

MEMORANDUM

CPC

Agenda Item No. 1(G)6

TO: Honorable Chairman Oliver G. Gilbert, III
and Members, Board of County Commissioners

DATE: July 12, 2023

FROM: Geri Bonzon-Keenan
County Attorney

SUBJECT: Ordinance relating to impact fees; amending chapter 33E of the Code; replacing roadway impact fee with multimodal mobility fee and comprehensively revising impact fee regulations based on multimodal mobility fee; making reorganizational and technical changes; providing for delayed implementation; providing for transfer to new benefit districts of current roadway impact fee funds not expended prior to December 31, 2023

The accompanying ordinance was prepared by Regulatory and Economic Resources Department and placed on the agenda at the request of Prime Sponsor Commissioner Eileen Higgins and Co-Sponsor Commissioner Kevin Marino Cabrera.



Geri Bonzon-Keenan
County Attorney

GBK/uw


MDC001

Memorandum



Date: May 16, 2023

To: Honorable Chairman Oliver G. Gilbert, III
and Members, Board of County Commissioners

From: Daniella Levine Cava
Mayor 

Subject: County-Wide Multimodal/Mobility Impact Fee Ordinance

Executive Summary

On January 20, 2016, the Board of County Commissioners (Board) adopted Resolution No. R-54-16, directing the administration to, among other items, prepare a report making recommendations as to whether modifications to existing impact fee ordinances and creation of new impact fee programs would be appropriate to address the unique impacts of transit-oriented developments and to fund infrastructure for bicycle/pedestrian facilities and transit capital improvements. On October 29, 2019, the Board adopted Resolution No. R-1147-19, approving the award of a contract to Renaissance Planning Inc. (Renaissance), to conduct the fee study directed by Resolution No. R-54-16. The attached ordinance is the result of the County-Wide Multimodal/Mobility Fee Study conducted by Renaissance and was prepared by Renaissance, in coordination with County staff, to replace the existing road impact fee (RIF). It is recommended for approval by the Board. If adopted, the mobility fee will replace the existing RIF Ordinance and fee structure, providing the County with flexibility to implement capital projects for the full range of transportation modes needed to address the impacts of new development.

Recommendation

It is recommended that the Board adopt the attached Ordinance implementing a countywide mobility fee to replace the existing road impact fee. The County currently assesses impact fees on building permits countywide. The road impact fee structure is predicated on vehicular trips as the primary mobility mode, and a fee is collected as a form of mitigation when a change of use on a site results in additional impacts to County roadways. The County collects fees and the Board allocates them to projects through the annual budget and transportation planning process. As detailed below, the existing RIF structure is predicated primarily on roadway construction and expansion. Through its recognition of multiple modes, the proposed mobility fee is expected to afford the County broader flexibility in funding and developing transportation projects beyond roadway enhancements, to include transit, bicycle, and pedestrian modes.

Scope

The proposed ordinance is applicable in incorporated and unincorporated Miami-Dade County.

Delegation of Authority

The existing RIF Ordinance delegates authority to the Directors of the Department of Regulatory and Economic Resources and the Transportation and Public Works Department, or their designees, to make determinations regarding mobility fee assessments, payments, credits, and exemptions, and it delegates authority to the Development Impact Committee, which is composed of various department directors or their designees, to hear appeals of certain decisions related to impact fees. This ordinance retains those delegations with respect to the proposed mobility fee.

Fiscal Impact/Funding Source

The County currently collects about \$130 million in road impact fees annually. The collection is expected to be slightly lower (about 4%) under the proposed mobility fee, but the slight decrease in revenues is not anticipated to affect the completion of currently proposed projects, most of which are roadways that are already programmed, since 92% of the proposed mobility fee collection is projected to be invested on roadway projects. Currently, funds available in some road impact fee benefit districts are not immediately programmed for expenditure due to a lack of viable roadway projects, yet traffic conditions continue to point to the need for mobility improvements. The proposed ordinance would allow those funds to be spent on other transportation modes. The current limitation on expenditures is based on the differing levels of intensity of urbanization across the County, as the level of urbanization impacts the need for particular transportation modes. Some benefit districts, especially those that are more suburban in character, have a greater need for roadway projects. By contrast, benefit districts that are more highly urbanized are more in need of transit and bicycle/pedestrian infrastructure. The proposed mobility fee program collects and disperses funds for multiple transportation modes and is thus more suitable for the mobility needs of a vast and multifaceted urbanized landscape like ours.

Track Record/Monitor

Jerry Bell, Assistant Director, Planning Division, Department of Regulatory and Economic Resources (RER).

Background

The County's existing RIF Ordinance, codified as Chapter 33E of the Miami-Dade County Code, was adopted in 1988 to ensure that adequate levels of roadway services are maintained on roadways within the respective nine benefit districts. The assessed amount of the fee is determined in proportion to the amount of new traffic demand that a specific type of development is projected to produce on County roads, based on data obtained from nationwide vehicular trip analyses conducted by the Institute of Transportation Engineers (ITE) and published in the ITE's regularly updated Trip Generation Manual. The fee for each development is calculated as part of the building permit review for the relevant development. Trip generation differs by the type of land use. For example, a 10,000 sq.ft. warehouse generates about 54 trips per day, whereas a shopping center of the same size generates about 550 trips per day, which is about 10 times that of the warehouse; because the shopping center has more impacts on the roadway network, it pays a higher fee than the warehouse.

The existing Road Impact Fee methodology perpetuates the historic view of prioritizing roadway construction, treating it as independent of transit and other mobility modes. Like many traditional fee systems in our state and around the nation, public works projects receive a significant portion of their funding from road impact fees, a structure that is predicated on private vehicles as the primary mode of transportation. However, since the adoption of the Road Impact Fee Ordinance in 1988, the characteristics of urban form have been steadily changing, necessitating changes to the concomitant transportation infrastructure to address multiple modes of travel based on distance and purpose. This led to multiple amendments to the Road Impact Fee Ordinance, to recognize that transit infrastructure and transit- and pedestrian-oriented developments (collectively, PODs) improve the capacity of the roadway network by removing vehicles from the road. Ordinance No. 15-133 authorized the use of RIF funds for mass transit projects. Ordinance No. 16-132 authorized RIF discounts for PODs, including the County's urban center and urban area zoning districts. While establishing discounts was a significant step forward in recognizing the impact of multiple modes in the existing impact fee assessment methodology, further study was required to establish impact fee rates that more broadly recognize the impact of new

developments on the use of other transportation modes around this County. The RIF amendments recognized the multiplicity of transportation modes and the need for the County to invest in other modes, but they require evaluation and analysis of data by the Department of Transportation and Public Works (DTPW) and Board approval to support any expenditures other than roadway projects. This is because the fee basis of the study upon which RIF collections are based was predicated solely on vehicular trips. In contrast, the data and analysis upon which the proposed Mobility Fee is based incorporates multiple transportation modes, hence each benefit district's collection will automatically allocate funds to three trust funds: one for roadways, one for transit, and one for bicycle and pedestrian modes.

Several metropolitan regions have established mobility fees to fund multi-modal transportation infrastructure, allowing impact fees collected from new development to be invested in broader transportation purposes beyond roadway capacity. Mobility fees can be structured around localized traffic and development patterns and hence can serve to incentivize development in the transit-supported, urbanized areas. Evaluation via study is a necessary step prior to implementation of a mobility fee; besides the fact that an effective mobility fee structure should be tailored to the specific travel patterns in our region, section 163.31801, Florida Statutes, requires impact fees to satisfy specific requirements.

The County will continue to encourage well-designed transit-oriented development through appropriate zoning standards; but it is anticipated that a mobility fee that better assesses transportation impacts based on the different available and planned transportation modes will have the effect of incentivizing development around existing and planned transit corridors, making the mobility fee a significant tool to further encourage infill development and redevelopment and thereby promote ridership on the County's transit system.

Multimodal/Mobility Impact Fee Study

The County's progressive land use policies promote compact, mixed use, transit- and pedestrian-oriented development at designated urban centers dispersed at locations throughout the County and along major transportation corridors. These major transportation corridors include the six proposed SMART Plan transit corridors connecting urban centers and major employment centers, as identified in chapter 33C: East-West Corridor, Kendall Corridor, Beach Corridor, North Corridor, Northeast Corridor, and South Dade Transitway Corridor. The County-Wide Multimodal/Mobility Fee Study (the Multimodal Study) explored differential fees by geographic areas, which would align with, support, and implement key land use policy objectives in the County's adopted Comprehensive Development Master Plan (CDMP). Some of these geographically oriented CDMP growth management policies include the following, which address both non-urban and urban areas of the County:

- The adopted Urban Development Boundary (UDB) [which also serves as an urban services boundary] distinguishes where, by policy, urban development should occur and where it should not, and the designated future Urban Expansion Areas (UEAs) identify areas that are currently outside the UDB but that may be appropriate for urbanization when a need is demonstrated.
- For those areas outside the UDB, the County places a high priority on the protection of natural resources, such as our potable water wellfields, inland and coastal wetlands, natural forest communities, and all other environmentally sensitive land, and on the protection of the County's agricultural lands.

- Inside the UDB, the CDMP provides policies that guide and direct where growth and development is desired. These policies include the following: supporting development of urban centers, which are compact, higher density, mixed use, energy efficient development, supported and served by high quality transit service; redevelopment within the designated Urban Infill Area (UIA), which is the area located east of, and including, SR 826 (Palmetto Expressway) and NW/SW 77 Avenue, excluding the area north of SR 826 and west of I-95; and development along major transportation corridors, including the proposed SMART Plan corridors.
- The CDMP also establishes, by policy, capital infrastructure funding priorities by geographic areas: first priority is within urban center areas, second priority is within the UIA, and third priority is the area between the UIA and UDB. The CDMP also designates all existing and planned rapid transit stations as urban centers; as such, the Multimodal Study considered existing rapid transit station locations as a high priority for development incentives.

The County's progressive land use policies have transformed development patterns to encourage a more compact urban form with a mixture of comingling land uses, and this land use transformation has changed the County's transportation needs and characteristics. Consequently, the Multimodal Study recommends changes to the current Road Impact Fee Ordinance. Below are some of the key features of the proposed Mobility Fee program.

- The current RIF program divides the entire County into two zones for fee collection purposes, namely within the UIA and outside the UIA. As the travel characteristics are distinct and varied across the County for different modes, the proposed Mobility Fee instead divides the County into four "context" zones: Smart Plan Corridor Zone (Zone 1), Inner Ring (Zone 2), Middle Ring (Zone 3), and Outer Ring (Zone 4) (map attached). The trip patterns are distinctly different within each zone; the transportation mode usage differs geographically across the County, and demarcating areas with similar modal characteristics resulted in the creation of four zones. The modal characteristics of Zone 1 are 80.3% auto, 7.2% transit, and 12.5% bicycle/pedestrian modes; the modal characteristics for Zone 2 are 85.8% auto, 5.8% transit, and 8.4% bicycle/pedestrian modes; the modal characteristics for Zone 3 are 88.7% auto, 5.7% transit, and 5.6% bicycle/pedestrian modes; and the modal characteristics for Zone 4 are 85.7% auto, 6.3% transit, and 8% bicycle/pedestrian modes.
- Currently, the RIF program has nine benefit districts for revenue expenditure. The proposed Mobility Fee program has five larger mobility benefit districts (Map attached). Transportation modes and land use are directly related to each other, and the CDMP envisions and manages growth across the County accordingly; for example, transit and bicycle/pedestrian modes complement high density and mixed-use developments. The Mobility Fee benefit districts were created based on the County's progressive growth management policies and the travel patterns that are associated with them. This construction of the benefit districts is consistent with State law, which requires a rational nexus between the fee charged for the impacts created by the development on the transportation network and the associated improvements to be funded, as well as a benefit being provided to the feepayers. The benefit districts were demarcated to meet the rational nexus requirement and reflect actual travel patterns in Miami-Dade. Trip data was derived from the South-East Florida Regional Planning Model (SERPM), which is the regional transportation planning model used by the Transportation Planning Organization to develop the County's Long Range Transportation Plan. The SERPM model was used to produce the trip origins (locations from which trips are generated) and destinations

(locations where trips end) data for the entire County. The distance between these origins and destinations is where impacts from new development are felt. The configuration of the 5 benefit districts associated with the mobility fee ensures that the majority of the trips in each district are actually occurring within that district's footprint. In other words, each district was designed to reflect that the majority of trips actually occur within that district's boundaries, to ensure that adequate funds are available to mitigate the actual trip impacts being generated by new development within the district.

- Under the proposed Mobility Fee program, each benefit district will have three trust fund accounts: one for road improvements; one for transit improvements; and one for bicycle/pedestrian improvements. Creating funds for other transportation modes is not anticipated to affect or deprive the improvement of the roadway infrastructure. Rather, the proposed Mobility Fee program ensures proper distribution of funds. For example, the downtown, highly densified areas of the County have limited land available for roadway expansions but have a huge need for transit and bicycle/pedestrian improvements. By contrast, the outer areas of the County have a significant need for roadway improvements, but the viability or need for transit in those areas is low.
- Mobility fee receipts are not anticipated to vary significantly from the existing roadway impact fee. For example, the road impact fee for a 1,000-unit single family development would be about \$9.5 million, whereas the mobility fee for the same development would be \$9.8 million in context zone one, \$9.3 million in context zone two, \$10.2 million in context zone three, and \$10.6 million in context zone four. Similarly, for a 150,000 sq. ft. retail development, the RIF would be about \$3.0 million, whereas the mobility fee for the same development would be \$2.5 million in context zone one, \$2.4 million in context zone two, \$2.6 million in context zone three, and \$2.7 million in context zone four. The fees change in relation to a development's proximity to SMART corridors.
- As the name implies, current road impact fee revenues are mostly spent on roadways, with some allowances for transit infrastructure and pedestrian or bicycle improvements, but such allowances entail additional evaluation and procedures. The mobility fee program, by contrast, allows revenue to be spent across all transportation modes, including roads, transit, sidewalks, trails, and bicycle lanes, with a more streamlined process, similar to what is currently provided for standard roadway improvements.
- Currently, RIF revenues can only be spent on transportation infrastructure within the benefit district in which the money was collected, with certain exceptions for transit infrastructure. The Mobility Fee program allows flexibility in revenue expenditure between both modes and adjacent benefit districts. Funds collected in roadway accounts can be used for other modes, but funds in either transit or bicycle/pedestrian accounts cannot be used for roadways. This policy provides needed funding for the different, necessary transportation modes. Also, in benefit districts in and around downtown areas, the density of development is so intense that the insufficiency of available land remains a major impediment to build or widen roads. The mobility fee program allows fees collected in one district to be spent for projects in adjacent districts, because data shows that trips coming to one district either originate from the same district or from the adjacent districts; but top priority will still be given for projects within the district in which the fee was collected.
- Today's criteria for prioritization of RIF expenditures is largely confined to roadway improvements. Although some RIF funds have been allocated to transit and pedestrian projects, this has been the exception because of the need for specific data and analysis to justify that such improvements improve vehicular capacity on roadways. Current project prioritization relies on ongoing analysis of traffic counts and the corresponding assessment of failing roadways, with consideration of improvements that may be identified

by traffic incidents or locally generated public concerns. Because the RIF is predicated on vehicular trips, today's project prioritization process does not look holistically at other opportunities for mobility improvement. DTPW is currently developing new project prioritization criteria that complements the mobility fee as a part of its Countywide Transportation Master Plan (CTMP), which includes transportation projects of all modes within Miami-Dade County required in the next 20 years. The CTMP will be comprehensive and collaborative, developed in coordination between county, municipal, and other agencies, and will provide opportunities for public comment. The prioritization criteria being developed will objectively rank projects based on the four main goals of the plan: Clean, Connected, Efficient, and Safe. Projects that reduce traffic congestion and more closely address all the set criteria would rank higher than others. Examples of countermeasures to reduce traffic congestion that would be implemented include:

- Implementing enhanced transit and rail options (SMART Corridors, Bus Express Rapid Transit – BERT Network, Tri-Rail Coastal Link, etc.)
- Constructing non-motorized facilities
- Piloting mode-share infrastructure (bike- and scooter-shares)
- Providing Enhanced Bus Services

All projects to be funded with mobility fees will continue to be included in the Miami-Dade Transportation Planning Organization's 5-year Transportation Improvement Program (TIP) and 20-year Long Range Transportation Plan (LRTP). As is the case today under the RIF Ordinance, all projects that are prioritized by DTPW and TPO will continue to come to the Board for approval through the budget process. Opportunities for public comment and input will continue to occur as they do today through public project planning meetings and Board and TPO hearings.

- All existing discounts and exemptions that are available for RIF will continue in the mobility fee program, including, but not limited to, those available for existing Developments of Regional Impact (DRI), workforce and affordable housing, enterprise zones, independent fee calculations, contributions in lieu of fee, and urban centers and other PODs.
- The transition to the mobility fee also will not change the status of any credits for existing developments or prior fee payments on individual properties, and such credits will be applied when the mobility fee is charged for new development on any individual parcel, as is currently done for road impact fee assessments.

Both the mobility fee program and the existing roadway impact fee program operate similarly: they charge development for the new traffic demand that each specific type of development would introduce onto the County's transportation infrastructure. The difference is that the mobility fee assesses impacts on multiple transportation modes, whereas RIF only considers impacts on roadways. Like RIF, the mobility fee will be collected countywide, in both incorporated and unincorporated areas. The overall annual mobility fee collection is not anticipated to differ significantly from annual RIF collections. The total RIF revenue from 2015 to 2020 was \$819 million, whereas the proposed mobility fee rates would have resulted in revenue of \$786 million over the same time period, which is about 4% lower than the RIF revenues. Annually, the RIF program collects about \$130 million; revenues are expected to be slightly lower under the mobility fee program. The money collected from the RIF was entirely based on mitigating roadway impacts of new developments, whereas for the Mobility Fee program, approximately 92% would be for roadway impacts and the remaining 8% would address impacts on transit and bicycle/pedestrian modes.

Honorable Chairman Oliver G. Gilbert, III
and Members, Board of County Commissioners
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To give the public, including the development industry, time to adjust to the new regulations, the proposed ordinance provides that the mobility fee will only start to be assessed on building permit applications that are filed on or after December 31, 2023, which is the date the recent updates to the Florida Building Code go into effect.

Social Equity Statement

Because a mobility fee inherently recognizes the multiple modes of transportation that serve our community, the proposed ordinance is expected to provide social equity benefits in providing additional resources to specifically address the impacts of new development on those multiple transportation modes. In addition, rather than constraining expenditures from impact fees largely to roadways, the proposed ordinance will provide social equity benefits by affording the County the flexibility to invest more fully in the broader range of mobility modes.



Jimmy Morales
Chief Operations Officer

ATTACHMENTS

Attachment 1: Existing Roadway Impact Fee Context Zones

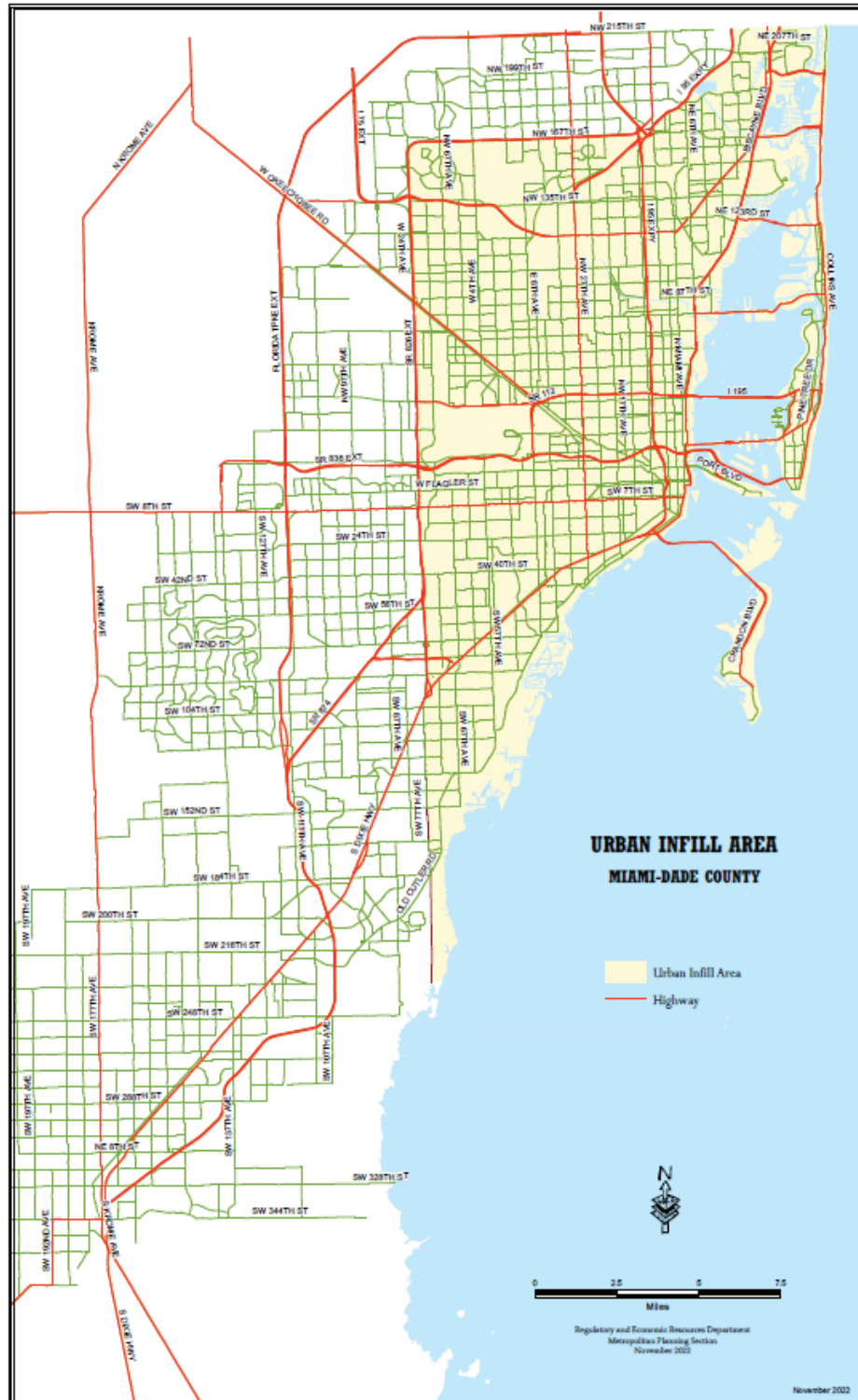
Attachment 2: Proposed Multimodal Mobility Fee Context Zones

Attachment 3: Existing Roadway Impact Fee Benefit Districts

Attachment 4: Proposed Multimodal Mobility Fee Benefit Districts

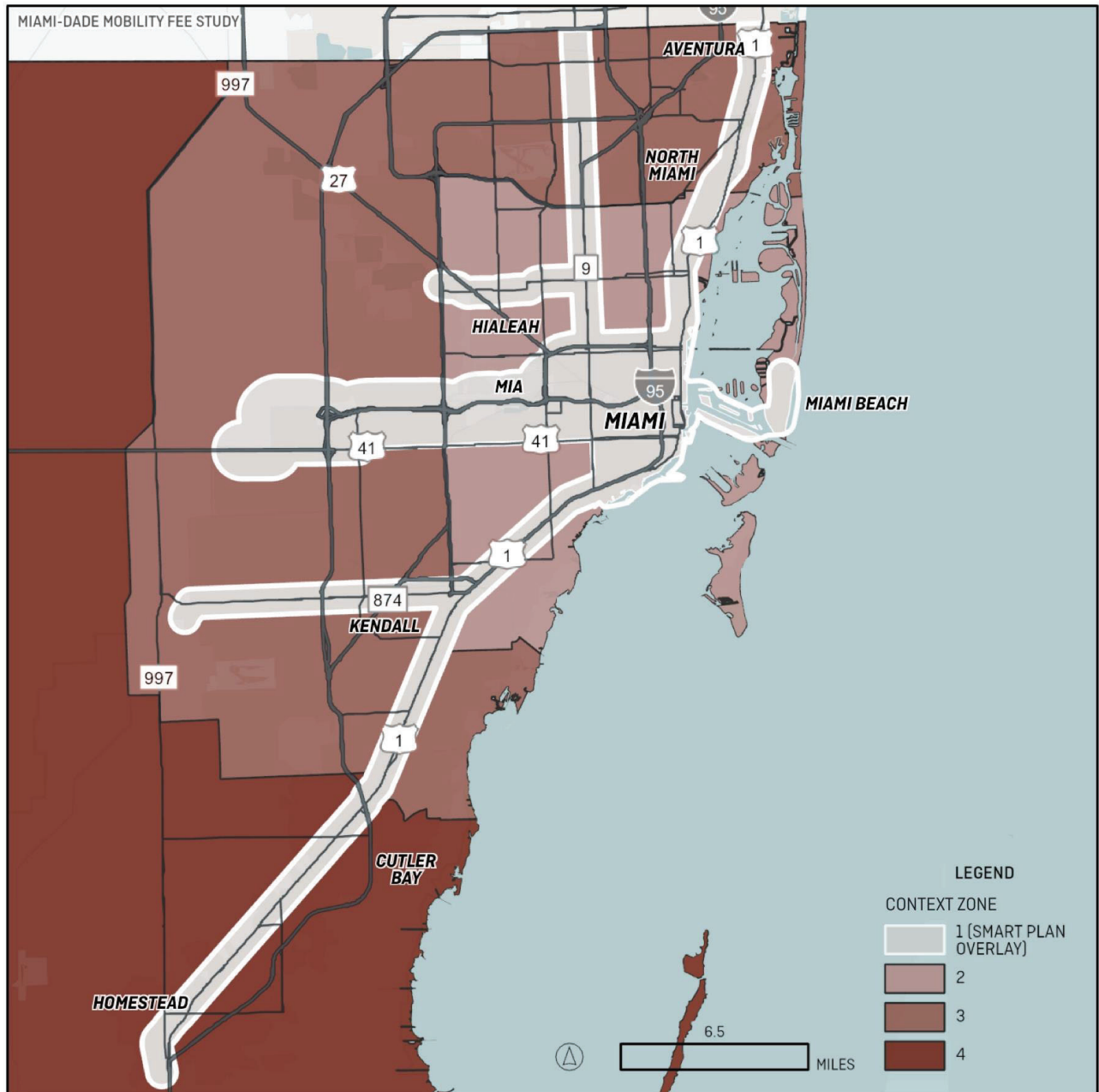
ATTACHMENT 1

Existing Roadway Impact Fee Context Zones



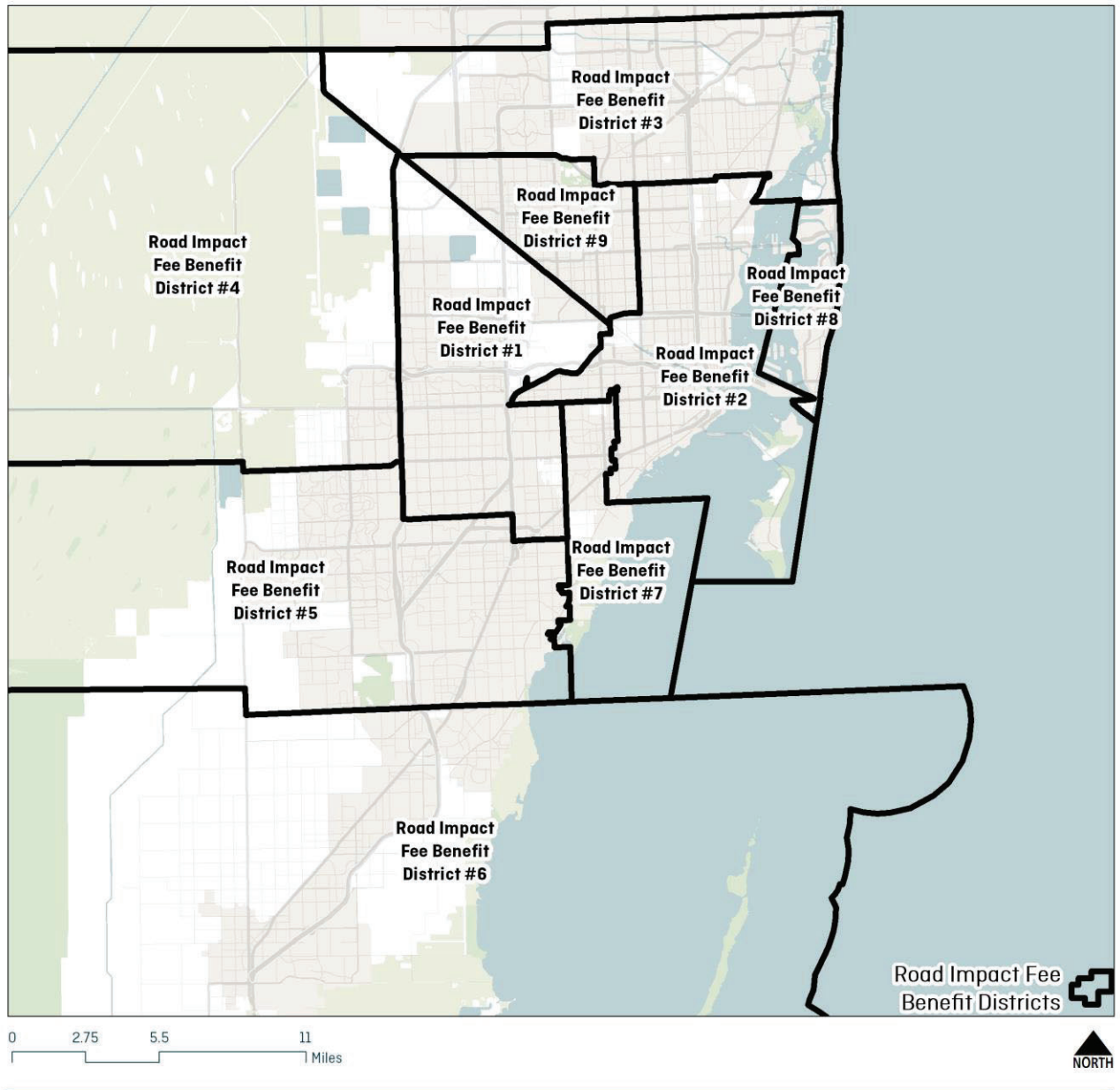
ATTACHMENT 2

Proposed Multimodal Mobility Fee Context Zones



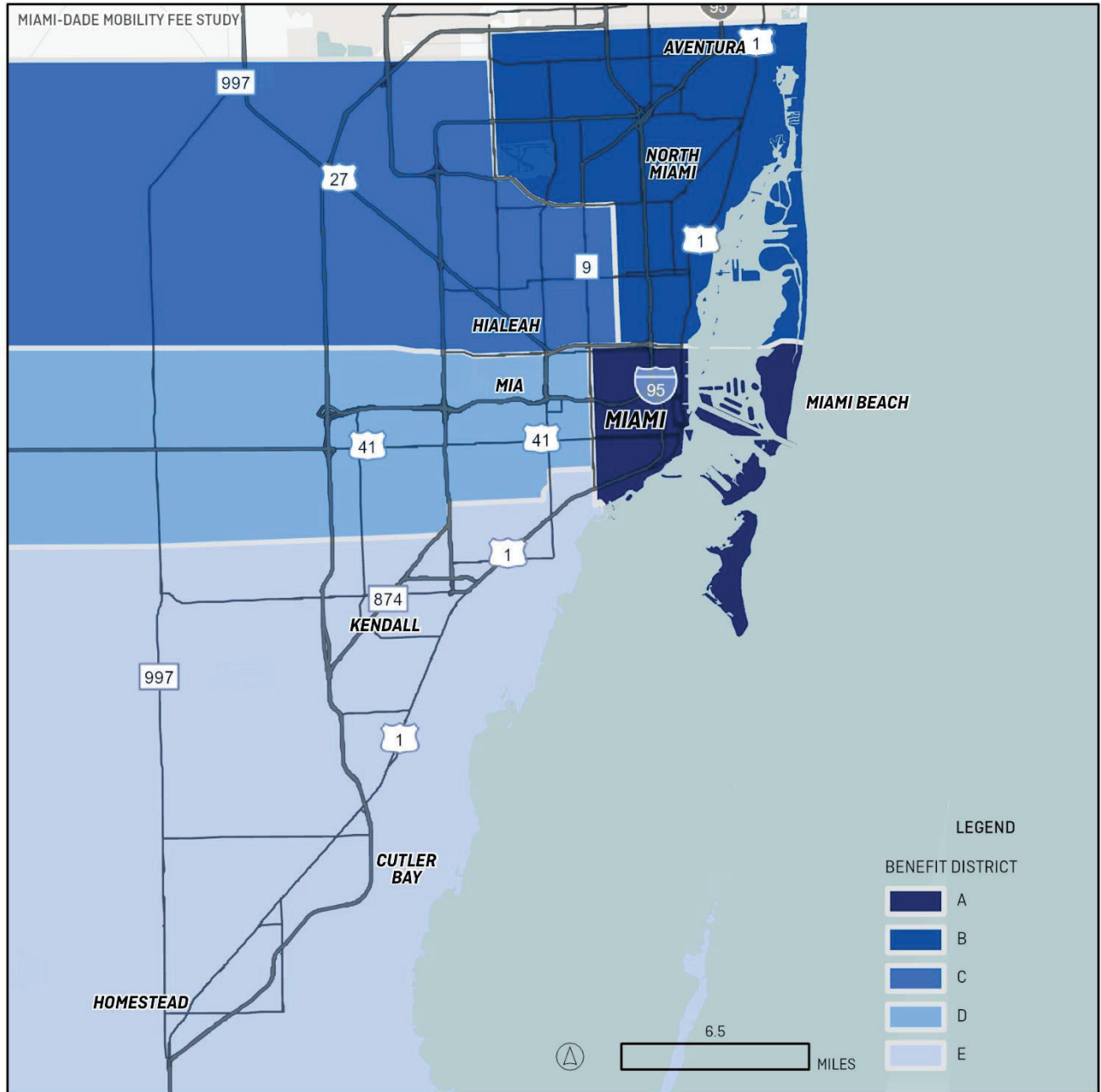
ATTACHMENT 3

Existing Roadway Impact Fee Benefit Districts



ATTACHMENT 4

Proposed Multimodal Mobility Fee Benefit Districts






MEMORANDUM

(Revised)

TO: Honorable Chairman Oliver G. Gilbert, III
and Members, Board of County Commissioners

DATE: May 16, 2023

FROM: 
Gen Bonzon-Keenan
County Attorney

SUBJECT: Agenda Item No. 4(H)

Please note any items checked.

