

Chapter 56 TRANSPORTATION IMPACT FEE

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Chapter 56 TRANSPORTATION IMPACT FEE ¹¹

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Sec. 56.01. Short Title, Authority and Applicability.

- A. This Part of [Chapter 56](#) (This Chapter) shall be known and may be cited as the "City of Orlando Transportation Impact Fee Chapter."
- B. The planning for new and expanded roads and other transportation improvements needed to serve new growth and development that generate additional traffic and the implementation of these plans through the comprehensive planning process are the responsibility of the City under Florida Statutes Ch. 163 and Florida Statutes Ch. 166, various special acts relating to the power of the City of

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Orlando undertaking zoning, planning and development activities, and is in the best interest of the health, safety, and welfare of the citizens of the City.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 7-16-1990, Doc. #24073; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.02. Intent and Purpose.

- A. This Part of the Chapter is intended to be consistent with the principles for allocating a fair share of the cost of new public facilities to new users as established by the Florida Supreme Court and the Florida legislature. The City of Orlando has determined and recognized through adoption of a Comprehensive Plan that future development and growth within the City will necessitate extensive transportation improvements. In order to finance the necessary improvements, several methods of financing will be utilized, including the requirement that development activity generating new transportation demands pay a transportation impact fee which includes multi-modal transportation applications.
- B. The implementation of a regulatory program that requires new development to pay a "Transportation Impact Fee" that does not exceed a pro rata share of the reasonably anticipated expansion costs of new and expanded transportation improvements needed to serve new growth and development is the responsibility of the City in order to carry out the traffic circulation element of its Comprehensive Plan, as amended and adopted under Florida Statutes § 163.3161 et seq., and is in the best interest of the health, safety and welfare of the citizens of the City of Orlando.
- C. The purpose of this Chapter is to enable the City of Orlando to allow growth and development to proceed in compliance with the adopted Growth Management Plan, and to regulate growth and development so as to require growth and development to share in the burdens of growth by paying its pro rata share for the reasonably anticipated costs of needed transportation improvements.
- D. It is not the purpose of this Chapter to collect fees from growth and development in excess of the cost of the reasonably anticipated transportation improvements needed to serve the new growth and development. It is specifically acknowledged that this Chapter has approached the problem of determining the transportation impact fee in a conservative and reasonable manner. This Chapter will only partially recoup the governmental expenditures associated with growth. Existing development will still be required to pay a fair share of the cost of needed transportation improvements.
- E. The technical data, findings and conclusions herein are based on the Comprehensive Growth Management Plan, as amended, of the City of Orlando and in part on the following studies and reports: City of Orlando Multi-modal Transportation Impact Fee Study dated July 25, 2012, and the associated studies and documents as referenced in that Study; current standardized ITE Trip Generation Report; current Florida Department of Transportation, Transportation Costs Handbook; current standardized Florida Department of Transportation "per lane mile standard construction costs" calculation; ; and the City of Orlando Growth Management Program comprehensive planning reports and land development regulations as adopted by the Orlando City Council.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 6-6-1988, Doc. #22149; Ord. of 7-16-1990, Doc. #24073; Ord. of 11-28-1994, Doc. #28057; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.03. Rules of Construction.

For the purposes of administration and enforcement of this Ordinance, unless otherwise stated in this Chapter, the following rules of construction shall apply:

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- A. In case of any difference of meaning or implication between the text of this Chapter and any caption, illustration, summary table or illustrative table, the text shall control.
- B. The word "shall" is always mandatory and not discretionary; the word "may" is permissive.
- C. Words used in the present tense shall include the future and words used in the singular number shall include the plural and the plural the singular, unless the context clearly indicates the contrary.
- D. The word "person" includes an individual, a corporation, a partnership, an incorporated association, or any other similar entity.
- E. Unless the context clearly indicates the contrary, where a regulation involves two (2) or more items, conditions, provisions, or events connected by the conjunction "and," "or" or "either... or," the conjunction shall be interpreted as follows:
 - (1) "And" indicates that all the connected terms, conditions, provisions or events shall apply.
 - (2) "Or" indicates that the connected items, conditions, provisions or events may apply singly or in any combination.
 - (3) "Either... or" indicates that the connected items, conditions, provisions or events shall apply singly but not in combination.
- F. 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.
- G. Where a road right-of-way is used to define benefit area boundaries, that portion of the road right-of-way demarcating the boundary may be considered as part of either or both benefit areas it bounds.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.04. Definitions.

Access Improvements: Transportation Improvements necessary to provide safe and adequate ingress and egress and for efficient traffic operations. Access improvements include but are not limited to the following:

- (a) right-of-way and easements;
- (b) left and right turn lanes;
- (c) acceleration and deceleration lanes;
- (d) traffic control and signal devices, signage, and markings; and
- (e) drainage and utilities; and
- (f) transit bus pullouts.

Accessory Building, Structure or Use: A detached, subordinate building, structure or use, the use of which is clearly incidental to and serves the principal building or use and is located on the same development site as that of the principal building or use. See [Chapter 58](#), Part 5, City Code.

Applicant: Any person who applies for a development permit for land development.

Arterials: Arterials connect limited access facilities and other roads with partial access control facilities to form a continuous network. Arterials provide mobility around and through urban and community cores. The intent of an arterial is to provide movement as opposed to access to the adjacent

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properties, and does not include grade separated-limited access facilities, such as expressways and interstate highways.

Arterial Roads: A classification of roads which primarily functions to accommodate the movement of relatively large traffic volumes for relatively long distances at relatively high speeds. Land access, when provided, is subservient to the movement function. This classification includes all roads which function above the level of a collector road.

Average Trip Length: The average length in miles of trips for each major land use category, adjusted to reflect the travel characteristics in the Orlando GMP Study Area.

Building: Any permanent structures designed or built for the support, shelter or protection of persons, animals, chattels, goods or property of any kind.

Building Permit: Any building or construction permit required under the Orlando Building Code (Chapter 13 of the City Code).

Capacity; Capacity Per Lane: The maximum number of vehicles for a given time period which a typical new lane can safely and efficiently carry at a specified level of service. For the purpose of this Chapter, the capacity of a typical new lane shall mean 8,000 vehicles per day per through lane at Level of Service "D" and 10,000 vehicles per day per through lane at Level of Service "E."

Capacity Per Lane Mile: The product of the capacity per lane times one lane mile. For the purpose of this Chapter, the capacity per lane mile of a typical new lane shall mean 8,000 vehicles per day per through lane per mile at Level of Service "D" and 10,000 vehicles per day per through lane per mile at Level of Service "E."

Collector Roads: Collectors provide for movement between local streets and the arterial network. Collectors serve residential, commercial and industrial areas, providing continuity between local roads and the thoroughfare system. These facilities balance the need for individual lot access and through travel.

Complete Application: An application for development permit that contains, at a minimum, each document and all information required by City Code for said application.

Construction: Activity on a development site pursuant to a valid and lawfully issued development permit, including site preparation, excavation.

Development: See Land Development.

Development Permit: Includes any building permit, having the effect of permitting the construction or alteration of any building or structure or other vertical improvement on the land.

Development Site: The property under consideration for development at the time of application for a development permit.

Diverted Traffic; Passer-by Traffic: Traffic that is already on the road network which is attracted by the land use and which may be transferred from another route.

Encumbered: Funds committed in a capital improvements program for a specified improvement on a specified time schedule.

Expansion: New Transportation Improvements capacity enhancements which include but are not limited to extensions, widenings, intersection improvements, upgrading signalization and improving pavement conditions.

External Trip: Any trip which has either its origin or destination at the development site.

Gross Leasable Area: For purposes of the Chapter, gross leasable area shall be the total gross square footage of the land use less ten (10) percent.

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Housing, Low Income: Owner-occupied housing: As defined by Resolution of the City of Orlando, Florida, adopting an affordable housing certification process and establishing an effective date, adopted on February 8, 1993, Documentary No. 25367-1A, and any amendments thereto.

Housing, Low Income: Tenant-occupied housing: As defined by applicable governmental regulations and approval of the Housing and Community Development Department of the City of Orlando.

Impact: The negative effect of additional vehicles and person miles of travel on a roadway segment.

Internal Trip: Any trip which has both its origin and destination within the development site.

Land Development: The construction or alteration of any building or structure, or other vertical improvement on the land.

Land Use: Any principal or accessory building, structure or use located on the development site.

Land Use, Traffic Generating: Proposed land use that attracts or produces vehicular trip(s) and Person Miles of Travel over and above that produced by the existing land use. See Transportation Impact Fee Rate Schedule (Exhibit A) for Traffic Generating Land Use Categories.

Level of Service "D": A condition of road performance where traffic density is high but tolerable. Fluctuations in traffic volume may cause reductions in operating speeds. Drivers have little freedom to maneuver. However, traffic flows approach unstable conditions in some instances.

Level of Service "E": This level of service represents traffic operation near the roadway capacity or maximum service volume. Vehicles flow at unstable conditions. Stop-and-go situations may happen. In freeways or limited access facilities, speeds are near thirty (30) miles per hour and traffic density is high.

Local Roads: Local roads provide direct access to abutting properties. Local roads accommodate traffic originating in or traveling to properties within a neighborhood, commercial or industrial development.

Major Road Network: The existing and planned interconnecting system of public roads classified as limited access facilities, arterials, and collectors, as established in the GMP Transportation Element.

Marginal Cost: The additional cost incurred to provide a non-site related improvement over and above that which would be necessary to only provide the site-related improvement needed to serve the land use.

Multi-modal Transportation: The transportation system that includes the Major Road Network, sidewalk and bicycle facilities within the public right-of-way, and public transportation vehicles and facilities (bus stops, shelters, benches and transfer stations, excluding rail) within the City of Orlando.

