

2009 Impact Fee Update Report

**Prepared by
Indian River County Planning Division
August, 2009**

INTRODUCTION

In 1986, Indian River County established a countywide traffic impact fee. That fee has since become a major source of funding for transportation projects included in the Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP) and the County's adopted Capital Improvements Program (CIP).

From 1986 to 1997, the county's impact fee program remained unchanged. In 1997, however, the MPO completed a major update of the traffic impact fee program. That update produced a revised list of land uses and a modified fee schedule. Consistent with the results of that update, the Board of County Commissioners then revised the county's traffic impact fee rate schedule.

Because of rapid escalations in the cost of roadway construction and right-of-way acquisition, Tindale-Oliver & Associates, Inc., in 2004, prepared another traffic impact fee update for the MPO. That update addressed the cost components of the Indian River County traffic impact fee formula. Based on the Tindale-Oliver & Associates, Inc. report, the Board of County Commissioners then amended the traffic impact fee schedule to revise traffic impact fee rates consistent with the findings of the 2004 update. Instead of adopting the full traffic impact fee rate reflected in the 2004 update, however, the Board opted to phase in the traffic impact fee increase incrementally, with a 30% discount in 2004, a 25% discount in 2005, a 20% discount in 2006, and ending with the standard 15% discount in 2007.

In May of 2005, the Board of County Commissioners adopted an ordinance that established eight new impact fees in the County. That ordinance also increased traffic impact fees to correspond with the Tindale-Oliver and Associates 2004 study at a 15% discount level. Those fees went into effect on July 1, 2005. The nine current impact fee categories are as follows:

1. Correctional Facilities
2. Solid Waste Facilities
3. Public Education Facilities
4. Libraries
5. Fire/Emergency Services
6. Law Enforcement
7. Public Buildings
8. Parks
9. Transportation

Pursuant to the provisions of the 2005 impact fee ordinance, the County must update its impact fee schedule at least every three years. Despite the three year update provision in the 2005 impact fee ordinance, the School Board, which felt that the then newly adopted school impact fees were too low, requested that the impact fee schedule be updated within one year of the May 2005 impact fee ordinance adoption, and the County agreed.

Consistent with its agreement with the School Board, the County initiated impact fee consultant selection in mid-2006. That process resulted in the selection of Duncan and Associates. In November, 2006, the BCC then entered into a contract with Duncan and Associates to undertake an impact fee update study.

From November, 2006 to late spring, 2007, Duncan and Associates worked on the impact fee update. In July, 2007, Duncan and Associates then issued the final impact fee update report. That report proposed significant increases to impact fee rates. For that reason, there were concerns expressed regarding the report

Subsequently, the Chamber of Commerce formed a task force to review the impact fee report, and the Treasure Coast Builders Association commissioned a consultant to also review the report. In January 2008, the Chamber of Commerce Impact Fee Task Force and the Treasure Coast Builders Association presented their reports on the impact fee study to the Board of County Commissioners. After consideration of the chamber report and builders report, the Board opted not to approve or accept the Duncan report.

PURPOSE

The purpose of this Impact Fee Update (referred to as the 2009 study) is to review and recalculate the cost and credit components of the County's current Transportation Impact Fee by updating the trip rate, the trip length, and the credit components for each land use category identified in the adopted transportation impact fee schedule. Although the other eight impact fees were not reviewed in this study, the impact fee rates for all impact fees were rounded to even dollar amounts as part of this 2009 study.

REVIEW AND CALCULATION OF TRAFFIC IMPACT FEES

Overall, the County's transportation impact fee formula has not changed since the County first adopted its traffic impact fee in 1986. That formula is:

$$(\text{Average Trip Rate}) \times (\text{Average Trip Length}) \times (\% \text{ New Trips}) \times (\text{Average Cost Per Lane Mile}) \div (2) \div (\text{Lane Capacity}) - (\text{Credits}) \times (\text{Discount Rate})$$

This formula reflects the standard consumption based traffic impact fee philosophy that new development creates new demand in the form of new trips. Those trips use capacity on the major roadway system, and that capacity must be replaced through road widening and construction of new roads. Those improvements are then funded with revenue from impact fees charged to new development.

While new development creates trips that consume capacity, the transportation impact fee formula is structured so that new development is charged for only half the cost of each trip. That reflects the fact that each trip has two ends, and that each new project is responsible for only one end of each trip. For that reason, the transportation impact fee formula divides total demand by 2.

In the Duncan Report, several independent variables and fixed costs have different values from those used in the County's current transportation impact fee rate schedule. That is why the proposed transportation impact fee rates in the Duncan Report are higher than current transportation impact fee rates. While the average trip rate, the percent new trips, and the discount rate were unchanged, the Duncan Report calculated new values for average trip length, average cost per lane mile, lane capacity, and credits. Of those, the change in average cost per lane mile made the most difference in the Duncan proposed transportation impact fee rate schedule.

Average Trip Rates

All trips have a beginning and an end; thus, a trip from a residence to the supermarket and back to the residence results in two trips. The first trip is from the residence to the supermarket, while the second trip is from the supermarket back to the residence. Although the traffic impact fee is calculated for new trips, each new project is responsible for only one end of each trip. As illustrated in this example, the residential unit is responsible for half of the trip to the supermarket, while the supermarket is responsible for the other half of the trip.

In the current traffic impact fee rate schedule, the trip rates used in the formula to derive the traffic impact fees are based on the 6th Edition of the ITE Manual. Since the traffic impact fee rate schedule was last updated based on the 2004 Tindale-Oliver study, a new version of the ITE Manual has been published. That is the Institute of Transportation Engineers (ITE) Manual 8th Edition, and it is the most current edition. Generally, the ITE manual is recognized as the most comprehensive source of trip generation rates.

For this 2009 impact fee report, trip rates in the current traffic impact fee formula were compared to trip rates in the ITE Manual 8th Edition. In those cases where the rates differed, the rates in the ITE Manual 8th Edition were used. Attachment 1 shows both current trip rates and ITE Manual 8th Edition trip rates.

Although the ITE manual provides the most recent source of trip generation rates, there are several land uses in the 2009 impact fee report where Tindale-Oliver trip rate data were used. These include the fire station, movie theatre, and veterinary clinic uses. The reason that the current trip rates for those uses are maintained is that the current edition of the ITE manual either fails to include the land use or does not report the trip rate in an average daily trip rate format.

As shown in attachment 1, there are only slight differences for most land uses between the trip rates in the current impact fee schedule and the newest ITE trip rates. Although most of the trip rate differences are minor, there are several land uses where trip rate differences are significant.

One land use where the trip rate declined significantly is banks with a drive through. For that land use category, the trip rate declined from 265.21 to 148.15. This reduction is a

result of new studies showing fewer trips to banks. Trip rates for banks without drive up tellers also declined, although less significantly. The decline in trips to banks can be attributed to the availability of online banking, the use of credit and debit cards, and other recent banking innovations. Figure 1 shows 2005 and 2008 trip rates for banks without drive-ups and banks with drive-ups.

Figure 1

Code	Land Use	Unit	2005 ITE Trip Rate	2008 ITE Trip Rate
911	Bank without drive-up	1,000 sf	156.48	121.00*
912	Bank w/ drive-up	1,000 sf	265.21	148.15

*Since the ITE Manual 8th Edition does not provide an ADT rate for Bank without drive-up, this rate was derived by factoring ITE's peak hour rate.

One land use category which had an increase in trip rates was the racquet club category. Figure 2 shows 2005 and 2008 trip rates for the racquet club category. In this case, the trip rate almost doubled. This was the largest of all rate increases, going from 17.14 to 32.93.

Figure 2

Code	Land Use	Unit	2005 ITE Trip Rate	2008 ITE Trip Rate
834	racquet club / health club	1,000 sf	17.14	32.93

For the 2009 Impact Fee Study, the latest, most accurate trip rates were used. For almost all land use categories, those are ITE Manual 8th Edition rates.

Trip Length

Trip length for a land use category represents the average distance of a trip in that land use category on the major roadway system. The current impact fee schedule uses average trip length, which includes travel on major municipal, County and State roads, but excludes travel on interstates and local roads.

As part of its impact fee update analysis, Duncan and Associates compared expected vehicle miles of travel (VMT) on the County's major roadway system to observed VMT and found that observed VMT was only 77% of expected VMT. That indicates that the current traffic impact fee is overestimating overall vehicle travel. To correct that overestimate, Duncan reduced average trip length for all land use types by 23%. Even though the Duncan report was not accepted by the BCC, the trip length calculations reflect local conditions more accurately than the trip lengths currently being used. For that reason, trip lengths from the Duncan report have been inserted into the proposed 2009 impact fee formula. The trip lengths from the current 2005 impact fee formula and the Duncan Report are shown in attachment 2.

