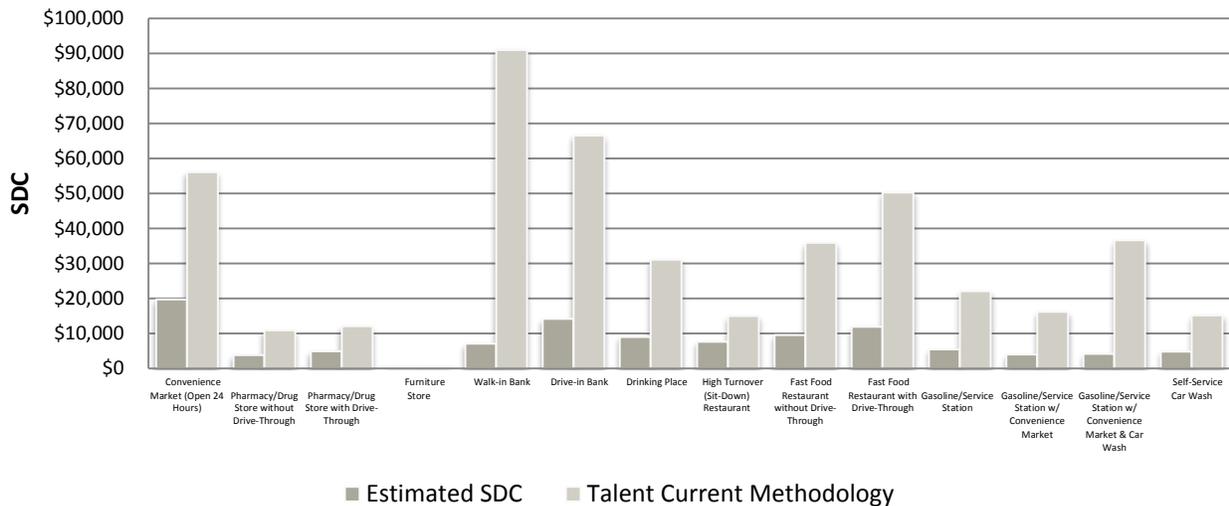
Industrial



Business & Commercial



Business & Commercial (continued)



APPENDIX A

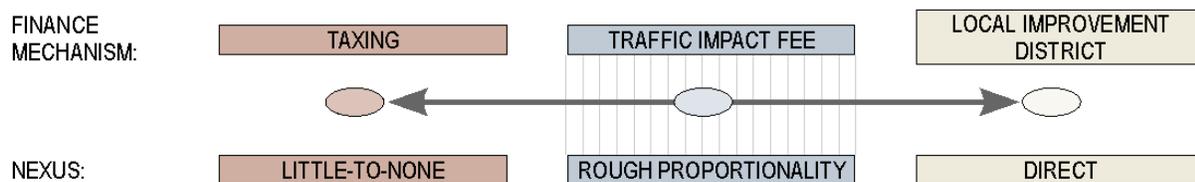
TRIP GENERATION MANUAL, 9TH EDITION –
TRIP RATES AND ADJUSTMENT FACTORS

INTRODUCTION AND BACKGROUND

Systems development charges (SDCs), like traffic impact fees (TIFs), are a means to help pay for new transportation system improvements that are needed to serve new development. The underlying legal and public policy principles for these fees are that they be fair and equitable, providing for a rational nexus, a connection established between new development and the new or expanded transportation facilities required to accommodate that development. According to the U.S. Supreme Court, the amount of the fee must be “roughly proportional” to the amount of impact created by the development, but the fee does not have to be mathematically precise (*Dolan v. City of Tigard*). As shown in Figure A-1, the defining rational nexus varies greatly between the transportation financing mechanisms.

Figure A-1

Rational Nexus and the Range of Transportation Financing Mechanisms



Consistent with best practices throughout the United States, the approach to providing rough proportionality includes the use of standardized trip generation data from the Institute of Transportation Engineers (ITE). The data in ITE’s Trip Generation Manual is used by virtually every jurisdiction that charges SDCs or traffic impact fees (TIFs).

The use of ITE’s trip generation data allows every jurisdiction to use a uniform set of data that is reasonably robust in its depiction of the trips generated by dozens of different land uses. The ITE data also provides the development community with stability and predictability in estimating the trips it will generate. This saves the developer the time and expense of customized traffic studies, and avoids the unpredictability of such studies.