Non-Site Related Improvements: Transportation improvements, including rights-of-way, which are necessary to provide safe and adequate travel service for the movement of vehicular traffic and person miles of travel, including multimodal transportation facilities, and which are in excess of or in addition to site related transportation improvements. Non-site related improvements may include on-site or off-site improvements to the transportation improvements network. The Transportation Impact Fee formula contained in this Chapter is designed to calculate the costs inherent in the construction of non-site related at-grade improvements to the transportation improvements network.

Off-Site Improvements: Transportation improvements located outside of the boundaries of the development site which are necessary to provide safe and adequate travel service for vehicular traffic.

On-Site Improvements: Transportation improvements located within the boundaries of the development site which are necessary to provide safe and adequate travel service for vehicular traffic.

Person Miles of Travel: The person miles of travel represent daily travel of all persons visiting a given land use using all modes of transportation (auto, transit, bicycle, pedestrian). It is calculated based on the dominant travel mode of automobile and by applying a person per vehicle conversion factor through the following equation:

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Person Miles of Travel (PMT) = Vehicle Miles of Travel (VMT) X Conversion Factor (Person/Vehicle)

Transportation Impact Fee; Impact Assessment Fee: The fee required to be paid in accordance with this Chapter.

Transportation Improvements: A physical asset, constructed or purchased, that is necessary to provide safe and adequate travel service for vehicular traffic, and transit service. The planning, acquisition, expansion or construction of transportation projects includes transportation planning, preliminary engineering, engineering design studies, land surveys, right-of-way acquisition, engineering, permitting and construction of all the necessary features for any transportation project including, but not limited to:

- (a) construction of the thru lanes,
- (b) construction of turn lanes,
- (c) construction of bridges,
- (d) construction of drainage facilities in conjunction with roadway construction,
- (e) purchase and installation of traffic signalization, signage and markings,
- (f) construction of curbs, medians and shoulders,
- (g) relocating utilities to accommodate roadway construction,
- (h) mass transit and other multimodal transportation projects,
- (i) pedestrian and bicycle improvements that are integrally related to transportation improvements and serve to separate pedestrians and bicyclists from vehicles, thus enhancing the carrying capacity of the transportation system, and
- (j) other improvements, as determined by the City's Transportation Planning Division Manager, that add to the pedestrian or vehicle carrying capacity of the transportation system.

Road Network: (See Major Road Network.)

Site-Related Improvements: Transportation improvements, including rights-of-way, which are necessary to provide safe and adequate travel service for the movement of vehicular traffic, including multimodal transportation facilities that reduce the amount of vehicular traffic and person miles of travel, between the traffic-generating land uses within the development site, between the development site and the major road network and access improvements. Site-related improvements may include on-site or off-site improvements to the transportation improvements network as necessary to access the site or to connect the site to the closest point in the major road network. The Transportation Impact Fee formula contained in this Chapter (gross square footage \times 90% \times 1,000 \times appropriate fee rate), which does not apply to land uses with a per unit fee basis, is not intended to assess an amount that constitutes an approximation of the costs to construct site related transportation improvements, therefore, an assessment for or the construction of site related transportation improvements shall be considered as an addition to the assessment calculated pursuant to the terms of this Chapter.

Square Feet: As referred to in the Transportation Impact Fee Rate Schedule (Exhibit "A"), means total gross leasable square footage. Calculable square feet shall include non-roofed areas which are contemplated to be used or leased in connection with the land use (e.g. outdoor garden shop areas). These are areas integrally related and customarily found in association with the land use including sales areas and stock areas located on the same building site.

Structure: Anything constructed, erected or placed on the development site, the use of which requires more or less permanent location on or in the ground or attached to something having a permanent location on or in the ground.

Traffic-Generating Land Use: See Land Use, Traffic Generating.

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Transit Oriented Development (TOD): A development site, designated through a development order or a parcel of record, which is located within ¼ mile of a premium transit stop or station (SunRail or LYMMO). Any portion of the designated site or parcel that falls within the ¼ mile buffer may be considered for TOD status (see Exhibit "C").

Trip: A one-way movement of vehicular travel or Person Miles of Travel from an origin (one trip end) to a destination (the other trip end). For the purposes of this Chapter, trip shall have the meaning which it has in commonly accepted traffic engineering practice and which is substantially the same as that definition in the previous sentence.

Trip Generation: The attraction or production of trips caused by and associated with a given type or classification of land use category (see Exhibit "A").

Trip Rate; Trip Generation Rate: The average number of vehicle trip ends (one-way trips) which can be attributed to a specific type of land use per unit of development per day as documented in the current ITE Trip Generation Report, and as used in commonly accepted engineering practice.

Unit of Development: The standard incremental measure of land development for a specific type of land use upon which the trip generation rate is based.

Vehicle Miles of Travel: The product of the average trip length times the number of trips generated by a specific type of land use or its equivalent.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 6-6-1988, Doc. #22149; Ord. of 4-24-1989, Doc. #22920; Ord. of 7-16-1990, Doc. #24073; Ord. of 11-28-1994, Doc. #28057; Ord. of 12-16-1996, Doc. #29904; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. of 8-30-2010, § 1, Doc. #1008301103; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201; Ord. No. 2013-21, § 1, 5-6-2013, Doc. #1305061205)

Sec. 56.05. Limitations on Issuance of Development Permits.

Any person who applies for the issuance of a development permit for a traffic generating land use shall be required to pay a Transportation Impact Fee in the manner and amount set forth herein.

Except as provided elsewhere in this Chapter, no development permit for any traffic generating land use requiring payment of a Transportation Impact Fee pursuant to this Chapter shall be issued unless and until the transportation impact fee hereby required has been paid.

Except as provided elsewhere in the Chapter, no person shall operate from, conduct business, reside, or utilize any traffic generating land use unless and until the Transportation Impact Fee required by this Chapter has been paid and a development permit has been issued.

A development permit for any traffic generating use, classified as commercial or industrial under City Code and requiring payment of a Transportation Impact Fee pursuant to this Chapter, may be issued prior to the full payment of the applicable Transportation Impact Fee under the following condition: No later than ten (10) calendar days after submittal of the building permit application for the traffic generating use, the Applicant may also apply to the Transportation Impact Fee Coordinator for authority to participate in an installment plan. Upon approval of the application, the Applicant shall pay fifty percent (50%) of the applicable Transportation Impact Fee prior to issuance of a development permit for the subject use or any portion thereof, and shall pay the remaining fifty percent (50%) prior to the City's issuance of a Certificate of Occupancy for said use or any portion thereof.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 7-16-1990, Doc. #24073; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. of 8-30-2010, § 2, Doc. #1008301103; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

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Sec. 56.06. Determination of Transportation Impact Fees.

- A. The Transportation Impact Fee for any traffic generating land use shall be determined either by using the transportation impact fee rate schedule (Exhibit "A") set forth in [Section 56.07](#) of this Chapter or by using the alternative method of calculation set forth in [Section 56.08](#) of this Chapter.
- B. Any applicant may propose to enter into a Transportation Impact Fee agreement with the City as set forth in [Section 56.10](#) of this Chapter in order to establish just and equitable Transportation Impact Fees or their equivalent which are appropriate to the specific circumstances of the traffic generating land use category.
- C. When an application for a development permit has been made includes two or more land uses in any combination, including two or more land uses within a building or structure, the total Transportation Impact Fee assessment shall be the sum of the products, as calculated above, for each land use, unless otherwise provided for in this Chapter.
- D. Except as provided in [Section 56.15\(H\)](#), in the case of a change, redevelopment, or modification of a land use which requires the issuance of a development permit, the Transportation Impact Fee shall be based upon the net increase in the Transportation Impact Fee amount for the new or proposed land use as compared to the Transportation Impact Fee amount based on the existing or last previous land use.
- E. In the case of a demolition or termination of an existing use or structure, if the demolition or termination of the existing use or structure occurred less than ten (10) years prior to the application for a development permit, the Transportation Impact Fee for future redevelopment shall be based upon the net increase in the Transportation Impact Fee amount for the new or proposed land use as compared to a Transportation Impact Fee amount, calculated at current rates based on the highest intensity actual active or previous land use since its original occupancy. Any excess transportation impact fee amount, as calculated in this sub paragraph, for the prior use shall not be transferable to another location.
- F. In the case of a relocation of a use, a Transportation Impact Fee shall be assessed to the relocated use at its new location as generally provided in this Section. Redevelopment of the old location from which the use was removed will be assessed a Transportation Impact Fee as provided in subparagraphs D, and E, as applicable.
- G. In order to take advantage of subparagraphs D, E, or F (above) and pay Transportation Impact Fees only for the net increase in the traffic-generating land use category, the applicant shall provide reasonably sufficient evidence that a previous land use had been actively maintained on the site prior to the date of application for the development permit. Such evidence may include proof of utility records, records for the use sought to be shown, or other documentation. Occupational license issuance is not of itself reasonably sufficient evidence.
- H. Any claim of existing or previous use under subparagraphs D, E, or F (above) must be made no later than the time of application for a development permit. Any claim not so made shall be deemed waived and invalid.
- I. When an application for a development permit has been submitted for a land use, which:
 - (1) includes ground floor retail as an auxiliary or secondary use within a mixed-use building located in an AC-3A/T zoning district; and
 - (2) the ground floor retail use was "required" by the City as a condition of development approval in order to achieve Growth Management Plan objectives; and
 - (3) the primary use, more than sixty-six percent (66%) of the total floor area, of the mixed-use building is office or multi-family residential; and
 - (4) then to the extent that the ground floor retail use is required by the City as a condition of development approval, the Transportation Impact Fee assessment for the required retail use is

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calculated by multiplying the Discounted Impact Fee Rate per 1,000 square feet for the primary land use category by the floor area of the required retail use.

