

# **INDIAN RIVER COUNTY**

## **IMPACT FEES DEVELOPMENT POLICIES**

Administrative Guidelines and Procedures for Implementation  
of the Indian River County Impact Fee Ordinance 2005-015,  
Adopted May 17, 2005, as Amended

Prepared by  
Indian River County Planning Division

May 2005

## DEVELOPMENT POLICIES

### **TITLE OR SCOPE**

Administrative Guidelines and Procedures for Implementation of the Indian River County Impact Fees Ordinance 2005- 015, Adopted May 17, 2005.

1. INTENT

The following guidelines and procedures are intended to provide guidance to staff in administering Title X, Impact Fees, of the Code of Indian River County. Terminology used herein corresponds to the definition of words or phrases as defined in Title X of the code of Indian River County.

2. IMPOSITION OF IMPACT FEES

- a. Feepayer. Any person who, after the effective date of the Ordinance, seeks to develop land by applying for the issuance of a building permit or an initial concurrency certificate to make an improvement to land which will generate additional impact shall be required to pay impact fees in the manner and amount set forth in Title X of the code of Indian River County.
- b. Payment Due. The impact fees must be paid prior to the issuance of a building permit or an initial concurrency certificate for an activity requiring payment of an impact fee. Payment shall be made in the form of cash, personal check, cashier's check or money order payable to Indian River County.
- c. Determination of Fee. The amount of the impact fees shall be determined by the Planning Division as the designee of the County Administrator. The Planning Division shall determine the amount of the fees whether the method of determination is based on the fee schedule in Title X of the Code of Indian River County, an administrative determination of the fee, or an Individual Assessment.
- d. Expiration of Building Permits. If a building permit expires and no construction has commenced, then the feepayer may be entitled in accordance with Title X of the code of Indian River County to a refund of the impact fees which were paid as a condition for its issuance. If such a refund has been received by the feepayer, the feepayer must pay the appropriate impact fees if he reapplies for the permit. Conversely, if a building permit expires and no refund has been issued, the feepayer will have to pay the then-current fees, less the amount of the fees previously paid and not refunded, if he reapplies for the permit.

A refund of the impact fees shall not be granted if the building permit expires, but construction has commenced, e.g., the foundation inspection for the structure has been passed. In this case, the feepayer would have to pay the then-current impact fees, less the amount of the fees previously paid and not refunded, if he reapplies for a building permit.

3. DETERMINATION OF FEE BASED ON FEE SCHEDULE

- a. Land Use Categories. Except as provided herein, the amount of impact fees assessed to a project shall be determined by the fee schedule in Title X of the Code of Indian River County. An expanded list of Land Use Categories is attached. This list shall be used to assign a specific land use to the more general land use type in the fee schedule. If the type of development activity is not specified in the fee schedule, the Planning Division shall use the fee applicable to the most nearly comparable type of land use on the fee schedule. If it is determined that there is no comparable type of land use on the fee schedule, the Planning Division may determine the fee administratively as described in Title X of the Code of Indian River County and this Policy Manual.
- b. Gross Floor Area. The amount of impact fees assessed to a non-residential project shall be based on gross floor area for all land uses, unless otherwise indicated in the impact fee payment schedule. Gross floor area refers to the total area of all floors of a building as measured to the outside surfaces of exterior walls and including halls, stairways, elevators shafts, attached garages, porches and balconies. If there is any outside seating area for a restaurant or outside display area for retail uses, those square footages shall be included in the total square footage for impact fee calculation.
- c. Mixed Use Development. If a development includes both residential and non-residential land uses, the impact fees are assessed for each use based on the fee schedule. In some cases, feepayers may suggest that the total impact fee should be reduced to account for internal trips between residential and non-residential land uses. While there are no provisions in the Impact Fee Ordinance for such a reduction, the feepayer has the option of completing an Individual Assessment in accordance with the Title X of the Code of Indian River County and this Policy Manual. (See special instructions for Shopping Centers).