- ☐ "3-Day Rule" for committees applicable if raised
- ☒ 6 weeks required between first reading and public hearing
- ☒ 4 weeks notification to municipal officials required prior to public hearing
- ☐ Decreases revenues or increases expenditures without balancing budget
- ☐ Budget required
- ☐ Statement of fiscal impact required
- ☐ Statement of social equity required
- ☐ Ordinance creating a new board requires detailed County Mayor's report for public hearing
- ☐ No committee review
- ☐ Applicable legislation requires more than a majority vote (i.e., 2/3's present ____, 2/3 membership ____, 3/5's ____, unanimous ____, CDMP 7 vote requirement per 2-116.1(3)(h) or (4)(c) ____, CDMP 2/3 vote requirement per 2-116.1(3)(h) or (4)(c) ____, or CDMP 9 vote requirement per 2-116.1(4)(c)(2) ____ to approve
- ☐ Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved _____ Mayor
Veto _____
Override _____

Agenda Item No. 4(H)

5-16-23

ORDINANCE NO. _____

ORDINANCE RELATING TO IMPACT FEES; AMENDING CHAPTER 33E OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA; REPLACING ROADWAY IMPACT FEE WITH MULTIMODAL MOBILITY FEE AND COMPREHENSIVELY REVISING IMPACT FEE REGULATIONS BASED ON MULTIMODAL MOBILITY FEE; MAKING REORGANIZATIONAL AND TECHNICAL CHANGES; PROVIDING FOR DELAYED IMPLEMENTATION; PROVIDING FOR TRANSFER TO NEW BENEFIT DISTRICTS OF CURRENT ROADWAY IMPACT FEE FUNDS NOT EXPENDED PRIOR TO DECEMBER 31, 2023; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE

WHEREAS, this Board desires to accomplish the purposes outlined in the accompanying memorandum, a copy of which is incorporated herein by reference,

BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA:

Section 1. The memorandum referenced in the above recital is incorporated in this ordinance and is approved.

Section 2. Chapter 33E of the Code of Miami-Dade County, Florida, is hereby amended to read as follows:¹

**Chapter 33E - >>MULTIMODAL MOBILITY<< ~~[[ROAD]]~~
IMPACT FEE ORDINANCE >>AND STANDARD
IMPACT FEE PROCEDURES<<**

¹ Words stricken through and/or ~~[[double bracketed]]~~ shall be deleted. Words underscored and/or >>double arrowed<< constitute the amendment proposed. Remaining provisions are now in effect and remain unchanged.

Sec. 33E-1. - Incorporation of provisions by reference.

The matters set forth >>in the recital clauses of Ordinance No. 88-112<< ~~[[above [in the introductory clauses of Ordinance Number 88-112]] are [[hereby found to be true and are hereby]]~~ adopted and incorporated by reference.

Sec. 33E-2. - Short title, authority and applicability.

- (a) This chapter ~~[[Ordinance Number 88-112], effective June 4, 1989,]]~~ shall be known and may be cited as the "Miami-Dade County >>Multimodal Mobility<< ~~[[Read]]~~ Impact Fee Ordinance."
- (b) The Board of County Commissioners of Miami-Dade County has the authority to adopt this chapter pursuant to Article VIII, Section 6 of the Constitution of the State of Florida, Section 1.01 of the Charter of Miami-Dade County and Chapters 163 and 380, Florida Statutes.
- (c) This chapter shall be applicable to land development in the entirety of Miami-Dade County >>in the incorporated and unincorporated areas<<.
- >>(d) The procedures set forth in this chapter also govern impact fees set forth in chapters 33H, 33I, 33J, and 33K, except as provided in the respective chapter.
- (e) Municipalities may establish impact fees that are not duplicative of impact fees collected by Miami-Dade County. In the event of an overlap or duplication between the imposition or expenditure of a County impact fee and a municipal impact fee, the County fee or expenditure shall take priority.<<

Sec. 33E-3. - Intent and purposes.

- (a) >>It is hereby found and declared that:
 - (1)<< This chapter is intended to implement and be consistent with the Miami-Dade County Comprehensive Development Master Plan >>(CDMP)<< adopted pursuant to Chapter 163, Florida Statutes>>, which sets forth: a land use policy that "the intensification of physical

development...should be managed to occur...in a contiguous pattern centered around a network of high-intensity urban centers well connected by intraurban transportation facilities”; and a transportation policy that promotes mass transit alternatives to the personal automobile, active pursuit of intermodal facilities, and the adoption of climate change adaptation and mitigation strategies in every level of processes and decision-making.

- (2) Robust multimodal transportation systems are key to Miami-Dade County's economic vitality for existing and future residents, workers, and visitors and can positively impact the health, safety, and welfare of Miami-Dade County residents.
- (3) An impact fee that accounts for more than one mode of transportation better implements these policies by ensuring that new development appropriately pays for its impacts to multiple transportation modes.
- (4) An impact fee that better addresses multiple transportation modes will also enable Miami-Dade County to maintain and grow its economic competitiveness while maintaining and improving its residents' high quality of life by, among other things, providing additional funding for the transportation systems that will be necessary to serve new residents<<.

- (b) The purpose of this chapter in regulating development is to ensure that all new development bears its proportionate share of a portion of the capital cost of >>multimodal transportation network<< ~~[[roadway—capacity]]~~ improvements necessary to allow an adequate level of ~~[[roadway]]~~ service >>for roadway, transit, bicycle, and pedestrian facilities<<.

Sec. 33E-4. - Rules of construction.

- (a) The provisions of this chapter shall be liberally construed to effectively carry out its purpose in the interest of the public health, safety and welfare.
- (b) For the purposes of administration and enforcement, unless otherwise stated, the following rules of construction shall apply to the text of this chapter:

- (1) If there is any conflict between the text of this chapter and any table, summary table>>_<< or illustration, the text shall control.
- (2) The word "shall" is always mandatory and not discretionary; the word "may" is permissive.
- (3) The phrase "used for" includes "arranged for," "designed for," "maintained for," or "occupied for."
- (4) The word "person" includes an individual, a corporation, a partnership, an incorporated association, or any other similar entity.
- (5) The word "includes" shall not limit a term to the specific example but is intended to extend its meaning to all other instances or circumstances of like kind or character.
- (6) The word "he" means "he or she" and "his" means "his or her."

Sec. 33E-5. - Definitions.

The words and terms listed below are hereby defined for the purpose of this chapter:

- (1) *Adjusted gross income* means all wages, assets, regular cash or noncash contributions or gifts from persons outside the household, and such other resources and benefits as may be determined to be income by the County Zoning Director, adjusted for family size, less deductions allowable under Section 62 of the Internal Revenue Code.
- (2) *Affordable Housing* >>shall mean housing that is "affordable" as that term defined in section 420.0004, Florida Statutes<<[[, ~~pursuant to the Florida Housing Planning and Community Assistance Act (Chapter 420, Part VI, Florida Statutes)~~ and for the purpose of eligibility for a road impact fee exemption shall mean:
 - a. ~~With respect to a housing unit to be occupied by very low income persons, that monthly rents, or monthly mortgage payments including property taxes and insurance, do not exceed 30 percent of that amount which represents 50 percent of the median annual income for households within Miami Dade County, divided by 12.~~
 - b. ~~With respect to a housing unit to be occupied by low-income persons, that monthly rents, or monthly~~

~~mortgage payments including taxes and insurance, do not exceed 30 percent of that amount which represents 80 percent of the median annual income for households within Miami Dade County, divided by 12]].~~

(3) >>Area median income shall be as defined in section 17-140.

(4)<< Arterial roadway means a roadway intended to serve moderate to large traffic volumes traveling relatively long distances. These facilities are characterized by long trip lengths and high speeds and volumes.

>>(5) Auxiliary use structure means a structure that includes auxiliary uses associated with the primary land use. For example, in addition to the actual production of goods, manufacturing facilities may have office, warehouse, research, or other associated functions.

(6) Bicycle/pedestrian capacity improvement means any capital improvement that would increase the capacity of facilities used for biking or walking or that would enhance their usage. The following facility elements shall be considered as bicycle/pedestrian capacity improvements, provided that they enhance the use of bicycle or pedestrian facilities as a transportation mode:

- (i) Construction of sidewalk;
- (ii) Construction of bicycle or pedestrian trail that connects to other trails or transportation modes and is not simply a recreational amenity;
- (iii) Construction of bicycle lane;
- (iv) Construction of separation devices, such as concrete curbs, delineators, or barricades for protected lanes; and
- (v) Pavement markings to mark pedestrian areas, parking areas or provide pedestrian crossings;
- (vi) Construction of traffic calming devices, such as roundabouts, curb extensions, bulb outs, and speed cushions;
- (vii) Provision of tree canopy for medians, sidewalks, or separation areas (sodding and tree planning);
- (viii) Bicycle corrals, racks, or other bicycle parking structures;
- (ix) Installation of illuminants for bicyclists or

pedestrians;

(x) Installation of closed circuit television cameras or other safety monitoring systems;

(xi) Other capital improvements shown by specific studies to enhance capacity or utilization of bicycle or pedestrian facilities as transportation modes.

~~(7)<< [[(4)]]~~ *Building permit* shall mean an official document or certificate issued by the Building Official authorizing the construction, alteration, or installation of any building, structure, or any part thereof. ~~[[The building permit application plans shall bear the impress seal and signature of a licensed architect or registered professional engineer and indicate the use and occupancy of all parts of the building or structure.~~

~~(5)]] >>(8)<<~~ *Collector roadway* means a roadway which is intended to serve as the connecting link for local streets and to provide intra neighborhood transportation. These facilities are characterized by relatively short trip lengths and moderate speeds and volumes.

>>(9) *Comprehensive plan* or *CDMP* means the Miami-Dade County Comprehensive Development Master Plan, adopted in accordance with chapter 163, part II, Florida Statutes.

(10) *Context zone* means a sub-area of Miami-Dade County, as defined in section 33E-7.1, where a mobility fee schedule has been determined based on the unique travel demand and facility use patterns within the sub-area.

~~(11)<< [[(6)]]~~ *County Mayor* means the Mayor of Miami-Dade County or >>the Mayor's<< ~~[[his]]~~ designee.

>>(12) *County Public Works Department* or *Public Works Department* means the Miami-Dade County Department of Transportation and Public Works or successor department responsible for administering article XIV of chapter 2.

~~(13)<< [[(7)]]~~ *County Public Works Director* or *Public Works Director* means the Director of the >>County<< Public Works Department, or the Director's designee.

~~[[(8) *County Zoning Director, Director, or Zoning Director*~~

~~means the Director of the Miami-Dade County Department of Regulatory and Economic Resources or successor department responsible for administering chapter 33, or the Director's designee.~~

(9)]>>(14)<< *Development activity, development or activity* means any activity for which a building permit (i) is required pursuant to the Florida Building Code or any applicable County or municipal ordinance, or (ii) was required by the applicable code when the activity was undertaken.

>>(15) *Director, County zoning director, or zoning director* means the Director of the Miami-Dade County Department of Regulatory and Economic Resources or successor department responsible for administering chapter 33, or the Director's designee.

(16) *Eligible improvement* means any off-site roadway or bicycle/pedestrian capacity improvement or transit capacity improvement, as defined by this section. Eligible improvements shall not include subdivision improvements required on-site or to provide access to the subject property.

(17)<<[(14)] *Existing development* means (i) the lawful land use physically existing at any time during the period identified below for each impact fee and any development or additional development for which the landowner held a valid building permit as of the end of the applicable period identified below (collectively referred to as the "preexisting development"), and (ii) for property that has been the subject of development activity for which a building permit was issued after the end of the applicable period identified below, the maximum level of development activity for which a previous impact fee was paid under the provisions of the applicable impact fee chapter.

(i) As used in this chapter and chapters 33H, 33I, 33J, and 33K, the term "lawful land use" shall not include a land use which has been established or maintained in violation of the Florida Building Code or applicable land development regulations or building codes, as defined in Section 163.3164, Florida Statutes, as may be amended.

(ii) For purposes of this definition, the following periods apply to the referenced impact fee:

- a. For road impact fees pursuant to this chapter, December 6, 1988 through June 4, 1989.
- b. For park impact fees pursuant to chapter 33H, prior to June 29, 1990.
- c. For police services impact fees pursuant to chapter 33I, prior to April 3, 1990.
- d. For fire and emergency medical services impact fees pursuant to chapter 33J, prior to March 30, 1990.
- e. For educational facilities impact fees pursuant to chapter 33K, prior to May 12, 1995.

>>(18) Facility use means the percentage of trips using a facility, as calculated using data generated by the SERPM or other professionally established data source acceptable to the County Public Works Director.

(19)<<[[(+1)]] *Feepayer* means a person intending to commence a proposed development for which an impact fee computation is required, or a person who has paid an impact fee, provided a letter of credit, or made a contribution in-lieu-of-fee pursuant to this chapter.

>>(20) Gross floor area means the total gross area, as measured in square feet, of: all floors of a building, as measured to the outside surfaces of exterior walls, and including halls, stairways, and elevator shafts; and all outdoor or open areas, excluding areas devoted to parking, that may involve regular human presence.

(21)<<[[(+2)]] *Level of service* is the qualitative measure of traffic service >>for a transportation facility as provided in the CDMP Capital Improvements Element or chapter 33G<<[[provided by a road under a particular volume condition as described in the current edition of the Highway Capacity Manual, Special Report 209, published by the nonprofit Transportation Research Board of the National Research Council serving the National Academy of Engineering]].

>>(22)<<[[(+3)]] *Local street* means a roadway which has the primary function to serve adjacent property by providing the initial access to the highway network. These facilities are characterized by short trip lengths, low speeds, and small traffic volumes.

>>(23)<<[(14)] *Long range transportation plan* means the adopted Miami-Dade Transportation Plan or successor document adopted by the Miami-Dade County >>Transportation<< [(Metropolitan)] Planning Organization.

>>(24)<<[(15)] *Low-income persons* >>shall be as defined in section 420.0004, Florida Statutes<< ~~[[means one or more natural persons or a family, the total annual adjusted gross household income of which does not exceed 80 percent of the median annual income for households within Miami Dade County.~~

(16) ~~*Median Annual Income For Households Within Miami Dade County* is equivalent to Median Family Income (MFI) for Miami Dade County as determined for the current fiscal year by the U.S. Department of Housing and Urban Development.~~

(17)]>>(25)<< *Miami-Dade County Transportation Planning Organization* or *TPO* means the local government entity designated by the Governor, pursuant to Section 339.175, Florida Statutes, for the management of transportation planning process in Miami-Dade County.

>>(26) *Mobility fee* refers to the fee required to be paid in accordance with this chapter and includes the sum of roadway, transit, and bicycle/pedestrian fees.

(27) *Mobility fee schedule* means the table of fee per unit of development used by the Director in computing the mobility fee pursuant to section 33E-8.

(28) *Mode share* means the percentage of total person trips using roadway, transit, and bicycle/pedestrian facilities, as calculated using data generated by the SERPM or other professionally established data source acceptable to the County Public Works Director.

(29) *Multimodal improvement* means a combination of two or more roadway, transit, or bicycle/pedestrian improvements.

(30)<< [(18)] *Off-site roadway improvement* or *off-site improvement* means any ~~[[arterial and collector]]~~ roadway >>or bicycle/pedestrian facility<< improvement located

outside of the boundaries of a parcel proposed for development or platted subdivision parcel>>₁<< excluding those improvements required to be dedicated or improved pursuant to the subdivision or zoning regulations. This definition also includes roadway improvements, including right-of-way dedication, >>that<< [[which]] are located beyond those zoned right-of-way limits specified in >>section<< [[Section]] 33-133, >>chapter 28, or other applicable County regulation.<< [[Miami-Dade County Code.

(19) ~~Public Works Department means the Miami-Dade County Department of Transportation and Public Works or successor department.~~

(20)]]>>(31)<< Rehabilitation means to restore a roadway to a condition of structural and functional adequacy, including resurfacing, restoration>>₁<< and rehabilitation work>>₁<< as provided in the January 1, >>2022<< [[2018]] Florida Department of Transportation Design Manual, Topic #625-000-002>>, as may be amended<<.

>>(32)<<[[24)] Repair means to restore a bridge structure, including all its appurtenances, to its original condition (or as subsequently improved) insofar as practicable, including any activity intended to correct the effects of material deterioration by restoring or replacing in-kind any damaged element, as provided in >>the most current adopted<< [[Part III, Chapter 5, of the September 12, 2018]] Florida Department of Transportation [[Tentative]] Work Program [[FY 19/20-23/24 Work Program Instructions]].

[[22) ~~Road impact fee, fee, or impact fee means the proportionate share charge required to be paid in accordance with this chapter.~~

(23) ~~Road impact fee schedule or impact fee schedule means the table of impact fee per unit of development used by the Public Works Director in computing the roadway impact fee pursuant to section 33E-8 of this chapter.~~

(24)]]>>(33)<< Roadway capacity improvement or roadway improvement means any roadway element capital improvement >>that<< [[which]] will serve to enhance the vehicular movement or increase the vehicular volume in any

corridor.

- (i) The following roadway elements shall be considered as roadway capacity improvements:
 - a. Thru lanes;
 - b. Turn lanes;
 - c. Bridges;
 - d. Drainage facilities that serve to enhance vehicular movement or volume;
 - e. Traffic signalization;
 - f. Sidewalks or bike facilities that serve to enhance vehicular movement or volume;
 - g. Resurfacing of existing roadways>>₁<< including planning and removal of existing paved surfaces where such improvements will enhance the roadway capacity and service level;
 - h. Rehabilitation of an existing road, only in accordance with >>section<< [[Section]] 33E-12;
 - i. Repair of an existing bridge, only in accordance with >>section<< [[Section]] 33E-12; [[and]]
 - j. >>Improvements to facilitate transit usage on roadways, including dedicated transit lanes, transit queue jumper lanes, and transit signal pre-emption; and
 - k.<< Other structural improvements shown by specific studies to enhance roadway capacity.
- (ii) In addition, the following roadway elements shall also be considered roadway capacity improvements when undertaken as components of a complete roadway project:
 - a. Curbs, medians, shoulders, striping, and traffic signage;
 - b. Utility relocation; and
 - c. Sodding and tree planting.
- (iii) Furthermore, the following activities shall also be considered roadway capacity improvements when associated with the construction of any of the aforementioned roadway elements: preliminary engineering, design studies, land surveys, engineering design, right-of-way acquisition, and permitting.
- (iv) Expenditures for all such improvements shall be in accordance with >>section<< [[Section]] 33E-12.

~~[(25) *Select Transit Capital Improvement* means a specific transit capital project that has been determined by the Board of County Commissioners to be of strategic value in providing roadway capacity pursuant to Section 33E-12(d).~~

~~(26) *Short range transportation improvement program* means the five year roadway program adopted annually by the Miami-Dade County Transportation Planning Organization as amended from time to time.]]~~

>>(34) *SERPM* shall mean the current adopted version of the Southeast Florida Regional Planning Model, developed by the Florida Department of Transportation in coordination with Miami-Dade County TPO, Broward MPO and Palm Beach TPA as part of the Florida Standard Urban Transportation Model Structure, as may be amended.

(35) *SMART Plan Corridor* shall mean a rapid transit activity corridor as defined in chapter 33C, including the SMART Plan Corridors identified on Exhibit 32 thereto.

(36)<<[[~~(27)~~]] *Student* means any person not living with his or her parent or guardian who is eligible to be claimed by his or her parent or guardian as a dependent under the federal income tax code and who is enrolled on at least a half-time basis in a secondary school, career center, community college, college or university.

>>(37) *Total person trips*<< [[~~(28) *Total Trips*~~]] means total outbound trips. (Outbound trips are attributed to the proposed development. Return trips are attributed to the destination.)

>>(38) *Total vehicle trips* means total outbound trips attributed to vehicles.

(39) *Transit capacity improvement* means a capital improvement that is designed to enhance the capacity or utilization of a public transportation service or that is physically or functionally related to a transit facility. This definition includes both improvements that are used exclusively for transit and improvements to an existing or planned roadway or bicycle/pedestrian facility that improves transit service. The following transit elements shall be considered as transit

capacity improvements provided that they enhance the use of transit facilities as a transportation mode:

- (i) Construction of any transit mode;
- (ii) Vehicle purchase for any transit mode;
- (iii) Vehicle replacement for any transit mode, provided that the new vehicle is an enhancement over the prior vehicle;
- (iv) Elevator or escalator enhancements;
- (v) Telecommunications enhancements for transit systems;
- (vi) Fueling terminal enhancements;
- (vii) Rail component enhancement;
- (viii) Parking capacity improvement;
- (ix) Payment system enhancement; and
- (x) Other capital improvements shown by specific studies to enhance capacity or use of a transit facility.

(40) Transportation improvement program means the five-year roadway program adopted annually by the Miami-Dade County TPO, as amended from time to time.

(41) Travel mode means type of transportation conveyance, either roadway, transit, or bicycle/pedestrian.

(42) Trip generation rate means the number of average weekday automotive trips generated by a particular land use, as provided in the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual, as may be amended.

(43)<< [[(29)]] Unit(s) of development means a quantifiable increment of development activity dimensioned in terms of dwelling units, 1,000 square feet of floor area, hotel/motel rooms, parking spaces, students>>, << or other appropriate measurements contained in the impact fee schedule or in >>the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual, as may be amended<< [[Trip Generation, an Informational Study" published by the Institute of Traffic Engineers]].

>>(44) Urban center means an area designated as an urban center on the CDMP Land Use Plan Map.

(45)<< [[(30)]] Urban Infill Area or UIA >>is as defined in the CDMP.<< [[pursuant to the adopted Comprehensive

~~Development Master Plan means that part of Miami-Dade County located east of, and including S.R. 826 (Palmetto Expressway) and NW/SW 77 Avenue, and excluding the area north of and west of I-95, and the area within the former City of Islandia.~~

~~(31)]] >>(46)<< Very-low-income persons >>shall be as defined in section 420.0004, Florida Statutes<< [[means one or more natural persons or a family, not including students as defined herein, the total annual adjusted gross household income of which does not exceed 50 percent of the median annual income for households within Miami-Dade County]].~~

Sec. 33E-6. – [[Road-impact]] >>Mobility<< fee imposition.

(a) Any application for a building permit for development activity within Miami-Dade County shall be subject to the imposition of a [[road-impact]] >>mobility<< fee in the manner and amount set forth in this chapter.

[[~~(1)~~ All building permits issued after June 4, 1989, shall be subject to the imposition of the computed impact fee as determined herein. However, any application for a building permit where the required road impact fee payment is made prior to October 1, 1994 shall not be subject to Ordinance No. 94-134 amending Chapter 33E of the Code of Miami-Dade County and the Miami-Dade Manual provided said building permits are issued prior to January 29, 1995.

~~(2)]]~~

>>(b)<< No such building permit shall be issued by the County or any Miami-Dade County municipality unless and until the applicant has paid such [[impact]] fee in accordance with section 33E-6.1.

>>(c)<<[[~~(b)~~]] Notwithstanding the payment of a [[road-impact]] >>mobility<< fee or provision of a contribution in-lieu-of-fee in conjunction with land development activity, other State, County and municipal development regulations may limit the issuance of building or use permits for development activity.

>>(d)<<[[(e)]] Nothing herein shall prohibit any municipality or Miami-Dade County from paying the required impact fee on behalf of any applicant or feepayer. In such an instance, said impact fee payment shall be from other allowable fundable sources other than prior impact fee revenues.

Sec. 33E-6.1. - Payment of impact fees>>; procedures applicable to all impact fees<<.

- (a) *Payment required.* The feepayer shall pay each impact fee amount based on the formula set forth in the applicable impact fee chapter.
- (b) *Form of payment.* Payment shall be made in a form acceptable to the [[Zoning]] Director.
 - (1) The Director may charge a nonrefundable convenience fee to cover any transactional costs imposed by the institution processing the form of payment.
 - (2) Notwithstanding any other provision to the contrary, payment amount due shall be based on the fee in effect on the date the plans filed with a building permit application are submitted to Miami-Dade County for impact fee assessment.
 - (3) In the alternative, payment may be (i) made with a letter of credit, surety performance bond, or other instrument securing payment acceptable to the Director or (ii) deferred in accordance with section 33E-18. In either event, except where specifically provided otherwise, the total impact fee shall be paid in full prior to issuance of the earlier of a certificate of completion, temporary certificate of occupancy, or certificate of occupancy for any part of construction authorized by the building permit.
- (c) *Limitation on issuance of building permits.* No building permit shall be issued by the County or any municipality therein until payment for each applicable impact fee has been received in accordance with this section.
- (d) *Authority to issue stop-work orders.* The appropriate county or municipal building department shall have the authority to stop all construction authorized by a permit upon receiving notice that: the amount of impact fee paid is found to [[be]] have been insufficient for any reason; or that a payment proffered for an

impact fee is invalid due to insufficient funds, improper execution, or for any other reason.

- (1) Construction may only be authorized to recommence when payment in full is received.
- (2) Payment in full shall include the amount owed for the impact fee plus any penalty amount charged by a bank against the County as a result said invalid payment, plus, pursuant to section 68.065 Florida Statutes, a service fee of \$10.00 or 5 percent of the face amount of the invalid payment, which ever is greater.

(e) *Authority to lien.* The County shall have the authority to lien real property for which a Final Certificate of Use (C.U.) or Final Certificate of Occupancy (C.O.) has been issued but for which the correct required road impact fee has not been paid in full.

- (1) Such lien must be filed within three years from the date of issuance of the C.U. or C.O.
- (2) The County may charge a collection fee above the value of the impact fee being collected to cover the cost of collection of unpaid impact fees.
- (3) The expiration of the above-referenced period shall not be construed to prevent the County from obtaining payment through any other legally-available means.

Sec. 33E-7. - ~~[[Road impact]]~~ >>Mobility<< fee formula.

(a) The feepayer shall pay a ~~[[road impact]]~~ >>mobility<< fee amount based on the >>formulas<< ~~[[formula]]~~ set forth below. Such fee will be based on >>the context zone, as defined in section 33E-7.1, in which the development is located and<< the capital cost of >>eligible<< ~~[[roadway]]~~ improvements required to serve any increase in transportation requirements resulting from proposed development activities together with impact fee administrative costs.

>>(b) The mobility fee formula is composed of a roadway fee, a transit fee, and a bicycle/pedestrian fee.<< The formula to be used to calculate the ~~[[road impact]]~~ >>mobility<< fee shall be as follows:

- (1) >>Person Miles Traveled by Mode shall be calculated using the following formulas:

- (i) Total Vehicle Trips = Proposed Units of Development × Vehicle Trip Generation Rate
- (ii) Adjusted Person Trips = Total Vehicle Trips × Vehicles-to-Persons Conversion Factor × Trip-end Adjustment Factor × (1 – Pass-by %)
- (iii) Total Roadway Person Miles Traveled = Adjusted Person Trips × (Context Zone Roadway Mode Share × Context Zone Roadway Trip Length)
- (iv) Total Transit Person Miles Traveled = Adjusted Person Trips × (Context Zone Transit Mode Share × Context Zone Transit Trip Length)
- (v) Total Bicycle/Pedestrian Person Miles Traveled = Adjusted Person Trips × (Context Zone Bicycle/Pedestrian Mode Share × Context Zone Bicycle/Pedestrian Trip Length)

(2) Fees by Mode:

- (i) Roadway Fee = (Total Roadway Person Miles Traveled ÷ Persons per Vehicle Rate) × Context Zone Roadway Improvement Cost per Mile
- (ii) Transit Fee = (Total Transit Person Miles Traveled ÷ Context Zone Transit Seat Capacity) × Context Zone Transit Improvement Cost per Mile
- (iii) Bicycle/Pedestrian Fee = (Total Bicycle/Pedestrian Person Miles Traveled ÷ Context Zone Bicycle/Pedestrian Capacity) × Context Zone Bicycle/Pedestrian Improvement Cost per Mile
- (iv) Mobility Fee = Roadway Fee + Transit Fee + Bicycle/Pedestrian Fee.<<

~~[[Total Trips = Proposed Units of Development × Trip Generation Rate × 97% Trips Non-transit × ½ × Percent New Trips.~~

~~(2) (Outside UIA) New Lane Miles = Total Trips × Trip Length ÷ 8,100 Average Daily Vehicles Capacity per Lane Mile.~~

~~(Within UIA) New Lane Miles = Total Trips × Trip Length ÷ 8,500 Average Daily Vehicles Capacity per Lane Mile.~~

- (3) ~~Road Cost = New Lane Miles × \$1,951,500 per Lane Mile (Including \$151,500 per lane mile for Right-of-Way Costs).~~
- (4) ~~(Outside UIA) Net Road Cost = Road Cost – \$265,680 per New Lane Mile credited from Motor Fuels Tax and Vehicle License Fees.
(Within UIA) Net Road Cost = Road Cost – \$278,800 per New Lane Mile credited from Motor Fuels Tax and Vehicle License Fees).~~
- (5) ~~Inflation Factor = PDC Multiplier as set forth in subsection 33E-8(d).~~
- (6) ~~Road Impact Fee = Net Road Costs × Inflation Factor ± 2% Administrative Costs.~~

~~(b)]>>(c)~~ Persons-to-vehicles conversion factor. As of [insert effective date or ordinance], the persons-to vehicles conversion factor used to calculate total person trips is 1.813. The County public works director may revise this factor in accordance with a regular update to the SERPM.

(d) Gross floor area. Impact fees for non-residential development shall be calculated based on gross floor area, not leasable floor area.

(e) Change to existing development.

(1)<< In the case of development activity involving a change of existing use, magnitude of existing use, or both, or which otherwise generates additional ~~[[vehicular]]~~ trips, the proposed development shall be required to pay an impact fee only for any increase over the existing development.

>>(2)<< Where an impact fee was assessed for existing development and was reduced based on an independent study approved in accordance with section 33E-9, any change in development activity shall be reviewed to determine whether the proposed change generates additional vehicular trips above the amount calculated in the independent study.

>>(3)<<[[(+)] The impact fee shall be calculated by computing the difference between the impact fee for the proposed development activity and any available credits on the subject property in accordance with >>section<< [[Section]] 33E-14, less the applicable administrative fee.

- >>(4)<<[[{(2)}]] Any building permit which expires or is revoked after June 4, 1989, and for which a fee has not previously been paid under this chapter shall be required to comply with the provisions of this chapter.
- >>(5)<<[[{(3)}]] No refunds will be given for a change in proposed development activity resulting in a negative fee calculation, but the subject property shall be entitled to credits in accordance with >>section<<[[{Section}]] 33E-14 for the difference.

- [[{(e)}] ~~No impact fee payment shall be required for any applicants seeking development activity for which the computed fee amount under the terms of this chapter is less than fifty dollars (\$50.00).~~

~~The above formula shall be used to compute the amount of the fee to be paid using either of the approaches set forth in Section 33E-8 or Section 33E-9, at the election of the fee payer.]~~

- >>(f) Fee reduction for pedestrian-oriented development (POD). A development that meets all the criteria set forth in this subsection shall be determined to be a pedestrian-oriented development (POD) and shall be entitled to a reduction in the mobility fee of 14.1 percent, which represents the average daily trip generation internalization rate attributable to a POD. The reduction shall not apply to administrative, convenience, or transactional fees.

(1) Criteria 1 — Development Size:

- (i) Development area is less than 162 acres.
- (ii) Development is a single master-planned development between 100,000 and 2,000,000 square feet in size.

(2) Criteria 2 — Development Land Uses:

- (i) Non-residential land use exceeds 30 percent of the total development area.
- (ii) Residential land use, which can include single-family detached homes, townhouses, rowhouses, or apartments, is between 25 and 55 percent of the total development area.
- (iii) Development area includes a combination of at least three other land uses besides residential, as those uses are defined in section 33-284.83: Professional Business Offices;

- Health Care Services; General Retail/Personal Service Establishments; Food/Beverage Establishments (excluding fast food restaurants and drive-through facilities); Entertainment Uses; Accommodation Uses; or Civic Uses.
- (iv) The second and third largest land uses must be at least 10 percent of the overall area.
 - (v) The development does not have fast-food restaurants, gas stations, industrial uses, or uses with drive-through facilities.
- (3) Criteria 3 — Building Design Features:
- (i) The development has at least one major public space, such as a plaza, park, town square, or community center.
 - (ii) The development has a discernible center, such as a square, green, roundabout, park, or busy street corner, or combination thereof.
 - (iii) All development is within a 1,500 foot radius of the POD's center.
 - (iv) The development has multiple buildings accommodating more than one land use.
 - (v) The buildings and individual project components have mostly common features and support services, such as shared parking, servicing, loading, and utility areas.
 - (vi) The building setbacks are no more than 25 feet from the roadway.
 - (vii) The buildings' main entrances face a street.
- (4) Criteria 4 — Internal Connectivity:
- (i) Pedestrian sidewalks form a network connecting all areas of the development.
 - (ii) Pedestrian sidewalks are between 12 and 20 feet wide.
 - (iii) Internal vehicular streets are two or four lanes, with lanes being 10 or 11 feet wide, and are shaded by rows of trees.
 - (iv) Vehicles can access any part of the development without using the adjacent exterior roadways.
- (5) Process for approval of POD mobility fee reduction.
- (i) Initial Determination. The Director shall, through an administrative site plan review pursuant to section 33-310.4, determine

- whether a development satisfies the POD criteria set forth above.
- (ii) *Phased developments.* The approved site plan may thereafter be constructed in phases, but to receive the POD mobility fee reduction, each phase shall be subject to a final determination of compliance as set forth below.
- (iii) *Properties deemed to be PODs.* Subject to a final determination as set forth below to verify the parcel location, a property that is located within the following areas shall be deemed to qualify for the POD mobility fee reduction:
- a. the Core subdistrict of a CDMP-designated urban center, or within 1,500 feet thereof;
 - b. a Rapid Transit Zone (RTZ) District subzone, other than the SMART Corridor Subzone, established pursuant to chapter 33C; or
 - c. a Corridor District (CD) established pursuant to article XLIV of chapter 33; or
 - d. a proposed development within the RTZ District SMART Corridor Subzone that:
 - 1. has obtained a special exception or municipal equivalent pursuant to chapter 33C; or
 - 2. meets the minimum intensity required in the subzone pursuant to another applicable zoning district.
- (iv) *Final Determination.* Prior to approval of a POD mobility fee reduction for any individual parcel or construction phase, the Director shall issue a written determination as to whether the subject property is located within an approved POD or other qualified location.
- (v) *Appeals.* An appeal of a POD determination shall be filed in accordance with section 33E-15.