- J. In the event that an applicant for a development permit or the City of Orlando contends that the land use category for which the development permit is proposed is not within the above categories or fits within a different category, then the Transportation Impact Fee Coordinator, or his/her designee shall, after consultation with the Transportation Planning Division Manager, make a determination as to the appropriate land use designation which is consistent with current practices to add land use categories of general applicability to the Transportation Impact Fee Rate Schedule (Exhibit "A") following submission to City Council. In addition, either the City or the applicant can propose actual studies or surveys in order to calculate the most appropriate fee rate. Any such determination may be appealed, consistent with [Section 56.23](#), herein. For additional information see [Section 56.08](#), Alternative Transportation Impact Fee Calculation.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 7-16-1990, Doc. #24073; Ord. of 11-28-1994, Doc. #28057; Ord. of 12-16-1996, Doc. #29904; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. of 4-13-2009, § 1, Doc. #0904131102; Ord. of 10-5-2009, § 6, Doc. #0910051104; Ord. of 8-30-2010, § 3, Doc. #1008301103; Ord. No. 2011-17, § 1, 4-26-2011, Doc. #1104251101; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.07. Transportation Impact Fee Rate Schedule.

- A. Any person may determine their Transportation Impact Fee by using the following fee rate schedule. The fee rate schedule is presented for the convenience of the public and may be used in lieu of the alternative method of calculation set forth in [Section 56.08](#) of this Chapter. The fee rates have been calculated using the method of calculation presented in [Section 56.08](#) using recognized accepted trip generation rates and/or Person Miles of Travel based upon acceptable national averages. For the convenience of the public, the fee rates which are based on trip generation and/or Person Miles of Travel have been converted to dollar amounts per unit of development, i.e., per dwelling unit, per 1,000 square feet, per room, etc., depending upon the type or classification of land use.

Transportation Impact Fee Rate Schedule: See Composite Exhibit "A." The Transportation Impact Fee Rate Schedule shall be effective as provided by law, and shall be based on the most recent and localized data. Resolutions establishing transit service districts will be adopted by City Council.

- B. The total transportation impact fee for a specified type of land use is calculated by multiplying the Discounted Impact Fee Rate (from the definition of Site Related Improvements in [Section 56.04](#)) for the specified type of land use by the number of units of development of the specified type of the land use.
- C. To account, in part, for the effects of inflation on the costs of right-of-way, design and road construction, the City's Transportation Planning Division shall index the transportation impact fee rate annually, subject to City Council's approval as described herein, to be applied beginning January 1, 2011, and January 1st of each year thereafter, including accrued indexing amounts, to reflect either (i) the published costs for these items in the most recent version of the Consumer Price Index or (ii) three percent (3%), whichever is less. The City's Transportation Planning Division Manager shall confirm the reasonableness of the proposed index to the rates. Based on the reference data and methodology contained in this subsection, the City's Transportation Planning Division shall submit a request for the proposed indexing of the Transportation Impact Fee as a separate item in the Division's annual budget submittal to City Council. If City Council approves the proposed indexing of the impact fee rate as a part of the Division's budget submittal, the City's Transportation Planning Division Manager shall submit an ordinance for City Council approval, adopting the new impact fee rate(s). If City Council does not adopt the proposed indexing of impact fee rate(s), the impact fee rate for the previous year remains in effect.

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(Ord. of 8-25-1986, Doc. #20552; Ord. of 1-11-1988, Doc. #21784; Ord. of 7-16-1990, Doc. #24073; Ord. of 11-28-1994, Doc. #28057; Ord. of 12-16-1996, Doc. #29904; Ord. of 11-17-2008, § 1, Doc. #0811171102; Ord. of 4-13-2009, § 1, Doc. #0904131102; Ord. of 8-30-2010, § 4, Doc. #1008301103; Ord. of 7-11-2011, § 1, Doc. #1107111105; Ord. No. 2012-8, § 1, 3-12-2012, Doc. #1203121202; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.08. Alternative Impact Fee Calculation.

- A. In the event an applicant believes that the transportation impacts of his land use on the Transportation Improvements network will be less than standards in this Chapter, the applicant may submit an Alternative Transportation Impact Fee Calculation application, including a supporting report, to the Transportation Planning Division Manager, or his designee, pursuant to the provisions of this Section. If the Transportation Planning Division Manager, or his designee, finds that the data, information and assumptions used by the applicant to calculate the alternative impact fee satisfy the requirements of this Section, the Alternative Transportation Impact Fee shall be deemed the Transportation Impact Fee due and owing for the proposed land use. Prior to submitting an application herein, the applicant shall meet with the Transportation Impact Fee Coordinator to establish the methodology to be utilized in the supporting report.
- B. Alternative Transportation Impact Fee Calculation. The alternative impact fee shall be calculated by use of the following formulas:

$$\text{Net Multi-Modal Fee} = \text{TMMC} - \text{RC}$$

$$\text{TMMC} = [(\text{TR} \times \text{ATL} \times \text{NT})/2] \times [(1 - \text{ITDF}) \times \text{PTF} \times \$\text{pPM}]$$

$$\text{RC} = [(\text{TR} \times \text{TTL} \times \text{NT})/2] \times 365 \times [\$ \text{pG} / \text{FE}] \times \text{PV}$$

Where:

TMMC = Total Multi-Modal Cost (\$)

TR = Average Daily Trip Generation Rate (vehicle trips per day)

ATL = Assessable Trip Length (miles)

NT = Percentage of New Trips (%)

ITDF = Interstate/Toll Facility Discount Factor (%)

PTF = Person Trip Factor (ratio of vehicle-miles to person-miles, no units)

\$pPM = Cost per Person Mile (\$)

RC = Revenue Credit (\$)

\$pG = Cost per Gallon (gas tax used for capital improvements, \$/gal)

FE = Fuel Efficiency (average of all vehicles, mpg)

PV = Present Value (uniform series of cash flows, no units)

Note: Constant "2" is used to assign one end of each trip to the origination point and the other end to the destination point to avoid double counting of trips. Constant "365" is used to represent number of days in a typical year.

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The Standard Multi-Modal Transportation Impact Fee equation (noted above) shall also be used to calculate any Alternate Impact Fee under this section. The applicant can submit supporting documentation to allow the use of specific alternative values for one or more of five (5) of the factors included in the standard equation. The Trip Rate (TR), Assessable Trip Length (ATL), and % of New Trips (NT) may be altered for an Alternative Impact Fee study with appropriate justification. Other factors used in the above equation are set by ordinance and indexed to allow for adjustments over time. Therefore, these factors are not eligible for alteration via the Alternative Impact Fee process. For the standard Impact Fee tables, Assessable Trip Length includes the distance traveled to or from a site on the entire classified roadway network, regardless of jurisdiction. The Interstate/Toll Facility Discount Factor accounts for those portions of those trips that occur on limited access facilities. A similar methodology shall be used when either of these factors are to be considered for modification for an Alternative Impact Fee.

Policy Discount Factors adopted by Council and applied to the rate calculated under the Standard Multi-Modal Transportation Impact Fee equation are generally not applicable to Alternative Impact Fee calculations, unless expressly deemed so at the time of Council action.

- C. At the pre-application meeting, the applicant shall submit a list of the specific factors from the above equation for which the applicant intends to provide alternative values, the proposed source of supporting data to justify the use of each alternative value, and the procedures and methodology that will be used to collect local supporting data. The alternative transportation impact fee calculations shall be based on data, information or assumptions obtained for comparable local land uses or from independent sources, provided that:
 - (1) The comparable local land use, is based on actual studies or surveys conducted in the Orlando Urban Area, or with the specific approval of the Transportation Planning Division Manager, or his designee, in other urban areas and carried out by a qualified transportation planner or engineer pursuant to an accepted methodology of transportation planning or engineering, or
 - (2) The independent source is an accepted standard source of transportation engineering or planning data.
- D. A determination by the Transportation Planning Division Manager, or his/her designee, that the alternative calculation does not satisfy the requirements of this Section may be appealed consistent with [Section 56.23](#), herein.
- E. Since processing an Alternative Transportation Impact Fee Calculations involves significant City Staff time, the development permit applicant shall initiate any Alternative Impact Fee Calculation (1) at least sixty (60) days prior to the date they will need a final determination of their Transportation Impact Fee, or (2) arrange for the escrow of payment subject to Alternative Transportation Impact Fee Calculation as set forth below at the date of application for the development permit. Any claim for an Alternative Transportation Impact Fee not so made shall be deemed waived and the Rate Schedule in [Section 56.07](#) shall apply. Eligible applicants shall submit the Alternative Transportation Impact Fee Calculation with the appropriate application fee, (site impact traffic study fee) and supporting documentation, in accordance with the listed schedule of permitting fees as amended from time to time.
- F. The Transportation Planning Division Manager, or his/her designee, may conduct a follow-up review or site impact traffic study, to confirm the traffic assumptions presented and approved in the Alternative Impact Fee Calculation study within five (5) years of acceptance of the study. Additional transportation impact fees attributable to trips shown to exist by the follow-up review, but not previously accounted for in the study referenced above and incorporated into the transportation impact fee assessed pursuant to said study, shall be deemed the additional transportation impact fee due and owing for the proposed land use, and said additional impact fee shall be paid to the City within thirty (30) days of a demand letter to the property owner.
- G. The Transportation Planning Division Manager may initiate studies to calculate Alternative Transportation Impact Fees pursuant to this Section, when he/she believes that the transportation

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impacts of a land use or uses will be less than the standards in this Chapter. In that event, the Alternative Transportation Impact Fee shall be the impact fee due and owing for the land use or uses, when such study and calculations are approved by resolution of City Council.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 7-16-1990, Doc. #24073; Ord. of 11-28-1994, Doc. #28057; Ord. of 12-16-1996, Doc. #29904; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. of 8-30-2010, § 5, Doc. #1008301103; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.09. Presumption of Maximum Impact.

A land use is presumed to have the maximum transportation impact on the road network. The proposed land use for which an application for a development permit has been filed shall be presumed to generate the maximum number of average daily vehicle trips, vehicle miles of travel and lane miles of travel (and Person Miles of Travel) to be generated by the most appropriate land use category(s) as determined by the Transportation Planning Division Manager, or his designee.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 7-16-1990, Doc. #24073; Ord. of 11-28-1994, Doc. #28057; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. of 8-30-2010, § 6, Doc. #1008301103; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.10. Agreements.