- d. Mixed Use Structures. In many instances, a particular structure may include auxiliary uses associated with the primary land use. For example, manufacturing facilities usually also have office, warehouse, research and other association functions, in addition to areas for the actual production of goods. The impact fee generally will be assessed based on the primary land use. If the feepayer can document that a secondary land use accounts for over 25 percent of the gross floor area of the structure, then the impact fee will be assessed based on the disaggregated square footage of the primary and secondary land uses. For example, the impact for a large furniture store will be assessed in the following manner: (1) determine the impact fee for the retail activity based on the square footage of the showroom; (2) determine the impact fee for the warehouse area not open to public based on the square footage devoted to storage; and (3) sum the disaggregated fees to determine the total impact fee for the structure. This procedure shall be followed only when the feepayer can clearly document, to the satisfaction of the County Administrator or his designee, the square footage accounted for by the primary and secondary land uses. (See special instructions for shopping centers).
- e. Contractor Trades. Contractor trades uses shall be assessed as mixed use structures, and the 25% threshold for secondary uses as stated in the above paragraph shall not apply to contractor trades uses. By definition, contractor trades uses include one component that is either retail or office and another component that is primarily a service bay. In calculating the traffic impact fee for contractor trades uses, each component will be assessed based on its square footage, and the following category from the fee schedule shall apply: office-under 10,000 sq. ft. rate; retail - between 10,001 sq. ft. And 50,000 sq. ft. rate; and service bay - general industrial rate.
- f. Shell Permit. Developers will often apply for a building permit to construct the "shell" of a building. In such cases, remodeling permits are issued later to finish construction of the interior of the structure. The impact fees shall be paid prior to the issuance of the building permit for construction of the shell. The amount of the fee shall be based on the intended land use (as described by the developer). If the intended land use is not known, the impact fee shall be assessed based on that land use which generates the greatest traffic impact and is allowed under the existing zoning for the lot or parcel. If it is found during review of the application for a remodeling permit that the actual land use differs from the intended land use (as described by the developer), a determination shall be made as to whether or not additional impact fees are due based on the procedures for Change of Use. If so, the additional impact fees shall be paid prior to the issuance of a new building permit for the shell.
- g. Change of Use. In the case of a change of use, redevelopment, or modification of an existing use which requires the issuance of a building permit, the impact fees shall be based upon the net increase in the impact fees for the new use as compared to the previous use. The amount of the impact fees that are due as a result of the change in land use shall be paid prior to the issuance of a building permit for construction or remodeling. The Planning Division shall calculate the impact fees due to a change in use. Under no circumstances will a refund of the impact fee be granted for a change of use.
- h. Auxiliary Uses. No fee shall be assessed for auxiliary land uses, such as a clubhouse or tennis court in an apartment complex that is not open to the general public or a restaurant or gift shop in a hotel, unless it can be established by the Planning Division that the auxiliary land use creates Trip Generation outside the project.
- i. House Move. No fee shall be assessed for a house moved within the same traffic impact fee benefit district.
- j. Mobile Homes. When a person applies for a building permit to tie down a mobile home on a lot, the Planning Division shall determine whether or not a mobile home was

previously in place on that lot, parcel or space. If so, no impact fee shall be assessed for tie down of the mobile home. Applicants shall provide proof that a mobile home was in place for a particular lot or space. If not, the impact fee for a mobile home must be paid prior to the issuance of a building permit for tie down of the mobile home.

k. Recreational Vehicles (RV's).

- (1) Developed RV Parks. No impact fees shall be assessed for Developed RV Parks completed prior to March 1, 1986 as approved by the Planning and Development Division.
- (2) New, Phased, or Seasonal RV Parks. When building permits/slab permits are issued for construction of a new, Phased or Seasonal RV Park, the impact fees for mobile homes shall be assessed for each new RV site. The impact fees shall be paid prior to the issuance of the first building permit.

1. Shopping Centers. Out-parcels shall not be included with the main structure of the shopping center when determining the fee category in square feet. These out-parcels shall be assessed at the fee rate applicable for the out parcel land uses. The Planning Division will determine the impact fee for shopping centers at site plan approval. The impact fees for phased shopping centers shall be determined by the Planning Division based on the total square footage of the shopping center. In addition, the impact fees for the expansion of a shopping center shall be based on the sum of the square footage of the existing shopping center and the square footage of the addition.

4. ADMINISTRATIVE DETERMINATION OF FEE

- a. Administrative Determination of Fee. Whenever possible, impact fees shall be assessed in accordance with land use types in the fee schedule adopted in the Title X of the Code of Indian River County. If it is determined that there is no comparable type of land use in the fee schedule, the fees shall be determined administratively by the Planning Division. If the feepayer disagrees with the impact fees determined administratively (or based on the fee schedule in Title X of the code of Indian River County), the feepayer may prepare an Individual Assessment in accordance with Title X of the Code of Indian River County and this policy manual.
- b. Miscellaneous Land Use Types. The Planning Division shall maintain a list of fees determined administratively for miscellaneous land use types.