Sec. 33E-7.1 – Context zones and urban centers.

- (a) Four context zones are hereby established. The context zones define unique travel demand and usage characteristics in differing areas of Miami-Dade County based on data developed by the Miami-Dade TPO to calculate development impacts more accurately. The context zones include four zones emanating from downtown Miami. The boundaries of said context zones are depicted in Figure 1 and described as follows; full scale maps are on file with the County Zoning Department.
- (b) Context zones. The four context zones are as follows:
- (1) Zone 1 (Smart Plan Corridor Zone): Zone 1 consists of the SMART Plan Corridors. Developments located wholly or partially within a SMART Plan Corridor shall pay the rates listed in the SMART Plan Corridor rate schedules.
 - (2) Zone 2 (Inner Ring Zone): Zone 2 describes areas immediately outside of Downtown Miami, including Miami Beach, Coral Gables, and Hialeah, as further described by the following subareas:
 - (i) **Mainland:** Begin at the center of the intersection at SR 826 (Palmetto Expressway) and Northwest 138th Street; thence Southerly along the centerline of SR 826 to the SR 826 – Dixie Highway Exit Ramp; thence Southwesterly along the Dixie Highway Exit Ramp to the intersection of the Exit Ramp and the Busway present along South Dixie Highway; thence Southwesterly along the centerline of the Busway to the intersection of the Busway and SW 104th Street; thence Easterly along the centerline of SW 104th Street to the intersection of SW 104th Street to SW 77th Avenue; thence Southerly along the centerline of SW 77th Avenue to the intersection of SW 77th Avenue to SW 120th St; thence Easterly along the centerline of SW 120th Street to the intersection of SW 120th Street and SW 57th Avenue, thence Northerly along the centerline of SW 57th Avenue to the intersection of SW 57th Street and Old Cutler

Road, thence meandering Northerly and Easternly along the centerline of Old Cutler Road to the Snapper Creek Canal; thence Southerly and Easterly along the middle of the Snapper Creek Canal; thence meandering Northerly, Easterly, Southerly, and Westerly along the mainland coastline to Aviation Avenue; thence Northwesterly along the centerline of Aviation Avenue to the intersection of Aviation Avenue and Tiger Tail Avenue; thence Southwesterly along the centerline of Tiger Tail Avenue to the intersection of Tiger Tail Avenue and Southwest 27th Avenue; thence Northerly along the centerline of SW 27th Avenue to the intersection of Southwest 27th Avenue and Airport Expressway; thence Westerly along Airport Expressway to I-195, thence along I-195 to that point in the right-of-way parallel to the mainland coastline, thence meandering Northerly, Easterly to the centerline of SR 922 (Broad Causeway); thence Westerly along the centerline of Broad Causeway to NE 123rd St; thence Westerly along the centerline of NE 123rd Street to NE 125th St; thence Westerly along the centerline of NE 125th Street to the Point of Beginning.

- (ii) **Island side:** Those islands and municipalities below the following line are within the District: at Westerly-side of Broad Causeway, follow the Northerly coastline of those islands Easterly, Northerly, and Southerly to the Eastern intersection of 96th Street and the coastline of Bay Harbor Island, thence Easterly along the centerline of 96th Street to the Atlantic Ocean. This includes Surfside, Indian Creek Village, Bay Harbor, Miami Beach, North Bay Village, Pelican Harbor, Biscayne Island, San Marco Island, Belle Isle, Palm Island, Star Island, Hibiscus Island, Watson Island, the Venetian Islands and the Venetian Causeway, Dodge Island (Port of Miami), Star

Island, Fischer Island, Terminal Islands, Virginia Key, and Key Biscayne.

- (3) Zone 3 (Middle Ring Zone): Zone 3 describes the northeastern-most part of the County, areas close to the Everglades on the western side of the County such as Hialeah Gardens, Doral, and areas including Kendall, as further described by the following subareas:

- (i) **Mainland:** Begin at the Northern end of the L-33 Canal and the Countyline; thence Southerly along the middle of the L-33 Canal to its endpoint and follow 50 feet, more or less, to the middle of the L-30 Canal; thence Southwesterly and Southerly along the middle of Canal L-30 to the intersection of Canal L-30 and SW 136th Street; thence Easterly along the centerline of SW 136th Street to the intersection of SW 136th and SW 177th Avenue; thence Southerly along the centerline of SW 177th Avenue to intersection of SW 177th Avenue and SW 152nd Street; thence Westerly along the centerline of SW 152nd Street to the intersection of SW 152nd Street and SW 157th Ave; thence Southerly along the centerline of SW 157th Avenue to the intersection of S 157th Avenue and SW 184th Street; thence Easterly along the centerline of SW 184th Street to the intersection of SW 184th Street and SW 107th Avenue; thence Southeasterly along SW 107th Avenue to Marlin Rd; thence Southeasterly along the centerline of Marlin Road to the intersection of Marlin Road and Old Cutler Road; thence Northeasterly along the centerline of Old Cutler Road to the intersection of Old Cutler Road and SW 87th Avenue; thence Easterly along the centerline of Franjo Rd to SW 82nd Street; thence Southerly along the centerline of SW 82nd Street to the intersection of SW 82nd Street and SW 208th Street; thence Easterly along the centerline of 208th St, and following its parallel to the mainland coastline; thence meandering Northerly, Westerly, Easterly, and

Southerly along the mainland coastline to the middle of the Snapper Creek; thence Northeasterly along the Snapper Creek to the intersection of the Snapper Creek and Old Cutler Road; thence Southwesterly along the centerline of Old Cutler Road to the intersection of Old Cutler Road and SW 120th Street; thence Westerly along the centerline of SW 120th Street to the intersection of SW 120th Street and SW 77th Avenue; thence Northerly along the centerline of SW 77th Avenue to the intersection of SW 77th Avenue and SW 104th Street; thence Westerly along the centerline of SW 104th Street to the intersection of SW 104th Street and the Busway parallel to S Dixie Highway; thence Northeasterly along the centerline of the Busway to the intersection of the Busway and the S Dixie Hwy Offramp; thence Northerly along the centerline of S Dixie Hwy Offramp to SR 826; thence Northerly along the centerline of SR 826 to the point of SR 826 at which W 84th Street is directly beneath the roadway; thence Easterly along the centerline of W 84th Street to the intersection of W 84th Street and SR 924 (Gratigny Parkway); thence Easterly and Southerly along the centerline of SR 924 to NW 119th Street; thence Easterly along the centerline of NW 119th Street to the intersection of NW 119th Street and W Dixie Hwy; thence Northeasterly along W Dixie Hwy to the intersection of W Dixie Hwy and Griffing Boulevard; thence Southeasterly along the centerline of Griffing Boulevard to the intersection of Griffing Boulevard and NE 121st Street; thence Easterly along the centerline of NE 121st Street to the intersection of NE 121st Street and NE 6th Avenue; thence Northerly along the centerline of NE 6th Avenue to the intersection of NE 6th Avenue and NE 125th Street; thence Easterly along the centerline of NE 125th Street to NE 123rd

Street; thence Easterly and Southerly along NE 123rd Street to Broad Causeway; thence Southeasterly along the centerline of Broad Causeway to that point of Broad Causeway parallel to the mainland coastline; thence meandering Northerly, Westerly, Easterly, and Southerly along the mainland coastline to the Northeast portion of the mainland Countyline; thence Westerly along the Countyline to the Point of Beginning.

(ii) **Island side:** Begin at the Northwestern corner of Golden Beach; thence meandering the inter-coastal coastline Southerly, Easterly, and Westerly to 96th Street; thence Easterly along the centerline of 96th Street to the Atlantic Ocean, thence meandering the inter-coastal coastline Northerly, Easterly, and Westerly to the Northeast Terminus of Miami-Dade County / City of Golden Beach parallel to County Line Road; thence Westerly along County Line Road to the Beginning. Include all the islands not within District 2 above Broad Causeway, including Oleta Island, to the Countyline.

(4) Zone 4 (Outer Ring Zone): Zone 4 describes the farthest parts of the County relative to Downtown, including Homestead, as further described by the following subareas:

(i) **Mainland:** Begin at the Northwestern corner of County; thence Southerly, Easterly, and Northerly along the coastline and the Countyline to the parallel of SW 208th Street; thence Westerly along the line parallel to SW 208th Street to SW 208th Street; thence Westerly along the centerline of 208th Street to the intersection of 208th Street and SW 82nd Avenue and; thence Northerly along the centerline of SW 82nd Avenue to the intersection of SW 82nd Avenue and Franjo Road; thence Westerly along the centerline of Franjo Road to the intersection of Franjo Road to SW 87th Avenue; thence Northerly along the

centerline of SW 87th Avenue to the intersection of SW 87th Avenue and Old Cutler Road; thence Southwesterly along the centerline of Old Cutler Road to the intersection of Old Cutler Road and Marlin Road; thence Northerly and Westerly along the centerline of Marlin Road to the intersection of Marlin Road and SW 184th Street; thence Westerly along the centerline of SW 184th Street to the intersection of SW 184th Street and SW 157th Avenue; thence Northerly along SW 157th Avenue to the intersection of SW 157th Avenue and SW 152nd Street; thence Westerly along the centerline of SW 152nd Street to the intersection of SW 152nd Street and 177th Avenue; thence Northerly along the centerline of 177th Avenue to the intersection of 177th Avenue and SW 136th Street; thence Westerly along the centerline of 136th Street to the point along 136th Street where the L-30 canal is directly beneath the roadway; thence Northerly, Easterly, and Westerly along the middle of the L-30 canal to its endpoint and follow 50 feet to the L-33 Canal; thence Northerly along the middle of the L-33 canal to the Northern Countyline; thence Easterly along the Countyline to the Point of Beginning.

- (ii) **Island side:** Include all islands south of the southern edge of Key Biscayne, including Elliott Key, Swan Key, and Old Rhodes Key.

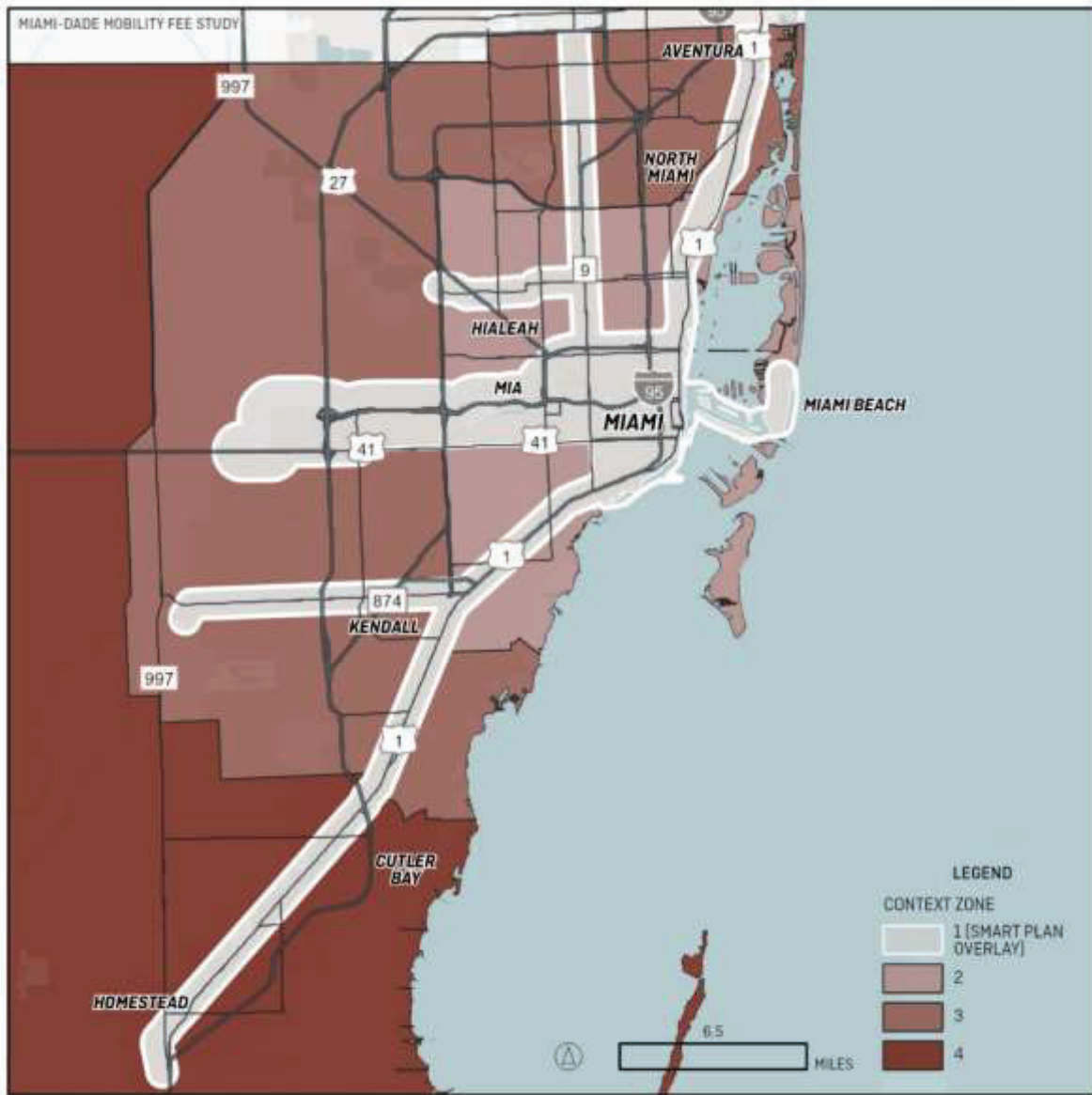


Figure 1 - Context Zones<<

Sec. 33E-8. - Fee computation by adopted schedule.

>>Except as provided in section 33E-9 for an independent study or section 33E-10 for a contribution in-lieu-of-fee, the<< [[The]] feepayer [[may elect to]] >>shall pay the mobility fee in accordance with the<< [[allow the County Public Works Director to use the impact]] fee schedule set forth below>>, which sets forth the total fee for all modes and was<< developed pursuant to the formula set forth in >>section 33E-7<< [[subsection 33E-7(a). The Impact Fee

~~Per Unit of Development shall be multiplied by the Present Day Cost (PDC) Multiplier for the year in which the fee is paid in accordance with subsection 33E-8(d)].~~

- (a) The following ~~[[impact fee]]~~ schedules shall be used >>to calculate the total mobility fee based on the applicable context zone as described in section 33E-7.1<< ~~[[by the County Public Works Director in computing the road impact fee]]~~:

>> Table 1 - Context Zone 1 Mobility Fee Mobility Fee Rate Table

Context Zone 1 (SMART Plan Overlay)		Miles traveled by mode inputs				Costs by facility type					
		Mode	A. Share	B. Length	C. Persons per Vehicle	D. Miles traveled	Facility	A. Weighted Capacity	B. Net Cost Per Capacity Mile (000s \$)	C. Usage Factor	D. Improvement Cost per Mile
Total person trip factors		6. Auto	80.3%	7.52	1.67	3.62	9. Non-expressway Road Lane Mile	17.100	\$6,885.0	65.0%	\$261.7
2A. Vehicles-to-Persons Conversion Factor	1.81	7. Transit	7.2%	6.45	N/A	0.46	10. Premium Transit Seat Mile	Based on 2045 occupied seats	\$670.4	52.4%	\$351.5
2B. Trip-end Adjustment Factor	50%	8. Bicycle/pedestrian	12.5%	1.99		0.25	11. Bicycle/pedestrian Mile	3.397	\$71.7	100%	\$71.8

Total person trips					Adjusted person trips			Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle TripGen Rate	Person Trip Rate	Pass-by %	Trip Length Adj. Factor	Adjusted Person Trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
Port and Terminal														
30	Intermodal Truck Terminal	1000gsf	9.85	8.93	0%	1.00	8.93	32.30	4.12	2.23	\$8,453	\$1,450	\$160	\$10,062
Industrial														
110	General Light Industrial	1000gsf	4.84	4.39	0%	1.00	4.39	15.87	2.03	1.09	\$4,153	\$713	\$79	\$4,944
130	Industrial Park	1000gsf	3.37	3.05	0%	1.00	3.05	11.05	1.41	0.76	\$2,892	\$496	\$55	\$3,443
140	Manufacturing	1000gsf	4.75	4.30	0%	1.00	4.30	15.57	1.99	1.07	\$4,076	\$699	\$77	\$4,852
150	Warehousing	1000gsf	1.71	1.55	0%	1.00	1.55	5.61	0.72	0.39	\$1,467	\$252	\$28	\$1,747
151	Mini-Warehousing	1000gsf	1.45	1.31	0%	1.00	1.31	4.75	0.61	0.33	\$1,244	\$213	\$24	\$1,481
154	High-cube Transload / Shortterm Storage Warehouse	1000gsf	1.40	1.27	0%	1.00	1.27	4.59	0.59	0.32	\$1,201	\$206	\$23	\$1,430
155	High-cube Fulfillment Center Warehouse (nonsort)	1000gsf	1.81	1.64	0%	1.00	1.64	5.93	0.76	0.41	\$1,553	\$266	\$29	\$1,849
155	High-cube Fulfillment Center Warehouse (sort)	1000gsf	6.44	5.84	0%	1.00	5.84	21.12	2.70	1.46	\$5,526	\$948	\$104	\$6,579
156	High-cube Parcel Hub Warehouse	1000gsf	4.63	4.20	0%	1.00	4.20	15.18	1.94	1.05	\$3,973	\$682	\$75	\$4,730
157	High-cube Cold Storage Warehouse	1000gsf	2.12	1.92	0%	1.00	1.92	6.95	0.89	0.48	\$1,819	\$312	\$34	\$2,166
160	Data Center	1000gsf	0.99	0.90	0%	1.00	0.90	3.25	0.41	0.22	\$850	\$146	\$16	\$1,011
170	Utility	1000gsf	12.29	11.14	0%	1.00	11.14	40.30	5.15	2.78	\$10,546	\$1,809	\$199	\$12,555
Residential														
210	Single-family Detached	d.u.	9.43	8.55	0%	1.00	8.55	30.92	3.95	2.13	\$8,092	\$1,388	\$153	\$9,633

Total person trips					Adjusted person trips			Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle Trip/Gen Rate	Person Trip Rate	Pass-by %	Trip Length Adj. Factor	Adjusted Person Trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike /ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
215	Single-family Attached	d.u.	7.20	6.53	0%	1.00	6.53	23.61	3.02	1.63	\$6,179	\$1,060	\$117	\$7,355
220	Multifamily Housing (Low-Rise)	d.u.	6.74	6.11	0%	1.00	6.11	22.10	2.82	1.52	\$5,784	\$992	\$109	\$6,885
221	Multifamily Housing (Mid-Rise)	d.u.	4.54	4.11	0%	1.00	4.11	14.89	1.90	1.03	\$3,896	\$668	\$74	\$4,638
222	Multi-family Housing (High-Rise)	d.u.	4.54	4.11	0%	1.00	4.11	14.89	1.90	1.03	\$3,896	\$668	\$74	\$4,638
230	Low Rise Residential w/ 1st Commercial (up to 25ksf)	d.u.	3.44	3.12	0%	1.00	3.12	11.28	1.44	0.78	\$2,952	\$506	\$56	\$3,514
231	Mid Rise Residential w/ 1st Commercial	d.u.	3.44	3.12	0%	1.00	3.12	11.28	1.44	0.78	\$2,952	\$506	\$56	\$3,514
240	Mobile Home Park	d.u.	7.12	6.45	0%	1.00	6.45	23.35	2.98	1.61	\$6,110	\$1,048	\$116	\$7,274
251	Senior Adult Housing - Single-family	d.u.	4.31	3.91	0%	1.00	3.91	14.13	1.80	0.97	\$3,699	\$635	\$70	\$4,403
252	Senior Adult Housing - Multifamily	d.u.	3.24	2.94	0%	1.00	2.94	10.62	1.36	0.73	\$2,780	\$477	\$53	\$3,310
253	Congregate Care Facility	d.u.	2.21	2.00	28%	0.47	0.67	2.41	0.31	0.17	\$632	\$108	\$12	\$752
254	Assisted Living Facility	bed	2.60	2.36	28%	0.47	0.78	2.84	0.36	0.20	\$743	\$128	\$14	\$885
255	Continuing Care Retirement Community	d.u.	2.47	2.24	28%	0.47	0.75	2.70	0.34	0.19	\$706	\$121	\$13	\$841
265	Timeshare	d.u.	8.63	7.82	0%	1.00	7.82	28.30	3.61	1.95	\$7,406	\$1,271	\$140	\$8,816
270	Residential PUD	d.u.	7.31	6.62	0%	1.00	6.62	23.97	3.06	1.65	\$6,273	\$1,076	\$119	\$7,468
Lodging														
310	Hotel	hotel room	7.99	7.24	34%	0.94	4.53	16.40	2.09	1.13	\$4,292	\$736	\$81	\$5,109
311	All Suites Hotel	hotel room	4.40	3.99	34%	0.94	2.50	9.03	1.15	0.62	\$2,363	\$405	\$45	\$2,814
320	Motel	hotel room	3.35	3.04	23%	0.66	1.52	5.52	0.70	0.38	\$1,444	\$248	\$27	\$1,719
312	Business Hotel	hotel room	4.02	3.64	34%	0.94	2.28	8.25	1.05	0.57	\$2,159	\$370	\$41	\$2,571
Recreational														
420	Marina	berth	2.41	2.18	0%	0.94	2.06	7.46	0.95	0.51	\$1,953	\$335	\$37	\$2,324
430	Golf Course	hole	30.38	27.53	0%	0.64	17.57	63.58	8.12	4.38	\$16,640	\$2,855	\$315	\$19,810
445	Movie Theater	1000gsf	78.09	70.77	12%	0.34	20.84	75.39	9.63	5.20	\$19,730	\$3,385	\$373	\$23,488
445	Movie Theater	screen	220.00	199.38	12%	0.34	58.71	212.39	27.13	14.64	\$55,586	\$9,536	\$1,051	\$66,173
480	Amusement Park	acre	53.41	48.40	0%	0.64	30.90	111.78	14.28	7.71	\$29,255	\$5,019	\$553	\$34,827
490	Tennis Courts	court	30.32	27.48	0%	0.64	17.54	63.46	8.10	4.37	\$16,607	\$2,849	\$314	\$19,771
491	Racquet/Tennis Club	court	27.71	25.11	0%	0.64	16.03	57.99	7.41	4.00	\$15,178	\$2,604	\$287	\$18,069
492	Health/Fitness Club	1000gsf	4.02	3.64	6%	0.64	2.19	7.91	1.01	0.55	\$2,070	\$355	\$39	\$2,464
495	Recreational Community Center	1000gsf	28.82	26.12	0%	0.64	16.67	60.32	7.70	4.16	\$15,786	\$2,708	\$298	\$18,793

Total person trips			Adjusted person trips					Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle Trip/Gen Rate	Person Trip Rate	Pass-by %	Trip Length Adj. Factor	Adjusted Person Trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
Institutional														
520	Elementary School	student	0.93	0.84	46%	0.87	0.39	1.42	0.18	0.10	\$372	\$64	\$7	\$443
522	Middle School / Junior High School	student	2.10	1.90	46%	0.87	0.89	3.21	0.41	0.22	\$840	\$144	\$16	\$1,000
525	High School	student	1.94	1.76	46%	0.87	0.82	2.96	0.38	0.20	\$776	\$133	\$15	\$924
530	Private School (K-8)	student	4.11	3.72	46%	0.77	1.53	5.53	0.71	0.38	\$1,447	\$248	\$27	\$1,723
532	Private School (K-12)	student	2.48	2.25	46%	0.77	0.92	3.34	0.43	0.23	\$873	\$150	\$17	\$1,040
536	Charter Elementary School	student	1.85	1.68	0%	1.00	1.68	6.07	0.77	0.42	\$1,588	\$272	\$30	\$1,890
540	Junior / Community College	student	1.15	1.04	46%	0.77	0.43	1.55	0.20	0.11	\$405	\$69	\$8	\$482
550	University	student	1.56	1.41	46%	0.77	0.58	2.10	0.27	0.14	\$549	\$94	\$10	\$654
560	Church	1000gsf	7.60	6.89	0%	0.90	6.21	22.45	2.87	1.55	\$5,876	\$1,008	\$111	\$6,995
565	Day Care Center	1000gsf	47.62	43.16	27%	0.31	9.69	35.05	4.48	2.42	\$9,173	\$1,574	\$173	\$10,920
Medical														
610	Hospital	1000gsf	10.77	9.76	0%	1.00	9.76	35.31	4.51	2.43	\$9,242	\$1,586	\$175	\$11,002
620	Nursing Home	bed	3.06	2.77	11%	0.39	0.97	3.49	0.45	0.24	\$914	\$157	\$17	\$1,088
630	Clinic	1000gsf	37.60	34.08	7%	0.77	24.41	88.33	11.28	6.09	\$23,117	\$3,966	\$437	\$27,520
640	Animal Hospital / Veterinary Clinic	1000gsf	21.50	19.49	0%	0.61	11.93	43.18	5.51	2.98	\$11,300	\$1,939	\$214	\$13,452
650	Free-standing Emergency Room	1000gsf	24.94	22.60	0%	0.61	13.84	50.09	6.40	3.45	\$13,108	\$2,249	\$248	\$15,605
Office														
710	General Office, 1 - 50,000gsf	1000gsf	13.90	12.59	0%	1.24	15.62	56.52	7.22	3.90	\$14,792	\$2,538	\$280	\$17,610
710	General Office, 50,001 - 100,000gsf	1000gsf	12.05	10.92	0%	1.24	13.54	49.00	6.26	3.38	\$12,823	\$2,200	\$242	\$15,266
710	General Office, 100,001 - 150,000gsf	1000gsf	11.27	10.22	0%	1.24	12.67	45.85	5.86	3.16	\$12,000	\$2,059	\$227	\$14,285
710	General Office, 150,001 - 200,000gsf	1000gsf	10.79	9.78	0%	1.24	12.13	43.89	5.61	3.03	\$11,486	\$1,971	\$217	\$13,674
710	General Office, 200,001 - 300,000gsf	1000gsf	10.30	9.34	0%	1.24	11.58	41.90	5.35	2.89	\$10,966	\$1,881	\$207	\$13,054
710	General Office, 300,001 - 400,000gsf	1000gsf	9.86	8.94	0%	1.24	11.09	40.11	5.12	2.76	\$10,496	\$1,801	\$198	\$12,495
710	General Office, 400,001 - 500,000gsf	1000gsf	9.54	8.65	0%	1.24	10.73	38.82	4.96	2.68	\$10,159	\$1,743	\$192	\$12,094
710	General Office, 500,001 - 600,000gsf	1000gsf	9.30	8.43	0%	1.24	10.45	37.82	4.83	2.61	\$9,897	\$1,698	\$187	\$11,782
710	General Office, 600,001 - 700,000gsf	1000gsf	9.10	8.24	0%	1.24	10.23	37.01	4.73	2.55	\$9,685	\$1,661	\$183	\$11,529
710	General Office, 700,001gsf - more	1000gsf	8.86	8.03	0%	1.24	9.96	36.02	4.60	2.48	\$9,427	\$1,617	\$178	\$11,222

Total person trips			Adjusted person trips					Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle Trip/Gen Rate	Person Trip Rate	Pass-by %	Trip Length Adj. Factor	Adjusted Person Trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
712	Small Office Building	1000gsf	14.39	13.04	0%	1.24	16.18	58.53	7.48	4.03	\$15.319	\$2.628	\$290	\$18.237
714	Corporate Headquarters Buildings	1000gsf	7.95	7.21	0%	1.24	8.94	32.34	4.13	2.23	\$8.463	\$1.452	\$160	\$10.075
715	Single Tenant Office Building	1000gsf	13.07	11.85	0%	1.24	14.69	53.16	6.79	3.66	\$13.914	\$2.387	\$263	\$16.564
720	Medical/Dental Office Building	1000gsf	36.00	32.63	8%	0.89	26.74	96.74	12.36	6.67	\$25.318	\$4.343	\$479	\$30.140
730	Government Office Building	1000gsf	22.59	20.47	0%	1.24	25.40	91.89	11.74	6.33	\$24.048	\$4.126	\$455	\$28.629
731	State Motor Vehicles Department	1000gsf	11.21	10.16	0%	0.61	6.22	22.51	2.88	1.55	\$5.892	\$1.011	\$111	\$7.014
733	Government Office Complex	1000gsf	33.98	30.80	0%	1.24	38.20	138.22	17.65	9.53	\$36.173	\$6.206	\$684	\$43.063
750	Office Park	1000gsf	11.07	10.03	0%	1.24	12.45	45.03	5.75	3.10	\$11.785	\$2.022	\$223	\$14.029
760	Research & Development Center	1000gsf	11.08	10.04	0%	1.24	12.46	45.07	5.76	3.11	\$11.795	\$2.024	\$223	\$14.042
770	Business Park	1000gsf	12.44	11.27	0%	1.24	13.99	50.60	6.46	3.49	\$13.243	\$2.272	\$250	\$15.765
Retail														
812	Building Materials and Lumber Store	1000gsf	17.05	15.45	0%	0.88	13.52	48.92	6.25	3.37	\$12.803	\$2.197	\$242	\$15.242
813	Freestanding Discount Superstore	1000gsf	50.52	45.79	0%	0.86	39.35	142.37	18.18	9.81	\$37.260	\$6.392	\$705	\$44.357
814	Freestanding Discount Store	1000gsf	53.87	48.82	0%	0.86	41.96	151.81	19.39	10.46	\$39.731	\$6.816	\$751	\$47.298
816	Hardware/Paint Store	1000gsf	8.07	7.31	0%	0.86	6.29	22.74	2.90	1.57	\$5.952	\$1.021	\$113	\$7.086
817	Nursery (Garden Center)	1000gsf	68.10	61.72	0%	0.86	53.04	191.91	24.51	13.23	\$50.226	\$8.617	\$950	\$59.792
818	Nursery (Wholesale)	1000gsf	39.00	35.35	0%	0.86	30.38	109.91	14.04	7.58	\$28.764	\$4.935	\$544	\$34.242
820	Shopping Center General, 150,000 - 200,000gsf	1000gsf	62.99	57.09	32%	0.38	14.59	52.80	6.74	3.64	\$13.819	\$2.371	\$261	\$16.451
820	Shopping Center General, 200,001 - 300,000gsf	1000gsf	49.56	44.92	30%	0.39	12.35	44.68	5.71	3.08	\$11.693	\$2.006	\$221	\$13.921
820	Shopping Center General, 300,001 - 400,000gsf	1000gsf	42.86	38.85	28%	0.41	11.41	41.27	5.27	2.84	\$10.801	\$1.853	\$204	\$12.859
820	Shopping Center General, 400,001 - 500,000gsf	1000gsf	39.14	35.47	26%	0.42	11.10	40.17	5.13	2.77	\$10.513	\$1.804	\$199	\$12.515
820	Shopping Center General, 500,001 - 600,000gsf	1000gsf	36.77	33.33	24%	0.44	11.10	40.14	5.13	2.77	\$10.505	\$1.802	\$199	\$12.506
820	Shopping Center General, 600,001 - 800,000gsf	1000gsf	34.49	31.26	22%	0.45	11.05	39.97	5.10	2.76	\$10.461	\$1.795	\$198	\$12.453
820	Shopping Center General, 800,001 - 1,000,000gsf	1000gsf	32.63	29.57	20%	0.50	11.79	42.66	5.45	2.94	\$11.165	\$1.915	\$211	\$13.291

Total person trips			Adjusted person trips					Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle Trip/Gen Rate	Person Trip Rate	Pass-by %	Trip Length Adj. Factor	Adjusted Person Trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
820	Shopping Center General, 1,000,001 - 1,200,000gsf	1000gsf	31.44	28.49	19%	0.51	11.85	42.89	5.48	2.96	\$11,224	\$1,926	\$212	\$13,362
820	Shopping Center General, 1,200,001gsf - more	1000gsf	30.62	27.75	18%	0.53	12.03	43.53	5.56	3.00	\$11,392	\$1,954	\$215	\$13,561
821	Shopping Plaza (40-150kgsf) with Supermarket	1000gsf	94.49	85.64	50%	0.35	14.88	53.82	6.87	3.71	\$14,086	\$2,417	\$266	\$16,769
821	Shopping Plaza (40-150kgsf) without Supermarket	1000gsf	67.52	61.19	50%	0.35	10.63	38.46	4.91	2.65	\$10,065	\$1,727	\$190	\$11,982
822	Strip Retail Plaza (<40kgsf)	1000gsf	54.45	49.35	60%	0.30	5.96	21.58	2.76	1.49	\$5,647	\$969	\$107	\$6,722
823	Factory Outlet Center	1000gsf	26.59	24.10	0%	1.00	24.10	87.19	11.14	6.01	\$22,818	\$3,915	\$431	\$27,164
840	Automobile Sales (New)	1000gsf	27.84	25.23	22%	0.69	13.76	49.79	6.36	3.43	\$13,031	\$2,236	\$246	\$15,513
841	Automobile Sales (Used)	1000gsf	17.91	16.23	22%	0.69	8.85	32.03	4.09	2.21	\$8,383	\$1,438	\$159	\$9,980
843	Automobile Parts Sales	1000gsf	54.57	49.46	22%	0.69	26.98	97.60	12.47	6.73	\$25,543	\$4,382	\$483	\$30,408
848	Tire Store	1000gsf	27.69	25.10	0%	0.86	21.57	78.03	9.97	5.38	\$20,422	\$3,504	\$386	\$24,312
849	Tire Superstore	1000gsf	20.37	18.46	0%	0.86	15.87	57.41	7.33	3.96	\$15,024	\$2,577	\$284	\$17,885
850	Supermarket	1000gsf	93.84	85.05	0%	0.31	26.72	96.68	12.35	6.66	\$25,301	\$4,341	\$478	\$30,121
851	Convenience Store	1000gsf	762.28	690.85	32%	0.33	154.02	557.23	71.17	38.41	\$145,832	\$25,019	\$2,757	\$173,609
853	Convenience Store with Gasoline Pump	1000gsf	624.20	565.71	32%	0.33	126.12	456.29	58.28	31.45	\$119,416	\$20,487	\$2,258	\$142,161
857	Discount Club	1000gsf	42.46	38.48	0%	0.86	33.07	119.66	15.28	8.25	\$31,316	\$5,372	\$592	\$37,280
861	Sporting Goods Superstore	1000gsf	23.78	21.55	0%	0.86	18.52	67.02	8.56	4.62	\$17,539	\$3,009	\$332	\$20,879
862	Home Improvements Superstore	1000gsf	30.74	27.86	0%	0.86	23.94	86.63	11.06	5.97	\$22,672	\$3,890	\$429	\$26,990
863	Electronics Superstore	1000gsf	41.05	37.20	0%	0.86	31.97	115.68	14.77	7.97	\$30,276	\$5,194	\$572	\$36,042
868	Book Superstore	1000gsf	143.60	130.14	0%	0.86	111.85	404.68	51.68	27.90	\$105,910	\$18,170	\$2,003	\$126,082
869	Discount Home Furnishing Superstore	1000gsf	20.00	18.13	0%	0.86	15.58	56.36	7.20	3.89	\$14,751	\$2,531	\$279	\$17,560
875	Department Store	1000gsf	22.88	20.74	0%	0.86	17.82	64.48	8.24	4.44	\$16,875	\$2,895	\$319	\$20,089
876	Apparel Store	1000gsf	66.40	60.18	0%	0.86	51.72	187.12	23.90	12.90	\$48,972	\$8,402	\$926	\$58,300
879	Arts & Crafts Store	1000gsf	56.55	51.25	0%	0.86	44.05	159.36	20.35	10.99	\$41,707	\$7,155	\$789	\$49,651
880	Pharmacy/Drugstore w/o Drive-Thru	1000gsf	90.08	81.64	68%	0.31	8.31	30.07	3.84	2.07	\$7,869	\$1,350	\$149	\$9,368
881	Pharmacy/Drugstore w/ Drive-Thru	1000gsf	108.40	98.24	68%	0.31	10.00	36.18	4.62	2.49	\$9,470	\$1,625	\$179	\$11,273
882	Marijuana Dispensary	1000gsf	211.12	191.34	0%	0.86	164.45	594.96	75.99	41.01	\$155,708	\$26,713	\$2,944	\$185,365