Any applicant may propose to enter into a Transportation Impact Fee or Escrow Agreement with the City designed to establish just and equitable fees or their equivalent and standards of service needs appropriate to the circumstances of the proposed land use.

A. A Transportation Impact Fee Agreement shall be limited to the following:

- (1) *Alternative Calculation, 56.08* Modify the presumption of maximum transportation impact set forth in [Section 56.09](#) of this Chapter and provide a transportation impact fee which may differ from the rate schedule set forth in [Section 56.07](#) of this Chapter by specifying the nature of the proposed land use for purposes of computing actual trips, provided that this Agreement for Alternative Calculation shall establish legally enforceable means for ensuring that the actual number of trips generated will not exceed the estimated trips generated by the proposed land use.
- (2) *Credit.* Permit or recognize the construction of specific transportation improvements in lieu of or with a credit against the transportation impact fee assessable.
- (3) *Transportation Impact Fee Payment.* Permit a schedule and method for the payment of the transportation fees in a manner appropriate to the particular and unique circumstances of the proposed land use in lieu of the requirements for payment of the transportation impact fees as set forth in [Section 56.18](#), provided that security is posted ensuring payment of the transportation impact fees, in a form acceptable to the City, which security may be in the form of the following:
 - a. Cash bond.
 - b. Letter of Credit. The City may, in its sole discretion, accept a Letter of Credit as security for payment of the transportation impact fee. The following conditions are applicable in posting Letter(s) of Credit as security:
 1. The Letter(s) of Credit must be an Irrevocable Direct-Pay Letter of Credit from a domestic financial institution rated AA/Aa or better by a national rating service, or otherwise determined acceptable by the City. The applicant has the burden of providing evidence that the financial institution issuing the Letter of Credit has the

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necessary rating and has the duty to notify the City or any changes in such rating that may occur.

2. Only if the greater of fifty percent (50%) of the transportation impact fee assessed or the amount of the fee not in dispute is paid in cash, then a Letter of Credit may be used as security for the balance. Security for the balance of the transportation impact fee assessed by the City must be in the form of an Irrevocable Letter of Credit directly payable to the City and placed in escrow, pursuant to subsection B below. A Letter of Credit cannot be used to post security for the full amount of the transportation impact fee payment.
 3. Letters of Credit having a provision for expiration must specify a date of expiration that shall occur no later than ten (10) City business days following the latest contingency date provided for in the Escrow Agreement.
 4. Letter(s) of Credit shall only be allowed when the applicant desires to undertake an alternative transportation impact fee calculation (see A.(1) above) for the determination of the appropriate transportation impact fee due from the proposed project or in cases of credit (see A.(2) above), which permit or recognize the construction of specific transportation improvements in lieu of or with a credit against the transportation impact fee assessable.
 5. In lieu of negotiating and drawing on the Letter of Credit, the City's escrow agent shall have the right, after determination of the transportation impact fee amount with respect to the subject property, to collect any additional sums due directly from the developer. In the event such sums are paid in cash directly from the developer to the City's escrow agent, for subsequent disbursement to the City, then the City's escrow agent shall return the Letter of Credit to the issuing bank for cancellation.
- c. An Immediately Funded Escrow Account.
- (4) *Assignment.* Provide for a transfer of credits as provided for in [Section 56.11](#) of this Chapter to any successor in interest of land. An executed Credit Agreement which authorizes assignment of credits does not require a separate assignment agreement.
 - (5) Permit the cost of constructing non-site related public transportation projects, as a credit against the transportation impact fee assessable. Public transportation projects may include:
 - a. Dedication of parking spaces for use by public transportation users who would park their cars in the dedicated area and ride public transportation to their final destinations.
 - b. Dedication of land for use as a transit terminal and transfer point.
 - c. Construction of bus shelters or other capital improvements which encourage the use of public transportation.
 - d. Participation by the primary employer or group of employers in an employee bus subsidy program.
 - e. Participation of the employer or group of employers in ridesharing program for its employees.
 - f. For d. and e. above, the applicant must describe the extent of the program and expected usage by employees. The City may record a lien against the development site to secure the assessment of any additional impact fee if the program does not result in the anticipated automobile trip reduction within three (3) years of recording.

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(6) Except for assignment of credit agreements, any agreement proposed by an applicant pursuant to this subsection shall be presented to and approved by the City Council prior to the issuance of a development permit. Any such agreement shall provide for execution by mortgagees, lien holders or contract purchasers in addition to the landowner, and shall require the applicant to record such agreement in the Official Records of Orange County. The City of Orlando City Council shall approve such an agreement only if it finds that the agreement will apportion the burden of expenditure for new facilities in a just and equitable manner, consistent with the principles set forth in Florida Statutes and case law. The Transportation Planning Division Manager or his/her designee is hereby delegated and authorized to execute credit assignment agreements on behalf of the City Council, subject to approval by the City Attorney, or his/her designee.

B. Escrow Agreement. The Transportation Planning Division Manager or his/her designee, is hereby delegated the authority to approve and execute, subject to approval by the City Attorney, escrow agreements for the payment of Transportation Impact Fees. The Escrow Agreement shall allow the Applicant to obtain a development permit prior to payment provided adequate security is posted, as outlined in subsection A(3) above and on the condition that payment is received prior to the issuance of a certificate of occupancy for any portion of the development authorized by the Permit. Escrow Agreements are intended to allow for flexibility in payment when credits are determined, Alternative Transportation Impact Fee Calculation is conducted, cash is obtained, or similar types of situations.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 7-16-1990, Doc. #24073; Ord. of 11-28-1994, Doc. #28057; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. of 8-30-2010, § 7, Doc. #1008301103; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.11. Credits.

A. An applicant shall be entitled to a credit against the transportation impact fee assessed pursuant to this Chapter for non-site related transportation contributions, dedications or improvements required by the City or through agreements with the City, as a condition of any development permit by the City, and said credit shall be in an amount equal to:

- (1) The cost of non-site related transportation improvements to the major road network (including on-site and site adjacent arterial roads and major collectors to the extent such transportation improvements are in excess of or in addition to site related improvements), or
- (2) The contribution of land, money or services for non-site related transportation improvements to the major road network (including on-site and site adjacent arterial roads and major collectors to the extent such transportation improvements are in excess of or in addition to site related transportation improvements), or
- (3) Non-site related transportation improvements previously contributed, paid for or committed to by the applicant or his predecessor in interest (including on-site and site adjacent arterial roads and major collectors to the extent such transportation improvements are in excess of or in addition to site related improvements). No credit will be granted pursuant to this subsection unless the cost of the improvements were paid for and the contributions made within the last five (5) years.
- (4) The cost of land or capital improvements for non-site related public transportation projects, to the extent that such projects reduce the external vehicular trip generation of the land use.

B. The amount of the credits shall be based on but not limited to the following criteria:

- (1) The actual cost, or estimated cost of the non-site related transportation improvements based on recent bid sheet information of the City of Orlando or Orange County; all costs are subject to the review and approval of the City Transportation Engineer or Designee prior to credit award; and

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- (2) With regard to land dedicated for construction of non-site related transportation improvements, a pro rata share of the fair market land value of the parent parcel in an amount not to exceed 150% of assessed value according to the Orange County Property Appraiser's Office;
 - (3) The marginal cost of the required transportation improvement(s), taking into consideration the difference between the cost of the required transportation improvement(s) and the cost of the needed site related transportation improvement(s) that would have been required in any case. All costs are subject to the review and approval of the City Transportation Engineer or Designee prior to credit award.
- C. Previous development permits wherein voluntary transportation impact fees were specified and paid shall be binding as to any building permit already issued on land subject to the development permit. Transportation improvements required by previous development permits shall not be given a credit unless they meet the requirements of sub-paragraphs A and B above.
 - D. Any credit issued pursuant to this Section may only be transferred by the holder of said credits to any successor in interest in the specific development site to which the credit pertained or originated
 - E. Any agreement for the issuance of credits against any Transportation Impact Fee assessed pursuant to this Chapter shall be included in a transportation impact fee agreement as set forth in [Section 56.10](#) of this Chapter.
 - F. Any petition for the issuance of credits against any Transportation Impact Fee assessed pursuant to this Chapter shall be submitted to the Transportation Impact Fee Coordinator prior to the issuance of the applicable permit and must contain:
 - (1) A notarized sworn statement that the petitioner is the current owner of the development site;
 - (2) A copy of any transportation impact agreement, credit agreement, or other documentation on which the applicant relies for the claim which may pertain to the issuance of such credits;
 - (3) A certified copy of the latest recorded deed; and
 - (4) Such other information which may be reasonably necessary to ascertain current ownership of the property and the current status of the agreements for credits.
 - G. An applicant/developer may be entitled to a credit for all or some portion of the applicant's/developer's Proportionate Fair-Share Payment under the City's Proportionate Fair-Share Program, as provided in [Chapter 59](#), City Code. Any credit granted pursuant to this sub-paragraph shall be for payments actually made and in an amount that is consistent with the terms of City's Proportionate Fair-Share Program, as defined by City Code, and this Chapter.
 - H. Any claim for credits must be made no later than the time for application for a building permit. Any claim not so made shall be deemed waived.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 11-3-1986, Doc. #20730; Ord. of 7-16-1990, Doc. #24073; Ord. of 11-28-1994, Doc. #28057; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.12. Application of Rates.

- A. *City Approvals.* A developer or successor in interest of land for which a Master Plan, a Planned Development Ordinance, or a Conditional Use, has been approved by the City of Orlando City Council as of January 1, 2007, shall, to the limited extent described herein, be exempted from the rate increases contained in this Chapter, and shall be assessed a transportation impact fee based on those rates in effect on December 31, 2006.
- B. *Permit Received.* Those land uses which have received a development permit prior to January 1, 2007, shall be assessed a transportation impact fee based on those rates in effect on December 31,

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2006, except as provided otherwise in this Chapter. The City of Orlando shall not permit the extension of a development permit or application for a development permit beyond the standard time period for activation, under City of Orlando Code without the applicant complying with the provisions of this Chapter, which includes the assessment of a transportation impact fee based on those rates applicable at the time the permit is issued.