This section provides a summary discussion of SDC methodological issues pertaining to **trip generation rates** and **adjustment factors**. Eventually, Talent’s revised SDC methodology and Ordinance will include direct citation of the *ITE Trip Generation Manual, 9th Edition (2012)* and the *ITE Trip Generation Handbook, An ITE Recommended Practice (March 2001)*, both resources published by the Institute of Transportation Engineers. The trip rate data reported by ITE, by land use category, were derived from actual measurements of driveway

traffic taken at individual land use sites. These data are cited and used to estimate trip generation in many traffic impact studies.

As noted by ITE, there are instances when the site-generated traffic is different from the amount of new traffic added to the street system by the trip generator. Many retail uses, as example, attract a portion of their trips from

traffic passing their site on the way from an origin to another destination. Known as “pass-by” trips, these retail trips do not really add new traffic to the adjacent system, so ITE reports their rates for factual use in traffic studies. Many SDC methodologies use pass-by trip rate adjustments to account for this activity, resulting in slightly lower rates for retail commercial uses.

ITE also further distinguishes the non-pass-by trips into *primary* and *diverted linked* trips. *Primary* trips are defined by ITE as trips made for the specific purpose of visiting the generator. The stop at the generator is the primary reason for the trip. *Diverted link* trips are defined by ITE as trips that are attracted from the traffic volume on roadways within the vicinity of the generator but that require a diversion from the roadway to another roadway to gain access to the site. Diverted link trips add traffic to streets adjacent to the site, but may not add traffic to the area’s major travel routes. ITE further cautions that diverted link trips should be treated similarly to *primary* trips...” but constitute no new increase on a macroscopic scale.”

Some SDC methodologies include adjustment factors that combine pass-by and diverted-linked trip characteristics into a single trip rate adjustment factor.

RECOMMENDATIONS

FITTED CURVE AND AVERAGE TRIP GENERATION RATES

For many of the land use categories reports, the ITE Trip Generation Manual provides both average trip generation rates (daily and peak hour rates) as well as equations based on a best-fit curve between data points (the strength

of the curve equations often varies depending on the number of independent traffic studies completed). Several land use categories reported in ITE exhibit trip generation characteristics that change significantly based on the size of the development.

Like other jurisdictions, it is recommended that Talent use the ITE average trip generation rate data, rather than the curved data sets that are also reported in ITE. A single, average rate best defines *rough proportionality* as part of the *rational nexus*, and is more practically administered during plan review and the determination of the SDC.

TRIP RATE ADJUSTMENTS

For consistency with ITE’s recommended practices it is recommended that Talent consider using only *pass-by* trip rate adjustments in the SDC methodology. As noted in the ITE Trip Generation Handbook, trip-making is broken down into two major categories: Pass-By trips and Non-Pass-By trips. Further, ITE reports that “in some traffic impact study applications it is necessary to further subdivide Non-Pass-By trips into primary trips and *diverted-linked* trips.”

The ITE Trip Generation Handbook further reports a series of cautions in Section 5.3. High correlation indices for *pass-by* trip rate data are reported difficult to obtain because of the inherent variability in surveyed site characteristics. Analysts are specifically cautioned in the use of *pass-by* and *diverted-linked* trip data. *Diverted-linked* trips are noted as “clearly different” than *pass-by* trips, as *diverted-linked* trips “add trips to the adjacent roads at a proposed site, but *may not* add trips to nearby major highways or freeways.” Notwithstanding this caution, the ITE Trip

Generation Handbook readily reports for *pass-by* trip rates, the strength of data correlation and average pass-by trip rate for specific land uses (mostly commercial land uses) in Chapter 5. See Tables 5.1-5.26 and Figures 5.3-5.15. [Note: The average pass-by trip rates will be used to develop the Talent SDC Pass-by Trip Adjustment Factor.]