Total person trips			Adjusted person trips					Miles traveled by mode			Fee by mode			
<i>Notes (below)</i>			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle Trip/Gen Rate	Person Trip Rate	Pass-by %	Trip Length Adj. Factor	Adjusted Person Trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
890	Furniture Store	1000gsf	6.30	5.71	46%	0.92	2.85	10.30	1.32	0.71	\$2,696	\$462	\$51	\$3,209
899	Liquor Store	1000gsf	107.21	97.16	0%	0.61	59.51	215.30	27.50	14.84	\$56,347	\$9,667	\$1,065	\$67,080
Services														
911	Walk-in Bank	1000gsf	156.48	141.82	54%	0.37	24.35	88.09	11.25	6.07	\$23,053	\$3,955	\$436	\$27,444
912	Drive-in Bank	1000gsf	100.35	90.95	54%	0.37	15.61	56.49	7.21	3.89	\$14,784	\$2,536	\$280	\$17,600
930	Fast Casual Restaurant	1000gsf	97.14	88.04	42%	0.31	15.78	57.11	7.29	3.94	\$14,946	\$2,564	\$283	\$17,793
931	Fine Dining Restaurant	1000gsf	83.84	75.98	23%	0.47	27.64	100.01	12.77	6.89	\$26,174	\$4,490	\$495	\$31,159
931	Fine Dining Restaurant	seat	2.60	2.36	23%	0.47	0.86	3.10	0.40	0.21	\$812	\$139	\$15	\$966
932	High-Turnover (Sit-Down) Restaurant	1000gsf	107.20	97.15	29%	0.48	32.94	119.17	15.22	8.21	\$31,188	\$5,350	\$590	\$37,128
932	High-Turnover (Sit-Down) Restaurant	seat	4.37	3.96	29%	0.48	1.34	4.86	0.62	0.33	\$1,271	\$218	\$24	\$1,514
933	Fast-Food Restaurant without Drive-Through Window	1000gsf	450.49	408.27	42%	0.31	73.20	264.84	33.83	18.26	\$69,313	\$11,891	\$1,311	\$82,514
934	Fast Food Rest. w/ Drive-Thru	1000gsf	467.48	423.67	42%	0.31	75.96	274.83	35.10	18.94	\$71,927	\$12,340	\$1,360	\$85,626
937	Coffee/Donut Shop with Drive Through	1000gsf	533.57	483.57	42%	0.31	86.70	313.69	40.06	21.62	\$82,095	\$14,084	\$1,552	\$97,732
944	Gasoline/Service Station	pump	172.01	155.89	32%	0.33	34.75	125.74	16.06	8.67	\$32,907	\$5,646	\$622	\$39,175

Table 2 - Context Zone 2 Mobility Fee Mobility Fee Rate Table

Context Zone 2		Miles traveled by mode inputs				Costs by facility type					
		Mode	A. Share	B. Length	C. Persons per Vehicle	D. Miles traveled	Facility	A. Weighted Capacity	B. Net Cost Per Capacity Mile (000s \$)	C. Usage Factor	D. Improvement Cost per Mile
Total person trip factors		6. Auto	85.8%	7.65	1.67	3.93	9. Non-expressway Road Lane Mile	17.100	\$6.885.0	65.0%	\$261.7
2A. ITE TripGen to person-trips ratio	1.81	7. Transit	5.8%	5.64	N/A	0.33	10. Premium Transit Seat Mile	Based on 2045 occupied seats	\$670.4	18.5%	\$123.7
2B. Trip-end Adjustment Factor	50%	8. Bicycle/pedestrian	8.4%	2.59		0.22	11. Bicycle/pedestrian Mile	3370	\$74.7	100%	\$74.7

Total person trips					Adjusted person trips			Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle TripGen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
Port and Terminal														
30	Intermodal Truck Terminal	1000gsf	9.85	8.93	0%	1.00	8.93	35.08	2.93	1.93	\$9,181	\$362	\$144	\$9,688
Industrial														
110	General Light Industrial	1000gsf	4.84	4.39	0%	1.00	4.39	17.24	1.44	0.95	\$4,511	\$178	\$71	\$4,760
130	Industrial Park	1000gsf	3.37	3.05	0%	1.00	3.05	12.00	1.00	0.66	\$3,141	\$124	\$49	\$3,315
140	Manufacturing	1000gsf	4.75	4.30	0%	1.00	4.30	16.92	1.41	0.93	\$4,428	\$175	\$70	\$4,672
150	Warehousing	1000gsf	1.71	1.55	0%	1.00	1.55	6.09	0.51	0.34	\$1,594	\$63	\$25	\$1,682
151	Mini-Warehousing	1000gsf	1.45	1.31	0%	1.00	1.31	5.16	0.43	0.28	\$1,352	\$53	\$21	\$1,426
154	High-cube Transload / Shortterm Storage Warehouse	1000gsf	1.40	1.27	0%	1.00	1.27	4.99	0.42	0.27	\$1,305	\$52	\$21	\$1,377
155	High-cube Fulfillment Center Warehouse (nonsort)	1000gsf	1.81	1.64	0%	1.00	1.64	6.45	0.54	0.35	\$1,687	\$67	\$27	\$1,780
155	High-cube Fulfillment Center Warehouse (sort)	1000gsf	6.44	5.84	0%	1.00	5.84	22.94	1.92	1.26	\$6,003	\$237	\$94	\$6,334
156	High-cube Parcel Hub Warehouse	1000gsf	4.63	4.20	0%	1.00	4.20	16.49	1.38	0.91	\$4,316	\$170	\$68	\$4,554
157	High-cube Cold Storage Warehouse	1000gsf	2.12	1.92	0%	1.00	1.92	7.55	0.63	0.42	\$1,976	\$78	\$31	\$2,085
160	Data Center	1000gsf	0.99	0.90	0%	1.00	0.90	3.53	0.29	0.19	\$923	\$36	\$15	\$974
170	Utility	1000gsf	12.29	11.14	0%	1.00	11.14	43.77	3.66	2.41	\$11,456	\$452	\$180	\$12,088
Residential														
210	Single-family Detached	d.u.	9.43	8.55	0%	1.00	8.55	33.59	2.80	1.85	\$8,790	\$347	\$138	\$9,275
215	Single-family Attached	d.u.	7.20	6.53	0%	1.00	6.53	25.64	2.14	1.41	\$6,711	\$265	\$106	\$7,082

Total person trips			Adjusted person trips					Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle TripGen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
220	Multifamily Housing (Low-Rise)	d.u.	6.74	6.11	0%	1.00	6.11	24.01	2.00	1.32	\$6,282	\$248	\$99	\$6,629
221	Multifamily Housing (Mid-Rise)	d.u.	4.54	4.11	0%	1.00	4.11	16.17	1.35	0.89	\$4,232	\$167	\$67	\$4,465
222	Multi-family Housing (High-Rise)	d.u.	4.54	4.11	0%	1.00	4.11	16.17	1.35	0.89	\$4,232	\$167	\$67	\$4,465
230	Low Rise Residential w/ 1st Commercial (up to 25ksf)	d.u.	3.44	3.12	0%	1.00	3.12	12.25	1.02	0.67	\$3,206	\$127	\$50	\$3,383
231	Mid Rise Residential w/ 1st Commercial	d.u.	3.44	3.12	0%	1.00	3.12	12.25	1.02	0.67	\$3,206	\$127	\$50	\$3,383
240	Mobile Home Park	d.u.	7.12	6.45	0%	1.00	6.45	25.36	2.12	1.40	\$6,637	\$262	\$104	\$7,003
251	Senior Adult Housing - Single-family	d.u.	4.31	3.91	0%	1.00	3.91	15.35	1.28	0.85	\$4,017	\$159	\$63	\$4,239
252	Senior Adult Housing - Multifamily	d.u.	3.24	2.94	0%	1.00	2.94	11.54	0.96	0.64	\$3,020	\$119	\$47	\$3,187
253	Congregate Care Facility	d.u.	2.21	2.00	28%	0.47	0.67	2.62	0.22	0.14	\$686	\$27	\$11	\$724
254	Assisted Living Facility	bed	2.60	2.36	28%	0.47	0.78	3.08	0.26	0.17	\$807	\$32	\$13	\$852
255	Continuing Care Retirement Community	d.u.	2.47	2.24	28%	0.47	0.75	2.93	0.24	0.16	\$767	\$30	\$12	\$809
265	Timeshare	d.u.	8.63	7.82	0%	1.00	7.82	30.74	2.57	1.69	\$8,044	\$317	\$126	\$8,488
270	Residential PUD	d.u.	7.31	6.62	0%	1.00	6.62	26.04	2.17	1.43	\$6,814	\$269	\$107	\$7,190
Lodging														
310	Hotel	hotel room	7.99	7.24	34%	0.94	4.53	17.81	1.49	0.98	\$4,662	\$184	\$73	\$4,919
311	All Suites Hotel	hotel room	4.40	3.99	34%	0.94	2.50	9.81	0.82	0.54	\$2,567	\$101	\$40	\$2,709
320	Motel	hotel room	3.35	3.04	23%	0.66	1.52	5.99	0.50	0.33	\$1,568	\$62	\$25	\$1,655
312	Business Hotel	hotel room	4.02	3.64	34%	0.94	2.28	8.96	0.75	0.49	\$2,345	\$93	\$37	\$2,475
Recreational														
420	Marina	berth	2.41	2.18	0%	0.94	2.06	8.10	0.68	0.45	\$2,121	\$84	\$33	\$2,238
430	Golf Course	hole	30.38	27.53	0%	0.64	17.57	69.07	5.77	3.80	\$18,075	\$713	\$284	\$19,073
445	Movie Theater	1000gsf	78.09	70.77	12%	0.34	20.84	81.89	6.84	4.51	\$21,432	\$846	\$337	\$22,615
445	Movie Theater	screen	220.00	199.38	12%	0.34	58.71	230.71	19.27	12.70	\$60,379	\$2,383	\$949	\$63,711
480	Amusement Park	acre	53.41	48.40	0%	0.64	30.90	121.42	10.14	6.69	\$31,777	\$1,254	\$500	\$33,531
490	Tennis Courts	court	30.32	27.48	0%	0.64	17.54	68.93	5.76	3.80	\$18,039	\$712	\$284	\$19,035
491	Racquet/Tennis Club	court	27.71	25.11	0%	0.64	16.03	63.00	5.26	3.47	\$16,487	\$651	\$259	\$17,396
492	Health/Fitness Club	1000gsf	4.02	3.64	6%	0.64	2.19	8.59	0.72	0.47	\$2,248	\$89	\$35	\$2,372
495	Recreational Community Center	1000gsf	28.82	26.12	0%	0.64	16.67	65.52	5.47	3.61	\$17,147	\$677	\$270	\$18,093
Institutional														

Total person trips			Adjusted person trips					Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle Trip/Gen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
520	Elementary School	student	0.93	0.84	46%	0.87	0.39	1.54	0.13	0.09	\$404	\$16	\$6	\$426
522	Middle School / Junior High School	student	2.10	1.90	46%	0.87	0.89	3.49	0.29	0.19	\$912	\$36	\$14	\$963
525	High School	student	1.94	1.76	46%	0.87	0.82	3.22	0.27	0.18	\$843	\$33	\$13	\$889
530	Private School (K-8)	student	4.11	3.72	46%	0.77	1.53	6.01	0.50	0.33	\$1,572	\$62	\$25	\$1,659
532	Private School (K-12)	student	2.48	2.25	46%	0.77	0.92	3.63	0.30	0.20	\$949	\$37	\$15	\$1,001
536	Charter Elementary School	student	1.85	1.68	0%	1.00	1.68	6.59	0.55	0.36	\$1,724	\$68	\$27	\$1,820
540	Junior / Community College	student	1.15	1.04	46%	0.77	0.43	1.68	0.14	0.09	\$440	\$17	\$7	\$464
550	University	student	1.56	1.41	46%	0.77	0.58	2.28	0.19	0.13	\$597	\$24	\$9	\$630
560	Church	1000gsf	7.60	6.89	0%	0.90	6.21	24.39	2.04	1.34	\$6,383	\$252	\$100	\$6,735
565	Day Care Center	1000gsf	47.62	43.16	27%	0.31	9.69	38.07	3.18	2.10	\$9,963	\$393	\$157	\$10,513
Medical														
610	Hospital	1000gsf	10.77	9.76	0%	1.00	9.76	38.36	3.20	2.11	\$10,039	\$396	\$158	\$10,593
620	Nursing Home	bed	3.06	2.77	11%	0.39	0.97	3.79	0.32	0.21	\$993	\$39	\$16	\$1,048
630	Clinic	1000gsf	37.60	34.08	7%	0.77	24.41	95.95	8.01	5.28	\$25,110	\$991	\$395	\$26,496
640	Animal Hospital / Veterinary Clinic	1000gsf	21.50	19.49	0%	0.61	11.93	46.90	3.92	2.58	\$12,274	\$484	\$193	\$12,952
650	Free-standing Emergency Room	1000gsf	24.94	22.60	0%	0.61	13.84	54.40	4.54	3.00	\$14,238	\$562	\$224	\$15,024
Office														
710	General Office, 1 - 50,000gsf	1000gsf	13.90	12.59	0%	1.24	15.62	61.39	5.13	3.38	\$16,068	\$634	\$253	\$16,954
710	General Office, 50,001 - 100,000gsf	1000gsf	12.05	10.92	0%	1.24	13.54	53.22	4.44	2.93	\$13,929	\$550	\$219	\$14,698
710	General Office, 100,001 - 150,000gsf	1000gsf	11.27	10.22	0%	1.24	12.67	49.80	4.16	2.74	\$13,034	\$514	\$205	\$13,754
710	General Office, 150,001 - 200,000gsf	1000gsf	10.79	9.78	0%	1.24	12.13	47.67	3.98	2.63	\$12,476	\$492	\$196	\$13,165
710	General Office, 200,001 - 300,000gsf	1000gsf	10.30	9.34	0%	1.24	11.58	45.51	3.80	2.51	\$11,911	\$470	\$187	\$12,568
710	General Office, 300,001 - 400,000gsf	1000gsf	9.86	8.94	0%	1.24	11.09	43.56	3.64	2.40	\$11,401	\$450	\$179	\$12,031
710	General Office, 400,001 - 500,000gsf	1000gsf	9.54	8.65	0%	1.24	10.73	42.16	3.52	2.32	\$11,035	\$436	\$174	\$11,644
710	General Office, 500,001 - 600,000gsf	1000gsf	9.30	8.43	0%	1.24	10.45	41.08	3.43	2.26	\$10,751	\$424	\$169	\$11,344
710	General Office, 600,001 - 700,000gsf	1000gsf	9.10	8.24	0%	1.24	10.23	40.20	3.36	2.21	\$10,520	\$415	\$165	\$11,100
710	General Office, 700,001gsf - more	1000gsf	8.86	8.03	0%	1.24	9.96	39.13	3.27	2.15	\$10,240	\$404	\$161	\$10,805
712	Small Office Building	1000gsf	14.39	13.04	0%	1.24	16.18	63.58	5.31	3.50	\$16,640	\$657	\$262	\$17,558
714	Corporate Headquarters Buildings	1000gsf	7.95	7.21	0%	1.24	8.94	35.13	2.93	1.93	\$9,193	\$363	\$145	\$9,700

Total person trips			Adjusted person trips					Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle TripGen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
715	Single Tenant Office Building	1000gsf	13.07	11.85	0%	1.24	14.69	57.75	4.82	3.18	\$15,113	\$597	\$238	\$15,947
720	Medical/Dental Office Building	1000gsf	36.00	32.63	8%	0.89	26.74	105.08	8.78	5.79	\$27,501	\$1,085	\$432	\$29,019
730	Government Office Building	1000gsf	22.59	20.47	0%	1.24	25.40	99.81	8.34	5.50	\$26,122	\$1,031	\$411	\$27,563
731	State Motor Vehicles Department	1000gsf	11.21	10.16	0%	0.61	6.22	24.45	2.04	1.35	\$6,400	\$253	\$101	\$6,753
733	Government Office Complex	1000gsf	33.98	30.80	0%	1.24	38.20	150.14	12.54	8.27	\$39,292	\$1,551	\$618	\$41,461
750	Office Park	1000gsf	11.07	10.03	0%	1.24	12.45	48.91	4.08	2.69	\$12,801	\$505	\$201	\$13,507
760	Research & Development Center	1000gsf	11.08	10.04	0%	1.24	12.46	48.96	4.09	2.70	\$12,812	\$506	\$201	\$13,519
770	Business Park	1000gsf	12.44	11.27	0%	1.24	13.99	54.96	4.59	3.03	\$14,385	\$568	\$226	\$15,179
Retail														
812	Building Materials and Lumber Store	1000gsf	17.05	15.45	0%	0.88	13.52	53.14	4.44	2.93	\$13,907	\$549	\$219	\$14,675
813	Freestanding Discount Superstore	1000gsf	50.52	45.79	0%	0.86	39.35	154.65	12.92	8.52	\$40,473	\$1,597	\$636	\$42,707
814	Freestanding Discount Store	1000gsf	53.87	48.82	0%	0.86	41.96	164.90	13.77	9.08	\$43,157	\$1,703	\$679	\$45,539
816	Hardware/Paint Store	1000gsf	8.07	7.31	0%	0.86	6.29	24.70	2.06	1.36	\$6,465	\$255	\$102	\$6,822
817	Nursery (Garden Center)	1000gsf	68.10	61.72	0%	0.86	53.04	208.46	17.41	11.48	\$54,557	\$2,153	\$858	\$57,568
818	Nursery (Wholesale)	1000gsf	39.00	35.35	0%	0.86	30.38	119.38	9.97	6.57	\$31,244	\$1,233	\$491	\$32,968
820	Shopping Center General, 150,000 - 200,000gsf	1000gsf	62.99	57.09	32%	0.38	14.59	57.36	4.79	3.16	\$15,011	\$592	\$236	\$15,839
820	Shopping Center General, 200,001 - 300,000gsf	1000gsf	49.56	44.92	30%	0.39	12.35	48.53	4.05	2.67	\$12,702	\$501	\$200	\$13,403
820	Shopping Center General, 300,001 - 400,000gsf	1000gsf	42.86	38.85	28%	0.41	11.41	44.83	3.74	2.47	\$11,733	\$463	\$184	\$12,380
820	Shopping Center General, 400,001 - 500,000gsf	1000gsf	39.14	35.47	26%	0.42	11.10	43.63	3.64	2.40	\$11,419	\$451	\$180	\$12,049
820	Shopping Center General, 500,001 - 600,000gsf	1000gsf	36.77	33.33	24%	0.44	11.10	43.60	3.64	2.40	\$11,411	\$450	\$179	\$12,041
820	Shopping Center General, 600,001 - 800,000gsf	1000gsf	34.49	31.26	22%	0.45	11.05	43.42	3.63	2.39	\$11,363	\$448	\$179	\$11,990
820	Shopping Center General, 800,001 - 1,000,000gsf	1000gsf	32.63	29.57	20%	0.50	11.79	46.34	3.87	2.55	\$12,127	\$479	\$191	\$12,797
820	Shopping Center General, 1,000,001 - 1,200,000gsf	1000gsf	31.44	28.49	19%	0.51	11.85	46.59	3.89	2.57	\$12,192	\$481	\$192	\$12,865
820	Shopping Center General, 1,200,001gsf - more	1000gsf	30.62	27.75	18%	0.53	12.03	47.28	3.95	2.60	\$12,374	\$488	\$195	\$13,057

Total person trips			Adjusted person trips					Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle Trip/Gen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
821	Shopping Plaza (40-150kgsf) with Supermarket	1000gsf	94.49	85.64	50%	0.35	14.88	58.46	4.88	3.22	\$15,300	\$604	\$241	\$16,145
821	Shopping Plaza (40-150kgsf) without Supermarket	1000gsf	67.52	61.19	50%	0.35	10.63	41.78	3.49	2.30	\$10,933	\$432	\$172	\$11,537
822	Strip Retail Plaza (<40kgsf)	1000gsf	54.45	49.35	60%	0.30	5.96	23.44	1.96	1.29	\$6,133	\$242	\$96	\$6,472
823	Factory Outlet Center	1000gsf	26.59	24.10	0%	1.00	24.10	94.70	7.91	5.21	\$24,785	\$978	\$390	\$26,153
840	Automobile Sales (New)	1000gsf	27.84	25.23	22%	0.69	13.76	54.09	4.52	2.98	\$14,155	\$559	\$223	\$14,936
841	Automobile Sales (Used)	1000gsf	17.91	16.23	22%	0.69	8.85	34.79	2.91	1.92	\$9,106	\$359	\$143	\$9,609
843	Automobile Parts Sales	1000gsf	54.57	49.46	22%	0.69	26.98	106.02	8.85	5.84	\$27,746	\$1,095	\$436	\$29,277
848	Tire Store	1000gsf	27.69	25.10	0%	0.86	21.57	84.76	7.08	4.67	\$22,183	\$876	\$349	\$23,408
849	Tire Superstore	1000gsf	20.37	18.46	0%	0.86	15.87	62.35	5.21	3.43	\$16,319	\$644	\$257	\$17,220
850	Supermarket	1000gsf	93.84	85.05	0%	0.31	26.72	105.01	8.77	5.78	\$27,483	\$1,085	\$432	\$29,000
851	Convenience Store	1000gsf	762.28	690.85	32%	0.33	154.02	605.27	50.55	33.33	\$158,406	\$6,252	\$2,491	\$167,149
853	Convenience Store with Gasoline Pump	1000gsf	624.20	565.71	32%	0.33	126.12	495.63	41.39	27.29	\$129,712	\$5,120	\$2,040	\$136,872
857	Discount Club	1000gsf	42.46	38.48	0%	0.86	33.07	129.97	10.85	7.16	\$34,016	\$1,343	\$535	\$35,893
861	Sporting Goods Superstore	1000gsf	23.78	21.55	0%	0.86	18.52	72.79	6.08	4.01	\$19,051	\$752	\$300	\$20,102
862	Home Improvements Superstore	1000gsf	30.74	27.86	0%	0.86	23.94	94.10	7.86	5.18	\$24,627	\$972	\$387	\$25,986
863	Electronics Superstore	1000gsf	41.05	37.20	0%	0.86	31.97	125.66	10.49	6.92	\$32,886	\$1,298	\$517	\$34,701
868	Book Superstore	1000gsf	143.60	130.14	0%	0.86	111.85	439.58	36.71	24.20	\$115,041	\$4,541	\$1,809	\$121,391
869	Discount Home Furnishing Superstore	1000gsf	20.00	18.13	0%	0.86	15.58	61.22	5.11	3.37	\$16,022	\$632	\$252	\$16,907
875	Department Store	1000gsf	22.88	20.74	0%	0.86	17.82	70.04	5.85	3.86	\$18,330	\$723	\$288	\$19,341
876	Apparel Store	1000gsf	66.40	60.18	0%	0.86	51.72	203.26	16.98	11.19	\$53,195	\$2,100	\$836	\$56,131
879	Arts & Crafts Store	1000gsf	56.55	51.25	0%	0.86	44.05	173.11	14.46	9.53	\$45,304	\$1,788	\$712	\$47,804
880	Pharmacy/Drugstore w/o Drive-Thru	1000gsf	90.08	81.64	68%	0.31	8.31	32.66	2.73	1.80	\$8,548	\$337	\$134	\$9,019
881	Pharmacy/Drugstore w/ Drive-Thru	1000gsf	108.40	98.24	68%	0.31	10.00	39.30	3.28	2.16	\$10,286	\$406	\$162	\$10,854
882	Marijuana Dispensary	1000gsf	211.12	191.34	0%	0.86	164.45	646.26	53.97	35.59	\$169,133	\$6,676	\$2,660	\$178,469
890	Furniture Store	1000gsf	6.30	5.71	46%	0.92	2.85	11.19	0.93	0.62	\$2,928	\$116	\$46	\$3,090
899	Liquor Store	1000gsf	107.21	97.16	0%	0.61	59.51	233.87	19.53	12.88	\$61,206	\$2,416	\$962	\$64,584
Services														
911	Walk-in Bank	1000gsf	156.48	141.82	54%	0.37	24.35	95.68	7.99	5.27	\$25,041	\$988	\$394	\$26,423

Total person trips					Adjusted person trips			Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle TripGen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike /ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
912	Drive-in Bank	1000gsf	100.35	90.95	54%	0.37	15.61	61.36	5.12	3.38	\$16,059	\$634	\$253	\$16,945
930	Fast Casual Restaurant	1000gsf	97.14	88.04	42%	0.31	15.78	62.03	5.18	3.42	\$16,235	\$641	\$255	\$17,131
931	Fine Dining Restaurant	1000gsf	83.84	75.98	23%	0.47	27.64	108.63	9.07	5.98	\$28,431	\$1,122	\$447	\$30,000
931	Fine Dining Restaurant	seat	2.60	2.36	23%	0.47	0.86	3.37	0.28	0.19	\$882	\$35	\$14	\$930
932	High-Turnover (Sit-Down) Restaurant	1000gsf	107.20	97.15	29%	0.48	32.94	129.44	10.81	7.13	\$33,877	\$1,337	\$533	\$35,746
932	High-Turnover (Sit-Down) Restaurant	seat	4.37	3.96	29%	0.48	1.34	5.28	0.44	0.29	\$1,381	\$55	\$22	\$1,457
933	Fast-Food Restaurant without Drive-Through Window	1000gsf	450.49	408.27	42%	0.31	73.20	287.68	24.03	15.84	\$75,289	\$2,972	\$1,184	\$79,444
934	Fast Food Rest. w/ Drive-Thru	1000gsf	467.48	423.67	42%	0.31	75.96	298.53	24.93	16.44	\$78,128	\$3,084	\$1,229	\$82,440
937	Coffee/Donut Shop with Drive Through	1000gsf	533.57	483.57	42%	0.31	86.70	340.73	28.46	18.76	\$89,174	\$3,520	\$1,402	\$94,095
944	Gasoline/Service Station	pump	172.01	155.89	32%	0.33	34.75	136.58	11.41	7.52	\$35,745	\$1,411	\$562	\$37,718

Table 3 - Context Zone 3 Mobility Fee Mobility Fee Rate Table

Context Zone 3		Miles traveled by mode inputs				Costs by facility type					
		Mode	A. Share	B. Length	C. Persons per Vehicle	D. Miles traveled	Facility	A. Weighted Capacity	B. Net Cost Per Capacity Mile (000s \$)	C. Usage Factor	D. Improvement Cost per Mile
Total person trip factors		6. Auto	88.7%	8.21	1.67	4.36	9. Non-expressway Road Lane Mile	17.100	\$6.885.0	65.0%	\$261.7
2A. ITE TripGen to person-trips ratio	1.81	7. Transit	5.7%	5.74	N/A	0.32	10. Premium Transit Seat Mile	Based on 2045 occupied seats	\$670.4	18.5%	\$123.7
2B. Trip-end Adjustment Factor	50%	8. Bicycle/pedestrian	5.6%	2.26		0.13	11. Bicycle/pedestrian Mile	3370	\$74.7	100%	\$74.7

Total person trips					Adjusted person trips			Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle TripGen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
Port and Terminal														
30	Intermodal Truck Terminal	1000gsf	9.85	8.93	0%	1.00	8.93	38.93	2.90	1.13	\$10.189	\$359	\$85	\$10.633
Industrial														
110	General Light Industrial	1000gsf	4.84	4.39	0%	1.00	4.39	19.13	1.42	0.56	\$5.007	\$176	\$42	\$5.225
130	Industrial Park	1000gsf	3.37	3.05	0%	1.00	3.05	13.32	0.99	0.39	\$3.486	\$123	\$29	\$3.638
140	Manufacturing	1000gsf	4.75	4.30	0%	1.00	4.30	18.77	1.40	0.55	\$4.914	\$173	\$41	\$5.127
150	Warehousing	1000gsf	1.71	1.55	0%	1.00	1.55	6.76	0.50	0.20	\$1.769	\$62	\$15	\$1.846
151	Mini-Warehousing	1000gsf	1.45	1.31	0%	1.00	1.31	5.73	0.43	0.17	\$1.500	\$53	\$12	\$1.565
154	High-cube Transload / Shortterm Storage Warehouse	1000gsf	1.40	1.27	0%	1.00	1.27	5.53	0.41	0.16	\$1.448	\$51	\$12	\$1.511
155	High-cube Fulfillment Center Warehouse (nonsort)	1000gsf	1.81	1.64	0%	1.00	1.64	7.15	0.53	0.21	\$1.872	\$66	\$16	\$1.954
155	High-cube Fulfillment Center Warehouse (sort)	1000gsf	6.44	5.84	0%	1.00	5.84	25.45	1.90	0.74	\$6.662	\$234	\$55	\$6.952
156	High-cube Parcel Hub Warehouse	1000gsf	4.63	4.20	0%	1.00	4.20	18.30	1.36	0.53	\$4.789	\$169	\$40	\$4.998
157	High-cube Cold Storage Warehouse	1000gsf	2.12	1.92	0%	1.00	1.92	8.38	0.62	0.24	\$2.193	\$77	\$18	\$2.288
160	Data Center	1000gsf	0.99	0.90	0%	1.00	0.90	3.91	0.29	0.11	\$1.024	\$36	\$9	\$1.069
170	Utility	1000gsf	12.29	11.14	0%	1.00	11.14	48.58	3.62	1.41	\$12.713	\$447	\$106	\$13.267
Residential														
210	Single-family Detached	d.u.	9.43	8.55	0%	1.00	8.55	37.27	2.78	1.09	\$9.755	\$343	\$81	\$10.179
215	Single-family Attached	d.u.	7.20	6.53	0%	1.00	6.53	28.46	2.12	0.83	\$7.448	\$262	\$62	\$7.772
220	Multifamily Housing (Low-Rise)	d.u.	6.74	6.11	0%	1.00	6.11	26.64	1.98	0.78	\$6.972	\$245	\$58	\$7.276