- C. *Complete Application.* A developer or successor-in-interest of land, for which a master plan, planned development ordinance, or conditional use is not required, who has filed a complete application with the City for a development permit as of January 1, 2007, shall be assessed a transportation impact fee based on those rates in effect on December 31, 2006. The land must be properly zoned for the proposed land use and the land use must be consistent with the growth management plan.
- D. If a previously City-approved development order, permit or other binding agreement contained conditions regarding traffic impacts, transportation impact fees and their designated uses, or off-site transportation improvements, the developer or his successor may request a modification of such prior approvals in order to bring the approval conditions into consistency with this Chapter, as amended. Any such modification of prior approvals and amendments to development orders so accomplished shall not be deemed a substantial deviation under F.S. Ch. 380.
- E. If a previously City-approved development order or permit or other binding agreement provides for the mitigation of the traffic impacts of said land use and if the Transportation Planning Division Manager, or his designee, determines that such traffic impact mitigation measures are substantially consistent with the requirements of this Chapter, as amended, then the transportation impact fee payable for such land use under this Chapter, as amended, shall be revised accordingly to reflect the presumed traffic impact of said land use. There shall be a presumption that the traffic impact mitigation provisions of any development order or permit approved more than five (5) years prior to January 1, 2007, are not substantially consistent with the requirements of this Chapter, as amended. This subsection shall not apply where a City-approved development order provides that at such time as the City of Orlando adopts a transportation impact fee Chapter, thereafter the provisions and terms of the adopted impact fee Chapter will apply to the development project.
- F. A developer or successor in interest of land for which the City, through its City Council, has formally, and in writing prior to January 1, 2007, acknowledged the existence of transportation impact fee credits, "Agreement Credits," shall, to the limited extent described herein, be exempted from the rate increases contained in this Chapter and shall be assessed a transportation impact fee based on those rates referenced in the City's written acknowledgment of Agreement Credits. Credits are defined in [Section 56.11](#), herein, as certain non-site-related costs. Strictly limited to the amount of the Agreement Credits, the land shall be assessed transportation impact fees based on the rates referenced in the City's written acknowledgment of Agreement Credits.

If the Agreement Credits or any portion thereof are utilized to pay impact fees related to the issuance of a development permit with respect to said land, under the terms of Section 56.12.A, herein, the Agreement Credits may be utilized and expended no later than December 31, 2010. Prior to December 31, 2010, a developer or successor in interest of land, may request, in writing to the Transportation Official, an extension of the time in which the Agreement Credits must be expended, to December 31, 2013. Upon the Transportation Planning Division Manager's determination that the developer or successor in interest of land is otherwise in compliance with the terms and requirements of this Chapter and any agreements, by which the Agreement Credits were established, the requested extension shall be granted. The extension will not otherwise affect or impact the terms and requirements of this Chapter and any applicable agreements, which terms and requirements remain effective and constitute a condition of the extension.

Said determination(s) of extension are subject to appeal as provided in this Chapter. Any portion of the Agreement Credits not expended within the herein-described time frame, shall no longer operate to require application of rates referenced in the City's written acknowledgment of Agreement Credits and shall subsequently be utilized solely to pay impact fees at then-existing rates. No portion of the

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Agreement Credits may be transferred to or utilized for other land(s). The City shall establish fees for the application in accordance with applicable law.

- G. A developer or successor in interest of land may prepay transportation impact fees for development of said land under the following conditions:
- (1) The prepayment of impact fees must be made to the Transportation Impact Fee Coordinator no later than December 31, 2006.
 - (2) Except as otherwise provided, the prepayment shall be treated as a "Prepayment Credit" in the same manner as Agreement Credits under the terms of sub-paragraph F herein, for the purpose of determining the application of rates.
 - (3) No portion of the Prepayment Credit may be transferred to or utilized for other land(s), and no portion of the Prepayment Credit will be returned to the developer or successor-in-interest.
 - (4) Except as described herein a developer or successor in interest must expend the Prepayment Credit to pay impact fees for the issuance of development permit(s) with respect to said land no later than December 31, 2009. Prior to December 31, 2009, a developer or successor in interest of land may request, in writing to the Transportation Official, an extension of the time in which the Prepayment Credit must be expended, to December 31, 2012. Upon the Transportation Planning Division Manager's determination that the developer or successor in interest of land is otherwise in compliance with the terms and requirements of this Chapter and any agreements, by which the Prepayment Credit was established, the requested extension shall be granted. The extension will not otherwise affect or impact the terms and requirements of this Chapter and any applicable agreements, which terms and requirements remain effective and constitute a condition of the extension.
- H. Any claim for the application of impact fee rates different from the rates in effect at the time of permit issuance, must be made in writing to the Transportation Impact Fee Coordinator no later than the time of application for a development permit. Any claim not so made shall be deemed waived.
- I. Nothing in this Section shall operate to impair the rights or obligations contained in a binding agreement between the City of Orlando and a developer or successor-in-interest of land relating to said land and the payment of transportation impact fees. A developer or successor-in-interest of land, who is a party to such binding agreement, may apply to the City's Transportation Planning Division Manager, in writing, at any time prior to issuance of a development permit for said land, for a determination of the application of impact fee rates.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 7-16-1990, Doc. #24073; Ord. of 11-28-1994, Doc. #28057; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. of 10-5-2009, § 7, Doc. #0910051104; Ord. of 8-30-2010, § 8, Doc. #1008301103; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.13. Limited Access—Grade Separated Road Improvements.

The Transportation Impact Fee formula contained in this Chapter is designed to calculate costs inherent in the construction of at-grade transportation improvements and is not intended to assess an amount that constitutes an approximation of the cost to construct limited access grade separated road improvements. Therefore, if an assessment for limited access-grade separated road improvements is required, then to the extent permitted by law, said assessment shall be considered as an addition to the assessment calculated pursuant to the terms of this Chapter.

- A. The provisions of this section shall only apply where the City of Orlando City Council has established a limited access—grade separated road improvement assessment area designed to assess the properties within such assessment area an amount equal to the pro rata share of the cost of such improvements based on the units of development to occur within the assessment area.

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- B. The assessment for required limited—access or grade separated road improvements calculated pursuant to the terms of this section shall be adjusted to insure that the land use's transportation impacts on the road network are not counted twice.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 7-16-1990, Doc. #24073; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.14. Site Related Transportation Improvements.

The Transportation Impact Fee formula contained in this Chapter is designed to calculate the costs inherent in the construction of non-site related transportation improvements and is not intended to assess an amount that constitutes an approximation of the costs to construct site related transportation improvements. Therefore, if an assessment for or the construction of site related transportation improvements are required as a condition of development approval or permit, then to the extent permitted by law, said assessment or construction requirements shall be considered as an addition to the assessment calculated pursuant to the terms of this Chapter.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 7-16-1990, Doc. #24073; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.15. Exemptions.

The following shall be exempted from payment of the Transportation Impact Fee:

- A. Alteration or expansion of an existing dwelling unit of a residential land use where no additional units are created or the use is not changed.
- B. The construction of accessory buildings or structures or the addition of uses, to the extent that there is no increase in trip generation, with respect to the existing principal land use. For example, though not exclusively: (i) Construction of a detached garage (without a living unit), to a single family residential unit; (ii) construction of a shade structure with no services performed under it and no additional occupancy because of it; and (iii) up to 15% of warehouse (unit) floor area used for office but still assessed as warehouse space.
- C. Construction of a residential unit(s), owner-occupied or tenant- occupied, with a City-approved Affordable or Attainable Housing Certification to the following extents: (any exemption in this category may operate as a reimbursement, without interest, if the Project is not certified, as described above, at the time of application for development permit but obtains City-approved Affordable or Attainable Housing certification prior to the issuance of a certificate of occupancy for the applicable unit).
1. One hundred percent (100%) reimbursement/exemption of the transportation impact fees assessed for certified Affordable Housing units, if the certified Affordable Housing project meets the City's commuter criteria.
 2. Fifty percent (50%) reimbursement/exemption of the transportation impact fees assessed for certified Affordable Housing units if the certified Affordable Housing project is not located within a $\frac{1}{4}$ (one-quarter) mile distance to a City-designated Activity Center, light rail station, or commuter rail station, and the project is not located within $\frac{1}{4}$ (one-quarter) mile distance of a public transit stop, as determined by the City.
 3. Seventy-five percent (75%) reimbursement/exemption of the transportation impact fees assessed for certified Attainable Housing units, if the certified Attainable Housing project meets the City's commuter criteria.
 4. Twenty-five percent (25%) reimbursement/exemption of the transportation impact fees assessed for certified Attainable Housing units if the certified Attainable Housing project is

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not located within a $\frac{1}{4}$ (one-quarter) mile distance to a City-designated Activity Center, light rail station, or commuter rail station and the project is not located within $\frac{1}{4}$ (one-quarter) mile distance of a public transit stop, as determined by the City.

- D. Low-income, owner-occupied, or tenant-occupied housing as defined by Resolution of the City of Orlando, Florida, adopting an affordable housing certification process and establishing an effective date, adopted on February 8, 1993, Documentary No. 25367-A, and any amendments thereto, or as approved by the Housing and Community Development Department of the City of Orlando.
- E. Outdoor eating and drinking areas that constitute less than 25% of the total eating and drinking establishment, including the outdoor square footage used or leased in connection with the outdoor eating and drinking establishment. These are outdoor areas integrally related and customarily found in association with eating and drinking establishments. Establishments with vehicle drive-through facilities or which later construct vehicle drive-through facilities are not eligible for this exemption.
- F. Publicly owned and operated buildings, structures or uses used for general governmental purposes (to include but not limited to public schools, sewer, stormwater, police, fire, ground transportation, solid waste, parks, and recreation).
- G. The publicly owned air passenger terminal buildings at Orlando International Airport ("OIA") and at Orlando Executive Airport ("OEA"), for those airport-related land uses therein which are provided within the terminal building and which the consumption is exclusively within public airport terminals of comparable size and at a scale commensurate with the level of activity at the airport (including all expansions and additions thereto). Fixed Based Operators to the extent that they provide essential airport services.