However, the ITE Trip Generation Handbook does not similarly and consistently report *diverted-linked* trips, as there are no average *diverted-linked* trip data summaries, similar to the average *pass-by* trip rate, for each commercial use. This is due to the variation in data collected/surveyed, where the range of studies did not consistently quantify the trip types into *primary*, *non-pass-by*, *diverted-linked* and *pass-by* trip classes. The ITE Trip Generation Handbook specifically notes that:

“*diverted linked* trips are often difficult to identify” and “Therefore, *diverted linked* trips should be treated similarly to primary trips, unless: (1) all three (primary, pass-by and diverted Linked) categories are being analyzed and processed separately, and (2) the travel routes for diverted linked trips can be clearly established.”

Granted, and in concurrence with the ITE Trip Generation Handbook that, *diverted-linked* trips add traffic to streets adjacent to a site but may not add traffic to an area’s major travel routes. As ITE notes,

“Overall, diverted linked trips represent a change in local area travel patterns but constitute no new increase on a *macroscopic* scale. Within the immediate study area, diverted linked trips do represent additional traffic on individual streets and should be analyzed that way.”

But there are a number of substantive issues that cloud the ability to accurately quantify *diverted-linked* trips for ready application in an SDC methodology and policy, as *diverted-linked* trips are unique to specific uses, their location within and relationship to the surrounding area development (type and mix), their orientation and proximity to major streets (and highways and freeways), and their proximity to competitors. So, quantifying *diverted-linked* trips is difficult, and has not been accomplished, consistently and comprehensively as readily reported within the ITE Trip Generation Handbook.

For adequate use of *diverted-linked* trip data in Talent’s SDC methodology the following consistent summary statistics (and perhaps others) would need to be quantified for each of the commercial land uses within the ITE Trip Generation Handbook:

- ✓ Average trip rate
- ✓ Average trip length
- ✓ Relationship to and within area land use density and mix
- ✓ Relationship to the proximity of major transportation facilities and competitors

As the ITE Trip Generation Handbook does not provide these data, use of selective *diverted-linked* trip data in Talent’s SDC methodology is untenable. It is recommended that Talent withhold *diverted-linked* trips from any trip generation adjustment factor, and leave the subject to the discretion of the Applicant considering a challenge to the SDC. The ITE Trip Generation Handbook manual (see Section 5.5) provides specific guidance to collect pass-by and *diverted-linked* trips data and should be followed when an Applicant wishes to challenge the SDC trip rate adjustment methodology.

Resolution # 14-911-R	Cost per new trip adopted by City Resolution	\$ 2,744
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This column edited based on PDF report ITE trip rates/factors and 2015 cost/new trip = \$2744

Adjustable Value (User input)