5. INDIVIDUAL ASSESSMENT FOR TRAFFIC IMPACT FEES

- a. Individual Assessment. If a feepayer shall opt not to have his traffic impact fee assessment determined according to the fee schedule in the Title X of the Code of Indian River County or determined administratively, then the feepayer shall prepare and submit an Individual Assessment in accordance with the Title X of the Code of Indian River County and this Policy Manual.
- b. Preapplication Meeting. Before beginning the Individual Assessment, the feepayer or his representative shall attend a preapplication meeting jointly with the Traffic Engineering Division and the Planning Division to discuss procedures and methodology. The preapplication meeting will normally cover the following topics:

### (1) Proposed Study Sites

The applicant will identify a minimum of three comparable sites to be studied. The site description shall include the specific location, the character of the location (Central Business District (CBD), urban, suburban, or rural urbanized or rural areas), and the land use(s) at the location.

The applicant shall include an explanation of why the proposed sites are similar to the proposed new development. The explanation should address pertinent characteristics, such as land use, adjacent area, and demographics.

The applicant shall include a map showing the location of the proposed new development and the proposed study sites.

County staff will review the proposed study sites for applicability to the proposed new development.

### (2) Study Data Elements

Study data elements will include the impact fee formula demand component variables. These are: trip generation rate, trip length and percent new trips factor. Each of these components is discussed below:

#### (a) Trip Generation Rate

The trip generation rate is normally determined by 24 hour machine counts and peak-hour manual counts. Manual counts shall be used to verify machine accuracy. The applicant shall provide documentation depicting the proposed traffic count sites and locations within the site. County staff will review the proposed sites for suitability of equipment, hose/loop detector configurations, and the dates of counting. County staff will specify the level of detail to be included in the study report.

#### (b) Trip Length and Percent New Trips

These two data items are normally determined by an origin/destination survey, consisting of motorist interviews. County staff will review the proposed location of interviewers, interview forms, dates and times of day for conducting interviews.

The applicant shall identify any portions of trips to be excluded from trip lengths, such as travel on local roads and/or toll road systems.

#### (c) Other Data Items

County staff will specify any other data items that the applicant will be required to collect for the proposed study.

### (3) Proposed Data Collection Methodology

County staff will review the applicant's proposed methodology for analyzing the data collected in the study. This methodology shall be consistent with Section 3, Guidelines.

### (4) Report Format

County staff will specify the required format for submitting the study report. The applicant shall compile the study findings into a report structured as follows:

- Table of Contents
- Letter of Transmittal
- Findings of the Report
- Trip generation rate
- Trip length
- Percent new trips
- Impact Fee Calculations
- Appendices
- Trip generation rate summary
- Trip length worksheet
- Percent new trips worksheet
- Trip generation data
- Interview forms

(5) Guidelines.

The Individual Assessment shall follow the prescribed methodologies and formats in the Title X of the Code of Indian River County and this policy manual. The results of the Individual Assessment shall be submitted to both the Public Works Department and Planning Division. The following guidelines shall be followed when conducting an Individual Assessment:

(a) Collecting Trip Generation Data

The applicant will be required to place the machine counters at project driveways for a minimum of three weekdays of 24-hour machine counts on days representative of typical traffic patterns at that site (not during a holiday, for example). The traffic counts shall be conducted during the same days which the collection of trip length and percent new trips data is accomplished.

The data to be collected shall include:

- Date and times of counts;
- A summary of counts by 15-minute increments (entering, exiting, and total);
- Average daily volume; and
- Volume during the a.m. and p.m. peak hours of the adjacent street.

The applicant must verify the correct operation of the machine counters by manually conducting peak-hour traffic counts on at least two occasions. This manual verification must be documented in the study report.

The applicant will include the machine count data in the study report. All data are subject to review and acceptance by County staff, based on currently accepted traffic engineering practice. County staff may visit the study site to observe the placement and operation of the machine counters.

If the applicant is unable to obtain machine counts according to the above requirements, he may repeat the entire count or may elect to submit an explanation in writing to County staff. County staff will review the explanation and then may accept the data as is, approve a partial recount, or require an entire recount. County staff will provide this response verbally within five working days and in writing within ten working days.