Review and Calculation of the Credit Component

One provision of impact fee law is that fee payers cannot be charged twice for the same benefit. For that reason, impact fee formulas incorporate credit components in their calculations. With respect to traffic impact fees, those credits reduce a fee payer's traffic

impact fee payment by the net present value of various transportation fees and taxes (e.g. gas tax, optional sales tax) that the fee payer is expected to pay over a twenty-five year period, where the revenue from those fees and taxes will be used to construct capacity producing transportation capital improvements. Those credits are generally expressed in pennies per gallon and applied to projected miles traveled.

Since the credit numbers in the Duncan Report are more up to date, the Duncan credit values are used in this report.

- **Credits**

In the Duncan Report, the proposed value of the credit component in the traffic impact fee formula is slightly higher than the value of the credit component in the current traffic impact fee formula. Currently, the credit is \$0.1990 per gallon, while the Duncan proposed credit is \$0.2147 per gallon. These figures, shown in figure 3, reflect a slightly higher 25 year projection of revenue from federal, state, and local gas taxes and one cent local option sales tax that will be used for capacity producing transportation capital improvements. The Duncan Report also slightly raises the average miles per gallon factor and decreases the discount rate used in the net present value calculation.

Figure 3

Gasoline Tax:	2005	2008
\$ per gallon to capital:	\$0.1990	\$0.2147

As shown in figure 4, the gas credit was derived by dividing the per gallon credit of 0.2147 by the average miles per gallon of 17.20. This provides the daily credit per vehicle-mile traveled. Multiplying the resulting number, 0.0125, by 365 days per year results in an annual per vehicle-mile credit of \$4.56. Multiplying that annual per vehicle-mile credit by the present value factor of 15.30 (25 years at 4.2%) results in an annual credit per vehicle mile that represents the present value of the next 25 years of revenue generated per vehicle-mile of travel. The resulting vehicle mile credit amount of \$69.76 was then rounded to \$70.00.

Figure 4

Total Credit per Gallon	\$0.2147
Average Fuel Efficiency	17.20
Credit per VM	\$0.0125
Days per Year	365
Annual Credit Vm	\$4.56
Present Value Factor	15.3
Credit per VM	\$69.76
Rounded up Credit per VM	\$70.00

For each land use category in the fee schedule, the formula multiplies the \$70 credit per vehicle mile times the total daily vehicle miles attributable to that land use to derive the total credit for that land use. For each land use category, the total daily vehicle miles is

derived by multiplying that land use category's trip rate by the land use category's total trip length (including local road travel) and dividing the result by 2.

Average Cost per Lane Mile

One significant component of the traffic impact fee formula is the average cost per lane mile. Currently, the County's traffic impact fee rates are based on an average cost per lane mile of \$2,463,647, while the Duncan Report calculated an average cost per lane mile of \$3,984,722. The reason for the difference between the two reports is that Duncan's roadway construction cost data are from 2005 and 2006. That was the peak of the building boom when land and construction costs were at an all time high. Since 2005, however, roadway construction costs have fallen substantially. Consequently, the current \$2,463,649 cost per lane mile is probably a more accurate representation of 2009 conditions than that shown in the Duncan Report.

It should, however, be noted that the average cost per lane mile includes more than construction cost; it also includes design cost, right-of-way acquisition cost, and Construction Engineering Inspection (CEI) cost. In the 2009 update, the average cost per lane mile from the existing traffic impact fee is maintained. Maintaining the current cost per lane mile results in a traffic impact fee rate that is lower than what was calculated in the Duncan Report.

Lane Capacity

In the Duncan Report, lane capacity was reduced from the existing 8,499 vehicles per day to 7,560 vehicles per day. This reduction was based on Duncan's analysis of the additional lane capacity that will be created by construction projects listed on the MPO's Long Range Transportation Plan. Since Tindale-Oliver performed a similar analysis for the 2004 Traffic Impact Fee Update and because the results of that analysis are the basis for the lane capacity used to derive the current traffic impact fee rates, this 2009 update retains the lane capacity used in the current formula.

Updated Fee Schedule

There are some differences between the current impact fee schedule and the updated schedule in this report. These differences are outlined below:

Additions, Deletions, and Revisions of Land Use Categories

The 2009 updated fee schedule includes the addition of two land uses. The first new land use category is a research and development center land use. This land use category was added for economic development purposes. The second land use category that was added is auto repair. While the current impact fee system considers auto repair as an industrial land use for traffic impact fee calculation purposes, trip characteristics of auto repair facilities are significantly different than general industrial uses. For that reason, a new auto repair category was added to the fee schedule.

The updated fee schedule also deletes the quality restaurant land use category. The quality restaurant category was deleted because the ITE Manual defines a quality restaurant as a restaurant that only customers with reservations may patronize. Since few restaurants are reservation only restaurants, this land use category was deleted.

Office

In the current 2005 fee schedule, the office land use category is divided into two sizes. The first land use category is office space at 50,000 sq ft or less, with a traffic impact fee rate of \$7,348.00 per 1,000 sq ft. The second office land use category is office over 50,000 sq ft., which has a traffic impact fee rate of \$5,326.00 per 1,000 sq ft. According to the 8th Edition ITE Manual, the general office land use category can have a single tenant or house multiple tenants and multiple uses in the same building. For the general office land use category, the most recent ITE manual assigns an average rate of 11.01 trips per 1,000 square feet, regardless of the overall size of the development. Therefore, the proposed 2009 fee schedule consolidates the office category into one land use category with a trip rate based on the most recent ITE manual.

Retail

Currently, the Indian River County impact fee schedule separates retail into 13 retail land use categories. There are nine specific uses, such as convenience stores, auto sales, supermarkets, and other retail establishments, that generally develop independently of retail centers or as out parcels in large retail centers. Each of these nine retail land uses has an impact fee rate based on the characteristics of the use. The remaining four categories of retail use in the current impact fee schedule are retail centers. For retail centers, the impact fee is based on the under air gross square footage of the retail development. The land use categories are as follows; 50,000 or less GSF, 50,001 to 100,000 GSF, 100,001 to 200,000 GSF, and retail over 200,001 GSF.

Overall, the retail land use category encompasses a large variety of uses. In fact, the ITE manual separates retail land use into 37 categories. With that many retail categories, developing a traffic impact fee schedule that includes every possible retail use would be expensive, cumbersome, and difficult to maintain.

Generally, retail centers provide leasable square footage for multiple users within the main structure of a shopping center. At the time of development, however, retail tenants are generally not known. For that reason, retail center impact fees are based on the overall general commercial gross square footage of the center at general retail rates rather than individual rates for each specific use within the shopping center main building.

In the current traffic impact fee schedule, retail centers have different traffic impact fee rates based on the size of the center. Consistent with earlier versions of the ITE Manual, the current traffic impact fee schedule identifies four size ranges for retail centers. In the current version of the ITE Manual, retail shopping centers are not broken down by square

footage; instead, the current version of the ITE Manual provides a single trip rate per 1,000 square feet of a retail center regardless of the size of the center. Therefore, the 2009 update has consolidated the four retail center land use categories found in the current impact fee schedule into a single retail center land use category.

Government Buildings

A third land use category consolidated under the proposed fee schedule is government buildings. In the 2005 impact fee schedule, the government building land use category was divided into two land uses. These are government office building and government office complex. While the government office building land use is an individual building containing all or part of a government agency, a government office complex land use is a group of buildings that are interconnected by pedestrian walkways. Although the ITE manual provides trip rates for both government office land uses, the trip rate for the government office building land use was based on a single observation. A single observation is not representative of a trip rate for a land use. Therefore, the government office building land use category has been eliminated, while the government office complex land use category has been maintained.

Fee Amounts

Once the land use category changes were made and the trip rate, trip length, and credit component changes were made, these data were put into the traffic impact fee model. The model was then run to derive the new traffic impact fee rates. After that, the traffic impact fee rates were added to the overall schedule which includes all nine impact fees.

Attachment 4 is the current 2005 impact fee schedule. In the 2005 schedule, the impact fee rates are listed to the nearest penny. With this 2009 update, the fee amounts were rounded to the nearest dollar, thus eliminating the cent amounts from the impact fee rate schedule. Attachment 5 reflects the updated impact fee rates.

SUMMARY

This report updates the current impact fee rate schedule for Indian River County. In the updated schedule, almost all land uses have lower rates than in the current schedule. These changes are the result of revisions to the transportation impact fee.