Talent TSDC Schedule - 2015

Land Use Category - ITE 9th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate	Unit*	Pass-By Trip Reduction Factor **	Net New Trip Rate	Trip Length Adjustment Factor	Net New Trips	# Units	Estimated SDC	For Comparison Purposes Only	Talent Current Methodology
			[1]		[2]	[3]	[4]	[5]				
RESIDENTIAL												
Single-Family Detached Housing	3	210	1.00	Dwelling Unit	1.00	1.00	1.00	1.00	1	\$2,744		\$2,771
Apartment	3	220	0.62	Dwelling Unit	1.00	0.62	0.85	0.53	1	\$1,454		\$1,701
Low-Rise Apartment (1-2 Floors)	3	221	0.58	Occupied Dwelling Unit	1.00	0.58	0.85	0.49	1	\$1,345		
Mid-Rise Apartment	3	223	0.39	Dwelling Unit	1.00	0.39	0.85	0.33	1	\$906		
Rental Townhouse	1	224	0.72	Dwelling Unit	1.00	0.72	0.85	0.61	1	\$1,674		
Residential Condominium/Townhouse	3	230	0.52	Dwelling Unit	1.00	0.52	0.85	0.44	1	\$1,207		\$1,427
Low-Rise Residential Condo/Townhouse	1	231	0.78	Dwelling Unit	1.00	0.78	0.85	0.66	1	\$1,811		
Mobile Home Park	3	240	0.59	Occupied Dwelling Unit	1.00	0.59	0.71	0.42	1	\$1,152		\$1,619
Senior Adult Housing-Detached	3	251	0.27	Dwelling Unit	1.00	0.27	0.51	0.14	1	\$384		
Senior Adult Housing-Attached	3	252	0.25	Dwelling Unit	1.00	0.25	0.51	0.13	1	\$357		
Congregate Care Facility	1	253	0.17	Dwelling Unit	1.00	0.17	0.51	0.09	1	\$247		\$466
Assisted Living		254	0.22	Bed	1.00	0.22	0.51	0.11	1	\$302		
Continuing Care Retirement Community	3	255	0.16	Unit	1.00	0.16	0.51	0.08	1	\$220		
Recreational Homes	1	260	0.26	Dwelling Unit	1.00	0.26	0.51	0.13	1	\$357		
INSTITUTIONAL												
City Park	1	411	3.50	Acre	1.00	3.50	0.95	3.33	1	\$9,138		\$247
Water Slide Park	1	414	0.28	Parking Space	1.00	0.28	0.95	0.27	1	\$741		
Campground/Recreational Vehicle Park	1	416	0.98	Acre	1.00	0.98	0.95	0.93	1	\$2,552		
Golf Course	1	430	0.30	Acre	1.00	0.30	0.95	0.29	1	\$796		\$823
Mini Golf	1	431	0.33	Holes	1.00	0.33	0.95	0.31	1	\$851		
Batting Cages	1	433	1.00	Cages	1.00	1.00	0.95	0.95	1	\$2,607		
Multipurpose Recreational Facility	1	435	3.58	1,000 sf GFA	1.00	3.58	0.95	3.41	1	\$9,357		\$9,192
Bowling Alley	1	437	1.71	1,000 sf GFA	1.00	1.71	0.81	1.38	1	\$3,787		
Movie Theater with Matinee	1	444	3.80	1,000 sf GFA	1.00	3.80	0.81	3.08	1	\$8,452		
Multiplex Movie Theater		445	4.91	1,000 sf GFA	1.00	4.91	0.81	3.97	1	\$10,894		
Casino/Video Lottery Establishment		473	13.43	1,000 sf GFA	1.00	13.43	0.95	12.79	1	\$35,096		
Amusement Park	1	480	3.95	Acre	1.00	3.95	0.95	3.76	1	\$10,317		
Soccer Complex	1	488	17.70	Field	1.00	17.70	0.81	14.33	1	\$39,322		
Tennis Courts	1	490	3.88	Tennis Court	1.00	3.88	0.81	3.14	1	\$8,616		
Racket/Tennis Club	1	491	1.06	1,000 sf GFA	1.00	1.06	0.81	0.86	1	\$2,360		
Health/Fitness Club	3	492	3.53	1,000 sf GFA	1.00	3.53	0.81	2.86	1	\$7,848		
Athletic Club	1, 3	493	5.96	1,000 sf GFA	1.00	5.96	0.81	4.82	1	\$13,226		\$15,805
Recreational Community Center		495	2.74	1,000 sf GFA	1.00	2.74	0.81	2.22	1	\$6,092		\$4,500
Elementary School		520	1.21	1,000 sf GFA	1.00	1.21	0.63	0.76	1	\$2,085		
Middle School/Junior High School		522	1.19	1,000 sf GFA	1.00	1.19	0.63	0.75	1	\$2,058		
Private School (K-8)	3	534	0.60	Student	1.00	0.60	0.63	0.38	1	\$1,043		
Private School (K-12)	1	536	0.17	Student	1.00	0.17	0.63	0.11	1	\$302		
High School		530	0.97	1,000 sf GFA	1.00	0.97	0.63	0.61	1	\$1,674		
Junior/Community College	1	540	2.54	1,000 sf GFA	1.00	2.54	0.63	1.60	1	\$4,390		
University/College	3	550	0.17	Student	1.00	0.17	0.63	0.11	1	\$302		
Church	3	560	0.55	1,000 sf GFA	1.00	0.55	0.65	0.36	1	\$988		\$1,811
Day Care Center		565	12.34	1,000 sf GFA	0.33	4.07	0.65	2.64	1	\$7,244		\$11,935
Museum	1	580	0.18	1,000 sf GFA	1.00	0.18	0.95	0.17	1	\$466		
INSTITUTIONAL												