Total person trips			Adjusted person trips					Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle TripGen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
221	Multifamily Housing (Mid-Rise)	d.u.	4.54	4.11	0%	1.00	4.11	17.94	1.34	0.52	\$4,696	\$165	\$39	\$4,901
222	Multi-family Housing (High-Rise)	d.u.	4.54	4.11	0%	1.00	4.11	17.94	1.34	0.52	\$4,696	\$165	\$39	\$4,901
230	Low Rise Residential w/ 1st Commercial (up to 25ksf)	d.u.	3.44	3.12	0%	1.00	3.12	13.60	1.01	0.40	\$3,558	\$125	\$30	\$3,713
231	Mid Rise Residential w/ 1st Commercial	d.u.	3.44	3.12	0%	1.00	3.12	13.60	1.01	0.40	\$3,558	\$125	\$30	\$3,713
240	Mobile Home Park	d.u.	7.12	6.45	0%	1.00	6.45	28.14	2.10	0.82	\$7,365	\$259	\$61	\$7,686
251	Senior Adult Housing - Single-family	d.u.	4.31	3.91	0%	1.00	3.91	17.04	1.27	0.50	\$4,458	\$157	\$37	\$4,652
252	Senior Adult Housing - Multifamily	d.u.	3.24	2.94	0%	1.00	2.94	12.81	0.95	0.37	\$3,352	\$118	\$28	\$3,497
253	Congregate Care Facility	d.u.	2.21	2.00	28%	0.47	0.67	2.91	0.22	0.08	\$762	\$27	\$6	\$795
254	Assisted Living Facility	bed	2.60	2.36	28%	0.47	0.78	3.42	0.25	0.10	\$896	\$32	\$7	\$935
255	Continuing Care Retirement Community	d.u.	2.47	2.24	28%	0.47	0.75	3.25	0.24	0.09	\$851	\$30	\$7	\$888
265	Timeshare	d.u.	8.63	7.82	0%	1.00	7.82	34.11	2.54	0.99	\$8,927	\$314	\$74	\$9,316
270	Residential PUD	d.u.	7.31	6.62	0%	1.00	6.62	28.89	2.15	0.84	\$7,562	\$266	\$63	\$7,891
Lodging														
310	Hotel	hotel room	7.99	7.24	34%	0.94	4.53	19.77	1.47	0.58	\$5,174	\$182	\$43	\$5,399
311	All Suites Hotel	hotel room	4.40	3.99	34%	0.94	2.50	10.89	0.81	0.32	\$2,849	\$100	\$24	\$2,973
320	Motel	hotel room	3.35	3.04	23%	0.66	1.52	6.65	0.50	0.19	\$1,740	\$61	\$14	\$1,816
312	Business Hotel	hotel room	4.02	3.64	34%	0.94	2.28	9.95	0.74	0.29	\$2,603	\$92	\$22	\$2,716
Recreational														
420	Marina	berth	2.41	2.18	0%	0.94	2.06	8.99	0.67	0.26	\$2,354	\$83	\$20	\$2,456
430	Golf Course	hole	30.38	27.53	0%	0.64	17.57	76.65	5.71	2.23	\$20,059	\$706	\$167	\$20,932
445	Movie Theater	1000gsf	78.09	70.77	12%	0.34	20.84	90.88	6.77	2.65	\$23,784	\$837	\$198	\$24,819
445	Movie Theater	screen	220.00	199.38	12%	0.34	58.71	256.03	19.07	7.45	\$67,007	\$2,359	\$557	\$69,923
480	Amusement Park	acre	53.41	48.40	0%	0.64	30.90	134.75	10.04	3.92	\$35,266	\$1,241	\$293	\$36,800
490	Tennis Courts	court	30.32	27.48	0%	0.64	17.54	76.50	5.70	2.23	\$20,020	\$705	\$166	\$20,891
491	Racquet/Tennis Club	court	27.71	25.11	0%	0.64	16.03	69.91	5.21	2.04	\$18,296	\$644	\$152	\$19,093
492	Health/Fitness Club	1000gsf	4.02	3.64	6%	0.64	2.19	9.53	0.71	0.28	\$2,495	\$88	\$21	\$2,604
495	Recreational Community Center	1000gsf	28.82	26.12	0%	0.64	16.67	72.71	5.42	2.12	\$19,029	\$670	\$158	\$19,857
Institutional														
520	Elementary School	student	0.93	0.84	46%	0.87	0.39	1.71	0.13	0.05	\$448	\$16	\$4	\$468

Total person trips			Adjusted person trips					Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle Trip/Gen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
522	Middle School / Junior High School	student	2.10	1.90	46%	0.87	0.89	3.87	0.29	0.11	\$1,012	\$36	\$8	\$1,056
525	High School	student	1.94	1.76	46%	0.87	0.82	3.57	0.27	0.10	\$935	\$33	\$8	\$976
530	Private School (K-8)	student	4.11	3.72	46%	0.77	1.53	6.67	0.50	0.19	\$1,745	\$61	\$15	\$1,821
532	Private School (K-12)	student	2.48	2.25	46%	0.77	0.92	4.02	0.30	0.12	\$1,053	\$37	\$9	\$1,099
536	Charter Elementary School	student	1.85	1.68	0%	1.00	1.68	7.31	0.54	0.21	\$1,914	\$67	\$16	\$1,997
540	Junior / Community College	student	1.15	1.04	46%	0.77	0.43	1.87	0.14	0.05	\$488	\$17	\$4	\$509
550	University	student	1.56	1.41	46%	0.77	0.58	2.53	0.19	0.07	\$662	\$23	\$6	\$691
560	Church	1000gsf	7.60	6.89	0%	0.90	6.21	27.07	2.02	0.79	\$7,083	\$249	\$59	\$7,392
565	Day Care Center	1000gsf	47.62	43.16	27%	0.31	9.69	42.25	3.15	1.23	\$11,057	\$389	\$92	\$11,538
Medical														
610	Hospital	1000gsf	10.77	9.76	0%	1.00	9.76	42.57	3.17	1.24	\$11,141	\$392	\$93	\$11,626
620	Nursing Home	bed	3.06	2.77	11%	0.39	0.97	4.21	0.31	0.12	\$1,102	\$39	\$9	\$1,150
630	Clinic	1000gsf	37.60	34.08	7%	0.77	24.41	106.48	7.93	3.10	\$27,867	\$981	\$232	\$29,080
640	Animal Hospital / Veterinary Clinic	1000gsf	21.50	19.49	0%	0.61	11.93	52.05	3.88	1.52	\$13,622	\$479	\$113	\$14,214
650	Free-standing Emergency Room	1000gsf	24.94	22.60	0%	0.61	13.84	60.38	4.50	1.76	\$15,801	\$556	\$131	\$16,489
Office														
710	General Office, 1 - 50,000gsf	1000gsf	13.90	12.59	0%	1.24	15.62	68.13	5.07	1.98	\$17,831	\$628	\$148	\$18,607
710	General Office, 50,001 - 100,000gsf	1000gsf	12.05	10.92	0%	1.24	13.54	59.07	4.40	1.72	\$15,458	\$544	\$129	\$16,131
710	General Office, 100,001 - 150,000gsf	1000gsf	11.27	10.22	0%	1.24	12.67	55.27	4.12	1.61	\$14,465	\$509	\$120	\$15,094
710	General Office, 150,001 - 200,000gsf	1000gsf	10.79	9.78	0%	1.24	12.13	52.91	3.94	1.54	\$13,846	\$487	\$115	\$14,448
710	General Office, 200,001 - 300,000gsf	1000gsf	10.30	9.34	0%	1.24	11.58	50.51	3.76	1.47	\$13,219	\$465	\$110	\$13,794
710	General Office, 300,001 - 400,000gsf	1000gsf	9.86	8.94	0%	1.24	11.09	48.35	3.60	1.41	\$12,653	\$445	\$105	\$13,203
710	General Office, 400,001 - 500,000gsf	1000gsf	9.54	8.65	0%	1.24	10.73	46.79	3.48	1.36	\$12,246	\$431	\$102	\$12,779
710	General Office, 500,001 - 600,000gsf	1000gsf	9.30	8.43	0%	1.24	10.45	45.59	3.40	1.33	\$11,931	\$420	\$99	\$12,450
710	General Office, 600,001 - 700,000gsf	1000gsf	9.10	8.24	0%	1.24	10.23	44.61	3.32	1.30	\$11,675	\$411	\$97	\$12,183
710	General Office, 700,001gsf - more	1000gsf	8.86	8.03	0%	1.24	9.96	43.42	3.23	1.26	\$11,364	\$400	\$94	\$11,858
712	Small Office Building	1000gsf	14.39	13.04	0%	1.24	16.18	70.56	5.26	2.05	\$18,466	\$650	\$154	\$19,270
714	Corporate Headquarters Buildings	1000gsf	7.95	7.21	0%	1.24	8.94	38.98	2.90	1.14	\$10,202	\$359	\$85	\$10,646
715	Single Tenant Office Building	1000gsf	13.07	11.85	0%	1.24	14.69	64.09	4.77	1.87	\$16,772	\$590	\$139	\$17,502

Total person trips				Adjusted person trips			Miles traveled by mode				Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle Trip/Gen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike /ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
720	Medical/Dental Office Building	1000gsf	36.00	32.63	8%	0.89	26.74	116.62	8.69	3.40	\$30,520	\$1,074	\$254	\$31,848
730	Government Office Building	1000gsf	22.59	20.47	0%	1.24	25.40	110.77	8.25	3.23	\$28,989	\$1,020	\$241	\$30,251
731	State Motor Vehicles Department	1000gsf	11.21	10.16	0%	0.61	6.22	27.14	2.02	0.79	\$7,102	\$250	\$59	\$7,411
733	Government Office Complex	1000gsf	33.98	30.80	0%	1.24	38.20	166.62	12.41	4.85	\$43,606	\$1,535	\$363	\$45,503
750	Office Park	1000gsf	11.07	10.03	0%	1.24	12.45	54.28	4.04	1.58	\$14,206	\$500	\$118	\$14,824
760	Research & Development Center	1000gsf	11.08	10.04	0%	1.24	12.46	54.33	4.05	1.58	\$14,219	\$500	\$118	\$14,837
770	Business Park	1000gsf	12.44	11.27	0%	1.24	13.99	61.00	4.54	1.78	\$15,964	\$562	\$133	\$16,659
Retail														
812	Building Materials and Lumber Store	1000gsf	17.05	15.45	0%	0.88	13.52	58.97	4.39	1.72	\$15,434	\$543	\$128	\$16,106
813	Freestanding Discount Superstore	1000gsf	50.52	45.79	0%	0.86	39.35	171.62	12.78	5.00	\$44,916	\$1,581	\$373	\$46,870
814	Freestanding Discount Store	1000gsf	53.87	48.82	0%	0.86	41.96	183.00	13.63	5.33	\$47,894	\$1,686	\$398	\$49,978
816	Hardware/Paint Store	1000gsf	8.07	7.31	0%	0.86	6.29	27.42	2.04	0.80	\$7,175	\$253	\$60	\$7,487
817	Nursery (Garden Center)	1000gsf	68.10	61.72	0%	0.86	53.04	231.35	17.23	6.74	\$60,546	\$2,131	\$503	\$63,180
818	Nursery (Wholesale)	1000gsf	39.00	35.35	0%	0.86	30.38	132.49	9.87	3.86	\$34,674	\$1,220	\$288	\$36,183
820	Shopping Center General, 150,000 - 200,000gsf	1000gsf	62.99	57.09	32%	0.38	14.59	63.65	4.74	1.85	\$16,659	\$586	\$139	\$17,384
820	Shopping Center General, 200,001 - 300,000gsf	1000gsf	49.56	44.92	30%	0.39	12.35	53.86	4.01	1.57	\$14,096	\$496	\$117	\$14,709
820	Shopping Center General, 300,001 - 400,000gsf	1000gsf	42.86	38.85	28%	0.41	11.41	49.75	3.71	1.45	\$13,021	\$458	\$108	\$13,587
820	Shopping Center General, 400,001 - 500,000gsf	1000gsf	39.14	35.47	26%	0.42	11.10	48.42	3.61	1.41	\$12,673	\$446	\$105	\$13,224
820	Shopping Center General, 500,001 - 600,000gsf	1000gsf	36.77	33.33	24%	0.44	11.10	48.39	3.60	1.41	\$12,664	\$446	\$105	\$13,215
820	Shopping Center General, 600,001 - 800,000gsf	1000gsf	34.49	31.26	22%	0.45	11.05	48.18	3.59	1.40	\$12,610	\$444	\$105	\$13,159
820	Shopping Center General, 800,001 - 1,000,000gsf	1000gsf	32.63	29.57	20%	0.50	11.79	51.43	3.83	1.50	\$13,459	\$474	\$112	\$14,044
820	Shopping Center General, 1,000,001 - 1,200,000gsf	1000gsf	31.44	28.49	19%	0.51	11.85	51.70	3.85	1.51	\$13,530	\$476	\$113	\$14,119
820	Shopping Center General, 1,200,001gsf - more	1000gsf	30.62	27.75	18%	0.53	12.03	52.47	3.91	1.53	\$13,732	\$483	\$114	\$14,330

Total person trips			Adjusted person trips					Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle Trip/Gen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
821	Shopping Plaza (40-150kgsf) with Supermarket	1000gsf	94.49	85.64	50%	0.35	14.88	64.88	4.83	1.89	\$16,980	\$598	\$141	\$17,719
821	Shopping Plaza (40-150kgsf) without Supermarket	1000gsf	67.52	61.19	50%	0.35	10.63	46.36	3.45	1.35	\$12,133	\$427	\$101	\$12,661
822	Strip Retail Plaza (<40kgsf)	1000gsf	54.45	49.35	60%	0.30	5.96	26.01	1.94	0.76	\$6,807	\$240	\$57	\$7,103
823	Factory Outlet Center	1000gsf	26.59	24.10	0%	1.00	24.10	105.10	7.83	3.06	\$27,506	\$968	\$229	\$28,703
840	Automobile Sales (New)	1000gsf	27.84	25.23	22%	0.69	13.76	60.02	4.47	1.75	\$15,709	\$553	\$131	\$16,392
841	Automobile Sales (Used)	1000gsf	17.91	16.23	22%	0.69	8.85	38.61	2.88	1.12	\$10,106	\$356	\$84	\$10,546
843	Automobile Parts Sales	1000gsf	54.57	49.46	22%	0.69	26.98	117.65	8.76	3.43	\$30,791	\$1,084	\$256	\$32,131
848	Tire Store	1000gsf	27.69	25.10	0%	0.86	21.57	94.07	7.01	2.74	\$24,618	\$867	\$205	\$25,690
849	Tire Superstore	1000gsf	20.37	18.46	0%	0.86	15.87	69.20	5.15	2.01	\$18,110	\$637	\$151	\$18,898
850	Supermarket	1000gsf	93.84	85.05	0%	0.31	26.72	116.54	8.68	3.39	\$30,500	\$1,074	\$254	\$31,827
851	Convenience Store	1000gsf	762.28	690.85	32%	0.33	154.02	671.72	50.03	19.56	\$175,796	\$6,188	\$1,462	\$183,445
853	Convenience Store with Gasoline Pump	1000gsf	624.20	565.71	32%	0.33	126.12	550.04	40.97	16.02	\$143,952	\$5,067	\$1,197	\$150,216
857	Discount Club	1000gsf	42.46	38.48	0%	0.86	33.07	144.24	10.74	4.20	\$37,750	\$1,329	\$314	\$39,393
861	Sporting Goods Superstore	1000gsf	23.78	21.55	0%	0.86	18.52	80.78	6.02	2.35	\$21,142	\$744	\$176	\$22,062
862	Home Improvements Superstore	1000gsf	30.74	27.86	0%	0.86	23.94	104.43	7.78	3.04	\$27,330	\$962	\$227	\$28,519
863	Electronics Superstore	1000gsf	41.05	37.20	0%	0.86	31.97	139.45	10.39	4.06	\$36,496	\$1,285	\$303	\$38,084
868	Book Superstore	1000gsf	143.60	130.14	0%	0.86	111.85	487.83	36.33	14.20	\$127,671	\$4,494	\$1,062	\$133,226
869	Discount Home Furnishing Superstore	1000gsf	20.00	18.13	0%	0.86	15.58	67.94	5.06	1.98	\$17,781	\$626	\$148	\$18,555
875	Department Store	1000gsf	22.88	20.74	0%	0.86	17.82	77.73	5.79	2.26	\$20,342	\$716	\$169	\$21,227
876	Apparel Store	1000gsf	66.40	60.18	0%	0.86	51.72	225.57	16.80	6.57	\$59,034	\$2,078	\$491	\$61,603
879	Arts & Crafts Store	1000gsf	56.55	51.25	0%	0.86	44.05	192.11	14.31	5.59	\$50,277	\$1,770	\$418	\$52,465
880	Pharmacy/Drugstore w/o Drive-Thru	1000gsf	90.08	81.64	68%	0.31	8.31	36.25	2.70	1.06	\$9,486	\$334	\$79	\$9,899
881	Pharmacy/Drugstore w/ Drive-Thru	1000gsf	108.40	98.24	68%	0.31	10.00	43.62	3.25	1.27	\$11,415	\$402	\$95	\$11,912
882	Marijuana Dispensary	1000gsf	211.12	191.34	0%	0.86	164.45	717.21	53.42	20.88	\$187,701	\$6,607	\$1,561	\$195,868
890	Furniture Store	1000gsf	6.30	5.71	46%	0.92	2.85	12.42	0.92	0.36	\$3,249	\$114	\$27	\$3,391
899	Liquor Store	1000gsf	107.21	97.16	0%	0.61	59.51	259.54	19.33	7.56	\$67,925	\$2,391	\$565	\$70,880
Services														
911	Walk-in Bank	1000gsf	156.48	141.82	54%	0.37	24.35	106.19	7.91	3.09	\$27,790	\$978	\$231	\$28,999

Total person trips					Adjusted person trips			Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle Trip/Gen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike /ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
912	Drive-in Bank	1000gsf	100.35	90.95	54%	0.37	15.61	68.10	5.07	1.98	\$17,821	\$627	\$148	\$18,597
930	Fast Casual Restaurant	1000gsf	97.14	88.04	42%	0.31	15.78	68.84	5.13	2.00	\$18,017	\$634	\$150	\$18,801
931	Fine Dining Restaurant	1000gsf	83.84	75.98	23%	0.47	27.64	120.56	8.98	3.51	\$31,552	\$1,111	\$262	\$32,925
931	Fine Dining Restaurant	seat	2.60	2.36	23%	0.47	0.86	3.74	0.28	0.11	\$978	\$34	\$8	\$1,021
932	High-Turnover (Sit-Down) Restaurant	1000gsf	107.20	97.15	29%	0.48	32.94	143.65	10.70	4.18	\$37,596	\$1,323	\$313	\$39,231
932	High-Turnover (Sit-Down) Restaurant	seat	4.37	3.96	29%	0.48	1.34	5.86	0.44	0.17	\$1,533	\$54	\$13	\$1,599
933	Fast-Food Restaurant without Drive-Through Window	1000gsf	450.49	408.27	42%	0.31	73.20	319.26	23.78	9.30	\$83,554	\$2,941	\$695	\$87,190
934	Fast Food Rest. w/ Drive-Thru	1000gsf	467.48	423.67	42%	0.31	75.96	331.30	24.67	9.65	\$86,705	\$3,052	\$721	\$90,478
937	Coffee/Donut Shop with Drive Through	1000gsf	533.57	483.57	42%	0.31	86.70	378.14	28.16	11.01	\$98,963	\$3,483	\$823	\$103,269
944	Gasoline/Service Station	pump	172.01	155.89	32%	0.33	34.75	151.57	11.29	4.41	\$39,669	\$1,396	\$330	\$41,395

Table 4 - Context Zone 4 Mobility Fee Rate Table

Context Zone 4		Miles traveled by mode inputs				Costs by facility type					
		Mode	A. Share	B. Length	C. Persons per Vehicle	D. Miles traveled	Facility	A. Weighted Capacity	B. Net Cost Per Capacity Mile (000s \$)	C. Usage Factor	D. Improvement Cost per Mile
Total person trip factors		6. Auto	85.7%	8.77	1.67	4.50	9. Non-expressway Road Lane Mile	17.100	\$6.885.0	65.0%	\$262
2A. ITE TripGen to person-trips ratio	1.81	7. Transit	6.3%	7.26	N/A	0.46	10. Premium Transit Seat Mile	Based on 2045 occupied seats	\$670.4	18.5%	\$124
2B. Trip-end Adjustment Factor	50%	8. Bicycle/pedestrian	8.0%	1.50		0.12	11. Bicycle/pedestrian Mile	3370	\$74.7	100%	\$75

Total person trips					Adjusted person trips			Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle TripGen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
Port and Terminal														
30	Intermodal Truck Terminal	1000gsf	9.85	8.93	0%	1.00	8.93	40.16	4.10	1.07	\$10,511	\$507	\$80	\$11,098
Industrial														
110	General Light Industrial	1000gsf	4.84	4.39	0%	1.00	4.39	19.73	2.02	0.53	\$5,165	\$249	\$39	\$5,453
130	Industrial Park	1000gsf	3.37	3.05	0%	1.00	3.05	13.74	1.40	0.37	\$3,596	\$174	\$27	\$3,797
140	Manufacturing	1000gsf	4.75	4.30	0%	1.00	4.30	19.37	1.98	0.52	\$5,069	\$245	\$39	\$5,352
150	Warehousing	1000gsf	1.71	1.55	0%	1.00	1.55	6.97	0.71	0.19	\$1,825	\$88	\$14	\$1,927
151	Mini-Warehousing	1000gsf	1.45	1.31	0%	1.00	1.31	5.91	0.60	0.16	\$1,547	\$75	\$12	\$1,634
154	High-cube Transload / Shortterm Storage Warehouse	1000gsf	1.40	1.27	0%	1.00	1.27	5.71	0.58	0.15	\$1,494	\$72	\$11	\$1,577
155	High-cube Fulfillment Center Warehouse (nonsort)	1000gsf	1.81	1.64	0%	1.00	1.64	7.38	0.75	0.20	\$1,931	\$93	\$15	\$2,039
155	High-cube Fulfillment Center Warehouse (sort)	1000gsf	6.44	5.84	0%	1.00	5.84	26.26	2.68	0.70	\$6,872	\$332	\$52	\$7,256
156	High-cube Parcel Hub Warehouse	1000gsf	4.63	4.20	0%	1.00	4.20	18.88	1.93	0.50	\$4,941	\$238	\$38	\$5,217
157	High-cube Cold Storage Warehouse	1000gsf	2.12	1.92	0%	1.00	1.92	8.64	0.88	0.23	\$2,262	\$109	\$17	\$2,389
160	Data Center	1000gsf	0.99	0.90	0%	1.00	0.90	4.04	0.41	0.11	\$1,056	\$51	\$8	\$1,115
170	Utility	1000gsf	12.29	11.14	0%	1.00	11.14	50.11	5.12	1.33	\$13,115	\$633	\$100	\$13,847
Residential														
210	Single-family Detached	d.u.	9.43	8.55	0%	1.00	8.55	38.45	3.93	1.02	\$10,063	\$486	\$77	\$10,625
215	Single-family Attached	d.u.	7.20	6.53	0%	1.00	6.53	29.36	3.00	0.78	\$7,683	\$371	\$58	\$8,112

Total person trips			Adjusted person trips					Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle TripGen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
220	Multifamily Housing (Low-Rise)	d.u.	6.74	6.11	0%	1.00	6.11	27.48	2.81	0.73	\$7.192	\$347	\$55	\$7,594
221	Multifamily Housing (Mid-Rise)	d.u.	4.54	4.11	0%	1.00	4.11	18.51	1.89	0.49	\$4.845	\$234	\$37	\$5,115
222	Multi-family Housing (High-Rise)	d.u.	4.54	4.11	0%	1.00	4.11	18.51	1.89	0.49	\$4.845	\$234	\$37	\$5,115
230	Low Rise Residential w/ 1st Commercial (up to 25ksf)	d.u.	3.44	3.12	0%	1.00	3.12	14.03	1.43	0.37	\$3.671	\$177	\$28	\$3,876
231	Mid Rise Residential w/ 1st Commercial	d.u.	3.44	3.12	0%	1.00	3.12	14.03	1.43	0.37	\$3.671	\$177	\$28	\$3,876
240	Mobile Home Park	d.u.	7.12	6.45	0%	1.00	6.45	29.03	2.96	0.77	\$7.598	\$367	\$58	\$8,022
251	Senior Adult Housing - Single-family	d.u.	4.31	3.91	0%	1.00	3.91	17.57	1.79	0.47	\$4.599	\$222	\$35	\$4,856
252	Senior Adult Housing - Multifamily	d.u.	3.24	2.94	0%	1.00	2.94	13.21	1.35	0.35	\$3.457	\$167	\$26	\$3,651
253	Congregate Care Facility	d.u.	2.21	2.00	28%	0.47	0.67	3.00	0.31	0.08	\$786	\$38	\$6	\$829
254	Assisted Living Facility	bed	2.60	2.36	28%	0.47	0.78	3.53	0.36	0.09	\$924	\$45	\$7	\$976
255	Continuing Care Retirement Community	d.u.	2.47	2.24	28%	0.47	0.75	3.35	0.34	0.09	\$878	\$42	\$7	\$927
265	Timeshare	d.u.	8.63	7.82	0%	1.00	7.82	35.19	3.59	0.94	\$9,209	\$444	\$70	\$9,724
270	Residential PUD	d.u.	7.31	6.62	0%	1.00	6.62	29.81	3.04	0.79	\$7,800	\$376	\$59	\$8,236
Lodging														
310	Hotel	hotel room	7.99	7.24	34%	0.94	4.53	20.39	2.08	0.54	\$5,337	\$258	\$41	\$5,635
311	All Suites Hotel	hotel room	4.40	3.99	34%	0.94	2.50	11.23	1.15	0.30	\$2,939	\$142	\$22	\$3,103
320	Motel	hotel room	3.35	3.04	23%	0.66	1.52	6.86	0.70	0.18	\$1,795	\$87	\$14	\$1,895
312	Business Hotel	hotel room	4.02	3.64	34%	0.94	2.28	10.26	1.05	0.27	\$2,685	\$130	\$20	\$2,835
Recreational														
420	Marina	berth	2.41	2.18	0%	0.94	2.06	9.28	0.95	0.25	\$2,428	\$117	\$18	\$2,564
430	Golf Course	hole	30.38	27.53	0%	0.64	17.57	79.07	8.07	2.11	\$20,692	\$999	\$157	\$21,849
445	Movie Theater	1000gsf	78.09	70.77	12%	0.34	20.84	93.75	9.57	2.50	\$24,535	\$1,184	\$187	\$25,906
445	Movie Theater	screen	220.00	199.38	12%	0.34	58.71	264.12	26.97	7.03	\$69,122	\$3,336	\$526	\$72,984
480	Amusement Park	acre	53.41	48.40	0%	0.64	30.90	139.00	14.20	3.70	\$36,379	\$1,756	\$277	\$38,411
490	Tennis Courts	court	30.32	27.48	0%	0.64	17.54	78.91	8.06	2.10	\$20,652	\$997	\$157	\$21,805
491	Racquet/Tennis Club	court	27.71	25.11	0%	0.64	16.03	72.12	7.37	1.92	\$18,874	\$911	\$144	\$19,928
492	Health/Fitness Club	1000gsf	4.02	3.64	6%	0.64	2.19	9.83	1.00	0.26	\$2,574	\$124	\$20	\$2,718
495	Recreational Community Center	1000gsf	28.82	26.12	0%	0.64	16.67	75.01	7.66	2.00	\$19,630	\$947	\$149	\$20,727
Institutional														

Total person trips			Adjusted person trips					Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle Trip/Gen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
520	Elementary School	student	0.93	0.84	46%	0.87	0.39	1.77	0.18	0.05	\$463	\$22	\$4	\$488
522	Middle School / Junior High School	student	2.10	1.90	46%	0.87	0.89	3.99	0.41	0.11	\$1,044	\$50	\$8	\$1,103
525	High School	student	1.94	1.76	46%	0.87	0.82	3.69	0.38	0.10	\$965	\$47	\$7	\$1,019
530	Private School (K-8)	student	4.11	3.72	46%	0.77	1.53	6.88	0.70	0.18	\$1,800	\$87	\$14	\$1,901
532	Private School (K-12)	student	2.48	2.25	46%	0.77	0.92	4.15	0.42	0.11	\$1,086	\$52	\$8	\$1,147
536	Charter Elementary School	student	1.85	1.68	0%	1.00	1.68	7.54	0.77	0.20	\$1,974	\$95	\$15	\$2,084
540	Junior / Community College	student	1.15	1.04	46%	0.77	0.43	1.92	0.20	0.05	\$504	\$24	\$4	\$532
550	University	student	1.56	1.41	46%	0.77	0.58	2.61	0.27	0.07	\$683	\$33	\$5	\$721
560	Church	1000gsf	7.60	6.89	0%	0.90	6.21	27.92	2.85	0.74	\$7,307	\$353	\$56	\$7,715
565	Day Care Center	1000gsf	47.62	43.16	27%	0.31	9.69	43.58	4.45	1.16	\$11,406	\$551	\$87	\$12,043
Medical														
610	Hospital	1000gsf	10.77	9.76	0%	1.00	9.76	43.91	4.48	1.17	\$11,493	\$555	\$87	\$12,135
620	Nursing Home	bed	3.06	2.77	11%	0.39	0.97	4.34	0.44	0.12	\$1,137	\$55	\$9	\$1,201
630	Clinic	1000gsf	37.60	34.08	7%	0.77	24.41	109.84	11.22	2.92	\$28,747	\$1,387	\$219	\$30,353
640	Animal Hospital / Veterinary Clinic	1000gsf	21.50	19.49	0%	0.61	11.93	53.69	5.48	1.43	\$14,052	\$678	\$107	\$14,837
650	Free-standing Emergency Room	1000gsf	24.94	22.60	0%	0.61	13.84	62.28	6.36	1.66	\$16,300	\$787	\$124	\$17,211
Office														
710	General Office, 1 - 50,000gsf	1000gsf	13.90	12.59	0%	1.24	15.62	70.28	7.18	1.87	\$18,394	\$888	\$140	\$19,422
710	General Office, 50,001 - 100,000gsf	1000gsf	12.05	10.92	0%	1.24	13.54	60.93	6.22	1.62	\$15,946	\$770	\$121	\$16,837
710	General Office, 100,001 - 150,000gsf	1000gsf	11.27	10.22	0%	1.24	12.67	57.02	5.82	1.52	\$14,922	\$720	\$113	\$15,755
710	General Office, 150,001 - 200,000gsf	1000gsf	10.79	9.78	0%	1.24	12.13	54.58	5.57	1.45	\$14,283	\$689	\$109	\$15,081
710	General Office, 200,001 - 300,000gsf	1000gsf	10.30	9.34	0%	1.24	11.58	52.10	5.32	1.39	\$13,636	\$658	\$104	\$14,398
710	General Office, 300,001 - 400,000gsf	1000gsf	9.86	8.94	0%	1.24	11.09	49.87	5.09	1.33	\$13,052	\$630	\$99	\$13,781
710	General Office, 400,001 - 500,000gsf	1000gsf	9.54	8.65	0%	1.24	10.73	48.27	4.93	1.29	\$12,633	\$610	\$96	\$13,338
710	General Office, 500,001 - 600,000gsf	1000gsf	9.30	8.43	0%	1.24	10.45	47.03	4.80	1.25	\$12,307	\$594	\$94	\$12,995
710	General Office, 600,001 - 700,000gsf	1000gsf	9.10	8.24	0%	1.24	10.23	46.02	4.70	1.23	\$12,043	\$581	\$92	\$12,716
710	General Office, 700,001gsf - more	1000gsf	8.86	8.03	0%	1.24	9.96	44.79	4.57	1.19	\$11,722	\$566	\$89	\$12,377
712	Small Office Building	1000gsf	14.39	13.04	0%	1.24	16.18	72.79	7.43	1.94	\$19,049	\$919	\$145	\$20,113
714	Corporate Headquarters Buildings	1000gsf	7.95	7.21	0%	1.24	8.94	40.21	4.11	1.07	\$10,524	\$508	\$80	\$11,112

Total person trips			Adjusted person trips					Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle TripGen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
715	Single Tenant Office Building	1000gsf	13.07	11.85	0%	1.24	14.69	66.11	6.75	1.76	\$17,302	\$835	\$132	\$18,268
720	Medical/Dental Office Building	1000gsf	36.00	32.63	8%	0.89	26.74	120.30	12.29	3.20	\$31,483	\$1,520	\$239	\$33,242
730	Government Office Building	1000gsf	22.59	20.47	0%	1.24	25.40	114.26	11.67	3.04	\$29,904	\$1,443	\$227	\$31,575
731	State Motor Vehicles Department	1000gsf	11.21	10.16	0%	0.61	6.22	27.99	2.86	0.75	\$7,326	\$354	\$56	\$7,736
733	Government Office Complex	1000gsf	33.98	30.80	0%	1.24	38.20	171.88	17.55	4.58	\$44,982	\$2,171	\$342	\$47,495
750	Office Park	1000gsf	11.07	10.03	0%	1.24	12.45	55.99	5.72	1.49	\$14,654	\$707	\$111	\$15,473
760	Research & Development Center	1000gsf	11.08	10.04	0%	1.24	12.46	56.04	5.72	1.49	\$14,667	\$708	\$112	\$15,487
770	Business Park	1000gsf	12.44	11.27	0%	1.24	13.99	62.92	6.43	1.68	\$16,468	\$795	\$125	\$17,388
Retail														
812	Building Materials and Lumber Store	1000gsf	17.05	15.45	0%	0.88	13.52	60.84	6.21	1.62	\$15,921	\$768	\$121	\$16,811
813	Freestanding Discount Superstore	1000gsf	50.52	45.79	0%	0.86	39.35	177.04	18.08	4.71	\$46,334	\$2,236	\$352	\$48,922
814	Freestanding Discount Store	1000gsf	53.87	48.82	0%	0.86	41.96	188.78	19.28	5.03	\$49,406	\$2,385	\$376	\$52,166
816	Hardware/Paint Store	1000gsf	8.07	7.31	0%	0.86	6.29	28.28	2.89	0.75	\$7,401	\$357	\$56	\$7,815
817	Nursery (Garden Center)	1000gsf	68.10	61.72	0%	0.86	53.04	238.65	24.37	6.35	\$62,457	\$3,015	\$475	\$65,946
818	Nursery (Wholesale)	1000gsf	39.00	35.35	0%	0.86	30.38	136.67	13.96	3.64	\$35,768	\$1,726	\$272	\$37,767
820	Shopping Center General, 150,000 - 200,000gsf	1000gsf	62.99	57.09	32%	0.38	14.59	65.66	6.71	1.75	\$17,184	\$829	\$131	\$18,145
820	Shopping Center General, 200,001 - 300,000gsf	1000gsf	49.56	44.92	30%	0.39	12.35	55.56	5.67	1.48	\$14,541	\$702	\$111	\$15,353
820	Shopping Center General, 300,001 - 400,000gsf	1000gsf	42.86	38.85	28%	0.41	11.41	51.32	5.24	1.37	\$13,432	\$648	\$102	\$14,182
820	Shopping Center General, 400,001 - 500,000gsf	1000gsf	39.14	35.47	26%	0.42	11.10	49.95	5.10	1.33	\$13,073	\$631	\$99	\$13,803
820	Shopping Center General, 500,001 - 600,000gsf	1000gsf	36.77	33.33	24%	0.44	11.10	49.92	5.10	1.33	\$13,064	\$631	\$99	\$13,794
820	Shopping Center General, 600,001 - 800,000gsf	1000gsf	34.49	31.26	22%	0.45	11.05	49.70	5.08	1.32	\$13,008	\$628	\$99	\$13,735
820	Shopping Center General, 800,001 - 1,000,000gsf	1000gsf	32.63	29.57	20%	0.50	11.79	53.05	5.42	1.41	\$13,884	\$670	\$106	\$14,659
820	Shopping Center General, 1,000,001 - 1,200,000gsf	1000gsf	31.44	28.49	19%	0.51	11.85	53.33	5.45	1.42	\$13,957	\$674	\$106	\$14,737
820	Shopping Center General, 1,200,001gsf - more	1000gsf	30.62	27.75	18%	0.53	12.03	54.13	5.53	1.44	\$14,166	\$684	\$108	\$14,957