(b) Collecting Trip Length and Percent New Trips Data

The origin/destination survey will collect the following information:

- Date of the interview;
- Location of the interview;
- Name of the interviewer;
- Time of day of the interview;
- Origin of the interviewee's trip;
- Destination of the interviewee's trip, and
- Trip purpose.

The place of origin or destination should be identified as accurately as possible. The origin and destination should be determined with one of the following methods:

- The specific name and address of the origin and destination;
- The specific name of the origin and destination (mall, town, bank, supermarket, subdivision, school, etc.);
- The intersection nearest to the origin and destination; and
- The major intersection nearest to the origin and destination

The most preferred method to the least preferred method is indicated by the order listed above.

The applicant will use an interview form to record the interview responses. This form will be used to record the information identified above. The applicant shall include copies of the completed interview forms in the study report.

It is not acceptable to record the trip length as estimated by the interviewee. The proper method to determine a trip length is to use a scaled map to measure the shortest route between the site and the reported places of origin and destination, or by using a geographic information system to measure the distance directly using a vehicle odometer.

Acceptable procedures to determine if a trip is classified as Primary, Secondary, Diverted, or Captured, and to compute the assessable trip length are described in A Measuring Travel Characteristics for Transportation Impact Fees, W.E. Oliver, (ITE Journal, April 1991).

The applicant should also include in the study report:

- The number of observations (useable interview responses);
- The average trip length, rounded off to 0.1 mile; and
- The percent new trips.

(c) Number of Interviews to Conduct

In determining a reasonable estimate of the trip length and percent new trips, the applicant will perform surveys at each of the three sites for a minimum of 10 hours per site. The specific time period to be covered will be governed by the type of land use being surveyed and its typical daily operations. A minimum of 50 valid observations must be obtained at each site. An observation shall be considered



valid if its origin and destination are specific enough from which the trip length and type of trip can be determined. The specific required number of valid surveys is the number of surveys required to meet a 90% level of confidence at a plus/minus 15% level of accuracy, or a minimum of 150 usable surveys for the study land use.

- (6) Sufficiency Determination. The Public Works Department will review the Individual Assessment for sufficiency methodology, technical accuracy and findings and will make recommendations concerning the amount of the impact fee to the Planning Division.
- (7) Determination of Fee. The final determination of the amount of the impact fee shall be made by the Planning Division based on the recommendations of the Public Works Department and its own review of the documentation presented.

6. INDIVIDUAL ASSESSMENT FOR OTHER IMPACT FEES

- a. For all impact fee categories except traffic, the impact fee assessment may be determined by an alternative fee calculation of the fiscal impact of the development on the public facilities if:
  - (1) Any person commencing a development which increases demand on any public facility chooses to have the Impact Fee for that public facility determined by the alternative fee calculation and pays to the county in full the impact fee calculated pursuant to the applicable impact fee rate schedule and a non-refundable Alternative Fee Calculation review fee as established by the Board of County Commissioners by ordinance or resolution; and
  - (2) The Applicant believes that the nature, timing or location of the proposed Development makes it likely to generate impacts costing less than the amount of the Impact Fee generated by applying county's impact fee payment schedule; and
  - (3) The Applicant commences the Alternative Fee Calculation process by requesting in writing to the County Administrator, and attends with the County Administrator, the pre-application meeting; and
  - (4) The Applicant submits to the County Administrator a completed Alternative Fee Calculation Study as described in this Section
- b. Prior to commencing the Alternative Fee Calculation, the Applicant shall arrange and attend a pre-application meeting with the County Administrator to discuss the requirements, procedures and methodology of the Alternative Fee Calculation. The pre-application meeting will normally cover the following topics: (1) proposed previous studies; (2) credits; (3) proposed study sites; (4) study data elements; (5) proposed data collection methodology; and (6) report format.
- c. Subsequent to the pre-application meeting, the Applicant shall submit three (3) copies of the proposed approach to the Alternative Fee Calculation to the County Administrator. The County Administrator shall have thirty (30) working days to respond in writing to the proposed approach. If the County Administrator concurs with the proposed approach, the Applicant will be notified to proceed with the Alternative Fee Calculation. If the County Administrator disagrees with the proposed approach, the County Administrator shall identify the problem areas for the Applicant to incorporate and address in its resubmittal to the county. The applicant shall be required to receive approval from the County Administrator prior to proceeding with the Alternative Fee Calculation. If the County Administrator has not approved the applicant's proposed approach after one (1) resubmittal, the Applicant may request a decision from the County Administrator whereupon the County Administrator,