In Attachment 3, detailed traffic impact fee calculations for each land use in the impact fee schedule, as well as the percent and dollar amount change between the current rate and the 2009 update rate, are presented. While Attachment 4, the current impact fee schedule, and attachment 5, the 2009 update, show the impact fee rate schedule for all nine impact fee categories, attachment 6 provides a side by side comparison of the total net impact fee of the current fee schedule, the proposed Duncan fee schedule, and the updated 2009 impact fee schedule. Attachment 6 also provides a percentage of increase or decrease between the 2005 impact fees and the 2009 update.

Trip Rates Comparison			Current	ITE 8 Ed
ITE ⁽¹⁾			Trip	Trip
Code	Land Use	Unit	Rate	Rate
Residential:				
210	Single Family			
	Less than 1,500 sf (under air)	du	6.35	6.35
	1,500 to 2,499 sf (under air)	du	9.57	9.57
	2,500 or greater (under air)	du	10.47	10.47
230	Accessory Single-Family	du	5.86	5.81
230	Multi-Family	du	5.86	5.81
240	Mobile Home	du	4.81	4.99
310	Hotel	room	8.23	8.17
320	Motel	room	5.63	5.63
620	Nursing Home	bed	2.61	2.37
252	ACLF	bed	2.15	3.48
Office and Financial:				
720	Medical Office	1,000 sf	36.13	36.13
911	Bank	1,000 sf	156.48	121.00
912	Bank w/Drive-In	1,000 sf	265.21	148.15
710	Office	1,000 sf	13.27	11.01
760	Research & Dev't Center	1,000 sf		8.11
Industrial:				
140	Manufacturing	1,000 sf	3.82	3.82
150	Warehouse	1,000 sf	4.88	3.56
151	Mini-Warehouse	1,000 sf	2.50	2.50
110	General Industrial	1,000 sf	6.97	6.97
N/A	Concrete Plant	acre	15.60	15.60
N/A	Sand Mining	acre	2.00	2.00
Retail:				
820	Retail Center	1,000 sf	111.82	42.94
944	Gas Station ⁽²⁾	fueling position	168.56	168.56
841	New and Used Auto Sales	1,000 sf	37.50	33.34
832	Restaurant	1,000 sf	130.34	127.15
934	Fast Food Restaurant	1,000 sf	496.12	496.12
850	Supermarket	1,000 sf	111.51	102.24
840	Auto Repair	1,000 sf		37.60
947	Car Wash	stall	108.00	108.00
851	Convenience Store	1,000 sf	636.30	737.99
890	Furniture Store	1,000 sf	5.06	5.06
Recreational:				
430	Golf Course	hole	35.74	35.74
492	Racquet Club/Health Club/Dance Studio	1,000 sf	17.14	32.93
412	County Park	acres	2.10	2.28
491	Tennis Court	court	31.04	38.70
420	Marina	berth	2.96	2.96

8th Edition Trip Rates by Land Use			Current	ITE 8 Ed
ITE ⁽¹⁾			Trip	Trip
Code	Land Use	Unit	Rate	Rate
Governmental:				
732	Post Office	1,000 sf	108.19	108.19
590	Library	1,000 sf	54.00	56.24
733	Government Office	1,000 sf	27.92	27.92
571	Jail	bed	1.21	1.22
Miscellaneous:				
565	Day Care Center	1,000 sf	79.26	79.26
610	Hospital	1,000 sf	16.78	16.50
640	Veterinary Clinic	1,000 sf	32.80	32.80
560	Church	1,000 sf	9.11	9.11
444	Movie Theater w/ Matinee	screen	153.33	153.33
520	School (Elementary)	student	1.02	1.29
530	School (High)	student	1.40	1.71
540	School (College)	student	1.60	1.20
N/A	Fire Station	1,000 sf	5.40	5.40

Trip Length Comparisons

ITE⁽¹⁾

Code	Land Use	Unit	Trip Length	
			2005	Duncan

Residential:

210	Single Family			
	less than 1,500 sf (under air)	du	5.70	4.42
	1,500 to 2,499 sf (under air)	du	5.70	4.42
	2,500 sf or greater (under air)	du	5.70	4.42
230	Accessory Single-Family	du	5.10	3.96
230	Multi-Family	du	5.10	3.96
240	Mobile Home	du	4.30	3.34
310	Hotel	room	6.30	4.89
320	Motel	room	4.30	3.34
620	Nursing Home	bed	2.60	2.02
252	ACLF	bed	3.10	2.41

Office and Financial:

720	Medical Office	1,000 sf	5.20	4.04
911	Bank	1,000 sf	2.40	1.86
912	Bank w/Drive-In	1,000 sf	2.40	1.86
710	Office up to 50,000 GSF	1,000 sf	4.60	3.57
710	Office over 50,000 GSF	1,000 sf	4.60	3.57
760	Research & Dev't Center	1,000 sf		3.57

Industrial:

140	Manufacturing	1,000 sf	4.60	3.57
150	Warehouse	1,000 sf	4.60	3.57
151	Mini-Warehouse	1,000 sf	4.60	3.57
110	General Industrial	1,000 sf	4.60	3.57
N/A	Concrete Plant	acre	4.60	3.57
N/A	Sand Mining	acre	4.60	3.57

Retail:

			2005	Duncan
820	Retail Center	1,000 sf	1.80	1.40
844	Gas Station ⁽²⁾	fueling position	1.90	1.47
841	New and Used Auto Sales	1,000 sf	4.70	3.65
832	Restaurant	1,000 sf	3.00	2.33
834	Fast Food Restaurant	1,000 sf	1.60	1.24
850	Supermarket	1,000 sf	2.10	1.63
847	Car Wash	stall	2.50	1.94
851	Convenience Store	1,000 sf	1.60	1.24
890	Furniture Store	1,000 sf	6.10	4.73

Recreational:

430	Golf Course	hole	4.30	3.34
492	Racquet Club/Health Club/Dance Studio	1,000 sf	4.30	3.34
412	County Park	acres	4.30	3.34
491	Tennis Court	court	4.30	3.34
420	Marina	berth	4.30	3.34

ITE⁽¹⁾

Code	Land Use	Unit	Trip Length	
------	----------	------	-------------	--

2005 Duncan

Governmental:

732	Post Office	1,000 sf	4.60	3.57
590	Library	1,000 sf	4.60	3.57
733	Government Office Complex	1,000 sf	4.60	3.57
571	Jail	bed	4.60	3.57

Miscellaneous:

565	Day Care Center	1,000 sf	2.00	1.55
610	Hospital	1,000 sf	5.10	3.96
640	Veterinary Clinic	1,000 sf	2.00	1.55
560	Church	1,000 sf	3.90	3.03
444	Movie Theater w/ Matinee	screen	2.20	1.71
520	School (Elementary)	student	1.90	1.47
530	School (High)	student	4.30	3.34
540	School (College)	student	7.30	5.66
N/A	Fire Station	1,000 sf	2.60	2.02

Notes:

- (1) ITE = Institute of Transportation Engineers, Trip Generation, 4th, 5th, 6th, and 8th Edition.
- (2) Service station must have kiosk of less than 1000 square feet; otherwise it is classified as a convenience store.

Transportation Impact Fee

Gasoline Tax:		Unit Construction Cost:	\$2,463,647	Local Trip Length	\$0.50
\$ per gallon to capital:	0.2147	Capacity per lane:	8,499	Interstate Mileage	\$0.00
Facility life (years):	25	Fuel efficiency:	17.2	Across the Board Adjustment	\$0.15
Interest rate:	4.20%	Effective days per year:	365		

ITE ⁽¹⁾ Code	Land Use	Unit	Trip Rate	Trip Length	Total Trip Length	% New Trips	Total Impact Cost	VMT Credit	Net 2009 Impact Fee	Current Fee	Percent Change	Dollar Change
----------------------------	----------	------	-----------	-------------	-------------------	-------------	-------------------	------------	---------------------	-------------	----------------	---------------

Residential:

210	Single Family											
	Less than 1,500 sf	du	6.35	4.42	4.92	100%	\$4,067.96	\$1,093.47	\$2,974.49	\$3,452.00	-13.83%	-\$477.51
	1,500 to 2,499 sf	du	9.57	4.42	4.92	100%	\$6,130.77	\$1,647.95	\$4,482.81	\$5,202.00	-13.83%	-\$719.19
	2,500 sf or larger	du	10.74	4.42	4.92	100%	\$6,880.30	\$1,849.43	\$5,030.87	\$5,838.00	-13.83%	-\$807.13
230	Accessory Single-Family	du	5.81	3.96	4.46	100%	\$3,334.66	\$906.94	\$2,427.72	\$2,842.00	-14.58%	-\$414.28
230	Multi-Family	du	5.81	3.96	4.46	100%	\$3,334.66	\$906.94	\$2,427.72	\$2,842.00	-14.58%	-\$414.28
240	Mobile Home	du	4.99	3.34	3.84	100%	\$2,415.61	\$670.66	\$1,744.96	\$1,957.00	-10.84%	-\$212.04
310	Hotel	room	8.17	4.89	5.39	66%	\$3,821.69	\$1,017.24	\$2,804.45	\$3,271.00	-14.26%	-\$466.55
320	Motel	room	5.63	3.34	3.84	77%	\$2,098.58	\$582.64	\$1,515.95	\$1,764.00	-14.06%	-\$248.05
620	Nursing Home	bed	2.37	2.02	2.52	89%	\$617.55	\$186.04	\$431.51	\$560.00	-22.95%	-\$128.49
252	ACLF	bed	3.48	2.41	2.91	72%	\$875.20	\$255.20	\$620.01	\$449.00	38.09%	\$171.01

Office and Financial:

720	Medical Office	1,000 sf	36.13	4.04	4.54	87%	\$18,405.57	\$4,994.72	\$13,410.85	\$15,533.00	-13.66%	-\$2,122.15
911	Bank	1,000 sf	121.00	1.86	2.36	47%	\$15,331.22	\$4,697.46	\$10,633.76	\$16,289.00	-34.72%	-\$5,655.24
912	Bank w/Drive-In	1,000 sf	148.15	1.86	2.36	47%	\$18,771.25	\$5,751.48	\$13,019.77	\$27,607.00	-52.84%	\$14,587.23
710	Office	1,000 sf	11.01	3.57	4.07	92%	\$5,241.12	\$1,442.90	\$3,798.21	\$7,348.00	-48.31%	-\$3,549.79
760	Research & Development Center	1,000 sf	8.11	3.57	4.07	92%	\$3,860.62	\$1,062.85	\$2,797.78			\$0.00

Industrial:

140	Manufacturing	1,000 sf	3.82	3.57	4.07	92%	\$1,818.44	\$500.63	\$1,317.82	\$1,533.00	-14.04%	-\$215.18
150	Warehouse	1,000 sf	3.56	3.57	4.07	92%	\$1,694.68	\$466.55	\$1,228.12	\$1,958.00	-37.28%	-\$729.88
151	Mini-Warehouse	1,000 sf	2.50	3.57	4.07	92%	\$1,190.08	\$327.64	\$862.45	\$1,003.00	-14.01%	-\$140.55
110	General Industrial	1,000 sf	6.97	3.57	4.07	92%	\$3,317.95	\$913.45	\$2,404.50	\$2,797.00	-14.03%	-\$392.50
N/A	Concrete Plant	acre	15.60	3.57	4.07	92%	\$7,426.11	\$2,044.44	\$5,381.67	\$6,261.00	-14.04%	-\$879.33
N/A	Sand Mining	acre	2.00	3.57	4.07	92%	\$952.07	\$262.11	\$689.96	\$803.00	-14.08%	-\$113.04

ITE ⁽¹⁾ Code	Land Use	Unit	Trip Rate	Trip Length	Total Trip Length	Percent New Trips	Total Impact Cost	VMT Credit	Net 2009 Impact Fee	Current Fee	Percent Change	Dollar Change
Retail:												
820	Retail Center	1,000 sf	42.94	1.40	1.90	54%	\$4,705.05	\$1,541.98	\$3,163.08	\$9,837.00	-67.85%	-\$6,673.92
844	Gas Station ⁽²⁾	fueling position	168.56	1.47	1.97	23%	\$8,260.01	\$2,673.11	\$5,586.90	\$6,694.00	-16.54%	-\$1,107.10
841	New and Used Auto Sales	1,000 sf	33.34	3.65	4.15	79%	\$13,933.69	\$3,825.68	\$10,108.01	\$13,212.00	-23.49%	-\$3,103.99
832	Restaurant	1,000 sf	127.15	2.33	2.83	73%	\$31,345.54	\$9,193.77	\$22,151.77	\$26,646.00	-16.87%	-\$4,494.23
834	Fast Food Restaurant	1,000 sf	496.12	1.24	1.74	59%	\$52,606.70	\$17,826.09	\$34,780.62	\$41,971.00	-17.13%	-\$7,190.38
850	Supermarket	1,000 sf	111.51	1.63	2.13	62%	\$16,333.29	\$5,154.10	\$11,179.19	\$13,288.00	-15.87%	-\$2,108.81
840	Auto Repair	1,000 sf	37.60	2.79	3.29	72%	\$10,947.25	\$3,117.34	\$7,829.91			\$0.00
847	Car Wash	stall	108.00	1.94	2.44	69%	\$20,953.44	\$6,364.01	\$14,589.43	\$17,232.00	-15.34%	-\$2,642.57
853	Convenience Store	1,000 sf	737.99	1.24	1.74	29%	\$38,463.68	\$13,033.64	\$25,430.04	\$26,459.00	-3.89%	-\$1,028.96
890	Furniture Store	1,000 sf	5.06	4.73	5.23	54%	\$1,873.21	\$500.17	\$1,373.04	\$1,592.00	-13.75%	-\$218.96
Recreational:												
430	Golf Course	hole	35.74	3.34	3.84	90%	\$15,571.28	\$4,323.11	\$11,248.16	\$13,090.00	-14.07%	-\$1,841.84
492	Racquet Club/Health Club/Dance Studio	1,000 sf	32.93	3.34	3.84	94%	\$14,984.65	\$4,160.24	\$10,824.41	\$6,556.00	65.11%	\$4,268.41
412	County Park	acres	2.28	3.34	3.84	90%	\$993.35	\$275.79	\$717.57	\$769.00	-6.69%	-\$51.43
491	Tennis Court	court	38.70	3.34	3.84	90%	\$16,860.89	\$4,681.15	\$12,179.74	\$11,368.00	7.14%	\$811.74
420	Marina	berth	2.96	3.34	3.84	94%	\$1,346.94	\$373.95	\$972.98	\$1,132.00	-14.05%	-\$159.02
Governmental:												
732	Post Office	1,000 sf	108.19	3.57	4.07	35%	\$19,593.14	\$5,394.08	\$14,199.06	\$16,518.00	-14.04%	-\$2,318.94
590	Library	1,000 sf	56.24	3.57	4.07	85%	\$24,735.07	\$6,809.68	\$17,925.39	\$20,023.00	-10.48%	-\$2,097.61
733	Government Office Complex	1,000 sf	27.92	3.57	4.07	92%	\$13,290.83	\$3,659.03	\$9,631.80	\$27,663.00	-65.18%	\$18,031.20
571	Jail	bed	1.22	3.57	4.07	85%	\$536.57	\$147.72	\$388.85	\$11,205.00	-96.53%	\$10,816.15
Miscellaneous:												
565	Day Care Center	1,000 sf	79.26	1.55	2.05	73%	\$12,998.38	\$4,151.44	\$8,846.94	\$10,555.00	-16.18%	-\$1,708.06
610	Hospital	1,000 sf	16.50	3.96	4.46	77%	\$7,292.06	\$1,983.25	\$5,308.81	\$6,267.00	-15.29%	-\$958.19
N/A	Veterinary Clinic	1,000 sf	32.80	1.55	2.05	70%	\$5,158.03	\$1,647.38	\$3,510.65	\$4,189.00	-16.19%	-\$678.35
560	Church	1,000 sf	9.11	3.03	3.53	90%	\$3,600.68	\$1,012.99	\$2,587.69	\$3,016.00	-14.20%	-\$428.31
444	Movie Theater w/ Matinee	screen	153.33	1.71	2.21	87%	\$33,061.55	\$10,318.27	\$22,743.28	\$26,940.00	-15.58%	-\$4,196.72
520	School (Elementary & Middle)	student	1.29	1.47	1.97	80%	\$219.88	\$71.16	\$148.72	\$141.00	5.47%	\$7.72
530	School (High)	student	1.71	3.34	3.84	90%	\$745.02	\$206.84	\$538.17	\$513.00	4.91%	\$25.17
540	School (College)	student	1.20	5.66	6.16	90%	\$885.97	\$232.85	\$653.13	\$1,008.00	-35.21%	-\$354.87
N/A	Fire Station	1,000 sf	5.40	2.02	2.52	89%	\$1,407.07	\$423.89	\$983.18	\$1,158.00	-15.10%	-\$174.82