Total person trips			Adjusted person trips					Miles traveled by mode			Fee by mode			
Notes (below)			1	2	3	4	5	6	7	8	9	10	11	12
Land Use Code #	Land Use Description	Unit	Vehicle Trip/Gen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike / ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
821	Shopping Plaza (40-150kgsf) with Supermarket	1000gsf	94.49	85.64	50%	0.35	14.88	66.93	6.84	1.78	\$17,516	\$845	\$133	\$18,494
821	Shopping Plaza (40-150kgsf) without Supermarket	1000gsf	67.52	61.19	50%	0.35	10.63	47.82	4.88	1.27	\$12,516	\$604	\$95	\$13,216
822	Strip Retail Plaza (<40kgsf)	1000gsf	54.45	49.35	60%	0.30	5.96	26.83	2.74	0.71	\$7,022	\$339	\$53	\$7,414
823	Factory Outlet Center	1000gsf	26.59	24.10	0%	1.00	24.10	108.42	11.07	2.89	\$28,374	\$1,369	\$216	\$29,959
840	Automobile Sales (New)	1000gsf	27.84	25.23	22%	0.69	13.76	61.92	6.32	1.65	\$16,205	\$782	\$123	\$17,110
841	Automobile Sales (Used)	1000gsf	17.91	16.23	22%	0.69	8.85	39.83	4.07	1.06	\$10,425	\$503	\$79	\$11,007
843	Automobile Parts Sales	1000gsf	54.57	49.46	22%	0.69	26.98	121.37	12.40	3.23	\$31,763	\$1,533	\$242	\$33,538
848	Tire Store	1000gsf	27.69	25.10	0%	0.86	21.57	97.04	9.91	2.58	\$25,395	\$1,226	\$193	\$26,814
849	Tire Superstore	1000gsf	20.37	18.46	0%	0.86	15.87	71.38	7.29	1.90	\$18,682	\$902	\$142	\$19,726
850	Supermarket	1000gsf	93.84	85.05	0%	0.31	26.72	120.22	12.28	3.20	\$31,463	\$1,519	\$239	\$33,221
851	Convenience Store	1000gsf	762.28	690.85	32%	0.33	154.02	692.92	70.77	18.45	\$181,344	\$8,753	\$1,379	\$191,476
853	Convenience Store with Gasoline Pump	1000gsf	624.20	565.71	32%	0.33	126.12	567.40	57.95	15.11	\$148,496	\$7,167	\$1,129	\$156,792
857	Discount Club	1000gsf	42.46	38.48	0%	0.86	33.07	148.80	15.20	3.96	\$38,941	\$1,880	\$296	\$41,117
861	Sporting Goods Superstore	1000gsf	23.78	21.55	0%	0.86	18.52	83.33	8.51	2.22	\$21,809	\$1,053	\$166	\$23,028
862	Home Improvements Superstore	1000gsf	30.74	27.86	0%	0.86	23.94	107.72	11.00	2.87	\$28,193	\$1,361	\$214	\$29,768
863	Electronics Superstore	1000gsf	41.05	37.20	0%	0.86	31.97	143.85	14.69	3.83	\$37,648	\$1,817	\$286	\$39,752
868	Book Superstore	1000gsf	143.60	130.14	0%	0.86	111.85	503.23	51.39	13.40	\$131,700	\$6,357	\$1,001	\$139,058
869	Discount Home Furnishing Superstore	1000gsf	20.00	18.13	0%	0.86	15.58	70.09	7.16	1.87	\$18,343	\$885	\$139	\$19,367
875	Department Store	1000gsf	22.88	20.74	0%	0.86	17.82	80.18	8.19	2.14	\$20,984	\$1,013	\$160	\$22,156
876	Apparel Store	1000gsf	66.40	60.18	0%	0.86	51.72	232.69	23.76	6.20	\$60,898	\$2,939	\$463	\$64,300
879	Arts & Crafts Store	1000gsf	56.55	51.25	0%	0.86	44.05	198.17	20.24	5.28	\$51,864	\$2,503	\$394	\$54,761
880	Pharmacy/Drugstore w/o Drive-Thru	1000gsf	90.08	81.64	68%	0.31	8.31	37.39	3.82	1.00	\$9,785	\$472	\$74	\$10,332
881	Pharmacy/Drugstore w/ Drive-Thru	1000gsf	108.40	98.24	68%	0.31	10.00	44.99	4.60	1.20	\$11,776	\$568	\$90	\$12,433
882	Marijuana Dispensary	1000gsf	211.12	191.34	0%	0.86	164.45	739.84	75.56	19.70	\$193,625	\$9,345	\$1,472	\$204,443
890	Furniture Store	1000gsf	6.30	5.71	46%	0.92	2.85	12.81	1.31	0.34	\$3,352	\$162	\$25	\$3,539
899	Liquor Store	1000gsf	107.21	97.16	0%	0.61	59.51	267.73	27.34	7.13	\$70,069	\$3,382	\$533	\$73,983
Services														
911	Walk-in Bank	1000gsf	156.48	141.82	54%	0.37	24.35	109.54	11.19	2.92	\$28,667	\$1,384	\$218	\$30,269

Total person trips				Adjusted person trips			Miles traveled by mode			Fee by mode				
Notes (below)		1	2	3	4	5	6	7	8	9	10	11	12	
Land Use Code #	Land Use Description	Unit	Vehicle Trip/Gen Rate	Person trip rate	Pass-by %	Trip length adj. factor	Adj. person trips	Roadway Vehicle Miles Traveled	Transit Person Miles Traveled	Bike /ped Miles Traveled	Auto Fee	Transit Fee	Bicycle/pedestrian Fee	Total Mobility Fee
912	Drive-in Bank	1000gsf	100.35	90.95	54%	0.37	15.61	70.25	7.17	1.87	\$18,384	\$887	\$140	\$19,411
930	Fast Casual Restaurant	1000gsf	97.14	88.04	42%	0.31	15.78	71.02	7.25	1.89	\$18,586	\$897	\$141	\$19,624
931	Fine Dining Restaurant	1000gsf	83.84	75.98	23%	0.47	27.64	124.37	12.70	3.31	\$32,548	\$1,571	\$248	\$34,366
931	Fine Dining Restaurant	seat	2.60	2.36	23%	0.47	0.86	3.86	0.39	0.10	\$1,009	\$49	\$8	\$1,066
932	High-Turnover (Sit-Down) Restaurant	1000gsf	107.20	97.15	29%	0.48	32.94	148.19	15.13	3.95	\$38,782	\$1,872	\$295	\$40,949
932	High-Turnover (Sit-Down) Restaurant	seat	4.37	3.96	29%	0.48	1.34	6.04	0.62	0.16	\$1,581	\$76	\$12	\$1,669
933	Fast-Food Restaurant without Drive-Through Window	1000gsf	450.49	408.27	42%	0.31	73.20	329.34	33.63	8.77	\$86,191	\$4,160	\$655	\$91,007
934	Fast Food Rest. w/ Drive-Thru	1000gsf	467.48	423.67	42%	0.31	75.96	341.76	34.90	9.10	\$89,442	\$4,317	\$680	\$94,439
937	Coffee/Donut Shop with Drive Through	1000gsf	533.57	483.57	42%	0.31	86.70	390.07	39.84	10.39	\$102,087	\$4,927	\$776	\$107,790
944	Gasoline/Service Station	pump	172.01	155.89	32%	0.33	34.75	156.36	15.97	4.16	\$40,921	\$1,975	\$311	\$43,207

Fields	<i>column description for the fee tables</i>
<u>1</u>	<u>ITE 11th Edition daily vehicle trip end rate. Where the 11th edition does not supply a rate, earlier editions are applied</u>
<u>2</u>	<u>Person trip rate (Field 1 * Factor 2A * Factor 2B)</u>
<u>3</u>	<u>Pass-by trip percentage, with 0% indicating no pass-by trips and 100% indicating all trips pass-by the development. Based on ITE and Florida data</u>
<u>4</u>	<u>Pass by trip length adjustment. Based on ITE and Florida data</u>
<u>5</u>	<u>Adjusted person trips change after applying pass-by factors (Field 2 * Field 3 * Field 4)</u>
<u>6</u>	<u>Vehicle roadway miles traveled (Field 5 * Factor 6D)</u>
<u>7</u>	<u>Transit miles traveled (Field 5 * Factor 7D)</u>
<u>8</u>	<u>Bicycle/pedestrian mile traveled (Field 5 * Factor 8D)</u>
<u>9</u>	<u>Auto impact fee (Field 6 * Factor 9D)</u>
<u>10</u>	<u>Transit impact fee (Field 7 * Factor 10D)</u>
<u>11</u>	<u>Bicycle/pedestrian impact fee (Field 8 * Factor 11D)</u>
<u>12</u>	<u>Total mobility fee (Field 9 + Field 10 + Field 11)</u>

Factors *values calculated or applied at the top of the tables*

2A	<u>ITE vehicle trip to person trip factor. Countywide persons per vehicle average (1.67) × SERPM8-based mode shares for suburban context (Ring 3) (95.7% auto, 2.6% transit, 1.7% bicycle/pedestrian)</u>
2B	<u>Trip end-to-trip end adjustment factor (accounts for the double-sided nature of trips)</u>
6A	<u>Context zone auto mode share (from SERPM 2045 forecasts)</u>
6B	<u>Context zone auto trip length (from SERPM 2045 forecasts)</u>
6C	<u>Average persons per vehicle average (1.67) used to convert person trip miles into vehicle miles</u>
6D	<u>Average auto miles traveled in context zone (Factor 6A * Factor 6B / Factor 6C)</u>
7A	<u>Context zone transit mode share (from SERPM 2045 forecasts)</u>
7B	<u>Context zone transit trip length (from SERPM 2045 forecasts)</u>
7C	<u>Average transit miles traveled in context zone (Factor 7A * Factor 7B)</u>
8A	<u>Context zone bicycle/pedestrian mode share (from SERPM 2045 forecasts)</u>
8B	<u>Context zone bicycle/pedestrian trip length (from SERPM 2045 forecasts)</u>
8C	<u>Average bicycle/pedestrian mile traveled in context zone (Factor 8A * Factor 8B)</u>
9A	<u>Level of service E capacity of non-expressway roadways.</u>
9B	<u>Average improvement cost for one lane mile of eligible roadways after accounting for credits.</u>
9C	<u>Proportion of auto trip lengths on non-expressway facilities (SERPM v8)</u>
9D	<u>Cost per vehicle mile traveled (Factor 9A * Factor 9B * Factor 9C)</u>
10A	<u>Transit seat capacity based on occupied seats forecast by SERPM v8 2045 weighted by transit service type</u>
10B	<u>Average improvement cost for transit seat miles (2045 LRTP, MDT TDP), weighted by transit service type</u>
10C	<u>Proportion of context zone transit trips occurring on premium transit (2045 SERPM v8 transit assignments)</u>
10D	<u>Cost per transit seat mile (Factor 10B * Factor 10C)</u>
11A	<u>Weighted average of capacity per mile for non-motorized facilities (such as bike lanes) (various sources).</u>
11B	<u>Average improvement cost for bicycle/pedestrian miles (2045 LRTP), weighted by improvement type</u>
11C	<u>Proportion of bicycle/pedestrian trips occurring expected to occur on eligible facilities (based on length data in the 2045 LRTP)</u>
11D	<u>Average cost per bicycle/pedestrian miles (Factor 11A * Factor 11B * Factor 11C)</u>

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[[ITE Code	ITE Land Use Type	Trip Generation Rate ¹ (ADT) ² Per Unit of Dev.	Trip Length (mile)	% New Trip ³	Impact Fee Per Unit of Dev. (\$) ⁶
	Port and Terminal				
30	Truck Terminals	9.85/1,000 GSF ⁴	6.25	100%	6,338
	Industrial				
130	Industrial Park	6.96/1,000 GSF	6.16	100%	4,414
140	Manufacturing	3.82/1,000 GSF	6.16	100%	2,423
150	Warehousing	4.96/1,000 GSF	6.16	100%	3,146
151	Mini Warehouse	2.50/1,000 GSF	5.90	100%	1,519
	Residential				
210	Single Family Detached	9.57/unit	6.09	100%	6,001
220	Apartment (Rentals)	6.72/unit	6.09	100%	4,214
222	High Rise Apartment or Condominium (more than three floors)	4.20/unit	6.09	100%	2,634
230	Condominium, Townhouse	5.86/unit	6.09	100%	3,674
240	Mobile Home	4.99/unit	6.09	100%	3,129
251	Senior Adult Housing—Detached	3.68/unit	6.09	100%	2,307
252	Senior Adult Housing—Attached	3.44/unit	6.09	100%	2,157
253	Congregate Care Facility	2.02/unit	6.2	100%	1,289

254	Assisted Living Facility	2.66/bed	6.2	100%	1,698
255	Continuing Care Retirement Community	2.28/unit	6.09	100%	1,532
	Lodging				
310	Hotel	8.92/available room	6.09	100%	5,593
311	All Suites Hotel	6.24/available room	6.09	100%	3,913
320	Motel	9.11/ available room	6.09	100%	5,712
	Recreational				
420	Marina	2.96/berth	6.30	100%	1,920
430	Golf Course	35.74/hole	6.30	100%	23,183
480	Amusement Park	75.76/acre	6.30	100%	49,142
490	Tennis Courts (open to public; no ancillary facilities)	31.04/court	6.30	100%	20,134
491	Racquet Club	38.70/court	6.30	100%	25,103
492	Health/Fitness	4.02/1,000 GSF	6.30	100%	2,608
	Institutional				
520	Elementary School	1.29/student	1.25	75%	125
530	High School	1.71/student	4.00	100%	704
540	Jr./Community College	1.20/student	6.07	100%	750
550	University	2.38/student	6.07	100%	1,487

560	Church/Synagogue	9.11/1,000 GSF	4.00	100%	3,752
565	Day Care Center	79.26/1,000 GSF	1.25	50%	5,100
	Medical				
610	Hospital	17.57/1,000 GSF	6.20	100%	11,216
620	Nursing Home	2.37/bed	6.20	100%	1,513
630	Clinic	31.45/1,000 GSF	6.20	100%	20,076
	Office				
710	General Office Building				
	1—50,000	15.65/1,000 GSF	6.07	100%	9,778
	50,001—100,000	13.34/1,000 GSF	6.07	100%	8,337
	100,001—200,000	11.37/1,000 GSF	6.07	100%	7,109
	200,001—300,000	10.36/1,000 GSF	6.07	100%	6,476
	300,001—400,000	9.70/1,000 GSF	6.07	100%	6,061
	400,001—500,000	9.21/1,000 GSF	6.07	100%	5,758
	500,001—600,000	8.83/1,000 GSF	6.07	100%	5,521
	600,001—700,000	8.53/1,000 GSF	6.07	100%	5,329
	700,001—more	8.27/1,000 GSF	6.07	100%	5,168
720	Medical Office Building	36.13/1,000 GSF	6.07	100%	22,580
750	Office Park ⁷	11.42/GSF	6.07	100%	7,137
760	Research Center	8.11/1,000 GSF	6.07	100%	5,068

770	Business Park	12.76/1,000 GSF	6.07	100%	7,975
	Retail				
813	Discount Superstore (free-standing)	50.75/1,000 GSF	5.9	42%	12,948
816	Hardware/Paint Store/Pool Supply (free standing)	51.29/1,000 GSF	2.36	75%	9,347
817	Nursery/Garden Center	36.08/1,000 GSF	4.00	75%	11,144
820	Shopping Center/General Retail				
	1—10,000	152.03/1,000 GSF	2.36	32%	11,821
	10,001—50,000	86.56/1,000 GSF	2.36	42%	8,833
	50,001—100,000	67.91/1,000 GSF	2.36	51%	8,416
	100,001—200,000	53.28/1,000 GSF	4.00	58%	12,727
	200,001—300,000	46.23/1,000 GSF	4.00	62%	11,805
	300,001—400,000	41.80/1,000 GSF	5.90	64%	16,252
	400,001—500,000	38.66/1,000 GSF	5.90	66%	15,501
	500,001—600,000	36.27/1,000 GSF	5.90	67%	14,763
	600,001—800,000	32.80/1,000 GSF	5.90	69%	13,748
	800,001—1,000,000	30.33/1,000 GSF	5.90	70%	12,899
	1,000,001—1,200,000	28.46/1,000 GSF	5.90	71%	12,274
	1,200,001—more	27.67/1,000 GSF	5.90	72%	12,103
841	Car Sales ⁵				

	Car Sales (new and used car sales area)	33.56/1,000 GSF	5.90	75%	15,290
	Car Sales (services and parts sales area)	21.44/1,000 GSF	5.90	75%	9,768
848	Tire Store	24.87/1,000 GSF	5.9	100%	15,108
850	Supermarket (free standing)	102.24/1,000 GSF	2.36	50%	12,422
851	Convenience Market	737.99/1,000 GSF	1.25	35%	33,243
853	Convenience Market with Gasoline	845.60/1,000 GSF	1.25	35%	38,090
862	Home Improvement Superstore	30.74/1,000 GSF	5.9	75%	14,005
875	Department Store (free standing)	22.88/1,000 GSF	5.9	42%	5,838
880	Pharmacy/Drugstore (no Drive thru)	90.06/1,000 GSF	2.36	32%	7,003
881	Pharmacy/Drugstore (with Drive thru)	96.91/1,000 GSF	2.36	32%	7,535
890	Furniture Store (free standing)	5.06/1,000 GSF	4.00	50%	1,042
	Services				
911	Bank (Walk in)	156.48/1,000 GSF	1.25	50%	10,069
912	Bank (Drive in)	246.49/1,000 GSF	1.25	50%	15,862
931	Quality Restaurant	89.95/1,000 GSF or	6.16	75%	42,787
	Quality Restaurant	2.86/seat ^s	6.16	75%	1,360
932	High Turnover Restaurant	158.37/1,000 GSF or	4.00	50%	32,612
	High Turnover Restaurant	4.83/seat ^s	4.00	50%	995
933	Fast Food Restaurant No Drive Thru	716.00/1,000 GSF	1.25	50%	46,075

934	Fast Food Restaurant with Drive Thru	496.12/1,000 GSF	1.25	50%	31,925
937	Coffee/Donut Shop	818.58/1,000 GSF	1.25	35%	36,838
944	Service Stations w/Gasoline	168.56/pump	1.25	35%	7,593

Notes:-

1. Rates are derived from Trip Generation, An Informational Report, 7th Edition by the Institute of Transportation Engineers (ITE), 2003.
2. ADT = Average Daily Traffic.
3. Percentage of New Trips from ITE Generation Handbook, 2nd Edition (retail assumes 10% diverted link trips in addition to pass-by trips from the formula) and Dade County existing Road Impact Fee Schedule.
4. GSF = Gross Square Feet.
5. The trip generation rates of services and sales areas for Car Sales were obtained from a survey study of Miami Dade County car dealerships.
6. Base year for Impact Fee Per Unit of Development is 2006.
7. Office Park means a planned development including offices together with support services such as banks, restaurants and service stations in a campus-like arrangement.
8. Seats = Maximum occupancy. For Quality Restaurants and High Turnover Restaurants, the Fee may be computed per seat at the option of the feepayer as provided herein.

TABLE 100A
ROAD IMPACT FEE SCHEDULE
WITHIN URBAN INFILL AREA

ITE Code	ITE Land Use Type	Trip Generation Rate ¹ (ADT) ² Per Unit of Dev.	Trip Length (mile)	% New Trip ³	Impact Fee Per Unit of Dev. (\$) ⁶
	Port and Terminal				
30	Truck Terminals	9.85/1,000 GSF ⁴	6.25	100%	5,993

	Industrial				
130	Industrial Park	6.96/1,000 GSF	6.16	100%	4,174
140	Manufacturing	3.82/1,000 GSF	6.16	100%	2,291
150	Warehousing	4.96/1,000 GSF	6.16	100%	2,974
151	Mini Warehouse	2.50/1,000 GSF	5.90	100%	1,436
	Residential				
210	Single Family Detached	9.57/unit	6.09	100%	5,674
220	Apartment (Rentals)	6.72/unit	6.09	100%	3,984
222	High-Rise Apartment or Condominium (more than three floors)	4.20/unit	6.09	100%	2,490
230	Condominium, Townhouse	5.86/unit	6.09	100%	3,474
240	Mobile Home	4.99/unit	6.09	100%	2,958
251	Senior Adult Housing—Detached	3.68/unit	6.09	100%	2,182
252	Senior Adult Housing—Attached	3.44/unit	6.09	100%	2,039
253	Congregate Care Facility	2.02/unit	6.2	100%	1,219
254	Assisted Living Facility	2.66/bed	6.2	100%	1,606
255	Continuing Care Retirement Community	2.28/unit	6.09	100%	1,449
	Lodging				
310	Hotel	8.92/occupied room	6.09	100%	5,288

311	All Suites Hotel	6.24/available room	6.09	100%	3,699
320	Motel	9.11/occupied room	6.09	100%	5,401
	Recreational				
420	Marina	2.96/berth	6.30	100%	1,815
430	Golf Course	35.74/hole	6.30	100%	21,920
480	Amusement Park	75.76/acre	6.30	100%	46,465
490	Tennis Courts (open to public; no ancillary facilities)	31.04/court	6.30	100%	19,037
491	Racquet Club	38.70/court	6.30	100%	23,735
492	Health/Fitness	4.02/1,000 GSF	6.30	100%	2,466
	Institutional				
520	Elementary School	1.29/student	1.25	75%	118
530	High School	1.71/student	4.00	100%	666
540	Jr./Community College	1.20/student	6.07	100%	709
550	University	2.38/student	6.07	100%	1,406
560	Church/Synagogue	9.11/1,000 GSF	4.00	100%	3,547
565	Day Care Center	79.26/1,000 GSF	1.25	50%	4,823
	Medical				
610	Hospital	17.57/1,000 GSF	6.20	100%	10,605

620	Nursing Home	2.37/bed	6.20	100%	1,430
630	Clinic	31.45/1,000 GSF	6.20	100%	18,982
	Office				
710	General Office Building				
	1—50,000	15.65/1,000 GSF	6.07	100%	9,246
	50,001—100,000	13.34/1,000 GSF	6.07	100%	7,883
	100,001—200,000	11.37/1,000 GSF	6.07	100%	6,722
	200,001—300,000	10.36/1,000 GSF	6.07	100%	6,123
	300,001—400,000	9.70/1,000 GSF	6.07	100%	5,731
	400,001—500,000	9.21/1,000 GSF	6.07	100%	5,444
	500,001—600,000	8.83/1,000 GSF	6.07	100%	5,221
	600,001—700,000	8.53/1,000 GSF	6.07	100%	5,039
	700,001—more	8.27/1,000 GSF	6.07	100%	4,886
720	Medical Office Building	36.13/1,000 GSF	6.07	100%	21,350
750	Office Park ⁷	11.42/GSF	6.07	100%	6,748
760	Research Center	8.11/1,000 GSF	6.07	100%	4,792
770	Business Park	12.76/1,000 GSF	6.07	100%	7,540
	Retail				
813	Discount Superstore (free-standing)	50.75/1,000 GSF	5.9	42%	12,243

816	Hardware/Paint Store/Pool Supply (free standing)	51.29/1,000 GSF	5.9	75%	8,838
817	Nursery/Garden Center	36.08/1,000 GSF	4.00	75%	10,537
820	Shopping Center/General Retail				
	1—10,000	152.03/1,000 GSF	2.36	32%	11,177
	10,001—50,000	86.56/1,000 GSF	2.36	42%	8,352
	50,001—100,000	67.91/1,000 GSF	2.36	51%	7,957
	100,001—200,000	53.28/1,000 GSF	4.00	58%	12,034
	200,001—300,000	46.23/1,000 GSF	4.00	62%	11,162
	300,001—400,000	41.80/1,000 GSF	5.90	64%	15,367
	400,001—500,000	38.66/1,000 GSF	5.90	66%	14,657
	500,001—600,000	36.27/1,000 GSF	5.90	67%	13,959
	600,001—800,000	32.80/1,000 GSF	5.90	69%	12,999
	800,001—1,000,000	30.33/1,000 GSF	5.90	70%	12,196
	1,000,001—1,200,000	28.46/1,000 GSF	5.90	71%	11,606
	1,200,001—more	27.67/1,000 GSF	5.90	72%	11,444
841	Car Sales ⁵				
	Car Sales (new and used car sales area)	33.56/1,000 GSF	5.90	75%	14,457
	Car Sales (services and parts sales area)	21.44/1,000 GSF	5.90	75%	9,236
848	Tire Store	24.87/1,000 GSF	5.9	100%	14,285

850	Supermarket (free standing)	102.24	2.36	50%	11,742
851	Convenience Market	737.99/1,000 GSF	1.25	35%	31,432
853	Convenience Market with Gasoline	845.60/1,000 GSF	1.25	35%	36,015
862	Home Improvement Superstore	30.74/1,000 GSF	5.9	75%	13,242
875	Department Store (free standing)	22.88/1,000 GSF	5.9	42%	5,519
880	Pharmacy/Drugstore (no Drive thru)	90.06/1,000 GSF	2.36	32%	6,621
881	Pharmacy/Drugstore (with Drive thru)	96.91/1,000 GSF	2.36	32%	7,125
890	Furniture Store (free standing)	5.06/1,000 GSF	4.00	50%	985
	Services				
911	Bank (Walk-in)	156.48/1,000 GSF	1.25	50%	9,521
912	Bank (Drive-in)	246.49/1,000 GSF	1.25	50%	14,998
931	Quality Restaurant	89.95/1,000 GSF -or-	6.16	75%	40,456
	Quality Restaurant	2.86/seat ⁸	6.16	75%	1,286
932	High Turnover Restaurant	158.37/1,000 GSF -or-	4.00	50%	30,835
	High Turnover Restaurant (optional)	4.83/seat ⁸	4.00	50%	940
933	Fast Food Restaurant No Drive Thru	716.00/1,000 GSF	1.25	50%	43,565
934	Fast Food Restaurant with Drive Thru	496.12/1,000 GSF	1.25	50%	30,186
937	Coffee / Donut Shop	818.58/1,000 GSF	1.25	35%	34,864
944	Service Stations w/Gasoline	168.56/pump	1.25	35%	7,179

Notes:-

1. ~~Rates are derived from Trip Generation, An Informational Report, 7th Edition by the Institute of Transportation Engineers (ITE), 2003.~~
2. ~~ADT = Average Daily Traffic.~~
3. ~~Percentage of New Trips from ITE Generation Handbook, 2nd Edition (retail assumes 10% diverted link trips in addition to pass by trips from the formula) and Dade County existing Road Impact Fee Schedule.~~
4. ~~GSF = Gross Square Feet.~~
5. ~~The trip generation rates of services and sales areas for Car Sales were obtained from a survey study of Miami Dade County car dealerships.~~
6. ~~Base year for Impact Fee Per Unit of Development is 2006.~~
7. ~~Office Park means a planned development including offices together with support services such as banks, restaurants and service stations in a campus-like arrangement.~~
8. ~~Seats = Maximum Occupancy. For Quality Restaurants and High Turnover Restaurants, the Fee may be computed per seat at the option of the feepayer as provided herein.~~

(b) ~~*Pedestrian-Oriented Development.* A mixed-use development that meets all of the criteria for a Pedestrian-Oriented Development (POD) set forth below shall be entitled to an impact fee reduction of 14.1 percent, which represents the average daily trip generation internalization rate attributable to this type of development. The discount shall not apply to any administrative, convenience, or transactional fees.~~

(1) ~~*Criteria.*~~

a. ~~Criteria 1 — Development Size:~~

1. ~~Development area is less than 162 acres.~~
2. ~~Development is a single master-planned development between 100,000 and 2,000,000 square feet in size.~~

b. ~~Criteria 2 — Development Land Uses:~~

1. ~~Non-residential land use exceeds 30 percent of the total development area.~~
2. ~~Residential land use, which can include single family — detached — homes, townhouses, rowhouses, or apartments, is between 25 and 55 percent of the total development area.~~

3. ~~Development area includes a combination of at least three other land uses besides residential, as those uses are defined in Section 33-284.83 of this code: Professional Business Offices; Health Care Services; General Retail/Personal Service Establishments; Food/Beverage Establishments (excluding fast food restaurants and drive-through facilities); Entertainment Uses; Accommodation Uses; or Civic Uses.~~
4. ~~The second and third largest land uses must be at least 10 percent of the overall area.~~
5. ~~The development does not have fast-food restaurants, gas stations, industrial uses, or uses with drive-through facilities.~~
- e. ~~Criteria 3 — Building Design Features:~~
 1. ~~The development has at least one major public space such as a plaza, park, town square, or other public gathering space such as a community center.~~
 2. ~~The development has a discernible center. This is often a square, a green, a roundabout, a park or a busy street corner, or some combination of the above.~~
 3. ~~The development is within a 1,500 foot radius of the POD's center.~~
 4. ~~There are multiple buildings accommodating more than one land use.~~
 5. ~~The buildings and individual project components have mostly common features and support services such as shared parking, servicing, loading, and utility areas.~~
 6. ~~The building setbacks are less than or equal to 25 feet from the roadway.~~
 7. ~~The building main entries face the street.~~
- d. ~~Criteria 4 — Internal Connectivity:~~

1. ~~The pedestrian sidewalks form a network connecting all areas of the development.~~
2. ~~The pedestrian sidewalks are between 12 and 20 foot wide.~~
3. ~~The internal vehicular streets are two or four lanes (11 or 10 foot wide lanes) and shaded by rows of trees.~~
4. ~~Vehicles can access any part of the development without using the adjacent regional roadways.~~

(2) ~~Process for approval of POD impact fee reduction.~~

a. ~~Initial Determination.~~ ~~The County Zoning Director shall, through an administrative site plan review, determine whether a development satisfies the POD criteria set forth above.~~

1. ~~The approved site plan may thereafter be constructed in phases, but to receive the POD impact fee reduction, each phase shall be subject to a final determination of compliance as set forth below.~~
2. ~~A Miami Dade County Urban Center or Urban Area District established in Chapter 33 of this Code is deemed to be a POD. Development on any parcel located in, or within 1,500 feet of, the Core sub-district of any such Urban Center or Urban Area District shall be entitled to the 14.1 percent impact fee reduction, subject to a final determination as set forth below to verify the location of the parcel.~~

b. ~~Final Determination.~~ ~~Prior to approval of a POD impact fee reduction for any individual parcel or construction phase, the County Zoning Director shall issue a written determination as to whether the subject property is located within an approved POD or within the requisite area of an Urban Center or Urban Area District.~~

c. ~~Appeals.~~ ~~Any appeal of a POD determination shall be filed in accordance with section 33E-15 of this chapter.~~

- ~~(e)~~]]>>(b) Use of comparable land use category for trip generation rate.<< If the type of land use within a proposed or current development is not specified in the above ~~[[impact fee]]~~ schedule, the ~~[[County Public Works]]~~ Director shall ~~[[use the ITE Land Use Type]]~~ >>calculate the fee using the most comparable land use type for which the Institute of Transportation Engineers (ITE) Trip Generation Manual provides a daily, urban-general trip generation rate.<< ~~[[most nearly comparable in computing the fee. In the absence of an appropriate land use category codified herein, the County Public Works Director may use a trip generation rate for a substantially similar land use category as published in the current edition of "The Trip Generation Manual" of the Institute of Transportation Engineers.]]~~
- >>(c) Fee calculation for shopping centers. For shopping centers, as defined in the 11th edition of the ITE Trip Generation Manual, the shopping center as a whole shall be assessed a single mobility fee for the entire property. Changes to individual uses within such a shopping center shall not thereafter be reassessed a mobility fee.
- (d) Fee calculation for auxiliary use structures. The mobility fee shall be assessed based on the primary land use. It is provided, however, that the County zoning director may instead assess the fee based on the desegregated square footage of primary and auxiliary uses where evidence acceptable to the director demonstrates that an auxiliary land use accounts for over 25 percent of the gross floor area of the structure.
- (e) Decreases in trip generation rates after adoption of fee schedule. Where updated trip generation rates are lower than those in the adopted fee schedule, the Director shall calculate the impact fee using the lower trip generation rate.
- (f)<< ~~[[d)]~~ Present Day Cost (PDC) multiplier. >>The fees set forth in the above schedule may be increased through adoption of an ordinance that introduces a present day cost multiplier rather than modifying individual fees, provided that adoption of any such multiplier complies with the applicable requirements for fee increases set forth in section 163.31801, Florida Statutes.<<

- [[~~(1) Findings and purposes. The Present Day Cost (PDC) multiplier first became effective on April 22, 2009, pursuant to Ordinance No. 09-08. The PDC multiplier was based on the table of Construction Cost Inflation Factors published August 3, 2006, by the Florida Department of Transportation (FDOT) Office of Policy Planning for FDOT Fiscal Year 2007 (July 1, 2006 to June 30, 2007). The FDOT table was interpolated into intervals based on Miami Dade County's Fiscal Years (October 1 to September 30). The PDC for the base year of 2006 was 1.000, and annual increases through Fiscal Year 2020-21 were established in accordance with periodic updates to projected inflation published by FDOT.~~(2)Multiplier established. Commencing in Miami Dade County Fiscal Year 2020-2021, the PDC multiplier shall be 1.682. PDC multipliers applicable to prior years shall be retained on file with the Department.
- ~~(2) Multiplier established. Commencing in Miami Dade County Fiscal Year 2020-2021, the PDC multiplier shall be 1.682. PDC multipliers applicable to prior years shall be retained on file with the Department.]]~~

Sec. 33E-9. - Fee computation by independent study.

- >>(a)<< The feepayer may elect, either prior to or subsequent to paying the ~~[[scheduled impact]]~~ >>required mobility<< fee ~~[[Section 33E-8]]~~, to utilize an independent fee computation study pursuant to the >>formulas<< ~~[[formula]]~~ set forth in ~~[[Section 33E-7(a)]]~~ >>section 33E-7. Any such independent study shall be conducted at the feepayer's own expense and shall comply with this section.
- ~~(b)~~<< The feepayer shall provide the County Public Works Director notice of intent to utilize an independent fee ~~[[computation]]~~ study, which shall be completed and submitted to the Public Works Director within 12 months of issuance of building permit.
- >>(c)<< Nothing within this section shall allow a building permit ~~[[for development activity]]~~ to be issued without the payment of a ~~[[road impact]]~~ >>mobility<< fee as provided for in >>section 33E-6.1.<< ~~[[Section 33E-6 herein or without an authorized deferral of payment upon acceptance of a letter of~~

credit as provided in Section 33E-6.1 or upon the acceptance of a voluntary lien as provided in Section 33E-18.