Those land uses at OIA and OEA which are of a type which must be located on an airport, but which will not be used and occupied primarily for essential airport services at OIA and OEA, shall pay impact fees based on actual use. All other land uses occurring on the premises of OIA or OEA, unless otherwise exempted, shall be subject to full payment of the Transportation Impact Fee. For purposes of this subsection, the term "essential airport service" shall mean the provision of goods or services which are essential to the safe and efficient operation of the airport.

- H. For the period beginning April 11, 2011, any change, redevelopment, or modification of a land use that results in a commercial or industrial use which requires the issuance of a development permit, (i) provided that the proposed land use is consistent with the City's then current zoning and future land use designation for such property and (ii) to the extent that the size of the structure(s) is not increased or expanded and the footprint of the structure(s) is not altered. This exemption to payment of a Transportation Impact Fee for any change, redevelopment or modification of a land use is limited to applicants for a development permit that constitute a Small Business as that term is defined by the City's Economic Development Department's Office of Business Assistance per the United States Small Business Administration's size standards, effective November 2010. The exemption shall not apply to any development permits issued prior to April 11, 2011, including development permits which have been issued pursuant to an approved Transportation Impact Fee Payment Plan under [Section 56.10\(3\)](#), City Code and development permits which have [been] issued pursuant to an Alternative Transportation Impact Fee Calculation under [Section 56.08](#), City Code. The City's Transportation Planning Division Manager or his/her designee, shall, prior to October 1st of each year, review and analyze this subsection to determine if it remains necessary and in the public interest to facilitate economic development, based on generally accepted principles and data. If the Transportation Planning Division Manager determines that the exemption established by this subsection is not necessary and in the public interest to facilitate economic development, he or

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she shall make a recommendation to the City's Chief Administrative Officer that this subsection be amended to terminate or revise the exemption accordingly.

- I. Any new development, or portion thereof, located on a development site which is defined as a Transit Oriented Development, "TOD," under this Chapter to the extent that the below criteria are met:
 1. The development site shall be composed of a compact, dense mixture of land uses, including residential, with the ground floor consisting of primarily (>50%) commercial uses, as deemed appropriate by the City Planning Official or designee, that are open to the public.
 2. Pedestrian facilities serving the development site shall meet or exceed City codes and policies.
 3. Bicycle facilities serving the development site shall meet or exceed City codes and policies.
 4. The number of parking spaces provided on the development site shall be reduced to the minimum number required by City Code, [Chapter 61](#), Part 3.
 5. The Developer shall enter into an agreement(s) to fund or subsidize transit ridership for employees, residents, and/or guests at the development site.

A completed application form requesting the TOD exemption must be submitted to the City's Transportation Planning Division Manager, for review and approval. If, and to the extent, the application is approved by the City's Transportation Planning Division Manager, an agreement shall be prepared between the City and the Developer for submittal to the Orlando City Council, (subject to the review of the City Attorney's Office), outlining the approved criteria and the amount of the Transportation Impact Fee reduction. No building permit shall be issued for the development or any portion thereof until the Orlando City Council has approved the agreement. The Transportation Impact Fee reduction shall be prorated in accordance with the number of qualifying criteria satisfied by the development. Each of the five criteria, if met in full, shall merit a 20% reduction to the Transportation Impact Fees assessed against the development or portion thereof.

- J. Any claim of exemption must be made no later than the time for application for a development permit. Any claim not so made shall be deemed invalid.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 6-6-1988, Doc. #22149; Ord. of 7-16-1990, Doc. #24073; Ord. of 11-28-1994, Doc. #28057; Ord. of 12-16-1996, Doc. #29904; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. of 4-13-2009, § 1, Doc. #0904131102; Ord. of 8-30-2010, § 9, Doc. #1008301103; Ord. No. 2011-17, § 2, 4-26-2011, Doc. #1104251101; Ord. No. 2012-8, § 2, 3-12-2012, Doc. #1203121202; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201; Ord. No. 2013-21, § 2, 5-6-2013, Doc. #1305061205)

Sec. 56.16. Establishment of Transportation Benefit Areas.

Transportation Benefit Areas are herein established as a means to demonstrate that a benefit relationship exists between the transportation improvements funded by transportation impact fees collected and the land uses from which the transportation impact fees were assessed. Transportation impact fees collected from land uses within a Transportation Benefit Area shall be used to implement transportation improvement projects within that area. The Transportation Benefit Areas are shown on the map labeled Exhibit "B" attached hereto and made part hereof.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 7-16-1990, Doc. #24073; Ord. of 12-16-1996, Doc. #29904; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

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Sec. 56.17. Establishment of Trust Funds.

- A. The transportation impact fees collected by the City pursuant to this Chapter shall be kept in separate accounts from other revenue of the City. There shall be one fund established for each of the Transportation Benefit Areas shown on Exhibit "B" of this Chapter attached hereto and made a part hereof.
- B. Funds withdrawn from these accounts must be used solely in accordance with the provisions of this Chapter. The expenditure of such funds shall require the budgetary approval of the City of Orlando City Council, upon recommendation of the Mayor, or a City-approved Agreement authorizing the expenditure of such funds consistent with this Chapter.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.18. Collection of Transportation Impact Fee Assessment.

- A. Except as provided for in Sections [56.05](#) and [56.10](#) of this Chapter, the Transportation Impact Fee Assessment shall be due and payable at the time of issuance of the development permit for the traffic generating land use.
- B. The transportation impact fee shall be collected by the Transportation Impact Fee Coordinator, or his designee, and any administrative charges for said collection, shall be limited to the City's reasonable costs.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 7-16-1990, Doc. #24073; Ord. of 11-28-1994, Doc. #28057; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.19. Use of Funds Collected.

- A. The funds collected by reason of establishment of the transportation impact fee in accordance with this Chapter shall be used solely for the purpose of administering, planning, acquisition, expansion and development of non-site related transportation improvements to the City's Multimodal Transportation network determined to be needed to serve new land uses, including, but not limited to:
 - (1) corridor studies and environmental assessments,
 - (2) design and construction plan preparation,
 - (3) right-of-way acquisition,
 - (4) construction of new through lanes,
 - (5) construction of new turn lanes,
 - (6) construction of new bridges,
 - (7) construction of new drainage facilities in conjunction with new roadway construction,
 - (8) design, purchase and installation of traffic signalization, signage and marking,
 - (9) construction of new curbs, medians and shoulders,
 - (10) construction of mass-transit projects,
 - (11) construction of multi-use bicycle trails,

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- (12) pedestrian improvements that are integrally related to transportation improvements and serve to separate pedestrians from vehicles, thus enhancing the carrying capacity of the transportation system,
 - (13) other improvements, as determined by the City's Transportation Planning Division Manager, that add to the pedestrian or vehicle carrying capacity of the transportation system.
- B. All funds shall be used exclusively within the Transportation Benefit Areas (See Exhibit B) from which they were collected and in a manner consistent with the principles set forth in State case and Statutes law, and otherwise consistent with all requirements of the Constitution of the United States and the State of Florida and all applicable laws. Said funds shall not be used to maintain or repair any roads or other transportation improvements.
 - C. *Interest on Funds.* Any funds on deposit not immediately necessary for expenditure shall be invested in interest-bearing accounts. All income derived shall be deposited in the applicable trust account.
 - D. The City of Orlando shall be entitled to retain an amount of \$100,000 or three percent (3%), whichever is greater, of the aggregate of annual, collected impact fees. The retained funds shall be utilized to offset the actual administrative costs associated with the collection and use of said funds that year pursuant to this Ordinance.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 1-11-1988, Doc. #21784; Ord. of 7-16-1990, Doc. #24073; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. of 8-30-2010, § 10, Doc.#1008301103; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.20. Return of Funds.

If it is determined by the City of Orlando that transportation impact fee assessments collected pursuant to this Chapter have not been spent or encumbered for expenditure by the end of the calendar quarter immediately following six (6) years from the date said fee was received, or if the land uses for which the fees were paid have been officially and formally abandoned and it has been six (6) years since the transportation impact fees were paid, then said funds shall be eligible for refund to the then present owner in accordance with the following procedures:

- A. The then present owner must petition the City Council for the refund within one (1) year following the end of the calendar quarter immediately following five (5) years from the date on which the fee was received by the City. The petition must be submitted to the City's Transportation Planning Division Manager and must contain:
 - (1) a notarized sworn statement that the petitioner is the current owner of the development site;
 - (2) a copy of the dated receipt issued for payment of the transportation impact fee;
 - (3) a certified copy of the latest recorded deed;
 - (4) a copy of the most recent ad valorem tax bill; and
 - (5) such other information which may be reasonably necessary to ascertain current ownership of the development site.
- B. Within sixty (60) days from the date of receipt of petition for refund, the Transportation Planning Division Manager or his designee shall advise the petitioner and the City Council of the status of the transportation impact fee requested for refund. For the purpose of determining whether said fees have been spent or encumbered, the first money placed in a trust fund account shall be deemed to be the first money taken out of that account when withdrawals have been made.
- C. When the money requested is still in the trust fund account and has not been spent or encumbered by the end of the calendar quarter immediately following five (5) years from the

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date the fees were paid, the money shall be returned with interest at the rate of three percent (3%) per annum.