Unincorporated Indian River County Impact Fee Schedule
(Effective July 1, 2005)

Land Use	Impact Unit	Net Impact Fee									Total Net Impact Fee	Administration Fee @ 2.5%	Total Impact Fee
		Transportation	Correctional Facilities	Solid Waste	Public Buildings	Fire/EMS	Law Enforcement	Library	Schools	Park and Recreation			
Residential													
Single Family													
Lower than 1,500 sf (under air)	du	\$3,452	\$151.31	\$75.42	\$182.92	\$247.34	\$217.71	\$430.04	\$1,755.96	\$1,301.87	\$7,814.57	\$195.36	\$8,009.93
1,500 to 2,499 sf (under air)	du	\$5,202	\$169.98	\$75.42	\$205.72	\$277.92	\$244.66	\$483.26	\$1,755.96	\$1,462.88	\$9,877.80	\$246.95	\$10,124.75
2,500 sf or Greater (under air)	du	\$5,838	\$184.39	\$75.42	\$222.89	\$301.30	\$265.29	\$524.11	\$1,755.96	\$1,586.78	\$10,754.14	\$268.85	\$11,022.99
Accessory Single Family	du	\$2,842	\$100.33	\$56.57	\$121.37	\$176.14	\$147.81	\$285.20	\$500.18	\$884.07	\$5,113.67	\$127.84	\$5,241.51
Multi Family	du	\$2,842	\$100.33	\$56.57	\$121.37	\$176.14	\$147.81	\$285.20	\$500.18	\$884.07	\$5,113.67	\$127.84	\$5,241.51
Mobile Home	du	\$1,957	\$122.82	\$75.42	\$148.59	\$181.59	\$157.51	\$349.14	\$622.57	\$942.13	\$4,556.77	\$113.92	\$4,670.69
Transient, Assisted, Group													
Hotel	Room	\$3,271	\$99.13	\$21.21	\$228.77	\$159.62	\$139.80				\$3,919.53	\$97.99	\$4,017.52
Motel	Room	\$1,764	\$99.13	\$21.21	\$228.77	\$159.62	\$139.80				\$2,412.53	\$60.31	\$2,472.84
Nursing Home	Bed	\$560	\$106.88	\$33.18	\$312.14	\$172.10	\$150.74				\$1,335.04	\$33.38	\$1,368.42
ACLF	Bed	\$449	\$106.88	\$62.04	\$312.14	\$172.10	\$150.74				\$1,252.90	\$31.32	\$1,284.22
Office and Financial													
Medical Office	1,000 sf	\$15,553	\$185.81	\$117.85	\$1,274.79	\$299.19	\$262.06				\$17,692.70	\$442.32	\$18,135.02
Bank	1,000 sf	\$16,289	\$211.89	\$117.85	\$1,453.79	\$341.21	\$298.86				\$18,712.60	\$467.82	\$19,180.42
Bank w/Drive-in	1,000 sf	\$27,607	\$173.66	\$117.85	\$1,191.43	\$279.68	\$244.97				\$29,614.59	\$740.36	\$30,354.95
Office 50,000 GSF or less	1,000 sf	\$7,348	\$153.00	\$94.28	\$1,049.70	\$246.28	\$215.71				\$9,106.97	\$227.67	\$9,334.64
Office greater than 50,000 GSF	1,000 sf	\$5,326	\$80.86	\$94.28	\$554.64	\$130.26	\$114.09				\$6,300.13	\$157.50	\$6,457.63
Industrial													
Manufacturing	1,000 sf	\$1,533	\$54.68	\$235.70	\$375.16	\$88.07	\$77.14				\$2,363.75	\$59.09	\$2,422.84
Warehouse	1,000 sf	\$1,958	\$42.03	\$47.14	\$288.36	\$67.68	\$59.28				\$2,462.49	\$61.56	\$2,524.05
Mini-Warehouse	1,000 sf	\$1,003	\$8.28	\$18.86	\$40.46	\$13.36	\$11.70				\$1,095.66	\$27.39	\$1,123.05
General Industrial	1,000 sf	\$2,797	\$74.71	\$235.70	\$512.47	\$120.24	\$105.32				\$3,845.44	\$96.14	\$3,941.58
Concrete Plant	Acre	\$6,261	\$164.68	\$213.36	\$1,129.88	\$265.09	\$232.19				\$8,266.20	\$206.66	\$8,472.86
Sand Mining	Acre	\$803	\$21.11	\$213.36	\$144.91	\$33.93	\$29.72				\$1,246.03	\$31.15	\$1,277.18
Retail, Gross Square Feet													
Retail 50,000 GSF or less	1,000 sf	\$9,837	\$312.49	\$235.70	\$1,531.27	\$503.11	\$440.66				\$12,860.23	\$321.51	\$13,181.74
Retail 50,001 GSF to 100,000 GSF	1,000 sf	\$7,813	\$311.61	\$235.70	\$1,527.11	\$501.70	\$439.43				\$10,828.55	\$270.71	\$11,099.26
Retail 100,001 GSF to 200,000 GSF	1,000 sf	\$6,860	\$318.81	\$235.70	\$1,562.41	\$513.31	\$449.59				\$9,939.82	\$248.50	\$10,188.32
Retail over 200,000 GSF	1,000 sf	\$6,977	\$217.79	\$235.70	\$1,067.36	\$350.70	\$307.17				\$9,155.72	\$228.89	\$9,384.61
Gas Station	Fuel pos	\$6,694	\$188.05	\$39.13	\$921.46	\$302.89	\$265.29				\$8,410.82	\$210.27	\$8,621.09
New and Used Car Sales	1,000 sf	\$13,212	\$186.30	\$117.85	\$912.88	\$299.90	\$262.67				\$14,991.60	\$374.79	\$15,366.39
Quality Restaurant	1,000sf	\$20,072	\$738.41	\$329.98	\$3,618.66	\$1,189.04	\$1,041.45				\$26,989.54	\$674.74	\$27,664.28
Restaurant	1,000 sf	\$26,646	\$800.55	\$329.98	\$3,922.95	\$1,289.07	\$1,129.06				\$34,117.61	\$852.94	\$34,970.55
Fast Food Rest w/ Drive-Thru	1,000 sf	\$41,971	\$862.61	\$329.98	\$4,227.25	\$1,389.09	\$1,216.67				\$49,996.60	\$1,249.92	\$51,246.52
Supermarket	1,000 sf	\$13,288	\$221.74	\$424.26	\$1,086.73	\$357.03	\$312.71				\$15,690.47	\$392.26	\$16,082.73
Car Wash	Bays	\$17,232	\$206.01	\$76.60	\$1,009.49	\$331.72	\$290.54				\$19,146.36	\$478.66	\$19,625.02
Convenience Store	1,000 sf	\$26,459	\$463.20	\$424.26	\$2,269.82	\$745.88	\$653.29				\$31,015.45	\$775.39	\$31,790.84
Furniture Store	1,000 sf	\$1,592	\$34.67	\$235.70	\$169.92	\$55.90	\$48.96				\$2,137.15	\$53.43	\$2,190.58

Unincorporated Indian River County Impact Fee Schedule
(Effective July 1, 2005)