(a)]>>(d) Any<< ~~[[If the feepayer elects to utilize an]]~~ independent fee ~~[[computation]]~~ study~~[[, the feepayer shall, at the feepayer's own expense, prepare and present to the County Public Works Director such a study that]]~~ shall>>:

(1) use the formulas set forth in section 33E-7; and

(2)<< document the basis upon which the value of each of the components of the fee formula set forth in >>section 33E-7<< ~~[[Section 33E-7(a)]]~~ was determined~~[[. The study shall]]~~>>; and

(3)<< use a methodology that has been approved by the Public Works Director~~[[. The study shall]]~~>>; and

(4)<< address the following subjects unless otherwise specified in writing by the Public Works Director:

>>(i)<< ~~[[(+)]]~~ Trip generation rates;

>>(ii) Vehicle trip to person trip ratio;

(iii) Pass-by trip percentage;

(iv) Mode share percentages for vehicle, transit, and pedestrian/bicycle person trips; and

(v)<<[[(-)]]Average >>person<< ~~[[vehicle]]~~ trip length >>by each mode.<<[[;

(3) New vehicle trip rates;

(4) Non-transit trip percentages.

(b)] >>(e)<< The feepayer shall, at the time the independent fee ~~[[computation]]~~ study is submitted ~~[[to the County Public Works Director]]~~, pay to the County Public Works Director a nonrefundable ~~[[independent study]]~~ administrative cost in the amount set forth in the Implementing Order to be used solely for the processing and review of the independent fee ~~[[calculation]]~~ study. This amount shall not be credited against the ~~[[road impact]]~~ >>mobility<< fee payment and shall not be refunded.

>>(f)<< ~~[[(-)]]~~ The County Public Works Director shall determine if an independent fee ~~[[computation]]~~ study:

(1) Adheres to the >>mobility fee<< formula set forth in >>section 33E-7<< ~~[[Section 33E-7(a)]]~~;

(2) Provides complete, thorough, and accurate information;

(3) Complies with the methodology approved by the Public Works Director; and

(4) Is prepared by an individual or entity qualified to perform Traffic Engineering and Operations Studies in

accordance with the standards set forth in Rule 14-75.003 of the Florida Administrative Code.

>>(g)<< ~~[(d)]~~ Upon approval of the independent fee ~~[[calculation]]~~ study by the County Public Works Director, the fee may be computed based upon the findings of the study using the ~~[[road impact]]~~ >>mobility<< fee formula set forth in >>section<< ~~[[Section]]~~ 33E-7.

>>(h)<< ~~[(e)]~~ In the event that the Public Works Director determines that the >>independent study does not fully meet the requirements of this section, said Director shall send written correspondence to the applicant<< ~~[[conditions described in Section 33E-9(c) have not been fully met by the independent fee study, a letter shall be sent to the applicant]]~~ identifying the deficiencies in the study that must be corrected and stating an intent to reject the ~~[[independent fee calculation]]~~ study unless the deficiencies are corrected. If the County Public Works Director determines that the deficiencies in the independent fee study have not been corrected within >>60<< ~~[[sixty (60)]]~~ working days from the date of the >>written correspondence of deficiency<< ~~[[letter of intent]]~~, the Director shall issue a second >>correspondence to the applicant<< ~~[[letter]]~~ rejecting the independent fee study >>in writing<<.

>>(i)<< ~~[(f)]~~ Any appeals from a decision of the County Public Works Director to reject an independent fee study because of deficiencies shall be filed with the County Zoning Director within 30 days of the decision and shall be reviewed >>in accordance with section 33E-15<< ~~[[and decided by the County Developmental Impact Committee Executive Council]]~~.

>>(j)<< ~~[(g) In his annual review of the impact fee ordinance the]]~~ >>The<< County Mayor may recommend to the Board of County Commissioners that the type of use and fee rates approved pursuant to an independent study prepared under this section be added to or substituted in the mobility fee schedule contained in >>section<< ~~[[Section]]~~ 33E-8.

Sec. 33E-10. - >>Contributions<< ~~[[Roadway improvement or select transit capital improvement contributions]]~~ in-lieu-of-fee.

- (a) In lieu of payment of all or part of the ~~[[road impact]]~~ >>mobility<< fee, the County Public Works Director may accept the offer of a feepayer to construct all or part of an off-site >>eligible<< ~~[[roadway improvement or select transit~~

~~capital~~] improvement approved pursuant to >>section<< [[Section]] 33E-12 [[~~of this chapter~~]].

- (1) All contributions in-lieu-of-fee shall be in accordance with the >>CDMP<< [[~~Comprehensive Development Master Plan~~]] and the [[~~short range~~]] currently adopted transportation improvement program.
- (2) Such contributions in-lieu-of-fee shall be credited against payment of [[~~an impact~~]] >>a mobility<< fee in the amount determined [[~~by the County Public Works Director~~]] pursuant to >>sections<< [[Section]] 33E-8 or 33E-9. The total amount of contributions in-lieu-of-fee shall not exceed the [[~~road~~]] cost portion of the [[~~impact~~]] >>mobility<< fee formula in >>section<< [[Section]] 33E-7.
- (3) Contributions in-lieu-of-fee shall not be applied to >>administrative, convenience, or transaction fees,<< [[~~the 2 percent County administrative cost portion of the mobility fee~~]] which shall remain the responsibility of the feepayer. Where a feepayer seeks to apply a contribution in-lieu-of-fee credit against payment of the [[~~road—impact~~]] >>mobility<< fee, the administrative fee portion [[~~of the mobility fee~~]] shall be the sum of:
 - (a) 2 percent of the contribution in-lieu-of-fee or \$1,000.00, whichever is less[[;]]>>;<< and
 - (b) 2 percent of the remaining [[~~road~~]] cost not satisfied by the contribution in-lieu-of fee.
- (4) Previously approved contributions in-lieu-of-fees >>that<< [[~~which~~]] are[[;]] (1) unused[[;]] and (2) based on a net [[~~road~~]] cost >>that<< [[~~which~~]] has been subsequently adjusted[[;]] shall be entitled to an adjustment equal to the percentage increase or decrease of the [[~~net road~~]] cost in the [[~~road impact~~]] >>mobility<< fee formula. Any such adjustment shall only be utilized to determine credits for existing development, as provided in >>section<< [[Section]] 33E-14, and shall not be refundable.

- (b) An offer by a feepayer to construct [[~~road improvement~~]] >>one or more<< contributions in-lieu-of-fee must be accompanied by plans in sufficient detail to permit the County Public Works Director to determine that County or State design standards will be used and to determine the cost of such improvements.

- (c) The County Public Works Director may accept or reject an offer of contributions in-lieu-of-fee. ~~[[When—such improvements are not consistent with standards set forth in the impact fee manual the Public Works Director may reject the offer of contributions in-lieu-of-fee.]]~~
 >>(1)<< If rejected, the Public Works Director shall state in writing the reasons for the rejection.
 >>(2)<< Any appeal from such a decision ~~[[of the County Public Works Director]]~~ to reject ~~[[improvement]]~~ contributions in-lieu-of-fee shall be reviewed >>in accordance with section 33E-15<< ~~[[by the County Development Impact Committee Executive Council pursuant to the procedures set forth in the adopted impact fee manual]]~~.
- (d) If the County Public Works Director accepts an offer of contributions in-lieu-of-fee, the feepayer shall post a bond or letter of credit with the County Zoning Director equal to 110 percent of the cost of the agreed to improvement as determined by the County Public Works Director.
- (1) Upon receipt of such bond, the appropriate County or City entity may issue building permits for that part of the proposed development determined by the County to be satisfied by the contributions in-lieu-of-fee.
 - (2) Release of such bonds for contributions in-lieu-of-fee shall not be issued ~~[[by either the County or city]]~~ until such contributed improvements have been completed and accepted by the County Public Works Director or>>, where applicable,<< the State.
- (e) If ~~[[pursuant to Section 33E-10,]]~~ the County Public Works Director accepts improvements with a cost in excess of the ~~[[impact]]~~ >>mobility<< fee computed pursuant to >>this chapter<< ~~[[Section 33E-8 or Section 33E-9 herein]]~~, the feepayer, upon written request, shall be reimbursed for the amount of the excess cost as said cost is determined by the Public Works Director pursuant to ~~[[Section 33E-10, in accordance with]]~~ the following:
- (1) It shall be the burden of the feepayer to make a written request for reimbursement.
 - (2) The feepayer shall only be eligible for reimbursement after such time as the improvement is completed and

- accepted by the County Public Works Director or>>,
~~where applicable,~~<< the State.
- (3) Reimbursements shall be made from the corresponding benefit district trust fund.
- (4) No reimbursement shall be made>>:
 (i)<< after 6 years from the date of ~~[[first building permit]]~~ issuance >>of the first building permit intended to use said contribution in lieu of fee<<; or
 >>(ii)<< for the cost of completed improvements that do not exceed the computed mobility fee.
- (5) If the feepayer does not obtain reimbursement, the property shall be entitled to a credit for the cost in excess of the computed mobility fee, which shall be governed by >>section<< ~~[[Section]]~~ 33E-14.
- (f) Any provisions for contributions in lieu of ~~[[road]]~~ impact fees included as a condition of a development of regional impact development order must be approved by the County Public Works Director prior to approval of the final development order for county development orders or subsequently ratified by the County Public Works Director in the case of municipal development orders.
- (g) Any claim for contributions in lieu of ~~[[road-impact]]~~ >>mobility<< fee shall have been submitted to and received approval from the County Public Works Director within 12 months of issuance of any building permit intended to use said contributions in lieu of fee and prior to commencement of ~~[[any road construction,]]~~ construction of any ~~[[select transit]]~~ capital improvement ~~[[,]]~~ or dedication of any right-of-way for which said contributions in lieu of fee are being claimed.
- (h) Authorized contributions in lieu of fees are not site-transferable and may only be applied against the ~~[[impact]]~~ >>mobility<< fees due for developments within the parent tract (development property) of the application for which the off-site contributions were made and authorized.
 >>(1)<< Allocations of contributions in lieu of fees to sub-parcels within the parent tract shall be on based on the prorated area (square footage or acreage) unless an alternative allocation or reallocation has been approved by the County Public Works Director.

>>(2)<< Notwithstanding >>any provision to the contrary<< ~~[[the foregoing]]~~, excess credits may be transferred in accordance with >>section<< ~~[[Section]]~~ 33E-14.

- (i) The fee payer shall pay a nonrefundable administrative cost, in the amount set forth in an implementing order approved by the Board of County Commissioners, to be used by the county for processing and review of the contributions in lieu of fee study. This fee shall not be credited against the amount of ~~[[road impact]]~~ >>mobility<< fees due.
- (j) Determination of the amount of contributions in lieu of ~~[[road impact]]~~ >>mobility<< fees to be accepted shall be determined by the County Public Works Director based on a review of the documentation provided by the feepayer and current cost information. Any increase in this amount due to changes in construction plans must be authorized in advance by the Public Works Director.

Sec. 33E-11. - ~~[[Impact]]~~ >>Mobility<< fee benefit districts and trust accounts.

- (a) To >>ensure<< ~~[[insure]]~~ that fee-funded ~~[[roadway]]~~ improvements will benefit impact fee paying development, all collected impact fees shall be spent only for ~~[[off-site roadway]]~~ >>eligible<< improvements or for principal and interest payments (including sinking fund payments) on bonds or other borrowed revenues used to fund such improvements, within the ~~[[road impact]]~~ >>mobility<< fee benefit district described in >>section<< ~~[[Section]]~~ 33E-11.1 in which the fee paying development is located, or >>in any adjacent<< ~~[[within three (3) miles of the border of the]]~~ benefit district >>abutting the applicable district boundary<< ~~[[upon prior determination by resolution of the Board of County Commissioners, that the project benefits the Impact Fee District where the funds were collected]]~~. The full width of the right-of-way of the roadways that form a border of a benefit district shall be considered to be within the district.
- (b) ~~[[A separate]]~~ >>Separate<< interest bearing ~~[[roadway]]~~ trust >>accounts<< ~~[[account]]~~ shall be established for >>roadway, transit, and bicycle/pedestrian modes in<< each benefit district>>₁<< and all ~~[[impact]]~~ >>mobility<< fees collected by the County Zoning Director shall be promptly deposited

into the proper trust account, except ~~>>that<< [[for general]]~~ administrative costs ~~>>~~, and convenience or transactional fees,~~<< paid pursuant to >>this chapter,<< [[Sections 33E-9 and 33E-12, which]]~~ shall be directed to County operating fund accounts.

~~>>(c)~~ Mobility~~<< [[Impact]]~~ fees collected by municipalities pursuant to this chapter shall be transmitted to the County Zoning Director at the end of each fiscal quarter~~>>~~₁~~<< except for >>any<< [[the portion of the general]] administrative cost>>~~, or convenience or transaction fee,~~<< designated for retention by the municipality.~~

~~[[e)]>>(d)~~ Eligible improvements shall be funded by the applicable mobility fee trust account within the applicable benefit district or in any adjacent district, as illustrated in Table 5 set forth in section 33E-11.1.

(i) Adjacency is determined by a common boundary between districts.

(ii) Roadway trust funds may be transferred to transit or bicycle pedestrian trust accounts within the same or adjacent benefit district, provided that an analysis accepted by the County Public Works Director demonstrates that the roadway funds will be used to fund other mode improvements that will provide roughly proportional capacity improvements to overall mobility within the applicable benefit district.

(iii) Road improvements may only be funded from roadway improvement trust accounts within the applicable or adjacent benefit district.

~~(e)<<~~ *Periodic Review and Reports.*

(1) The County Mayor >>or Mayor's designee is encouraged to<< [[shall]] periodically review this chapter and, if appropriate, make recommendations to the Board of County Commissioners for revisions to this chapter[[. The purpose of this review is]] to ensure that>>₁~~<< the >>funded improvements provide<< benefits to >>feepayers; fees charged to feepayers do<< [[a fee paying development are equitable in that the fee charged to the paying development shall]] not exceed a proportionate fair share of the costs of mitigating impacts of new developments[[,]]>>~~₁~~<<~~

- and ~~[[that]]~~ the procedures for administering the impact fee ~~[[shall]]~~ remain efficient.
- (2) A financial and management report outlining expenditures and unexpended funds within each ~~[[impact-fee]]~~ benefit district shall be prepared annually by the County Public Works Director and submitted to the County Mayor within 120 days of the end of the County's fiscal year. Within 30 days of receipt, the County Mayor or Mayor's designee shall place the report on an agenda for consideration by the Board of County Commissioners.
 - (3) The County Mayor or Mayor's designee shall prepare a quarterly report providing information regarding ~~[[impact]]~~ >>mobility<< fee collections within each commission district and place the quarterly report on an agenda for consideration by the Board of County Commissioners.

Sec. 33E-11.1. - Boundaries of ~~[[road-impact]]~~ >>mobility<< fee districts.

>>(a) Five mobility<< ~~[[Nine (9) road-impact]]~~ fee districts are hereby established.

>>(1)<< The boundaries of said ~~[[road-impact]]~~ districts are depicted in Figure >>2<< ~~[[1]]~~ and described ~~[[as follows:]]~~ >>in the following subsections.

- (2) Rates charged shall be determined by the context zone in which the proposed development is located.
- (3) Fees collected shall be deposited into the benefit district trust funds provided in Sec. 33E-11.1.

(b) District A (Downtown and Miami Beach):

- (1) Northern edge: Begin at the intersection of SW 27th Avenue and SR 112 (Airport Expressway); thence Easterly along SR 112 (Airport Expressway), continuing onto I-195, Julia Tuttle Causeway, then W 41st Street; thence, at the terminus of W 41st Street, follow the centerline of W 41st Street to the waterline.
- (2) Southwestern edge: Begin at the intersection of SW 27th Avenue and SR 112 (Airport Expressway); thence Southerly along NW 27th Avenue, continuing onto SW 27th Avenue to the intersection of SW 27th Avenue and Tiger Tail Avenue; thence Northerly, Easterly, and Southerly along Tiger Tail Avenue to the

waterline; thence, at the terminus of Tiger Tail Avenue, Southeasterly over Biscayne Bay to a point ½ mile Southerly of Key Biscayne.

(c) District B (Northeastern areas):

(i) **Western edge:** Begin at intersection of Florida's Turnpike and NW 57th Avenue; thence Southerly along NW 57th Avenue to the intersection of NW 57th Avenue and SR 924 (Gratigny Parkway), continuing onto NW 119th Street to the intersection of NW 119th Street and NW 17th Avenue; thence Southerly along NW 17th Avenue to the intersection of NW 17th Avenue and SR 112 (Airport Expressway).

(ii) **Southern edge:** Begin at the intersection of NW 17th Avenue and SR 112 (Airport Expressway); thence Easterly along SR 112 (Airport Expressway), continuing onto I-195, Julia Tuttle Causeway, then W 41st Street; thence, at the terminus of W 41st Street, follow the centerline of W 41st Street to the waterline.

(d) District C (Northwestern areas):

(i) **Eastern edge:** Begin at intersection of Florida's Turnpike and NW 57th Avenue; thence Southerly along NW 57th Avenue to the intersection of NW 57th Avenue and SR 924 (Gratigny Parkway), continuing onto NW 119th Street to the intersection of NW 119th Street and NW 17th Avenue; thence Southerly along NW 17th Avenue to the intersection of NW 17th Avenue and SR 112 (Airport Expressway).

(ii) **Southern edge:** Begin at the intersection of 17th Avenue and SR 112 (Airport Expressway); thence Westerly along SR 112 (Airport Expressway), continuing onto NW 36th Street and then NW 41st Street; thence, at the terminus of NW 41st Street, Westerly along the line created by the centerline of NW 41st Street to the County Line.

(e) District D (Central-western areas):

(i) **Northern edge:** Begin at the intersection of NW 27th Avenue and SR 112 (Airport Expressway); thence Westerly along SR 112 (Airport Expressway), continuing onto NW 36th Street and then NW 41st Street; thence, at the terminus of NW 41st Street,

Westerly along the line created by the centerline of NW 41st Street to the County Line.

- (ii) **Southeastern edge:** Begin at the intersection of SW 27th Avenue and SR 112 (Airport Expressway); thence Southerly along NW 27th Avenue, continuing onto SW 27th Avenue to the intersection of SW 27th Avenue and SW 22nd Street; thence Westerly along SW 22nd Street, continuing onto SR 972 (Miracle Mile) to the intersection of SR 972 (Miracle Mile) and SW 42nd Avenue; thence Southerly along SW 42nd Avenue to the intersection of SW 42nd Avenue and University Drive; thence Southwesterly along University Drive to the intersection of University Drive and Segovia Street; thence Southerly along Segovia Street to the intersection of Segovia Street and Bird Road; thence Westerly along Bird Road, continuing onto SW 40th Street to the intersection of SW 40th Street and SR 826 (Palmetto Expressway / Don Shula Expressway); thence Southwesterly along SR 826 (Palmetto Expressway / Don Shula Expressway) to the overpass at SR 826 (Palmetto Expressway / Don Shula Expressway) and SW 56th Street; thence Westerly along SW 56th Street to the terminus of SW 56th Street; thence Westerly from the terminus of SW 56th Street to the County Line.

- (f) District E (Southern areas):

- (i) **Northern edge:** Begin at the intersection of SW 27th Avenue and SR 112 (Airport Expressway); thence Southerly along NW 27th Avenue, continuing onto SW 27th Avenue to the intersection of SW 27th Avenue and SW 22nd Street; thence Westerly along SW 22nd Street, continuing onto SR 972 (Miracle Mile) to the intersection of SR 972 (Miracle Mile) and SW 42nd Avenue; thence Southerly along SW 42nd Avenue to the intersection of SW 42nd Avenue and University Drive; thence Southwesterly along University Drive to the intersection of University Drive and Segovia Street; thence Southerly along Segovia Street to the intersection of Segovia Street and Bird Road; thence Westerly along Bird Road, continuing onto SW 40th Street to the intersection of SW 40th Street and SR 826 (Palmetto Expressway / Don Shula Expressway); thence Southwesterly along SR 826 (Palmetto Expressway / Don Shula Expressway) to the overpass

at SR 826 (Palmetto Expressway / Don Shula Expressway) and SW 56th Street; thence Westerly along SW 56th Street to the terminus of SW 56th Street; thence Westerly from the terminus of SW 56th Street to the County Line.

- (ii) **Southwestern edge:** Begin at the intersection of SW 22nd Street and SW 27th Avenue; thence Southerly along SW 27th Avenue to the intersection of SW 27th Avenue and Tiger Tail Avenue; thence Northerly, Easterly, and Southerly along Tiger Tail Avenue to the waterline; thence, at the terminus of Tiger Tail Avenue, Southeasterly over Biscayne Bay to a point ½ mile Southerly of Key Biscayne.

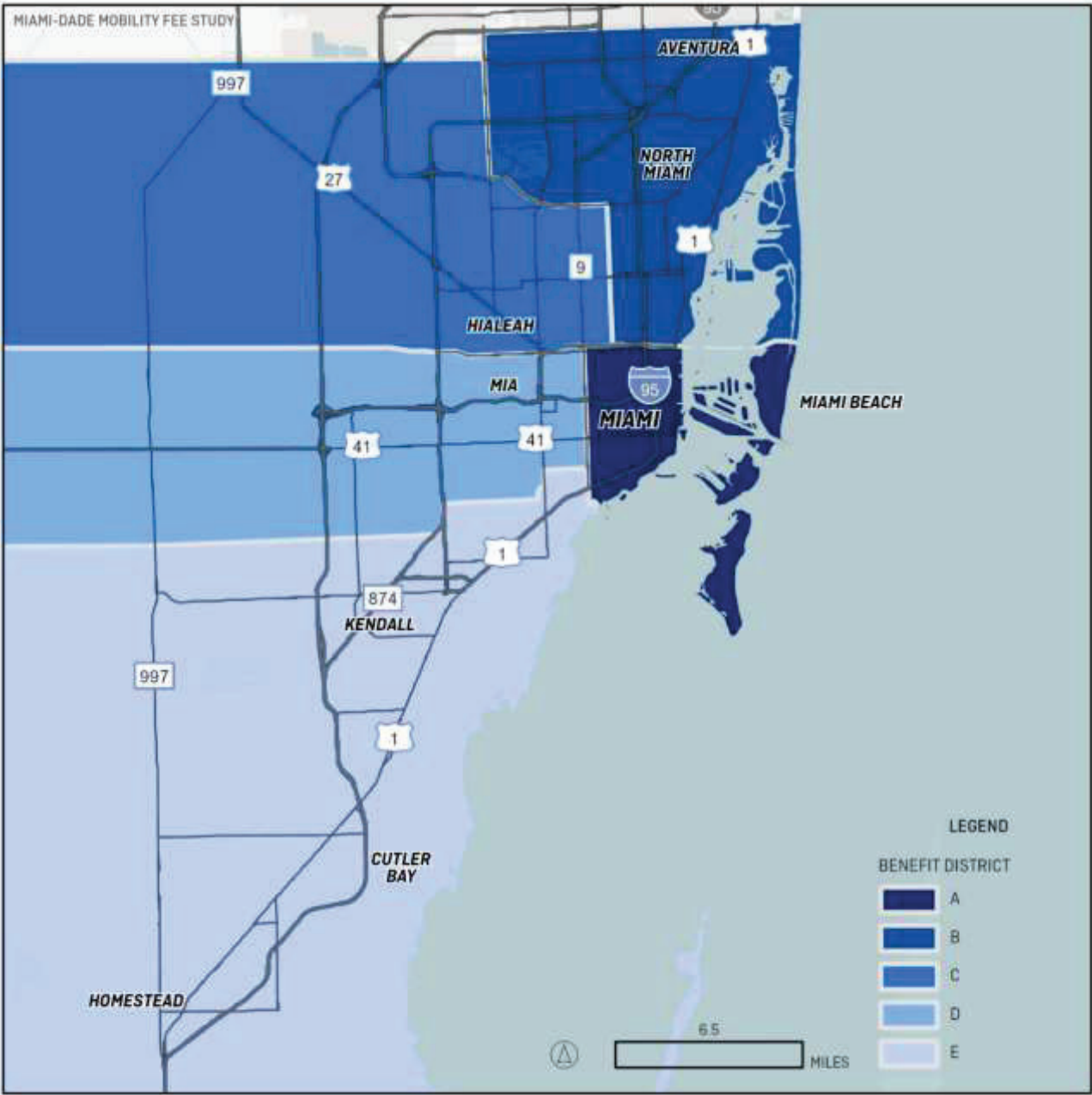


Figure 2, Benefit Districts

(g) Benefit district adjacency chart. The following table depicts the districts adjacent to each benefit district, where benefit district trust funds may be expended.

<u>Benefit Districts</u>	<u>Then, it can be spent within the same Benefit District it was collected or any adjacent District, as indicated by the “x”:</u>				
<u>If the Fee is collected within:</u>	<u>District A</u>	<u>District B</u>	<u>District C</u>	<u>District D</u>	<u>District E</u>
<u>Benefit District A</u>	X	X	X	X	X
<u>Benefit District B</u>	X	X	X		
<u>Benefit District C</u>	X	X	X	X	
<u>Benefit District D</u>	X		X	X	X
<u>Benefit District E</u>	X			X	X

Table 5 Benefit District Adjacency Chart<<

- [(a) ~~*DISTRICT 1: Begin at the intersection of the Miami Canal and Homestead Extension of Florida's Turnpike (H.E.F.T., S.R. 821); thence Southerly along the H.E.F.T. to Sunset Drive (S.W. 72 Street); thence Easterly along Sunset Drive to the Palmetto Expressway (S.R. 826); thence Southerly along the Palmetto Expressway to Kendall Drive (S.W. 88 Street); thence Easterly along Kendall Drive to Red Road (S.W. 57 Avenue); thence Northerly along Red Road to Tamiami Trail (S.W. 8 Street); thence Westerly along Tamiami Trail to S.W. 77 Avenue; thence Northerly along S.W. 77 Avenue to the boundary of the City of Miami; thence Northeasterly, Northerly, Southerly and Easterly meandering the boundary of the City of Miami, to LeJeune Road (N.W. 42 Avenue); thence Northerly along LeJeune Road to N.W. 28 Street; thence Easterly along N.W. 28 Street and its Easterly extension to the East right-of-way line of the CSX Railroad; thence Northerly along the East right-of-way line of the CSX Railroad to the Miami Canal; thence Northwesterly along the Miami Canal to the Point of Beginning.*~~
- (b) ~~*DISTRICT 2: Begin one-half mile due East of the most Southerly point of Key Biscayne; thence due West to the Easterly boundary of Coral Gables; thence Northeasterly along the East boundary of Coral Gables to the South boundary of the City of Miami; thence Westerly along the South boundary of the City of Miami to LeJeune Road (S.W. 42 Avenue); thence Northerly, Easterly and Westerly meandering the boundary of the City of Miami to the Northeast corner of the City of Coral Gables; thence Westerly*~~

~~and Southerly along the boundary of Coral Gables to the Tamiami Trail (S.W. 8 Street) at Ponce de Leon Boulevard; thence Westerly along the Tamiami Trail and along the boundary of the City of Miami to S.W. 77 Avenue; thence Northerly along S.W. 77 Avenue to the boundary of the City of Miami; thence Northeasterly, Northerly, Southerly and Easterly meandering the boundary of the City of Miami to LeJeune Road (N.W. 42 Avenue); thence Northerly along LeJeune Road to N.W. 28 Street; thence Easterly along N.W. 28 Street and its Easterly extension to the East line of the CSX Railroad; thence Northerly along the East line of the CSX Railroad to the Airport Expressway (S.R. 112); thence Northeasterly and Easterly along the Airport Expressway to N.W. 27 Avenue; thence Northerly along N.W. 27 Avenue to N.W. 119 Street; thence Easterly along N.W./N.E. 119 Street to N.E. 2 Avenue; thence Northerly along N.E. 2 Avenue to N.E. 121 Street; thence Easterly along N.E. 121 Street and along the North boundary of the Village of Biscayne Park to N.E. 18 Avenue; thence Southerly, Westerly, Southerly and Westerly along the boundary of the Village of Biscayne Park to the intersection of N.E. 119 Street and State Road 5 (S.R. 5); thence Southwesterly along S.R. 5 to the North boundary of the Village of Miami Shores; thence Easterly along said North boundary to the Easterly boundary of the Village of Miami Shores; thence Southwesterly along the Easterly boundary of the Village of Miami Shores and along the Westerly boundary of the City of Miami Beach to the Miami Municipal Channel (Government Cut); thence Southeasterly along the Miami Municipal Channel and along the boundary of the City of Miami Beach to the North line of the F.E.C. Channel (Fisherman's Channel); thence Westerly, Southeasterly, Westerly and Southerly along the boundary of the City of Miami Beach to Norris Cut; thence Southeasterly along Norris Cut and along the boundary of the City of Miami Beach for 6,000 feet; thence Southwesterly to the Point of Beginning.~~

- (e) ~~DISTRICT 3: That portion of Miami-Dade County lying Northerly of the following described line: Begin at the North County Line and Okeechobee Road (U.S. 27); thence Southeasterly along Okeechobee Road to the North line of Section 30-52-40 thence Easterly along the North line of Sections 25 through 30-52-40 (N.W. 138 Street) to Red Road (N.W. 57 Avenue); thence Easterly along N.W. 138/135 Street~~

~~to N.W. 47 Avenue; thence Southerly along N.W. 47 Avenue to N.W. 119 Street; thence Easterly along N.W./N.E. 119 Street to N.E. 2 Avenue; thence Northerly along N.E. 2 Avenue to N.E. 121 Street; thence Easterly along N.E. 121 Street and along the North boundary of the Village of Biscayne Park to N.E. 18 Avenue; thence Southerly, Westerly, Southerly and Westerly along the boundary of the Village of Biscayne Park to the intersection of N.E. 119 Street and State Road 5 (S.R. 5); thence Southwesterly along S.R. 5 to the North boundary of the Village of Miami Shores; thence Easterly along said North boundary to the Easterly boundary of the Village of Miami Shores; thence Southwesterly along the Easterly boundary of the Village of Miami Shores to the North line of the City of Miami Beach; thence Easterly along the North line of the City of Miami Beach to the Atlantic Ocean and the END of the herein described line.~~

- (d) ~~*DISTRICT 4:* That portion of Miami Dade County lying Westerly of Okeechobee Road (U.S. 27) and the Homestead Extension of Florida's Turnpike (S.R. 821) and lying Northerly of Bird Drive Extension.~~
- (e) ~~*DISTRICT 5:* That portion of Miami Dade County lying West of Red Road (S.W. 57 Avenue), lying Northerly of the following described line: Begin at the intersection of the West line of Biscayne Bay and Eureka Drive (S.W. 184 Street) extended East; thence Westerly along Eureka Drive to Krome Avenue (S.W. 177 Avenue); thence Northerly along Krome Avenue to S.W. 168 Street; thence Westerly along S.W. 168 Street to the West line of Miami Dade County and the END of the herein described line, and lying Southerly of the following described line: Begin at Red Road (S.W. 57 Avenue) and Kendall Drive (S.W. 88 Street); thence Westerly along Kendall Drive to the Palmetto Expressway (S.R. 826); thence Northerly along the Palmetto Expressway to Sunset Drive (S.W. 72 Street); thence Westerly along Sunset Drive to the Homestead Extension of Florida's Turnpike (H.E.F.T.) (S.R. 821); thence Northerly along the H.E.F.T. to Bird Drive Extension (S.W. 42 Street); thence Westerly along Bird Drive Extension to Krome Avenue (S.W. 177 Avenue); thence Northerly along Krome Avenue to Bird Drive Extension (S.W. 36 Street); thence Westerly along Bird Drive Extension to the Westerly line of Miami Dade County and the END of the~~

~~herein described line; LESS that portion lying within the corporate boundaries of the City of Coral Gables.~~

- (f) ~~DISTRICT 6: That portion of Miami Dade County lying Southerly of the following described line: Begin at the intersection of the West line of Biscayne Bay and Eureka Drive (S.W. 184 Street) extended East; thence Westerly along Eureka Drive to Krome Avenue (S.W. 177 Avenue); thence Northerly along Krome Avenue to S.W. 168 Street; thence Westerly along S.W. 168 Street to the West line of Miami Dade County and the END of the herein described line.~~
- (g) ~~DISTRICT 7: That portion of Miami Dade County lying within the corporate boundaries of the City of Coral Gables; AND that portion of unincorporated Miami Dade County lying Easterly of Red Road (S.W. 57 Avenue), lying Southerly of Tamiami Trail (S.W. 8 Street), lying Westerly of S.W. 37 Avenue and lying Northerly of Eureka Drive (S.W. 184 Street).~~
- (h) ~~DISTRICT 8: That portion of Miami Dade County lying Easterly of the following described line: Begin at the Atlantic Ocean and the North boundary of the City of Miami Beach; thence Westerly along the North boundary of Miami Beach to the Westerly boundary of Miami Beach; thence Southwesterly, Southeasterly and Westerly along the Westerly boundary of the City of Miami Beach to the Miami Municipal Channel (Government Cut); thence Southeasterly along the Miami Municipal Channel and along the boundary of the City of Miami Beach to the North line of the F.E.C. Channel (Fisherman's Channel); thence Westerly, Southeasterly, Westerly and Southerly along the boundary of the City of Miami Beach to Norris Cut; thence Southeasterly along Norris Cut and along the boundary of the City of Miami Beach for 6,000 feet and the END of the herein described line.~~
- (i) ~~DISTRICT 9: Begin at the intersection of the Miami River and the North line of Section 30-52-40; thence Easterly along the North line of Sections 25 through 30-52-40 (N.W. 138 Street) to Red Road (N.W. 57 Avenue); thence run Easterly along N.W. 138/135 Street to N.W. 47 Avenue; thence Southerly along N.W. 47 Avenue to N.W. 119 Street; thence Easterly along N.W. 119 Street to N.W. 27 Avenue; thence Southerly along N.W. 27 Avenue to the Airport Expressway (S.R. 112);~~

~~thence Westerly along the Airport Expressway to the East right-of-way line of the CSX Railroad; thence Southerly along the East line of the CSX Railroad to the Miami Canal; thence Northwesterly along the Miami Canal to the Point of Beginning.~~



]]

Sec. 33E-12. – ~~[[Impact]]~~ >>Mobility<< fee expenditures.

