



Attachment B

Transportation Impact Fee Schedule - 2017

Land Uses	ITE Land Use Code	Unit of Measure	Basic Trip Rate PM Peak Trips/Unit ⁽¹⁾	New Trips Percent	New Trip Rate ⁽²⁾	Fee Per Unit ⁽³⁾
Cost per New Trip Generated:						\$3,698.72
Residential						
Single Family (Detached)	210	dwelling	1.01	100%	1.01	\$3,735.71
Multifamily – Apartment	220	dwelling	0.62	100%	0.62	\$2,293.21
Low-Rise Apartment (1-2 Floors)	221	occupied dwelling	0.58	100%	0.58	\$2,145.26
Multifamily – Condominium/Townhouse	230	dwelling	0.52	100%	0.52	\$1,923.33
Mobile Home Park	240	dwelling	0.59	100%	0.59	\$2,182.24
Senior Adult Housing – Detached	251	dwelling	0.26	100%	0.26	\$961.67
Senior Adult Housing – Attached	252	occupied dwelling	0.11	100%	0.11	\$406.86
Congregate Care	253	dwelling	0.17	100%	0.17	\$628.78
Assisted Living	254	bed	0.22	100%	0.22	\$813.72
Recreational Homes	260	dwelling	0.26	100%	0.26	\$961.67
Industrial						
Light Industrial	110	1,000 sf GFA	0.98	100%	0.98	\$3.62
Industrial Park	130	1,000 sf GFA	0.86	100%	0.86	\$3.18
Warehousing	150	1,000 sf GFA	0.47	100%	0.47	\$1.74
Mini-Warehouse	151	1,000 sf GFA	0.26	100%	0.26	\$0.96
Commercial-Services						
Hotel	310	room	0.59	100%	0.59	\$2,182.24
Motel	320	room	0.47	100%	0.47	\$1,738.40
Walk-in Bank (4a)	911	1,000 sf GFA	33.15	53%	17.57	\$64.99
Drive-In Bank	912	1,000 sf GFA	45.74	60%	27.44	\$101.49
Day Care Center	565	1,000 sf GFA	13.18	100%	13.18	\$48.75
Quick Lubrication Vehicle Shop (4b)	941	servicing position	5.19	57%	2.96	\$10,948.21
Automobile Care Center (4b)	942	1,000 sf GFA	3.38	57%	1.93	\$7.14
Gasoline/Service Station	944	VFP	13.86	58%	8.04	\$29,737.71
Service Station/ Minimart	945	VFP	13.38	44%	5.89	\$21,785.46
Service Station/ Minimart/Carwash (4c)	946	VFP	13.33	44%	5.87	\$21,711.49
Carwash (4a)	947	stall	5.54	53%	2.94	\$10,874.24
Movie Theater	444	seat	0.07	100%	0.07	\$258.91
Health/Fitness Club	492	1,000 sf GFA	4.05	100%	4.05	\$14.98
Commercial-Institutional						
Elementary School (5)	520	1,000 sf GFA	n/a	100%	n/a	n/a
Middle/Junior High School	522	1,000 sf GFA	1.19	100%	1.19	\$4.40
High School	530	1,000 sf GFA	0.97	100%	0.97	\$3.59
Community/Junior College	540	Student	0.12	100%	0.12	\$443.85
College/University	550	Student	0.21	100%	0.21	\$776.73
Church	560	1,000 sf GFA	0.66	100%	0.66	\$2.44
Hospital	610	1,000 sf GFA	1.18	100%	1.18	\$4.36
Nursing Home	620	1,000 sf GFA	0.42	100%	0.42	\$1.55
Commercial-Restaurant						
Quality Restaurant	931	1,000 sf GFA	7.49	80%	5.99	\$22.16
High-Turnover (Sit-down) Restaurant	932	1,000 sf GFA	10.92	57%	6.22	\$23.01
Fast Food Restaurant w/o Drive-thru	933	1,000 sf GFA	26.15	50%	13.08	\$48.38
Fast Food Restaurant with Drive-thru	934	1,000 sf GFA	34.64	50%	17.32	\$64.06
Tavern/Drinking Place	936	1,000 sf GFA	11.34	65%	7.37	\$27.26