Talent TSDC Schedule - 2015

Adjustable
Value
(User input)

report ITE trip
rates/factors and
2015 cost/new trip
= \$2744

Land Use Category - ITE 9th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate	Unit*	Pass-By Trip Reduction Factor **	Net New Trip Rate	Trip Length Adjustment Factor	Net New Trips	# Units	Estimated SDC	For Comparison Purposes Only	Talent Current Methodology
			[1]			[2]	[3]	[4]	[5]			
Library	3	590	7.30	1,000 sf GFA	1.00	7.30	0.54	4.16	1	\$11,415		\$19,455
Hospital	3	610	0.93	1,000 sf GFA	1.00	0.93	0.75	0.73	1	\$2,003		
Nursing Home	1	620	0.74	1,000 sf GFA	1.00	0.74	0.44	0.34	1	\$933		

BUSINESS & COMMERCIAL

Hotel		310	0.60	Room	1.00	0.60	0.86	0.51	1	\$1,399		\$1,619
All Suites Hotel	1	311	0.40	Room	1.00	0.40	0.86	0.34	1	\$933		
Motel	3	320	0.47	Room	1.00	0.47	0.86	0.40	1	\$1,098		\$1,290
Resort Hotel		330	0.42	Room	1.00	0.42	0.95	0.40	1	\$1,098		
Tractor Supply Store	2(a)	810	1.40	1,000 sf GFA	0.75	1.05	0.95	1.00	1	\$2,744		
Construction Equipment Rental	1, 2(a)	811	0.99	1,000 sf GFA	0.75	0.74	0.95	0.71	1	\$1,948		
Building Materials and Lumber Store	2(a)	812	4.49	1,000 sf GFA	0.75	3.37	0.95	3.21	1	\$8,808		\$12,321
Free-Standing Discount Superstore		813	4.35	1,000 sf GFA	0.72	3.13	0.36	1.13	1	\$3,101		\$7,221
Variety Store	2(b)	814	6.82	1,000 sf GLA	0.66	4.50	0.56	2.53	1	\$6,942		\$7,436
Free-Standing Discount Store		815	4.98	1,000 sf GFA	0.83	4.13	0.36	1.50	1	\$4,116		\$11,524
Hardware/Paint Store	3	816	4.84	1,000 sf GFA	0.74	3.58	0.47	1.67	1	\$4,582		\$9,828
Nursery (Garden Center)	2(a)	817	6.94	1,000 sf GFA	0.75	5.21	1.01	5.25	1	\$14,406		\$10,427
Nursery (Wholesale)	2(a)	818	5.17	1,000 sf GFA	0.75	3.88	1.01	3.91	1	\$10,729		
Shopping Center	3	820	3.71	1,000 sf GLA	0.66	2.45	0.56	1.38	1	\$3,787		
Factory Outlet Center	2(b), 3	823	2.29	1,000 sf GFA	0.66	1.51	0.95	1.44	1	\$3,951		
Specialty Retail Center	1, 2(b)	826	2.71	1,000 sf GLA	0.66	1.79	0.56	1.01	1	\$2,771		
Automobile Sales	2(a), 3	841	2.62	1,000 sf GFA	0.75	1.97	0.77	1.52	1	\$4,171		\$7,244
Recreational Vehicle Sales	1, 2(a)	842	2.54	1,000 sf GFA	0.75	1.91	0.77	1.47	1	\$4,034		
Automobile Parts Sales	1, 3	843	5.98	1,000 sf GFA	0.57	3.41	0.60	2.05	1	\$5,625		
Tire Store		848	4.15	1,000 sf GFA	0.72	2.99	0.60	1.79	1	\$4,912		\$8,199
Tire Superstore	2(e)	849	2.11	1,000 sf GFA	0.72	1.52	0.60	0.91	1	\$2,497		
Supermarket	3	850	9.48	1,000 sf GFA	0.64	6.07	0.35	2.14	1	\$5,872		\$18,352
Convenience Market (Open 24 Hours)		851	52.41	1,000 sf GFA	0.39	20.44	0.35	7.20	1	\$19,757		\$56,087
Convenience Market (Open 15-16 Hours)	1, 2(i)	852	34.57	1,000 sf GFA	0.39	13.48	0.35	4.75	1	\$13,034		
Convenience Market with Gasoline Pumps		853	19.07	Vehicle Fueling Position	0.34	6.48	0.35	2.28	1	\$6,256		
Discount Supermarket	3	854	8.34	1,000 sf GFA	0.77	6.42	0.35	2.26	1	\$6,201		
Discount Club	2(f)	857	4.18	1,000 sf GFA	0.77	3.22	0.70	2.27	1	\$6,229		
Wholesale Market	1, 2(b)	860	0.88	1,000 sf GFA	0.66	0.58	0.35	0.20	1	\$549		
Sporting Goods Superstore	1, 2(l), 3	861	1.84	1,000 sf GFA	0.52	0.96	0.47	0.45	1	\$1,235		
Home Improvement Superstore		862	2.33	1,000 sf GFA	0.52	1.21	0.47	0.57	1	\$1,564		
Electronic Superstore	1	863	4.50	1,000 sf GFA	0.60	2.70	0.47	1.26	1	\$3,457		
Toy/Children's Superstore	1, 2(b)	864	4.99	1,000 sf GFA	0.66	3.29	0.47	1.54	1	\$4,226		
Baby Superstore	1, 2(b)	865	1.82	1,000 sf GFA	0.66	1.20	0.47	0.56	1	\$1,537		
Pet Supply Superstore	1, 2(b)	866	3.38	1,000 sf GFA	0.66	2.23	0.47	1.04	1	\$2,854		
Office Supply Superstore	1, 2(b)	867	3.40	1,000 sf GFA	0.66	2.24	0.47	1.05	1	\$2,881		
Book Superstore	1, 2(b)	868	15.82	1,000 sf GFA	0.66	10.44	0.47	4.87	1	\$13,363		
Discount Home Furnishings Superstore	2(b)	869	1.57	1,000 sf GFA	0.66	1.04	0.47	0.48	1	\$1,317		
Bed and Linen Superstore	1, 2(b)	872	2.22	1,000 sf GFA	0.66	1.47	0.47	0.68	1	\$1,866		
Department Store	2(b)	875	1.87	1,000 sf GFA	0.66	1.23	0.56	0.69	1	\$1,893		
Apparel Store	2(b)	876	3.83	1,000 sf GFA	0.66	2.53	0.56	1.42	1	\$3,896		
Arts and Crafts Store	1, 2(b)	879	6.21	1,000 sf GFA	0.66	4.10	0.56	2.30	1	\$6,311		
Pharmacy/Drug Store without Drive-Through		880	8.40	1,000 sf GFA	0.47	3.95	0.35	1.39	1	\$3,814		\$10,859
Pharmacy/Drug Store with Drive-Through		881	9.91	1,000 sf GFA	0.51	5.05	0.35	1.78	1	\$4,884		\$12,063
Furniture Store		890	0.45	1,000 sf GFA	0.47	0.21	1.01	0.21	1	\$576		\$593
Video Rental Store	2(b), 3	896	13.60	1,000 sf GFA	0.66	8.98	0.27	2.39	1	\$6,558		