Land Use	Impact Unit	Net Impact Fee									Total Net Impact Fee	Administration Fee @ 2.5%	Total Impact Fee	
		Transportation	Correctional Facilities	Solid Waste	Public Buildings	Fire/EMS	Law Enforcement	Library	Schools	Park and Recreation				
Recreational														
Golf Course	hole	\$13,090	\$266.70	\$37.53	\$1,306.92	\$429.45	\$376.15					\$15,506.75	\$387.67	\$15,894.42
Racquet Club/Health Club/Dance Studio	1,000 sf	\$6,556	\$259.21	\$117.85	\$1,270.38	\$417.33	\$365.52					\$8,986.29	\$224.66	\$9,210.95
County Park	Acre	\$769	\$16.63	\$84.85	\$81.41	\$26.72	\$23.40					\$1,002.01	\$25.05	\$1,027.06
Tennis Court	Court	\$11,368	\$253.33	\$18.32	\$1,241.45	\$408.01	\$357.36					\$13,646.47	\$341.16	\$13,987.63
Marina	Berths	\$1,132	\$16.69	\$45.21	\$81.90	\$26.90	\$23.56					\$1,326.26	\$33.16	\$1,359.42
Governmental														
Post Office	1,000 sf	\$16,518	\$193.60	\$94.28	\$1,106.83	\$311.68	\$272.99					\$18,497.38	\$462.43	\$18,959.81
Library	1,000 sf	\$20,023	\$187.61	\$94.28	\$919.25	\$302.01	\$264.52					\$21,790.67	\$544.77	\$22,335.44
Government Office Building ⁽¹⁾	1,000 sf	\$27,663	\$284.31	\$94.28		\$457.76	\$400.94					\$28,900.29	\$722.51	\$29,622.80
Government Office Complex ⁽¹⁾	1,000 sf	\$11,205	\$148.07	\$94.28		\$238.37	\$208.78					\$11,894.50	\$297.36	\$12,191.86
Jail ⁽¹⁾	Bed	\$449		\$15.56	\$465.88	\$153.11	\$134.11					\$1,217.66	\$30.44	\$1,248.10
Miscellaneous														
Day Care Center	1,000 sf	\$10,555	\$110.12	\$235.70	\$755.46	\$177.37	\$155.36					\$11,989.01	\$299.73	\$12,288.74
Hospital	1,000 sf	\$6,267	\$170.91	\$82.97	\$837.60	\$275.29	\$241.12					\$7,874.89	\$196.87	\$8,071.76
Veterinary Clinic	1,000 sf	\$4,189	\$178.27	\$117.85	\$1,223.06	\$287.07	\$251.43					\$6,246.68	\$156.17	\$6,402.85
Church	1,000 sf	\$3,016	\$58.15	\$33.00	\$284.92	\$93.70	\$82.07					\$3,567.84	\$89.20	\$3,657.04
Movie Theater	Screen	\$26,940	\$925.42	\$188.14	\$4,534.97	\$1,490.17	\$1,305.20					\$35,383.90	\$884.60	\$36,268.50
School (Elementary and Middle)	Student	\$141	\$10.25	\$11.61	\$70.37	\$16.52	\$14.47					\$264.22	\$6.61	\$270.83
School (High)	Student	\$513	\$13.08	\$13.12	\$89.74	\$21.09	\$18.48					\$668.51	\$16.71	\$685.22
School (College)	Student	\$1,008	\$11.38	\$13.12	\$77.97	\$18.28	\$16.01					\$1,144.76	\$28.62	\$1,173.38
Fire Station ⁽¹⁾	1,000 sf	\$1,158	\$69.10	\$94.28	\$338.62		\$97.46					\$1,757.46	\$43.94	\$1,801.40

(1) Government uses are exempt from paying impact fees used to develop that same use. This is because legally, if the development does not create a demand for the facility, or indeed, mitigates the need for the facility, it should not pay the fee. In other words, a new jail will not pay the correctional facilities impact fee, a new fire/EMS station will not pay the fire/EMS impact fee, and a new government office building or office complex will not pay the public buildings impact fee, etc. Specific government uses that are not included in the schedule, such as a sheriff's office, will be classified under government office building or complex as appropriate. These uses will not pay the impact fee used to develop them (e.g., a sheriff's office will not pay the law enforcement impact fee, etc.).

2009 Update / Impact fees rounded to nearest dollar.

Land Use	Impact Unit	Net Impact Fee									Total Net Impact Fee	Administration Fee @ 2.5%	Total Impact Fee	
		Updated Transportation	Correctional Facilities	Solid Waste	Public Buildings	Fire/EMS	Law Enforcement	Library	Schools	Park and Recreation				
Residential														
Single Family														
Lower than 1,500 sf (under air)	du	\$2,974	\$151	\$75	\$183	\$247	\$218	\$430	\$1,756	\$1,302	\$7,336	\$183	\$7,519	
1,500 to 2,499 sf (under air)	du	\$4,483	\$170	\$75	\$206	\$278	\$245	\$483	\$1,756	\$1,463	\$9,159	\$229	\$9,388	
2,500 sf or Greater (under air)	du	\$5,031	\$184	\$75	\$223	\$301	\$265	\$524	\$1,756	\$1,587	\$9,946	\$249	\$10,195	
Accessory Single Family	du	\$2,428	\$100	\$57	\$121	\$176	\$148	\$285	\$500	\$884	\$4,699	\$117	\$4,817	
Multi Family	du	\$2,428	\$100	\$57	\$121	\$176	\$148	\$285	\$500	\$884	\$4,699	\$117	\$4,817	
Mobile Home	du	\$1,745	\$123	\$75	\$149	\$182	\$158	\$349	\$623	\$942	\$4,345	\$109	\$4,454	
Transient, Assisted, Group														
Hotel	Room	\$2,804	\$99	\$21	\$229	\$160	\$140				\$3,452	\$86	\$3,539	
Motel	Room	\$1,516	\$99	\$21	\$229	\$160	\$140				\$2,164	\$54	\$2,219	
Nursing Home	Bed	\$432	\$107	\$33	\$312	\$172	\$151				\$1,207	\$30	\$1,237	
ACLF	Bed	\$620	\$107	\$62	\$312	\$172	\$151				\$1,424	\$36	\$1,459	
Office and Financial														
Medical Office	1,000 sf	\$13,411	\$186	\$118	\$1,275	\$299	\$262				\$15,551	\$389	\$15,940	
Bank	1,000 sf	\$10,634	\$212	\$118	\$1,454	\$341	\$299				\$13,058	\$326	\$13,384	
Bank w/Drive-in	1,000 sf	\$13,020	\$174	\$118	\$1,191	\$280	\$245				\$15,028	\$376	\$15,403	
Office	1,000 sf	\$3,798	\$153	\$94	\$1,050	\$246	\$216				\$5,557	\$139	\$5,696	
Research & Development Center	1,000 sf	\$2,798	\$81	\$94	\$555	\$130	\$114				\$3,772	\$94	\$3,867	
Industrial														
Manufacturing	1,000 sf	\$1,318	\$55	\$236	\$375	\$88	\$77				\$2,149	\$54	\$2,203	
Warehouse	1,000 sf	\$1,228	\$42	\$47	\$288	\$68	\$59				\$1,732	\$43	\$1,775	
Mini-Warehouse	1,000 sf	\$862	\$8	\$19	\$40	\$13	\$12				\$954	\$24	\$978	
General Industrial	1,000 sf	\$2,404	\$75	\$236	\$512	\$120	\$105				\$3,453	\$86	\$3,539	
Concrete Plant	Acre	\$5,382	\$165	\$213	\$1,130	\$265	\$232				\$7,387	\$185	\$7,572	
Sand Mining	Acre	\$690	\$21	\$213	\$145	\$34	\$30				\$1,133	\$28	\$1,161	
Retail, Gross Square Feet														
Retail Center	1,000 sf	\$3,163	\$312	\$236	\$1,531	\$503	\$441				\$6,186	\$155	\$6,340	
Gas Station	Fuel pos	\$5,587	\$188	\$39	\$921	\$303	\$265				\$7,303	\$183	\$7,486	
New and Used Car Sales	1,000 sf	\$10,108	\$186	\$118	\$912	\$300	\$263				\$11,887	\$297	\$12,184	
Restaurant	1,000 sf	\$22,152	\$800	\$330	\$3,923	\$1,289	\$1,129				\$29,623	\$741	\$30,364	
Fast Food Rest w/ Drive-Thru	1,000 sf	\$34,781	\$863	\$330	\$4,227	\$1,389	\$1,217				\$42,807	\$1,070	\$43,877	
Supermarket	1,000 sf	\$11,179	\$222	\$424	\$1,087	\$357	\$313				\$13,582	\$340	\$13,921	
Auto Repair	1,000 sf	\$7,830	\$70	\$20	\$134	\$107	\$114				\$8,275	\$207	\$8,482	
Car Wash	Bays	\$14,589	\$206	\$77	\$1,009	\$332	\$291				\$16,503	\$413	\$16,916	
Convenience Store	1,000 sf	\$25,430	\$463	\$424	\$2,270	\$746	\$653				\$29,986	\$750	\$30,736	
Furniture Store	1,000 sf	\$1,373	\$35	\$236	\$170	\$56	\$49				\$1,919	\$48	\$1,967	