- D. Any return of Transportation Impact Fees under this Section shall be reduced by three percent (3%) per annum on the applicable funds, to account for the City's administrative and processing costs. Funds paid into Proportionate Fare Share programs or transportation concurrency reservation programs, shall be returned consistent with [Chapter 59](#)

(Ord. of 8-25-1986, Doc. #20552; Ord. of 7-16-1990, Doc. #24073; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. of 4-13-2009, § 1, Doc. #0904131102; Ord. of 8-30-2010, § 11, Doc. #1008301103; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.21. Review.

This Chapter shall be reviewed by the City Council at least every four years, beginning October 1, 2007. The review shall include trip generation rates, trip lengths, construction and right-of-way acquisition costs, Chapter provisions, impact fee rates and other applicable items. The purpose of this review is to analyze the effects of inflation on the actual costs of transportation improvements, to review and revise, if necessary, this Chapter in accordance with the most recently adopted Transportation Element and to ensure that the transportation impact fee charged for new traffic generating land uses will not exceed its pro rata share for the reasonably anticipated expansion costs of transportation improvements necessitated solely by its presence. Failure of the City of Orlando to undertake such a review shall result in the continued use and application of the existing fee schedule and other data. The review described herein, is in addition to and not to the exclusion of the indexing and review requirements contained in [Section 56.07](#) of this Chapter.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 7-16-1990, Doc. #24073; Ord. of 11-28-1994, Doc. #28057; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.22. Penalty.

Violations of this Chapter by Developer/Applicant shall be prosecuted as provided by City Code or by an injunction or other legal or equitable relief in the circuit court against any person violating this Chapter.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Sec. 56.23. Appeals of Impact Fee Determinations.

- A. Any person desiring to appeal an administrative decision regarding a determination relating to the payment of transportation impact fees or credits shall file a written Notice of Appeal with the Transportation Impact Fee Coordinator. Said Notice shall be filed within thirty (30) days of the decision sought to be appealed. A required processing fee, as established from time-to-time by City Council, shall be submitted with the Notice of Appeal in order to defray actual administrative costs associated with processing the transportation impact fee appeals.
- B. All Notices of Appeal shall include a full explanation of the reasons for the appeal, specifying the grounds therefor, and containing any documentation which the applicant desires to be considered. The appeal shall contain the name and address of the person(s) filing the appeal and shall state their capacity to act as a representative or agent if they are not the owner of the property to which the transportation impact fees or credit(s) pertain.
- C. Within thirty (30) days following the receipt of the written Notice of Appeal, the Transportation Planning Division Manager will review the Appellant's written report, supporting documentation and departmental staff reports. The thirty (30) day review period may be extended if additional

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information is needed from the Appellant in order to render a decision. Upon completion of the administrative review, the Transportation Planning Division Manager will provide a written response to the Appellant.

- D. Any person desiring to appeal the determination of the Transportation Planning Division Manager shall file a written Notice of Appeal to the Chief Administrative Officer for the City within fifteen (15) days following receipt of the determination. Receipt shall be construed to have occurred when the administrative determination is deposited in the United States mail postage prepaid to the person whose name and address was identified in the original Notice of Appeal. Within thirty (30) days following actual receipt of the written Notice of Appeal, the Chief Administrative Officer or his/her designee will review the Appellants' written report, supporting documentation and departmental staff reports. Upon completion of the administrative review, the Chief Administrative Officer or his/her designee will provide a written determination to Appellant.
- E. Any person desiring to appeal the final administrative determination of the Chief Administrative Officer regarding the payment of transportation impact fees or credits shall file a written Notice of Appeal to City Council. Said Notice of Appeal to City Council shall be filed with the Chief Administrative Officer for the City within fifteen (15) days following receipt of the Chief Administrative Officer's final administrative determination. Receipt shall be construed to have occurred when the administrative determination is deposited in the United States mail postage prepaid to the person whose name and address was identified in the original Notice of Appeal.
- F. All Notices of Appeal shall include a full explanation of the reasons for the appeal, specifying the grounds therefore, and containing any documentation which the applicant desires to be considered. The appeal shall contain the name and address of the person(s) filing the appeal and shall state their capacity to act as a representative or agent if they are not the owner of the property to which the transportation impact fees or credit pertain.
- G. The City Clerk is responsible for scheduling transportation impact fee appeals before the City of Orlando City Council and will provide at least ten (10) days notice to the applicant of the date of the designated meeting. Postponements of the City Council appeal date may be granted by the City Clerk if they are requested in writing at least ten (10) days in advance of the scheduled City Council meeting date.
- H. When an Appeal is scheduled for oral presentation before the City Council, the Appellant and the City staff shall each be given five (5) minutes at the oral argument to present the Appeal and to discuss the submitted written record.

(Ord. of 8-25-1986, Doc. #20552; Ord. of 9-11-2006, § 1, Doc. #0609111005; Ord. of 8-30-2010, § 12, Doc. #1008301103; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

Exhibit "A"
CITY OF ORLANDO
IMPACT FEE RATE SCHEDULE:

| | Smart Growth District: | Area 1A | Area 1B | Area 2 | Area 3 |
|---------------|------------------------|----------|------------|---------|---------|
| | MMTIF District: | Downtown | City Other | | |
| Residential | Fee Basis | | | | |
| Single Family | /Unit | \$3,309 | \$3,818 | \$3,818 | \$3,818 |

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| | | | | | |
|---------------------------------|----------------|----------|----------|----------|----------|
| Multi-Family | /Unit | \$2,190 | \$2,527 | \$2,527 | \$2,527 |
| Mobile Home | /Unit | \$1,220 | \$1,409 | \$1,409 | \$1,409 |
| Senior Adult Housing - Detached | /Unit | \$1,084 | \$1,246 | \$1,246 | \$1,246 |
| Assisted Living | /Bed | \$415 | \$483 | \$483 | \$483 |
| Lodging | | | | | |
| Hotel | /Room | \$2,196 | \$2,533 | \$2,533 | \$2,533 |
| Motel | /Room | \$1,197 | \$1,375 | \$1,375 | \$1,375 |
| Resort Hotel | /Room | \$1,351 | \$1,556 | \$1,556 | \$1,556 |
| Recreation | | | | | |
| Movie Theatre/Live Theatre | /1,000 sq. ft. | \$9,420 | \$10,898 | \$10,898 | \$10,898 |
| Amusement (Theme) Park | /Acre | \$28,078 | \$32,375 | \$32,375 | \$32,375 |
| Health/Fitness Club/Indoor Rec | /1,000 sq. ft. | \$10,159 | \$11,711 | \$11,711 | \$11,711 |
| Institutional | | | | | |
| Elementary School (Grades K-8) | /1,000 sq. ft. | \$3,370 | \$3,546 | \$3,546 | \$3,546 |
| High School | /1,000 sq. ft. | \$3,163 | \$3,332 | \$3,332 | \$3,332 |
| Junior Community College | /1,000 sq. ft. | \$10,490 | \$11,028 | \$11,028 | \$11,028 |
| University | /1,000 sq. ft. | \$15,321 | \$16,104 | \$16,104 | \$16,104 |
| Day Care | /1,000 sq. ft. | \$6,840 | \$7,196 | \$7,196 | \$7,196 |
| Hospital | /1,000 sq. ft. | \$5,388 | \$5,662 | \$5,662 | \$5,662 |

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| | | | | | |
|----------------------------------|----------------|----------|----------|----------|----------|
| Nursing Home | /1,000 sq. ft. | \$1,089 | \$1,146 | \$1,146 | \$1,146 |
| Funeral Home/ Church | /1,000 sq. ft. | \$3,456 | \$3,631 | \$3,631 | \$3,631 |
| Bus Terminal | /1,000 sq. ft. | \$9,267 | \$9,738 | \$9,738 | \$9,738 |
| Office | | | | | |
| General Office 100,000 or less | /1,000 sq. ft. | \$4,030 | \$4,237 | \$4,237 | \$4,237 |
| General Office 100,000 - 200,000 | /1,000 sq. ft. | \$3,434 | \$3,610 | \$3,610 | \$3,610 |
| General Office 200,000 or more | /1,000 sq. ft. | \$2,931 | \$3,082 | \$3,082 | \$3,082 |
| Medical/Dental Office | /1,000 sq. ft. | \$11,339 | \$11,919 | \$11,919 | \$11,919 |
| Retail | | | | | |
| Retail < 99,999 GSF | /1,000 sq. ft. | \$5,963 | \$6,265 | \$6,265 | \$6,265 |
| Retail 100,000-199,999 GSF | /1,000 sq. ft. | \$5,317 | \$5,591 | \$5,591 | \$5,591 |
| Retail 200,000-299,999 GSF | /1,000 sq. ft. | \$5,142 | \$5,422 | \$5,422 | \$5,422 |
| Retail 300,000-399,999 GSF | /1,000 sq. ft. | \$5,018 | \$5,281 | \$5,281 | \$5,281 |
| Retail 400,000-499,999 GSF | /1,000 sq. ft. | \$4,980 | \$5,243 | \$5,243 | \$5,243 |
| Retail 500,000-999,999 GSF | /1,000 sq. ft. | \$5,167 | \$5,439 | \$5,439 | \$5,439 |
| Retail 1,000,000-1,249,999 GSF | /1,000 sq. ft. | \$5,271 | \$5,541 | \$5,541 | \$5,541 |
| Retail >1,250,000 GSF | /1,000 sq. ft. | \$5,481 | \$5,774 | \$5,774 | \$5,774 |
| Vehicle/Auto Sales | /1,000 sq. ft. | \$6,891 | \$7,250 | \$7,250 | \$7,250 |
| Auto Parts & Service | /1,000 sq. ft. | \$14,295 | \$15,031 | \$15,031 | \$15,031 |