BUSINESS & COMMERCIAL

Talent TSDC Schedule - 2015

Adjustable
Value
(User input)

report ITE trip
rates/factors and
2015 cost/new trip
= \$2744

Land Use Category - ITE 9th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate	Unit*	Pass-By Trip Reduction Factor **	Net New Trip Rate	Trip Length Adjustment Factor	Net New Trips	# Units	Estimated SDC	For Comparison Purposes Only	Talent Current Methodology
			[1]			[2]	[3]	[4]	[5]			
Medical Equipment Store	2(a), 1	897	1.24	1,000 sf GFA	0.75	0.93	0.47	0.43	1	\$1,180		
Walk-in Bank	1, 2(d)	911	12.13	1,000 sf GFA	0.53	6.43	0.40	2.57	1	\$7,052		\$90,964
Drive-in Bank		912	24.30	1,000 sf GFA	0.53	12.88	0.40	5.15	1	\$14,132		\$66,521
Hair Salon	1, 2(d)	918	1.45	1,000 sf GFA	0.53	0.77	0.40	0.31	1	\$851		
Copy, Print and Express Ship Store	1, 2(b)	920	7.41	1,000 sf GFA	0.66	4.89	0.47	2.28	1	\$6,256		
Drinking Place	2(j)	925	11.34	1,000 sf GFA	0.56	6.35	0.51	3.27	1	\$8,973		\$31,117
Quality Restaurant		931	7.49	1,000 sf GFA	0.56	4.19	0.51	2.16	1	\$5,927		
High Turnover (Sit-Down) Restaurant		932	9.85	1,000 sf GFA	0.57	5.61	0.50	2.78	1	\$7,628		\$14,982
Fast Food Restaurant without Drive-Through	1, 2(g)	933	26.15	1,000 sf GFA	0.50	13.08	0.27	3.49	1	\$9,577		\$35,878
Fast Food Restaurant with Drive-Through		934	32.65	1,000 sf GFA	0.50	16.33	0.27	4.35	1	\$11,936		\$50,270
Fast Food Restaurant with Drive-Through, No Indoor Seating	2(g)	935	44.99	1,000 sf GFA	0.50	22.50	0.27	6.00	1	\$16,464		
Coffee/Donut Shop without Drive-Through	2(g)	936	40.75	1,000 sf GFA	0.50	20.38	0.27	5.43	1	\$14,900		
Coffee/Donut Shop with Drive-Through	2(g)	937	42.80	1,000 sf GFA	0.50	21.40	0.27	5.71	1	\$15,668		
Coffee/Donut Shop with Drive-Through, No Indoor Seating	1, 2(g)	938	75.00	1,000 sf GFA	0.50	37.50	0.27	10.00	1	\$27,440		
Bread/Donut/Bagel Shop without Drive-Through	1, 2(g)	939	28.00	1,000 sf GFA	0.50	14.00	0.27	3.73	1	\$10,235		
Bread/Donut/Bagel Shop with Drive-Through	1, 2(g)	940	18.99	1,000 sf GFA	0.50	9.50	0.27	2.53	1	\$6,942		
Quick Lubrication Vehicle Shop	2(c)	941	5.19	Servicing Position	0.57	2.96	0.55	1.63	1	\$4,473		
Automobile Care Center	2(c), 3	942	3.11	1,000 sf GLA	0.57	1.77	0.60	1.06	1	\$2,909		
Auto Parts / Service Center	1, 2(c)	943	4.46	1,000 sf GFA	0.57	2.54	0.60	1.53	1	\$4,198		