- shall either approve, approve with conditions, or deny the proposed approach.
- d. The Alternative Fee Calculation shall be undertaken through the submission of an Impact analysis for the Public Facilities at issue and shall be based on data, information, methodology and assumptions contained in this chapter or an independent source, including local studies for alternative impact fee calculations performed by others within the immediately preceding three years, provided that the independent source is a local study supported by adequate data for the conclusions contained in such study performed pursuant to a methodology generally accepted by professionals in the field of expertise for the Public Facilities at issue and based upon standard sources of information relating to facilities planning, cost analysis and demographics and generally accepted by professionals in the field of expertise for the Public Facilities at issue. Technical details of approach, methodology, procedures and other matters relating to the Alternative Fee Calculation may be addressed in an Administrative Procedures Manual developed by the County Administrator and approved by Resolution of the Board.
  - e. The Alternative Fee Calculation shall be submitted by the Applicant for the proposed Development and shall be prepared and certified as accurate by persons accepted by the county as qualified professionals in the field of expertise for the Public Facilities at issue, and shall be submitted to the County Administrator.
  - f. Within thirty (30) County working days of receipt of an Alternative Fee Calculation, the County Administrator shall determine if it is complete. If the County Administrator determines the application is not complete, he shall send a written statement specifying the deficiencies to the person submitting the application at the address set forth in the application. The County Administrator will not be required to take any further action on the Alternative Fee Calculation until all specified deficiencies have been corrected.
  - g. After the County Administrator determines that the Alternative Fee Calculation is complete, he shall notify the Applicant of its completion within ten (10) days, and he shall, within (30) working days, complete a review of the data, analysis, and conclusions asserted in the Alternative Fee Calculation. If this review is not completed within these time frames, and if requested by the Applicant, the item will be scheduled for the next available Board meeting.
  - h. If the County Administrator determines that in the Alternative Fee Calculation the County's cost to accommodate the proposed Development is statistically significantly different than the Impact Fee established by the county, the amount of the Impact Fee shall be reduced to a dollar amount consistent with the amount determined by the Alternative Fee Calculation, subject to the Board's approval.
  - i. In the event the Applicant disagrees with a decision of the County Administrator that effectively results in a denial of the Alternative Fee Calculation, the applicant may file a written Appeal Petition with the Board not later than twenty (20) days after receipt of notice of such a decision by the County Administrator. In reviewing the decision, the Board shall use the standards established herein. The Appeal Petition must advise the Board of all issues and shall explain the precise basis the Applicant asserts that the decision(s) of the County Administrator is/are alleged to be incorrect.

## 7. EXEMPTIONS AND CREDITS

- a. Exemptions. The following activities shall be exempt from payment of Impact Fees:
  - (1) Alteration or expansion of an existing building where:
    - no additional residential units are created
    - no additional non-residential gross square footage is created
    - the use is not changed
    - the single family impact fee category is not changed, and

- no additional impact will be generated over and above that generated by the existing use.
- (2) The construction of accessory buildings or structures which will not generate additional impact over and above that generated by the principal building or use of the land.
- (3) The replacement of an existing building or structure in place on a lot, parcel or space with a new building or structure of the same use (for single family use the impact fee category is not changed) provided that no additional impact will be generated over and above those generated by the original use of land.

If an alteration or expansion of a building or structure does generate additional impacts over and above those generated by the original building or structure, the additional impact fee assessment shall be based upon the net increase in the impact of the new use as compared to the previous use. The impact fees shall be assessed and paid as described above for Change of Use.