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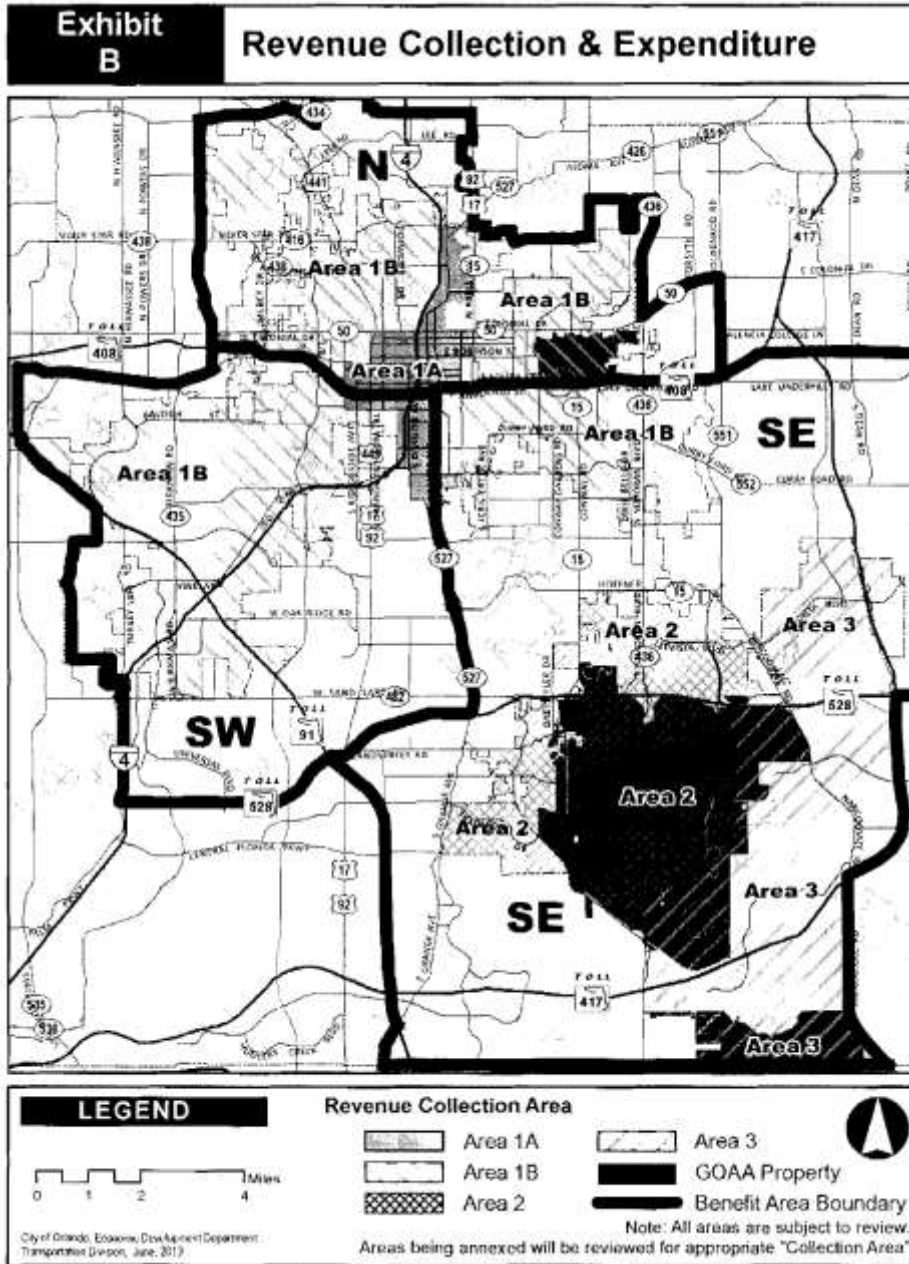
| | | | | | |
|-------------------------------------|----------------|----------|----------|----------|----------|
| Tire Store | /1,000 sq. ft. | \$4,090 | \$4,300 | \$4,300 | \$4,300 |
| Supermarket | /1,000 sq. ft. | \$7,409 | \$7,790 | \$7,790 | \$7,790 |
| Convenience Market | /1,000 sq. ft. | \$26,974 | \$28,513 | \$28,513 | \$28,513 |
| Home Improvement Superstore | /1,000 sq. ft. | \$2,976 | \$3,127 | \$3,127 | \$3,127 |
| Discount Home Furnishing Superstore | /1,000 sq. ft. | \$2,405 | \$2,529 | \$2,529 | \$2,529 |
| Pharmacy/Drugstore | /1,000 sq. ft. | \$3,806 | \$3,996 | \$3,996 | \$3,996 |
| Furniture Store | /1,000 sq. ft. | \$1,064 | \$1,116 | \$1,116 | \$1,116 |
| Bank w/drive-thru | /1,000 sq. ft. | \$11,200 | \$11,774 | \$11,774 | \$11,774 |
| Quality Restaurant | /1,000 sq. ft. | \$13,830 | \$14,558 | \$14,558 | \$14,558 |
| High-turnover Restaurant | /1,000 sq. ft. | \$17,883 | \$18,821 | \$18,821 | \$18,821 |
| Fast Food Rest. w/drive-thru | /1,000 sq. ft. | \$38,208 | \$40,182 | \$40,182 | \$40,182 |
| Auto Service/Gas Station | /fuel position | \$4,505 | \$4,761 | \$4,761 | \$4,761 |
| Industrial | | | | | |
| Industrial - Light | /1,000 sq. ft. | \$2,102 | \$2,214 | \$2,214 | \$2,214 |
| Industrial - Heavy | /1,000 sq. ft. | \$452 | \$474 | \$474 | \$474 |
| Manufacturing | /1,000 sq. ft. | \$1,154 | \$1,213 | \$1,213 | \$1,213 |
| Warehousing | /1,000 sq. ft. | \$1,076 | \$1,130 | \$1,130 | \$1,130 |
| Mini Storage | /1,000 sq. ft. | \$447 | \$470 | \$470 | \$470 |
| Transit Oriented Design (TOD) | Varies | Project | | | |

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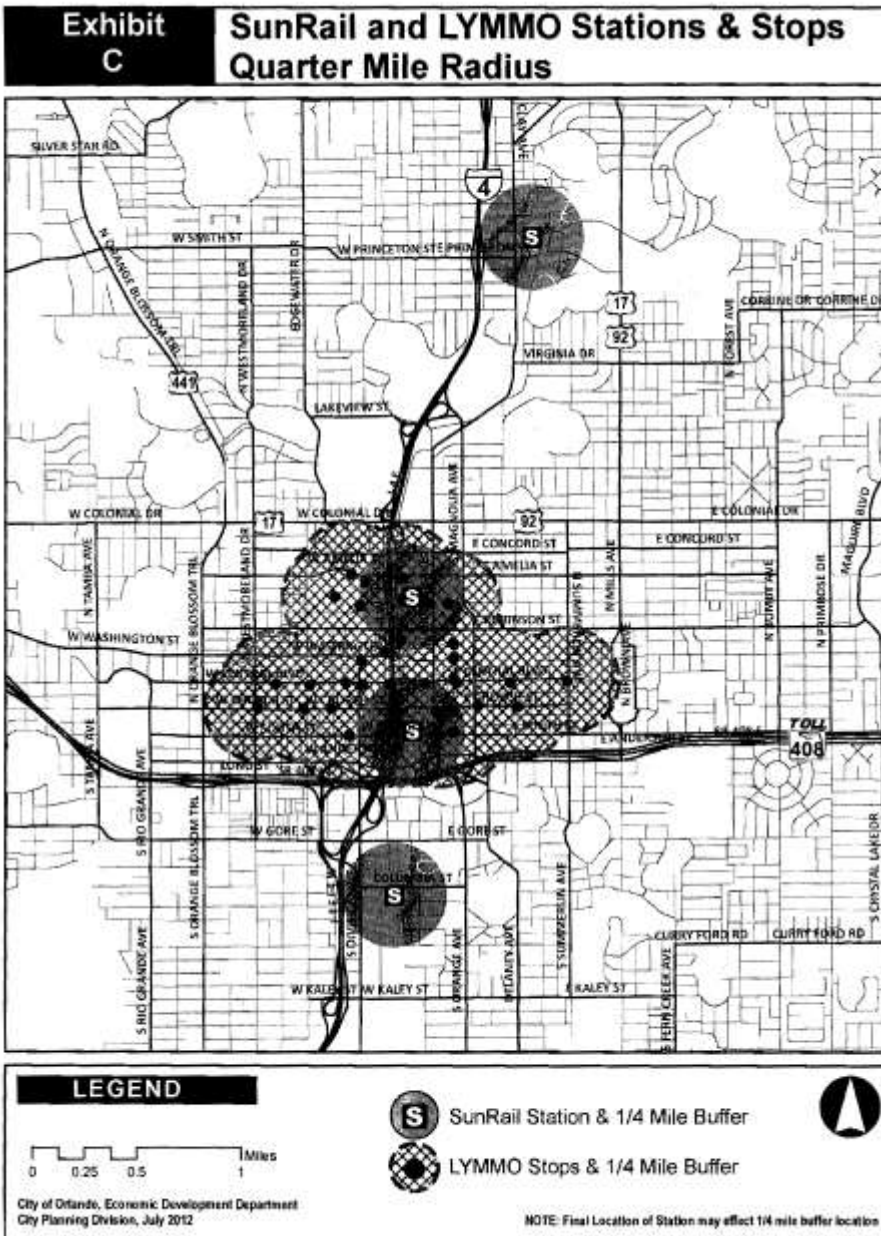
| | | | | | |
|-----------------|-----|----------|--|--|--|
| | | Specific | | | |
| Policy Discount | 50% | | | | |

(Ord. of 11-17-2008, Exh. A, Doc. #0811171102; Ord. of 4-13-2009, Exh. A, Doc. #0904131102; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)



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(Ord. of 8-30-2010, § 13, Doc. #1008301103; Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201; Ord. No. 2013-40, § 1, 7-22-2013, Doc. #1307221201)



(Ord. No. 2012-40, § 1, 10-22-2012, Doc. #1210221201)

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FOOTNOTE(S):

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Editor's note— An ordinance repealed former ch. 56, entitled "Trailers," on 6-24-1985, Doc. #19553.

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