Gasoline/Service Station		944	13.87	Vehicle Fueling Position	0.58	8.04	0.25	1.99	1	\$5,461		\$22,058
Gasoline/Service Station w/ Convenience Market		945	13.51	Vehicle Fueling Position	0.44	5.94	0.25	1.47	1	\$4,034		\$16,154
Gasoline/Service Station w/ Convenience Market & Car Wash	2(h)	946	13.86	Vehicle Fueling Position	0.44	6.10	0.25	1.51	1	\$4,143		\$36,578
Self-Service Car Wash	2(d)	947	5.54	Wash Stall	0.53	2.94	0.60	1.76	1	\$4,829		\$15,202
Automated Car Wash	1, 2(d)	948	14.12	1,000 sf GFA	0.53	7.48	0.60	4.49	1	\$12,321		
Truck Stop	1, 2(k)	950	13.63	1,000 sf GFA	0.57	7.77	0.95	7.40	1	\$20,306		
OFFICE												
Clinic	1	630	5.18	1,000 sf GFA	1.00	5.18	0.85	4.39	1	\$12,046		
Vet Clinic	1	640	4.72	1,000 sf GFA	1.00	4.72	0.85	4.00	1	\$10,976		
General Office Building	3	710	1.49	1,000 sf GFA	1.00	1.49	0.85	1.26	1	\$3,457		\$4,089
Corporate Headquarters Building	3	714	1.41	1,000 sf GFA	1.00	1.41	0.85	1.20	1	\$3,293		
Single Tenant Office Building	3	715	1.74	1,000 sf GFA	1.00	1.74	0.85	1.47	1	\$4,034		\$4,747
Medical-Dental Office Building	3	720	3.57	1,000 sf GFA	1.00	3.57	0.85	3.03	1	\$8,314		\$10,208
Government Office Building	1	730	1.21	1,000 sf GFA	1.00	1.21	0.85	1.03	1	\$2,826		
State Motor Vehicle Department		731	17.09	1,000 sf GFA	1.00	17.09	0.85	14.49	1	\$39,761		
United States Post Office		732	11.22	1,000 sf GFA	1.00	11.22	0.54	6.09	1	\$16,711		
Government Office Complex	1	733	2.85	1,000 sf GFA	1.00	2.85	0.85	2.42	1	\$6,640		
Office Park	3	750	1.48	1,000 sf GFA	1.00	1.48	0.85	1.25	1	\$3,430		\$4,116
Research and Development Center	3	760	1.07	1,000 sf GFA	1.00	1.07	0.85	0.91	1	\$2,497		\$2,964
Business Park	3	770	1.26	1,000 sf GFA	1.00	1.26	0.85	1.07	1	\$2,936		\$3,540
INDUSTRIAL												
General Light Industrial	3	110	0.97	1,000 sf GFA	1.00	0.97	1.00	0.97	1	\$2,662		\$2,689
General Heavy Industrial	1	120	0.68	1,000 sf GFA	1.00	0.68	1.00	0.68	1	\$1,866		
Industrial Park	3	130	0.85	1,000 sf GFA	1.00	0.85	1.00	0.85	1	\$2,332		\$2,360
Manufacturing	3	140	0.73	1,000 sf GFA	1.00	0.73	1.00	0.73	1	\$2,003		\$2,031
Warehousing	3	150	0.32	1,000 sf GFA	1.00	0.32	1.00	0.32	1	\$878		
Mini-Warehouse		151	0.26	1,000 sf GFA	1.00	0.26	0.51	0.13	1	\$357		\$713
Data Center	1	160	0.09	1,000 sf GFA	1.00	0.09	1.00	0.09	1	\$247		
Utilities	1	170	0.76	1,000 sf GFA	1.00	0.76	1.00	0.76	1	\$2,085		