## 8. TRAFFIC IMPACT FEE CREDITS.

- a. General. In lieu of all or part of the roads impact fee, the County Administrator may accept an offer by a feepayer to construct all or part of a road construction project shown on the Indian River County Long Range Major Street and Highway Program (20 year plan) in accordance with the Title X of the Code of Indian River County. This offer shall not include site-related improvements as defined in the Title X of the Code of Indian River County and this Policy Manual. Such construction must be in accordance with County or State design standards, whichever are applicable. Right-of-way dedication for projects contained in the County's 20-year Road Improvement Program shall be eligible for credits toward the Traffic Impact Fee for the Development.
- b. Documentation. The feepayer shall submit a traffic impact fee credit/agreement application form to the planning division with a project description and cost information in sufficient detail to allow the Public Works Department to review the engineering and construction cost estimate. The Public Works Department shall determine whether or not the offer will be accepted by the County and the amount of credit to be given against the impact fee and shall inform both the feepayer and the and Planning Division of it's findings in writing.
- c. Payment. The portion of the fee represented by road construction shall be deemed paid only when the construction is completed and accepted by the County or State for maintenance or when the feepayer posts security as provided below for the costs of such construction.
- d. Security. Security in the form of an irrevocable letter of credit or cash escrow agreement shall be posted with the Board of County Commissioners made payable to the County in an amount approved by the County Administrator equal to one hundred and ten percent (110%) of the full cost of such construction. If the road construction project will not be constructed within one (1) year of the acceptance of the offer by the Board of County Commissioners, the amount of the security shall be increased by ten percent (10%) compounded, for each year of the life of the security. The security

shall be reviewed and approved by the County Attorney's Office prior to the acceptance of the security by the Board.

- e. Credits for road and intersection improvements or right of way dedications shall be given in accordance with Title X of the Code of Indian River County and this Policy Manual. No credit shall be given for site-related improvements, as defined in Title X of the Code of Indian River County and this Policy Manual. The Public Works Department shall determine which capital improvements and/or right of way dedications are eligible for credits and what the amount of the credit shall be for each.

(1) No traffic impact fee credit shall be granted for the site - related improvements. The term "site-related improvements" refers to capital improvements and right-of-way dedications or direct access improvements to the development in question, including but not limited to the following:

- (a) site driveways and roads;
- (b) right and left turn lanes leading to those driveways;
- (c) traffic control measures for those driveways;
- (d) frontage roads; and
- (e) roads necessary to provide direct access to the development.

(2) "Roads necessary to provide direct access to the development" shall refer to capital improvements and right-of-way dedications for any road or intersection improvement whose function at the time of its construction is primarily to provide direct access to the development.

(3) Credits shall not be given for capital improvements or right-of-way dedications for local roads under any circumstances.

(4) Credits shall not be given for road improvements which do not meet County or State design standards, whichever is applicable.

(5) A feepayer claiming credit for non-site-related capital improvements and/or right-of-way dedications shall provide the following information to the Public Works Department during development review or prior to application for issuance of building permits:

- (a) a letter identifying the capital improvements and/or right-of-way dedications for which credits are claimed.
- (b) final payment estimates for construction project that have been completed and/or signed construction contracts for incomplete construction projects.
- (c) appraisals for right-of-way dedications prepared by qualified professionals.
- (d) maps and plans showing the location and extent of the capital improvements and/or right-of-way dedications for which credits are claimed.
- (e) a completed application for credit.

9. APPEALS PROCESS

- a. Appeals to the County Administrator. If a feepayer wishes to appeal an administrative decision regarding Title X of the Code of Indian River County, the feepayer shall first file an appeal in letter form to the County Administrator or his designee via the Planning Division. The decision may be reversed or modified by the Planning Division. Otherwise, the appeal shall be forwarded directly to the County Administrator for disposition. All letters of appeal shall include a full explanation of the reason for the appeal and supporting documentation.
- b. Appeals to the Board of County Commissioners. Any feepayer who is not satisfied with the disposition of his appeal to the County Administrator may appeal directly to the Board of County Commissioners following standards procedures for such an appeal. The County Administrator shall within 30 days schedule the appeal before the Indian River County Board of County Commissioners.

10. IMPACT FEE SCHEDULE UPDATE

- a. Impact Fee Schedule Update. The impact fee schedule shall be reviewed every two years during odd numbered years. The county shall maintain three (3) impact fee schedules as follows:
  - (1) Impact Fee Schedule for Unincorporated County
  - (2) Impact Fee Schedule for Municipalities except the Town of Indian River Shores
  - (3) Impact Fee Schedule for Town of Indian River Shores