- (a) Funds from the ~~[[roadway]]~~ >>mobility<< trust funds, including any accrued interest, shall be used only in accordance with Section 33E-11 for the purpose of financing >>eligible<< ~~[[roadway and select transit capacity]]~~ improvements incorporated into the Miami-Dade County Transportation Planning Organization's adopted long range

transportation plan or ~~[[short-range]]~~ transportation improvement program.

- (b) Highest priority for ~~[[roadway]]~~ trust fund expenditures shall be for ~~[[roadway capacity and select transit]]~~ capital improvements deemed by the ~~>>TPO<< [[Miami-Dade County Transportation Planning Organization (TPO)]]~~ as most needed to serve new development.

(1) *Recommendation from Public Works Director.* Such determination by the TPO shall consider ~~>>a<<~~ recommendation from the County Public Works Director ~~>>of projects that meet the expenditure criteria of this chapter<<.~~ ~~[[In preparation for said recommendation to the TPO, the Director shall solicit and consider recommendations from the various municipalities located in Miami-Dade County. The Director's recommendation is not limited to only County or State designated roadways, but may include municipal roads and select transit capital improvements pursuant to subsection 33E 12(d).]]~~

(2) *Rehabilitation of roadway or repair of bridge.* Roadway trust funds may be expended for rehabilitation of a roadway, including a local roadway, or repair of a bridge, only in accordance with the following:

- (i) The impact of new development has reduced the useful life of the facility below the facility's projected lifespan when it was originally constructed or most recently provided a capital improvement.
- (ii) The facility would be eligible for complete replacement for which roadway trust funds could be expended, or the facility cannot be widened for reasons of law or economics.
- (iii) Rehabilitation or repair of the facility will enhance the capacity, including by restoring the useful life, of a County arterial or collector roadway or a municipal collector roadway.
- (iv) The County Public Works Director has received a recommendation from one or more professional engineers in the Public Works Department's Highway Bridge Engineering, Highway Roadway Engineering or Maintenance divisions that the facility meets

the foregoing qualifications and that a cost-benefit analysis has been conducted to select the most cost-effective alternative between rehabilitation/repair or replacement.

- (v) The TPO, after recommendation from the Public Works Director, determines that rehabilitation or repair of the facility will enhance the capacity, including by restoring the useful life, of a County arterial or collector roadway or a municipal collector roadway.
- (3) *Expenditure on local roads.* >>Roadway trust funds<< ~~[[Funds]]~~ may be allocated or expended for capacity enhancement projects on local roads where the TPO, after recommendation from the Director, determines that the local road project will enhance the capacity of a County arterial or collector roadway or a municipal collector roadway.
- (4) Trust account funds shall be deemed expended in the order in which they are collected.
- (5) The County Public Works Director may establish policies to be used in scheduling the expenditure of roadway trust funds through the long range transportation plan and ~~[[short-range]]~~ transportation improvement program.
- (6) The County may construct or provide any of the >>eligible<< ~~[[roadway]]~~ improvement elements listed above or alternatively may contract with a municipality to construct or provide such elements with >>the applicable<< ~~[[roadway]]~~ trust funds.
- (c) Roadway trust funds may be expended on ~~[[roadway and select transit capacity]]~~ improvements to the State road network within a benefit district provided that there must be vehicular access to the subject State road from within the benefit district~~[[.]]~~ >>and subject to the following:
 - (1)<< No roadway trust fund moneys shall be expended on limited access roads unless such expenditures are reimbursable.
 - >>(2)<< Where reimbursable by the State, payments shall be made pursuant to an interlocal agreement between the State and County entered into pursuant to Section 163.01 Florida Statutes.
 - >>(3)<< Reimbursements shall be deposited into the appropriate benefit district trust account.

(d) ~~[[Roadway trust funds from one or more impact fee districts may be expended on select transit capital improvements provided that the Board of County Commissioners, after recommendation from the Mayor in consultation with the Public Works Director and after public hearing, determines that any such transit use of roadway trust funds would be effective as part of the county's strategy for providing roadway capacity and would provide a benefit to each of the impact fee districts contributing roadway trust funds to the transit improvement. Transit projects are to be selected for roadway trust fund funding on the basis of their expected effectiveness as roadway capacity improvements, and roadway trust funds shall not be used to address existing deficiencies.~~

(e)] Each year the County Public Works Director shall present to the Transportation Planning Organization pursuant to the Organization's procedures for their review and approval, the annual program for expenditure of ~~[[roadway]]~~ >>mobility<< trust funds for >>eligible<< ~~[[roadway and select transit capacity]]~~ improvements ~~[[projects]]~~, to be included within the >>transportation improvement program<< ~~[[Transportation Improvements Program]]~~.

>>(1)<< After solicitation and consideration of comment from municipalities, the Public Works Director shall also recommend priorities for the expenditure of ~~[[roadway]]~~ >>mobility<< trust fund monies.

>>(2)<< Trust fund monies, including any accrued interest not assigned in any fiscal year, shall be retained in the trust fund until the next fiscal year, except as provided by the refund provisions of this chapter ~~[[pursuant to Section 33E-13]]~~.

Sec. 33E-13. - Refund of impact fees paid>>: procedure applicable to all impact fees<<.

(a) >>Refunds generally.

(1) Upon submission of a written request to the Director on a form acceptable to the Director and subject to the requirements of this section, the feepayer shall be entitled to a refund of the impact fee paid, or the appropriate portion thereof, under the following circumstances:

(i)<< ~~[[If]]~~ a building permit encompassing fee-paying development expires or is revoked>>; or

(ii)<< ~~[[,if]]~~ an error in the impact fee calculation is discovered>>; or

(iii)<< ~~[[,or if]]~~ the fee-payer has paid impact fees in excess of the amount determined by an approved independent fee computation study completed in accordance with conditions set forth in the applicable impact fee chapter>>; or<< ~~[[, then the fee-payer shall, upon submission of a written request to the County Zoning Director on a form acceptable to the Director, be entitled to a refund of the impact fee paid, or the appropriate portion thereof, except that the County shall retain the general administrative cost portion of the fee and any applicable convenience fees to cover the cost of the administration of the impact fee calculation, collection and refund. However, except for refunds of fees paid in excess of the amount determined by an approved independent fee computation study as provided in the applicable impact fee chapter, no refund shall be provided for impact fees deemed expended pursuant to this section or the applicable impact fee chapter.~~

(b) ~~Any]]~~

>>(iv) impact<< fee trust funds >>are<< not expended by the end of the fiscal quarter immediately following six years>>, subject to the following:

1. fees shall be returned<< ~~[[from the date the fee was paid shall be returned to the fee-payer by the County Zoning Director]]~~ with accrued interest~~[[,:]]~~>>; and

2. no such refunds shall be provided if the fee-payer does not request such refund prior to the expiration of one year following the six-year period from the date the impact fee was paid.

(2) The County shall retain the general administrative cost portion of the fee and any applicable convenience fees

to cover the cost of the administration of the impact fee calculation, collection and refund.

- (3) Except for refunds of fees paid in excess of the amount determined by an approved independent fee computation study as provided in the applicable impact fee chapter, no refund shall be provided for impact fees deemed expended pursuant to this section or the applicable impact fee chapter.

(i)<< [(4)] Funds shall be expended in the order in which they are collected.

>>(ii)<< [(2)] Funds shall be deemed expended for purposes of the applicable impact fee chapter when the County approves a contract, agreement, or purchase order obligating the County to expend the funded amount upon delivery of goods, the rendering of services, or the conveyance of real property provided by a vendor, supplier, contractor, or owner.

~~[(3) The feepayer shall be required to submit a written request for refund to the County Zoning Director before issuance of the refund can be authorized.~~

~~(4) No refunds of impact fees will be provided for in the event the feepayer does not request such a refund prior to the expiration of one year following the six year period from the date the impact fee was paid.]]~~

>>(b)<<[(e)] The feepayer may request a refund of impact fees paid for a development that has been exempted pursuant to Section 33E-14, 33H-14, 33I-7, 33J-8, or 33K-8, as applicable, in accordance with the provisions set forth therein. The amount of the exemption refund shall exclude the administrative cost portion of the fee and any applicable convenience fees.

>>(c)<<[(d)] Refunds related to temporary uses. Notwithstanding any other provisions to the contrary, and regardless of whether fees have been expended, a feepayer who paid impact fees for a temporary use shall be eligible for a partial refund in accordance with this subsection:

- (1) For purposes of this subsection, "temporary use" means any use of a property or structure that is limited in its duration and that requires a certificate of use or building permit.

- (2) The feepayer shall submit a written request for refund to the ~~[[County Zoning]]~~ Director on a form acceptable to the Director.
- (3) The feepayer shall submit proof to the Director that all structures associated with the temporary use have been removed.
- (4) The amount of the refund shall be in accordance with the following table, except that administrative costs and convenience fees shall not be refunded:

Removal within:	Percentage of Impact Fee Refunded
1 Year	80 Percent
2 Years	60 Percent
3 Years	40 Percent
4 Years	20 Percent
5 Years	0 Percent

Sec. 33E-14. - Exemptions and credits>>; procedure applicable to all impact fees<<.

- (a) *Exemption for governmental or public facilities.* Governmental or public facilities are exempt from the requirement that impact fees be paid.
 - (1) Such facilities are those parcels, grounds, buildings or structures owned by municipal, County, State or federal governments, the Miami-Dade County School Board or the South Florida Water Management District and related to the operation of those entities and used for governmental purposes including, but not limited to, governmental offices, police and fire stations, airports, seaports, parking facilities, equipment yards, sanitation facilities, water control structures, schools, parks and similar facilities in or through which general government operations are conducted.
 - (2) This exemption also includes privately-owned properties or facilities that are leased to a governmental entity for the exclusive purpose of establishing a temporary public facility while the permanent public facility is being constructed, provided that impact fees shall be assessed at the time another use is established on such property or in such facility.

- (3) It is provided, however, the following shall not be considered governmental or public facilities and shall be subject to payment of impact fees:
 - (i) Privately owned properties or facilities leased for governmental operations or activities, except as provided in this subsection; and
 - (ii) Public properties or facilities used for private residential, commercial, or industrial activities.
- (4) Notwithstanding any provision of this section to the contrary, the application of the impact fee to facilities at a County owned airport used for private commercial or industrial activities shall be limited to the extent permitted by federal law or existing contractual commitments with the Federal Aviation Administration.

(b) *Exemptions applicable to Developments of Regional Impact.* Unless provided for to the contrary in the current effective development order, all development activity which is subject to an existing Development of Regional Impact (DRI) Development Order adopted pursuant to chapter 380, Florida Statutes prior to the applicable date set forth in this subsection shall be exempt from payment of the applicable impact fee with regard to development approved by such development order.

- (1) DRI development orders adopted prior to the following dates shall be exempt from the identified impact fee:
 - (i) For road impact fees pursuant to this chapter, June 4, 1989.
 - (ii) For park impact fees pursuant to chapter 33H, June 29, 1990.
 - (iii) For police services impact fees pursuant to chapter 33I, April 3, 1990.
 - (iv) For fire and emergency medical services impact fees pursuant to chapter 33J, March 30, 1990.
 - (v) For educational facilities impact fees pursuant to chapter 33K, May 12, 1995.
- (2) This exemption provision does not apply to:
 - (i) those development orders which may have been revoked or determined to be null and void; or
 - (ii) to any development not authorized in such development order by Miami-Dade County or

another unit of local government in Miami-Dade County issuing such development order.

- (3) This exemption shall not apply to any additional development approved through a modification of the development order.
- (4) Regardless of any applicable exemptions pursuant to this subsection (b), any DRI development order amended after January 1, 2009, which generates additional vehicular trips above the previously approved development order shall not be exempt for said additional trips.
- >>(5) Notwithstanding any provision to the contrary, pursuant to an independent fee calculation study previously approved by the County Public Works Director based on the average total modal split for transit and bicycle/pedestrian percentages, developments within the City of Miami's Downtown DRI Increment III not otherwise vested pursuant to this subsection (b) shall be entitled to a 30.2 percent reduction of assessed mobility fees.<<

- (c) *Credits.* The subject property shall be entitled to credits for existing development, as defined in >>section<< [[Section]] 33E-5, which shall be the maximum amount of development allowed on the subject property without payment of additional impact fees. Credits shall be calculated and administered in accordance with this subsection.

- (1) *Formula.* Credits shall be calculated in accordance with the following formula: Preexisting development plus existing development for which impact fees have been paid in accordance with this chapter or the applicable impact fee chapter, including contributions in-lieu-of-fee minus refunds obtained pursuant to >>sections<< [[Sections]] 33E-10, 33E-13, 33H-6, 33H-7, or 33J-7, minus reductions in the impact fee based on an independent study approved in accordance with >>sections<< [[Sections]] 33E-9, 33H-9, 33I-9, or 33J-10.
- (2) *Determination of existing development.*
 - (i) The amount of existing development shall be determined based on the entirety of all structures constructed on the subject property, regardless of whether those structures are only

- partially occupied or partially in use when the determination is made.
- (ii) In determining the amount of existing development, the ~~[[Zoning]]~~ Director shall use the building permit and certificate of use information contained in the County's records and in any applicable municipal records.
 - (iii) Where an impact fee was subject to an independent study approved in accordance with ~~>>section<< [[Section]]~~ 33E-9, credits shall be based on the number of trips calculated in the independent study and any development equivalencies associated therewith, rather than on square footage, number of units, or other measure of development.
- (3) *Record-keeping system for credits.* Credits may be recorded based on the folio number of the subject property for which the applicable building permit or other development order was issued, or through another record-keeping system acceptable to the ~~[[Zoning]]~~ Director.
 - (4) *Method of recording credit amount.* Credits may be recorded: (i) as the amount of the road impact fee paid for existing development, or the amount that would have been assessed under the current formula for preexisting development, subject to adjustment as provided in paragraph (7) below; (ii) as provided in this subsection for certain development orders approved prior to June 4, 1989; or (iii) in another manner acceptable to the ~~[[Zoning]]~~ Director that adequately records the threshold of existing development below which no additional impact fees will be owed and that adequately accounts for transferability of credits in accordance with this subsection.
 - (5) *Certain development orders approved prior to June 4, 1989.* The ~~[[Zoning]]~~ Director shall maintain records of credits given by the County based on claims submitted prior to May 23, 1990, in accordance with Ordinance No. 88-11, for off-site roadway contributions, or payments that were voluntarily proffered or required under a county or municipal development order issued for a development of regional impact or development of county impact or

under other legislative or ministerial action approved prior to June 4, 1989.

- (6) *Administrative fee when credit applied.* Where a feepayer seeks to apply a credit against payment of the road impact fee, the administrative fee portion of the impact fee shall be the sum of: (a) 2 percent of the credit or \$1,000.00, whichever is less; and (b) 2 percent of the remaining net road cost not satisfied by the credit.
- (7) *Adjustment of credits.* Where credits are recorded based on the amount of the fee that was assessed or paid, the credits shall be entitled to an adjustment equal to the percentage increase or decrease of the net road cost in the road impact fee formula. Any such adjustment shall only be utilized to determine credits for existing development, as provided in this subsection, and shall not be refundable. In no event shall the adjusted credits exceed the amount of the road impact fee that would be owed under the current road impact fee formula for the development activity.
- (8) *Transferability of credits within a parent tract or unified property.* If requested or consented to by the applicable fee payers or property owners, the ~~[[Zoning]]~~ Director may reallocate impact fee credits among properties within the same parent tract or among properties subject to a unity of title or covenant in-lieu-of unity of title and may impose appropriate conditions on such reallocation to ensure appropriate accounting of existing development. In that event, the ~~[[Zoning]]~~ Director shall update the County's records of credits to reflect the respective reduction and addition of credits on the applicable properties. The ~~[[Zoning]]~~ Director may also require, subject to review by the County Attorney as to form and legal sufficiency, declarations of restrictions, or other instruments acceptable to the ~~[[Zoning]]~~ Director, to be recorded on the subject properties to memorialize the transfer of credits.
- (9) *Transferability of excess credits.* Excess credits may be transferred to another property within the same impact fee benefit district, as defined in >>sections<< ~~[[Sections]]~~ 33E-11.1, 33H-11, 33I-10, 33J-11, or 33K-11, or to an adjoining impact fee benefit district to the extent permitted by >>section<< ~~[[Section]]~~

163.31801, Florida Statutes, as may be amended, only in accordance with the following procedures:

- (i) For purposes of this section, "excess credit" means the difference by which the amount of impact fees paid on a subject property exceeds the amount of impact fees that would be assessed for all structures that were built on the subject property, less any refunds and any reductions based on independent studies. The following shall not be considered in calculating excess credits:
 - a. Underutilization of an existing structure or use; and
 - b. Credits based on pre-existing development.
- (ii) Application for transfer shall be made on a form acceptable to the [[Zoning]] Director.
- (iii) The [[Zoning]] Director shall require, subject to review by the County Attorney as to form and legal sufficiency, that declarations of restrictions, or other instruments acceptable to the [[Zoning]] Director, be recorded on the property from which excess credits are being transferred (the "sending property") and to which the excess credits are being transferred (the "receiving site"), addressing the following:
 - a. Identification of the amount of excess credits that are being transferred, which may be identified as the amount of road impact fees paid or assessed, as adjusted in accordance with this subsection; the amount of existing development; a combination of both; or in such other manner acceptable to the [[Zoning]] Director that appropriately quantifies the excess credits being transferred.
 - b. Such additional terms as the [[Zoning]] Director deems reasonable or necessary to ensure an accurate accounting of credits that are available for future development on the sending site and the receiving site.

- (iv) Upon approval of the transfer application, the ~~[[Zoning]]~~ Director shall update the County's records of credits to reflect the reduction of credits on the sending site and the addition of credits on the receiving site.
- (d) *Additional exemptions.* Notwithstanding any other provisions of this chapter, development activity shall be exempt from the requirement of payment of impact fees upon a determination by the ~~[[County Zoning]]~~ Director that such activity is consistent with the >>CDMP<< ~~[[Comprehensive Development Master Plan (CDMP)]]~~ and conforms to one of the following:
 - (1) *Affordable housing.* Any portion of a residential development activity, which provides affordable housing as defined in >>section<< ~~[[Section]]~~ 33E-5 provided that:
 - (i) *Exclusions.* There shall be no affordable housing exemption for:
 - a. A housing unit priced at more than \$75,000 unless approved by a governmental assistance program for a higher amount;
 - b. A housing unit occupied by persons, families or households having total household assets (excluding pensions, annuities and the like) exceeding \$50,000 unless a governmental assistance program has approved a different amount; and
 - c. Payment of educational facilities except pursuant to the applicable requirements of the Interlocal Agreement Between Dade County and The School Board of Dade County, Florida, related to Educational Facilities Impact Fee Monies dated September 28, 1995.
 - (ii) Applicant must obtain such third party approvals as may be required by the County Zoning Director; and
 - (iii) Applicant must covenant with the County that the housing unit will remain affordable as

defined in Section 33E-5 for a period of 15 years.

- a. Other such covenants and agreements may be required as provided in the road impact fee manual or by the ~~[[County Zoning Department]]~~ Director to ensure that affordable housing purpose of the exemption is maintained.
- b. Housing units that lose their affordable housing status prior to the expiration of five years from the date the exemption was granted shall be subject to payment of the impact fee in effect at the time said affordable status was lost and the ~~[[County Zoning]]~~ Director shall be authorized to lien the property if necessary to secure payment of the fee.

(2) *Enterprise zone.* Any commercial or industrial development activity located within an existing designated enterprise zone as defined in >>section<< ~~[[Section]]~~ 290.0065, Florida Statutes, as the same may be amended from time to time, and as approved pursuant to Ch. 2015-221, Laws of Fla., as may be amended provided that:

- (i) The proposed development activity has been deemed to have been granted a property tax exemption under >>section<< ~~[[Section]]~~ 29-84(c) of this code; and
- (ii) The feepayer has furnished all the documentation required by the ~~[[County Zoning]]~~ Director and has executed a covenant running with the land, in a form approved by the ~~[[County Zoning]]~~ Director, obligating the feepayer, its successors and assigns to comply with the employee residency requirements of >>sections<< ~~[[Sections]]~~ 29-83(a) and 29-84(b) of this code for a minimum of 5 years.

(3) *Tax increment financing.* Any commercial or industrial development activity located within an area approved for tax increment financing in accordance with chapter 30A, in which the development activity has made specific expenditures from tax increment dollars for improvements to the collector or arterial roadway systems as identified in >>section<< ~~[[Section]]~~ 33E-

12, as the same may be amended. The total amount of exemption shall not exceed the total expenditure from tax increment dollars for capacity improvements to the collector or arterial roadway system.

- (4) *De minimis impact.* Any development activity for which the computed impact fee amount is less than \$50.00.
- (5) *House move.* Any house move originating within Miami-Dade County.
- (6) *Mobile home tie-down permit.* Any tie-down permit for a mobile home that was legally in place at the permit location on June 4, 1989, or any tie-down permit for which documentation is provided that an impact fee has been previously paid for a mobile home at the same permit location.
- (7) *Existing structure alterations and accessory buildings.*
 - (i) Any alteration, replacement or expansion of an existing structure or the addition of an accessory building shall be exempted provided that the land use has not changed and no additional units are created and no additional vehicle trips are generated pursuant to ~~[[tables 100 or 100-A in Section]]~~ >>section<< 33E-8.
 - (ii) A parking garage that is accessory to a primary use structure shall qualify for this exemption.
- (8) *Workforce housing.* Any portion of a residential development activity that provides workforce housing units on site in accordance with the following:
 - (i) For purpose of this exemption, "workforce housing unit" shall be as defined in >>article<< [[Article]] XIIA of >>chapter<< [[Chapter]] 33, except that the workforce housing target income range shall not exceed >>the income range for housing that is affordable, as defined in section 420.0004, Florida Statutes<< [[120 percent of the most recent area median income for the County, adjusted for household size, reported by the United States Department of Housing and Urban Development or the Florida Housing Finance Corporation, as maintained by the Department]].
 - (ii) To be eligible for this exemption, the workforce housing units must be: provided in accordance with >>chapter<< [[Chapter]] 33,

>>article<< [[~~Article~~]] XIIA, an interlocal agreement adopted pursuant to that article, or a municipal workforce housing ordinance that imposes substantially similar requirements to obtain density or intensity bonuses as those provided in that article; or otherwise subject to a declaration of restrictive covenants that satisfies the requirements of >>section<< [[~~Section~~]] 33-193.13 and >>chapter<< [[~~Chapter~~]] 17, >>article<< [[~~Article~~]] IX.

- (e) *Process for affordable or workforce housing, enterprise zone, and tax increment financing exemptions.*
 - (1) If an exemption is sought pursuant to paragraphs (1), (2), (3), or (8) of subsection (d):
 - (i) Impact fees shall be paid prior to the issuance of the building permit. However, the feepayer shall be entitled to a refund pursuant to this chapter upon submitting a formal application for a refund to and receiving approval from the [[~~County—Zoning~~]] Director, on a form acceptable to the Director.
 - (ii) In the alternative to paying the fee and applying for a refund, where a complete application is approved in accordance with this subsection prior to issuance of the building permit, the impact fees may be deemed to have been paid to the extent approved in the application.
 - (2) Application for a refund under this section shall be made within one year of the issuance of a certificate of completion, certificate of occupancy, or certificate of use for the building, whichever is later.
 - (i) If the commercial or industrial development activity for which exemption is sought pursuant to paragraph (2) of subsection (d) entails an aggregation of multiple commercial or industrial uses to satisfy the job creation requirements under >>sections<< [[~~Sections~~]] 29-81 through 29-89, the application for a refund must be made within 1 year of the issuance of the most recent certificate of use being used to satisfy the job creation requirements; but in no event shall such application for refund be approved if submitted

- more than 18 months after the issuance of the certificate of occupancy for the building in which the development activity is taking place.
- (ii) Notwithstanding any other provision to the contrary, any commercial or industrial development activity that seeks exemption pursuant to paragraph (2) of subsection (d) and that, as determined by the ~~[[County Zoning]]~~ Director, is reasonably anticipated to produce at least 100 new full-time jobs may, at the time of building permit application, apply to the ~~[[County Zoning]]~~ Director for deferral of payment of up to 75 percent of the assessed impact fees until issuance of the earlier of the first temporary certificate of occupancy or the first certificate of occupancy for the development activity.
- a. The feepayer shall submit the application for deferral on a form acceptable to the ~~[[Zoning]]~~ Director, together with any applicable administrative fee and the following materials:
1. Documentation demonstrating that the commercial or development activity is reasonably anticipated to produce at least 100 full-time jobs through the leasing or operation of the proposed use or aggregation of multiple commercial or industrial uses;
 2. A declaration of restrictive covenants running with the land that (i) requires payment of the impact fee balance prior to the issuance by the County or applicable municipality of a temporary certificate of occupancy or certificate of occupancy, whichever is earlier, (ii) provides that, if the development activity fails to produce the committed number

of jobs when the final determination on the exemption set forth in paragraph (2) of subsection (d) is made, or fails to maintain the committed number of jobs for the 5-year period required under this section, then the County shall be entitled to recover an amount equivalent to the interest on the deferred or refunded amount at the rate set in accordance with >>section<< [[Section]] 55.03 of the Florida Statutes, and (iii) requires payment of the deferred amount plus statutory interest at the time the subject property or portion thereof is conveyed; and

3. A voluntary lien executed by the owner of the property that is subject to the road impact fee securing payment of the deferred portion of the road impact fee on a form provided by the County Public Works Director and filed in the Public Records of Miami-Dade County.
- b. The County or applicable municipality shall not issue a temporary certificate of occupancy or certificate of occupancy, whichever is earlier, until road impact fees have been paid in full. Refund of the full amount of the road impact fee, less administrative costs and any applicable convenience fees, may thereafter be sought pursuant to >>section 33E-14<< [[Section 33E-14(d)(3)]].
- (iii) Failure to apply for a refund by the feepayer within the above-referred period shall invalidate the right for a refund under this section.

(3) *Additional exemptions related to affordable or workforce housing.*

- (i) Notwithstanding any other provision to the contrary, if an affordable or workforce housing exemption is sought pursuant to subsection (d), community development corporations as defined in section 290.033(2), Florida Statutes, and community based organizations as defined in section 420.602(4), Florida Statutes, that have received assistance from Miami-Dade County or the State of Florida in funding predevelopment costs to provide affordable housing to low and very low income families or for workforce housing as defined therein shall have the option of executing a covenant running with the land, in a form approved by the ~~[[County Zoning]]~~ Director, in lieu of payment of impact fees prior to the issuance of the building permit.
- (ii) Joint ventures of either a community development corporation or a community based organization with a for-profit developer for the purpose of affordable or workforce housing development shall also have the right to execute the aforementioned covenant provided that the proposed housing development for which an exemption is being sought has been approved by the applicable Miami-Dade County department.

- (f) The applicant shall supply all documentation necessary to validate the requested exemption along with any additional documentation that may be required by the ~~[[County Zoning]]~~ Director.

Sec. 33E-15. - Appeals of administrative decisions>>; procedure applicable to all impact fees<<.

* * *

Sec. 33E-18. – ~~[[Road Impact]]~~ Fee Deferral For Certain Land Use Types>>; procedure applicable to all impact fees<<.

>>(a)<<[[~~(A)~~]] Notwithstanding anything in the Code to the

contrary, (i) an applicant for a building permit requiring payment of a >>mobility<< ~~[[road impact]]~~ fee that exceeds \$25,000.00 may request a deferral of ~~[[road impact fee]]~~ payment for one-half of the assessed ~~[[road impact]]~~ fee for a period of up to 3 years, or (ii) an applicant for a building permit for workforce housing units provided in accordance with chapter 33, article XIIA, an interlocal agreement adopted pursuant to that article, or a municipal workforce housing ordinance that imposes substantially similar requirements to obtain density or intensity bonuses as those provided in that article, or that is otherwise subject to a declaration of restrictive covenants that satisfies the requirements of section 33-193.13 and chapter 17, article IX, may request a deferral of 90 percent of the ~~[[road]]~~ >>impact<< fees assessed for those units for a period of up to five years, subject to the following terms, conditions, requirements and limitations:

- (1) The deferral program shall not be used to defer ~~[[road impact]]~~ fees for ITE Land Use Types that are categorized as Residential, Recreational>>,<< or Institutional according to >>section 33E-8<< ~~[[Tables 100 & 100A]]~~, except for workforce housing units as provided herein.
- (2) *Voluntary lien required.*
 - (i) As a condition of deferral ~~[[of impact fees]]~~ pursuant to this section, the owner of the property that is subject to the ~~[[road]]~~ impact fee shall execute a voluntary lien on a form provided by the County Public Works Director and filed in the Public Records of Miami-Dade County that:
 - a. secures payment of the deferred portion of the impact fee; and
 - b. covenants that the outstanding portion of the impact fee shall immediately become due and payable upon any sale, conveyance, or other transfer of title to the property.
 - (ii) It is provided, however, that a workforce housing development that consists of a multi-family dwelling with a single owner may defer the outstanding portion of the impact fee for the full deferral period, regardless of sale, conveyance, or other transfer.

- (3) A notice that said voluntary lien has been satisfied shall be promptly filed in the Public Records by Miami-Dade County upon final payment of all outstanding ~~[[road]]~~ impact fees including associated administrative fees and penalties, if any that may be owed in connection with the ~~[[road]]~~ impact fee.
- (4) The total amount of the ~~[[road]]~~ impact fee owed shall be assessed at the time the building permit is issued.
- (5) Prior to issuance of the building permit, the applicant shall pay (i) the sum of one-half ~~[[44]]~~ of the total ~~[[road]]~~ impact fee assessed against the property or, for workforce housing units, the sum of 10 percent of the ~~[[road]]~~ impact fees assessed for those units ("initial payment"), plus (ii) the total administrative fee for the assessed ~~[[road]]~~ impact fee, plus (iii) the total administrative fee for deferral as provided under this section.
- (6) An administrative fee of \$100.00 or 2 percent of the deferred portion of the ~~[[road]]~~ impact fee (4 percent for workforce housing units), whichever amount is greater, shall be charged in connection with the application for deferred payment of ~~[[road]]~~ impact fees under this section.
- (7) No deferral amount under this section, except for amounts assessed for workforce housing units, shall exceed \$25,000.00 for a single application.
- (8) The schedule of payment for the deferred portion of the ~~[[road]]~~ impact fee shall be set as follows:
 - a. No schedule authorized under this section may exceed 3 years, except that the deferral period for workforce housing units shall be a maximum of ~~>>five<< [[2]]~~ years; and
 - b. The payment schedule shall provide for collection of a minimum of one-third of the deferred amount for each year, except that no interim payment for workforce housing units shall be required; and
 - c. All ~~[[road]]~~ impact fees deferred pursuant to this section shall become immediately due upon a sale, conveyance or other transfer of title of the property that is the subject of the ~~[[road]]~~ mobility fee>>, except that a workforce housing development that consists

of a multi-family dwelling with a single owner may defer the outstanding portion of the fee for the full deferral period, regardless of sale, conveyance, or other transfer<<.

- (9) No interest shall be charged against ~~[[road]]~~ impact fees deferred under this section, provided that they are paid on time in accordance with the payment schedule. It is provided, however, that payments made later than 30 calendar days from the date that payment of the mobility fee installment is due shall be charged interest at the rate of 12 percent per annum simple interest, accruing from the date of the initial payment up to the date of the late payment, plus cost of collection established by implementing order of the Board of County Commissioners.
- (10) The County Public Works Director: is authorized to foreclose on the lien for any deferred impact fees, including any accrued interest, that remain unpaid for more than 180 calendar days beyond the date when deferred impact fees are due; and may assess reasonable fees associated with the foreclosure of the lien and collection of the ~~[[road]]~~ impact fee payment, including reasonable attorney's fees and court costs.

>>(b)<<~~[[B]]~~ The County Zoning Director shall provide an annual report on the status of this program to the Board of County Commissioners.

>>(c)<<~~[[C]]~~ The maximum total amount of ~~[[road]]~~ impact >>fee<< funds that may be deferred pursuant to this program is \$1,000,000.00, whereupon this program shall not be available to defer impact fees until such time as the total deferred amount has been reduced by payment of impact fees below the maximum set forth herein. It is provided, however, that this limitation shall not apply to >>deferred fees that are<<: (i) ~~[[deferred road impact fees]]~~ assessed for development of workforce housing units as provided in this section; or (ii) ~~[[deferred impact fees that are]]~~ secured by a bond or letter of credit pursuant to section 33E-6.1.

Section 3. *Delayed implementation.* Applications filed, fees collected, and fee expenditures programmed or allocated prior to December 31, 2023, shall be subject to the applicable provisions of chapter 33E in effect prior to the effective date of this ordinance. On and after December 31, 2023, applications and expenditures shall be governed by this ordinance. Which regulations are applicable shall be determined by the filing date of the relevant application.

Section 4. *Roadway impact fee funds not expended prior to December 31, 2023.* Any roadway impact fee funds that have not been expended by December 31, 2023, shall be transferred to the roadway mode trust account for the applicable benefit district. The applicable benefit district shall be determined in accordance with the following table:

Percentage of Existing RIF Districts in Proposed MIF districts					
Existing RIF Benefit Districts	Future MIF Benefit Districts				
	A	B	C	D	E
1			34.2%	52.1%	13.7%
2	40.0%	29.1%	9.1%	16.4%	5.5%
3		66.3%	33.7%		
4			64.7%	35.3%	
5				13.2%	86.8%
6					100%
7				26.7%	73.3%
8	50.0%	50.0%			
9		1.7%	97.6%	0.7%	

Section 5. If any section, subsection, sentence, clause or provision of this ordinance is held invalid, the remainder of this ordinance shall not be affected by such invalidity.

Section 6. It is the intention of the Board of County Commissioners, and it is hereby ordained that the provisions of this ordinance, including any sunset provision, shall become and be made a part of the Code of Miami-Dade County, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section," "article," or other appropriate word.

Section 7. This ordinance shall become effective ten (10) days after the date of enactment unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

PASSED AND ADOPTED:

Approved by County Attorney as
to form and legal sufficiency:

Prepared by:

Dennis A. Kerbel
Lauren E. Morse