2009 Update / Impact fees rounded to nearest dollar

Land Use	Impact Unit	Net Impact Fee									Total Net Impact Fee	Administration Fee @ 2.5%	Total Impact Fee
		Updated Transportation	Correctional Facilities	Solid Waste	Public Buildings	Fire/EMS	Law Enforcement	Library	Schools	Park and Recreation			
Recreational													
Golf Course	hole	\$11,248	\$267	\$38	\$1,307	\$429	\$376				\$13,666	\$342	\$14,007
Racquet Club/Health Club/Dance Studio	1,000 sf	\$10,824	\$259	\$118	\$1,270	\$417	\$366				\$13,254	\$331	\$13,586
County Park	Acre	\$718	\$17	\$85	\$81	\$27	\$23				\$952	\$24	\$975
Tennis Court	Court	\$12,180	\$253	\$18	\$1,241	\$408	\$357				\$14,458	\$361	\$14,819
Marina	Berths	\$973	\$17	\$45	\$82	\$27	\$24				\$1,167	\$29	\$1,197
Governmental													
Post Office	1,000 sf	\$14,199	\$194	\$94	\$1,107	\$312	\$273				\$16,179	\$404	\$16,583
Library	1,000 sf	\$17,925	\$188	\$94	\$919	\$302	\$265				\$19,693	\$492	\$20,185
Government Office Complex ⁽¹⁾	1,000 sf	\$9,632	\$148	\$94		\$238	\$209				\$10,321	\$258	\$10,579
Jail ⁽¹⁾	Bed	\$389		\$16	\$466	\$153	\$134				\$1,158	\$29	\$1,187
Miscellaneous													
Day Care Center	1,000 sf	\$8,847	\$110	\$236	\$755	\$177	\$155				\$10,281	\$257	\$10,538
Hospital	1,000 sf	\$5,309	\$171	\$83	\$838	\$275	\$241				\$6,917	\$173	\$7,090
Veterinary Clinic	1,000 sf	\$3,511	\$178	\$118	\$1,223	\$287	\$251				\$5,569	\$139	\$5,708
Church	1,000 sf	\$2,588	\$58	\$33	\$285	\$94	\$82				\$3,140	\$78	\$3,218
Movie Theater	Screen	\$22,743	\$925	\$188	\$4,535	\$1,490	\$1,305				\$31,186	\$780	\$31,966
School (Elementary and Middle)	Student	\$149	\$10	\$12	\$70	\$17	\$14				\$272	\$7	\$279
School (High)	Student	\$538	\$13	\$13	\$90	\$21	\$18				\$693	\$17	\$711
School (College)	Student	\$653	\$11	\$13	\$78	\$18	\$16				\$789	\$20	\$809
Fire Station ⁽¹⁾	1,000 sf	\$983	\$69	\$94	\$339		\$97				\$1,582	\$40	\$1,622

(1) Government uses are exempt from paying impact fees used to develop that same use. This is because legally, if the development does not create a demand for the facility, or indeed, mitigates the need for the facility, it should not pay the fee. In other words, a new jail will not pay the correctional facilities impact fee, a new fire/EMS station will not pay the fire/EMS impact fee, and a new government office building or office complex will not pay the public buildings impact fee, etc. Specific government uses that are not included in the schedule, such as a sheriff's office, will be classified under government office building or complex as appropriate. These uses will not pay the impact fee used to develop them (e.g., a sheriff's office will not pay the law enforcement impact fee, etc.).

Total Net Impact Fee Comparison

Code	Land Use	Unit	2005	Duncan	2009	% change 05/09	09 as % of 05
------	----------	------	------	--------	------	----------------	---------------

Residential:

210	Single Family						
	less than 1,500 sf (under air)	du	\$7,814.57	\$13,778.00	\$7,336.00	-6%	0.94
	1,500 to 2,499 sf (under air)	du	\$9,877.80	\$16,951.00	\$9,159.00	-7%	0.93
	2,500 sf or greater (under air)	du	\$10,754.14	\$18,321.00	\$9,946.00	-8%	0.92
230	Accessory Single-Family	du	\$5,113.67	\$7,913.00	\$4,699.00	-8%	0.92
230	Multi-Family	du	\$5,113.67	\$7,913.00	\$4,699.00	-8%	0.92
240	Mobile Home	du	\$4,556.77	\$8,733.00	\$4,345.00	-5%	0.95
310	Hotel	room	\$3,919.53	\$5,867.00	\$3,452.00	-12%	0.88
320	Motel	room	\$2,412.53	\$3,537.00	\$2,164.00	-10%	0.90
620	Nursing Home	bed	\$1,335.04	\$1,731.00	\$1,207.00	-10%	0.90
252	ACLF	bed	\$1,252.90	\$1,556.00	\$1,424.00	14%	1.14

Office and Financial:

720	Medical Office	1,000 sf	\$17,692.70	\$25,684.00	15,551.00	-12%	0.88
911	Bank	1,000 sf	\$18,712.60	\$27,171.00	13,057.83	-30%	0.70
912	Bank w/Drive-In	1,000 sf	\$29,614.59	\$44,674.00	15,028.00	-49%	0.51
710	Office up to 50,000 GSF	1,000 sf	\$9,106.97	\$12,861.00	5,557.00	-39%	0.61
710	Office over 50,000 GSF	1,000 sf	\$6,300.13	\$9,325.00	3,772.00	N/A	0.60
760	Research & Dev't Center	1,000 sf	N/A	\$5,706.00	4,715.00	N/A	

Industrial:

140	Manufacturing	1,000 sf	\$2,363.75	\$2,857.00	2,149.00	-9%	0.91
150	Warehouse	1,000 sf	\$2,462.49	\$3,379.00	1,732.00	-30%	0.70
151	Mini-Warehouse	1,000 sf	\$1,095.66	\$1,631.00	954.00	-13%	0.87
110	General Industrial	1,000 sf	\$3,845.44	\$4,985.00	3,453.00	-10%	0.90
N/A	Concrete Plant	acre	\$8,266.20	\$11,075.00	7,387.00	-11%	0.89
N/A	Sand Mining	acre	\$1,246.03	\$1,448.00	1,133.00	-9%	0.91

Retail:

820	Retail Center	1,000 sf	\$12,860.23	\$18,537.00	6,186.00	-52%	0.48
	Retail	1,000 sf	\$10,828.55	\$14,651.00	N/A	N/A	
	Retail	1,000 sf	\$9,939.82	\$13,186.00	N/A	N/A	
	Retail	1,000 sf	\$9,155.72	\$12,958.00	N/A	N/A	
844	Gas Station ⁽²⁾	fueling position	\$8,410.82	\$11,989.00	7,303.00	-13%	0.87
841	New and Used Auto Sales	1,000 sf	\$14,911.60	\$22,240.00	11,887.00	-20%	0.80
	Quality Resturant	1,000 sf	\$26,989.54	N/A	N/A	N/A	
832	Restaurant	1,000 sf	\$34,117.61	\$48,121.00	29,623.00	-13%	0.87
834	Fast Food Restaurant	1,000 sf	\$49,996.60	\$73,071.00	42,807.00	-14%	0.86
850	Supermarket	1,000 sf	\$15,690.47	\$22,848.00	13,582.00	-13%	0.87
	Auto Repair		N/A	\$9,882.00	8,275.00	N/A	
847	Car Wash	stall	\$19,146.36	\$28,612.00	16,503.00	-14%	0.86
851	Convenience Store	1,000 sf	\$31,015.45	\$45,019.00	29,986.00	-3%	0.97
890	Furniture Store	1,000 sf	\$2,137.15	\$2,783.00	1,919.00	-10%	0.90

Code Land Use Unit 2005 Duncan 2,009.00 % 05/09

--	--	--	--	--	--	--	--

Recreational:

430	Golf Course	hole	\$15,506.75	\$22,504.00	13,666.00	-12%	0.88
492	Racquet Club/Health Club/Dance Studio	1,000 sf	\$8,986.29	\$11,560.00	13,254.00	47%	1.47
412	County Park	acres	\$1,002.01	\$1,337.00	952.00	-5%	0.95
491	Tennis Court	court	\$13,646.47	\$19,316.00	14,458.00	6%	1.06
420	Marina	berth	\$1,326.26	\$1,905.00	1,167.00	-12%	0.88

Governmental:

732	Post Office	1,000 sf	\$18,497.38	\$27,239.00	16,179.00	-13%	0.87
590	Library	1,000 sf	\$21,490.67	\$32,642.00	19,693.00	-8%	0.92
	Government Office Building	1,000 sf	\$28,900.29	N/A	N/A	N/A	
733	Government Office Complex	1,000 sf	\$11,894.50	\$18,246.00	10,321.00	-13%	0.87
571	Jail	bed	\$1,248.10	\$841.00	1,158.00	-7%	0.93

Miscellaneous:

565	Day Care Center	1,000 sf	\$11,989.01	\$17,469.00	10,281.00	-14%	0.86
610	Hospital	1,000 sf	\$7,874.89	\$11,050.00	6,917.00	-12%	0.88
640	Veterinary Clinic	1,000 sf	\$6,246.68	\$7,999.00	5,569.00	-11%	0.89
560	Church	1,000 sf	\$3,567.84	\$5,168.00	3,140.00	-12%	0.88
444	Movie Theater w/ Matinee	screen	\$35,383.90	\$26,758.00	31,186.00	-12%	0.88
520	School (Elementary)	student	\$264.22	\$1,064.00	272.00	3%	1.03
530	School (High)	student	\$668.51	\$8,147.00	693.00	4%	1.04
540	School (College)	student	\$1,144.76	\$28,909.00	789.00	-31%	0.69
N/A	Fire Station	1,000 sf	\$1,757.46	\$2,237.00	1,582.00	-10%	0.90

Notes:

- (1) ITE = Institute of Transportation Engineers, Trip Generation, 4th, 5th, 6th, and 8th Edition.
- (2) Service station must have kiosk of less than 1000 square feet; otherwise it is classified as a convenience store.