Land Uses	ITE Land Use Code	Unit of Measure	Basic Trip Rate PM Peak Trips/Unit ⁽¹⁾	New Trips Percent	New Trip Rate ⁽²⁾	Fee Per Unit ⁽³⁾
Commercial-Office						
General Office Building	710	1,000 sf GFA	1.49	100%	1.49	\$5.51
Medical-Dental Office/Clinic	720	1,000 sf GFA	3.72	100%	3.72	\$13.76
Commercial-Retail						
Retail Shopping Center						
up to 49,999 sf	820	1,000 sf GLA	9.98	50%	4.99	\$18.46
50,000-99,999 sf	820	1,000 sf GLA	6.9	55%	3.80	\$14.06
100,000-199,999 sf	820	1,000 sf GLA	5.45	60%	3.27	\$12.09
200,000-299,999 sf	820	1,000 sf GLA	4.58	65%	2.98	\$11.02
300,000-399,999 sf	820	1,000 sf GLA	4.09	70%	2.86	\$10.58
400,000 sf and over	820	1,000 sf GLA	3.75	75%	2.81	\$10.39
Automobile Parts Sales	843	1,000 sf GFA	5.98	57%	3.41	\$12.61
Car Sales - New/Used (4d)	841	1,000 sf GFA	2.64	75%	1.98	\$7.32
Convenience Market	851	1,000 sf GFA	52.41	39%	20.44	\$75.60
Discount Club (4e)	861	1,000 sf GFA	4.24	77%	3.26	\$12.06
Electronic Superstore	863	1,000 sf GFA	4.5	60%	2.70	\$9.99
Toy Superstore (4f)	864	1,000 sf GFA	4.99	66%	3.29	\$12.17
Furniture Store	890	1,000 sf GFA	0.46	47%	0.22	\$0.81
Hardware/Paint Store	816	1,000 sf GFA	4.84	74%	3.58	\$13.24
Home Improvement Superstore	862	1,000 sf GFA	2.45	52%	1.27	\$4.70
Nursery/Garden Center (4d)	817	1,000 sf GFA	3.8	75%	2.85	\$10.54
Pharmacy/Drugstore w/o Drive-thru	880	1,000 sf GFA	8.42	47%	3.96	\$14.65
Pharmacy/Drugstore w/Drive-thru	881	1,000 sf GFA	8.62	51%	4.40	\$16.27
Supermarket	850	1,000 sf GFA	10.45	64%	6.69	\$24.74
Tire Store	848	1,000 sf GFA	4.15	72%	2.99	\$11.06
Tire Superstore (4g)	849	1,000 sf GFA	2.11	72%	1.52	\$5.62
Video Rental Store (4a)	896	1,000 sf GFA	13.6	53%	7.21	\$26.67
Free-Standing Discount Superstore	813	1,000 sf GFA	3.87	72%	2.79	\$10.32
Free-Standing Discount Store	815	1,000 sf GFA	5.06	83%	4.20	\$15.53

Source: ITE "Trip Generation 7th Edition"

GFA = Gross Floor Area
GLA = Gross Leasable Area
VFP = Vehicle Filing Position

(1) The New Trip Percentage reduces the average trip rate based on average pass-by trip percentages published in the ITE Trip Generation Handbook (2nd Edition, 2004)

(2) For uses with the unit of measure in "1000 sf GFA" or "1000 sf GLA" the trip rate is given as trips per 1000 square feet

(3) For uses with the unit of measure in "1000 sf GFA" or "1000 sf GLA" the impact fee is given as dollars per square foot

(4) No pass-by rate are available. Pass-by rates were estimated from other similar uses:

Code	Land Use
4a	Drive-in Bank (912)
4b	Auto PArts Sales (843)
4c	Gasoline/Service Station w/Convenience Market (945)
4d	No data available. 25% estimated pass-by
4e	Discount Supermarket (854)
4f	Electronic Superstore (863)
4g	Tire Store (848)

(5) No average PM peak hour trip rate available. Need to perform own PM peak hour traffic count for the identified land use to calculate impact fee.

The Transportation Impact fee for uses located within the downtown core shall be subject to a reduced trip factor resulting in a fifteen (15) percent fee reduction. The downtown core is interpreted in this Ordinance as the properties west of Front Street, south of Cedar Street, east of 7th Street, with the southern limit extending to include properties with frontage on Cota Street between 7th and Front Street.

In-fill development, herein defined as residential development fully within parcels created prior to 1938, either a single lot or multiple lots, utilizing the lot configuration of the original subdivision, a subsequent boundary line adjustment or lot consolidation, but excluding development resulting from a replat of the subject lots, and which would require construction of full street improvements along the project frontage, including at a minimum a full width paved roadway section and curb, is exempt from transportation impact fees.