## IMPACT FEES

### LAND USE CATEGORIES

ITE Code (CD-Plus Code)	ITE Description	Unit of Measure	Other Land Uses	Comments
<b>Residential Development</b>				
210 (110)	Single-Family	Unit	Single Family Detached Single Family Attached Manufactured Homes Modular Homes Single Family Live-Aboards	
230 (120)	Multifamily	Unit	Apartments Condominiums Villas Townhouses Retirement Comm. (Condos, apartments, etc.) Group Quarters (dormitories, rooming house, congregate living quarters) Bed and Breakfast Accessory Dwelling Unit	
240 (150)	Mobile Home	Unit	Mobile Homes Recreational Vehicles	
310 (510)	Hotel	Room	Hotel Resort Hotel Interval Housing	
320 (520)	Motel	Room	Motel Time Share Dwelling Unit	
<b>Office and Financial Development</b>				
710 (210)	General Office	1000 sq. ft.	General Office Buildings Attorneys Accountants Real Estate Insurance Engineering Corporate Offices Office Park Research Center Airport Terminal Loan or Mortgage Office	
911 (210)	Financial Institutions	1000 sq. ft.	Banks (walk-in and drive-in) Savings and Loan (walk-in and drive-in) Credit Union (walk-in and drive-in)	

ITE Code (CD-Plus Code)	ITE Description	Unit of Measure	Other Land Uses	Comments
720 (270)	Medical Office	1000 sq. ft.	Medical Offices Dental Offices Ophthalmologists Optometrists Opticians Chiropractors Clinics Veterinarian Offices Physical Therapy Other Medical Related Offices	
<b>Industrial Development</b>				
150 (340)	Warehouse	1000 sq. ft.	Warehouses Storage Yards Lumber Yards Wholesale Facilities Distribution Centers Heavy Repair Services Animal Boarding Places Kennels and Stables Vehicle Storage Yards Carpet showroom w/no sales Mulching Facilities Airport Hangers	For storage yards & vehicle storage, TIF will be calculated per sq. ft. of actual area for storage not including retention ponds, drainage, etc.
151 (350)	Mini-Warehouse	1000 sq. ft.	Self Storage Airport Hanger	
110 (310)	General Industrial	1000 sq. ft.	Light Industrial Heavy Industrial Assembly Plants Printing Plants Crematorium Auto Body and Paint Shops Fruit and Vegetable Packing Houses Auto Repair Shops	
N/A (370)	Sand Mining	Acre	Sand Mining Cemeteries Biosolids Dewatering Facilities	
<b>Retail Development</b>				
853 (755)	Convenience	1000 sq. ft.	Conv. Food Stores (open 15-16 hours) Conv. Food Stores (open 24 hours)	
934 (712)	Fast Order Food Establishment	1000 sq. ft.	Fast Food Restaurants (with drive-in windows)	

ITE Code (CD-Plus Code)	ITE Description	Unit of Measure	Other Land Uses	Comments
820	Other Retail Under 100,000 sq. ft.	1000 sq. ft.	Neighborhood Shopping Centers (25,000-100,000 sq. ft.) Specialty Retail Centers (under 100,000 sq. ft.) Freestanding Retail (under 100,000 sq. ft.) Drug Stores Department Stores Discount Stores Hardware/Paint Stores Clothing/Apparel/Fabric Stores Light Repair Services Barber Shops Beauty Salons Shoe Repair Shops Dry Cleaners Funeral Homes and Funeral Chapels Restaurants located in a shopping center's main structure High turnover sit down restaurant Deli's and Carry-out Restaurants Bars/Night Clubs/Bottle Club Bank within large store without drive-in Dog Grooming Salon Video Arcade Tools and Equipment Rental Book Stores Non-free standing supermarkets Art Gallery Photography Studio Laundromat	
820	Other Retail Over 100,000 sq. ft. (Shopping Center)	1000 sq. ft.	Community Shopping Center (100,000-300,000 sq. ft.) Regional Shopping Center (300,000 sq. ft.) Freestanding Retail (over 100,000 sq. ft.)	
540 (940)	School (Junior/Commu nity College)	1,000 sq. ft.	Community Colleges Universities Flight School Training Facilities Vocational Training Facilities	
412 (650)	County Park	Acre	Parks Golf Driving Range	
560 (910)	Church	1,000 sq. ft.	Churches Places of Worship Social Halls Civic Centers Live Theatre	



ITE Code (CD-Plus Code)	ITE Description	Unit of Measure	Other Land Uses	Comments
492 (630)	Health and Fitness Club	1,000 sq. ft.	Fitness Clubs Ice Rinks Dance Halls Billard or Pool Parlors Inside Shooting or Archery Ranges Bowling Centers Amusement Arcades Miniature Golf Courses (actual area of development)	

F:\Community Development\Impact Fee\Development Policies\developmentpolicies.doc