2009 Impact Fees (not Including Suspended Impact Fees)

Land Use	Impact Unit	Net Impact Fee				Total 2009 Net Impact Fee Without Suspended Fees	Administration Fee @ 2.5%	Total 2009 Impact Fee Without Suspended Fees	Current Net Impact Fee Without Suspended Fees	Net Impact Fee Difference
		Updated Trans.	Library	Schools	Park and Recreation					
Residential										
Single Family										
Lower than 1,500 sf (under air)	du	\$2,974	\$430	\$1,756	\$1,302	\$6,462	\$162	\$6,623	\$7,814.57	-\$1,352.70
1,500 to 2,499 sf (under air)	du	\$4,483	\$483	\$1,756	\$1,463	\$8,185	\$205	\$8,390	\$9,877.80	-\$1,692.70
2,500 sf or Greater (under air)	du	\$5,031	\$524	\$1,756	\$1,587	\$8,898	\$222	\$9,120	\$10,754.14	-\$1,856.29
Accessory Single Family	du	\$2,428	\$285	\$500	\$884	\$4,097	\$102	\$4,200	\$5,113.67	-\$1,016.22
Multi Family	du	\$2,428	\$285	\$500	\$884	\$4,097	\$102	\$4,200	\$5,113.67	-\$1,016.22
Mobile Home	du	\$1,745	\$349	\$623	\$942	\$3,659	\$91	\$3,750	\$4,556.77	-\$897.93
Transient, Assisted, Group										
Hotel	Room	\$2,804				\$2,804	\$70	\$2,874	\$3,919.53	-\$1,115.53
Motel	Room	\$1,516				\$1,516	\$38	\$1,554	\$2,412.53	-\$896.53
Nursing Home	Bed	\$432				\$432	\$11	\$443	\$1,335.04	-\$903.04
ACLF	Bed	\$620				\$620	\$16	\$636	\$1,252.90	-\$632.90
Office and Financial										
Medical Office	1,000 sf	\$13,411				\$13,411	\$335	\$13,746	\$17,692.70	-\$4,281.70
Bank	1,000 sf	\$10,634				\$10,634	\$266	\$10,900	\$18,712.60	-\$8,078.84
Bank w/Drive-in	1,000 sf	\$13,020				\$13,020	\$326	\$13,346	\$29,614.59	-\$16,594.59
Office	1,000 sf	\$3,798				\$3,798	\$95	\$3,893	\$9,106.97	-\$5,308.97
Research & Development Center	1,000 sf	\$2,798				\$2,798	\$70	\$2,868		\$2,798.00
Industrial										
Manufacturing	1,000 sf	\$1,318				\$1,318	\$33	\$1,351	\$2,363.75	-\$1,045.75
Warehouse	1,000 sf	\$1,228				\$1,228	\$31	\$1,259	\$2,462.49	-\$1,234.49
Mini-Warehouse	1,000 sf	\$862				\$862	\$22	\$884	\$1,095.66	-\$233.66
General Industrial	1,000 sf	\$2,404				\$2,404	\$60	\$2,464	\$3,845.44	-\$1,441.44
Concrete Plant	Acre	\$5,382				\$5,382	\$135	\$5,517	\$8,266.20	-\$2,884.20
Sand Mining	Acre	\$690				\$690	\$17	\$707	\$1,246.03	-\$556.03
Retail, Gross Square Feet										
Retail Center	1,000 sf	\$3,163				\$3,163	\$79	\$3,242	\$12,860.23	-\$9,697.23
Gas Station	Fuel pos	\$5,587				\$5,587	\$140	\$5,727	\$8,410.82	-\$2,823.82
New and Used Car Sales	1,000 sf	\$10,108				\$10,108	\$253	\$10,361	\$14,991.60	-\$4,883.60
Restaurant	1,000 sf	\$22,152				\$22,152	\$554	\$22,706	\$34,117.61	-\$11,965.61
Fast Food Rest w/ Drive-Thru	1,000 sf	\$34,781				\$34,781	\$870	\$35,651	\$49,996.60	-\$15,215.60
Supermarket	1,000 sf	\$11,179				\$11,179	\$279	\$11,458	\$15,690.47	-\$4,511.47
Auto Repair	1,000 sf	\$7,830				\$7,830	\$196	\$8,026		\$7,830.00

Car Wash	Bays	\$14,589		\$14,589	\$365	\$14,954	\$19,146.36	-\$4,557.36
Convenience Store	1,000 sf	\$25,430		\$25,430	\$636	\$26,066	\$31,015.45	-\$5,585.45
Furniture Store	1,000 sf	\$1,373		\$1,373	\$34	\$1,407	\$31,015.45	-\$29,642.45

Land Use	Impact Unit	Net Impact Fee				Total Net Impact Fee	Administration Fee @ 2.5%	Total Impact Fee		
		Updated Transportation	Library	Schools	Park and Recreation					
Recreational										
Golf Course	hole	\$11,248				\$11,248	\$281	\$11,529	\$15,506.75	-\$4,258.75
Racquet Club/Health Club/Dance Studio	1,000 sf	\$10,824				\$10,824	\$271	\$11,095	\$8,986.29	\$1,837.71
County Park	Acre	\$718				\$718	\$18	\$736	\$1,002.01	-\$284.01
Tennis Court	Court	\$12,180				\$12,180	\$305	\$12,485	\$13,646.47	-\$1,466.47
Marina	Berths	\$973				\$973	\$24	\$997	\$1,326.26	-\$353.26
Governmental										
Post Office	1,000 sf	\$14,199				\$14,199	\$355	\$14,554	\$18,497.38	-\$4,298.38
Library	1,000 sf	\$17,925				\$17,925	\$448	\$18,373	\$21,790.67	-\$3,865.67
Government Office Complex ⁽¹⁾	1,000 sf	\$9,632				\$9,632	\$241	\$9,873	\$11,894.50	-\$2,262.50
Jail ⁽¹⁾	Bed	\$389				\$389	\$10	\$399	\$1,217.66	-\$828.66
Miscellaneous										
Day Care Center	1,000 sf	\$8,847				\$8,847	\$221	\$9,068	\$11,989.01	-\$3,142.01
Hospital	1,000 sf	\$5,309				\$5,309	\$133	\$5,442	\$7,874.89	-\$2,565.89
Veterinary Clinic	1,000 sf	\$3,511				\$3,511	\$88	\$3,599	\$6,246.68	-\$2,735.68
Church	1,000 sf	\$2,588				\$2,588	\$65	\$2,653	\$3,567.84	-\$979.84
Movie Theater	Screen	\$22,743				\$22,743	\$569	\$23,312	\$35,383.90	-\$12,640.90
School (Elementary and Middle)	Student	\$149				\$149	\$4	\$153	\$264.22	-\$115.22
School (High)	Student	\$538				\$538	\$13	\$551	\$668.51	-\$130.51
School (College)	Student	\$653				\$653	\$16	\$669	\$1,144.76	-\$491.76
Fire Station ⁽¹⁾	1,000 sf	\$983				\$983	\$25	\$1,008	\$1,757.46	-\$774.46

(1) Government uses are exempt from paying impact fees used to develop that same use. This is because legally, if the development does not create a demand for the facility, or indeed, mitigates the need for the facility, it should not pay the fee. In other words, a new jail will not pay the correctional facilities impact fee, a new fire/EMS station will not pay the fire/EMS impact fee, and a new government office building or office complex will not pay the public buildings impact fee, etc. Specific government uses that are not included in the schedule, such as a sheriff's office, will be classified under government office building or complex as appropriate. These uses will not pay the impact fee used to develop them (e.g., a sheriff's office will not pay the law enforcement impact fee, etc.).