Talent TSDC Schedule - 2015

Adjustable
Value
(User input)

report ITE trip
rates/factors and
2015 cost/new trip
= \$2744

Land Use Category - ITE 9th Edition	Notes	ITE Land Use Code	ITE Average PM Peak Hour Trip Rate	Unit*	Pass-By Trip Reduction Factor **	Net New Trip Rate	Trip Length Adjustment Factor	Net New Trips	# Units	Estimated SDC	For Comparison Purposes Only	Talent Current Methodology
			[1]		[2]	[3]	[4]	[5]				

Talent TSDC Schedule - 2015

* Abbreviations include: GFA = Gross Floor Area, sf = square feet, and GLA = Gross Leasable Area
 ** The Pass-By Trip Reduction Factor reduces the Average Trip Rate based on average Pass-By trip percentages published in the *ITE Trip Generation Handbook* (3rd Edition, 2014).

NET NEW TRIP RATE CALCULATION:	ITE Trip Rate	X	Pass-By Reduction Factor	=	Net New Trip Rate
	(1)		(2)		(3)
SDC CALCULATION:	Net New Trip Rate	X	Trip Length Adjustment Factor	=	Net New Trips
	(3)		(4)		(5)
	Net New Trips	X	# Units	X	TSDC/New PM Peak Trip =
	(5)		(6)		

- NOTES:**
- (1) *Trip Generation* (9th Edition, 2012) has less than 6 studies supporting this average rate. Applicants are strongly encouraged to conduct, at their own expense, independent trip generation studies in support of their application.
- (2) No pass-by rates are available. Pass-by rates were estimated from other similar uses.

Code	Land Use	Pass-By Trip Reduction Factor
2 (a)	No Data Available 25% Estimated Pass-by	0.75
2 (b)	Shopping Center (850)	0.66
2 (c)	Auto Parts Sales (843)	0.57
2 (d)	Bank/Drive-In (912)	0.53
2 (e)	Tire Store (848)	0.72
2 (f)	Discount Supermarket (854)	0.77
2 (g)	Fast Food Restaurant with Drive-Through (934)	0.50
2 (h)	Gasoline/Service Station w/ Convenience Market (945)	0.44
2 (i)	Convenience Market (24 Hr) (851)	0.39
2 (j)	Quality Restaurant (931)	0.56
2 (k)	High Turnover Sit Down Restaurant (932)	0.57
2 (l)	Home Improvement Superstore (862)	0.52

- (3) Alternatively, the PM peak hour trip regression equation in *Trip Generation* can be used instead of the average trip rate identified in the table. However the equation must be used according to the instructions in *Trip Generation*.
- (4) 'P.M. Peak Hour of the Generator' rates applied.

Trip Length Data Source: Lake County Florida, Transportation Impact Fee Study, 2007.
 For use with residential, institutional, business & commercial and office uses

SOURCE: David Evans and Associates, Inc. (2015)