ORDINANCE NO. 2025-41

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GEORGETOWN TEXAS ("CITY") AMENDING CHAPTER 12.46 OF THE CODE OF ORDINANCES RELATING TO TRANSPORTATION IMPACT FEES TO AMEND THE DEFINITIONS; AMENDING THE LAND USE ASSUMPTIONS; AMENDING THE TRANSPORTATION IMPACT FEE CAPITAL IMPROVEMENTS PLAN; AMENDING THE SERVICE AREAS; AMENDING THE COMPUTATION OF IMPACT FEES; AMENDING THE TRANSPORTATION IMPACT FEE AMOUNTS; AMENDING THE ASSESSED TRANSPORTATION IMPACT FEE HISTORY; INCLUDING A SEVERABILITY CLAUSE; REPEALING CONFLICTING ORDINANCES AND RESOLUTIONS; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City first adopted transportation impact fees in 2021 which went into effect in March 2023; and

WHEREAS, in accordance with Chapter 395 of the Texas Local Government Code, the City caused qualified professionals (professional engineers licensed to perform engineering services in the State of Texas) using generally accepted engineering and planning practices to update the land use assumptions and capital improvements plan and calculate new impact fees all in accordance with Chapter 395 of the Texas Local Government Code, and to prepare a report entitled "Transportation Impact Fee Study - July 2025" (the "Transportation Impact Fee Study"); and

WHEREAS, the Transportation Impact Fee Study sets forth the updated land use assumptions, capital improvements plan, service area, impact fee calculations, and the maximum assessable impact fees amounts for City of Georgetown's transportation service area; and

WHEREAS, on June 10, 2025, the City Council adopted an order establishing a public hearing date of July 22, 2025, to consider the land use assumptions and capital improvement plan for the designated service area contained in the Transportation Impact Fee Study; and

WHEREAS, on June 17, 2025, in accordance with Chapter 395 of the Local Government Code, the Planning and Zoning Committee, the City's advisory committee on transportation impact fees, reviewed Transportation Impact Fee components including proposed changes; and

WHEREAS, on June 22, 2025, and in accordance with Section 395.055 of the Local Government Code, notice of a public hearing on the proposed amendments to the land use assumptions, capital improvements plan and impact fee amount was timely published in the *Williamson County Sun* on Sunday and the draft and final Transportation Impact Fee Study was also was made available to the public at City Hall and the Georgetown Municipal Complex; and

WHEREAS, on July 1, 2025, the Planning and Zoning Committee recommended

adoption without comments of the 2025 Transportation Impact Fee Study including the proposed amendments to the land use assumptions, capital improvements plan, and maximum assessable fee in a vote of 6-1 in favor and no additional written comments were filed; and

WHEREAS, at their meeting on July 8, 2025, the City Council reviewed the recommendation of the Planning and Zoning on the adoption of the 2025 Transportation Impact Fee Study including the proposed amendments to the land use assumptions, capital improvements plan, and maximum assessable fee; and

WHEREAS, a public hearing to discuss the proposed amendments to the land use assumptions, capital improvements plan, and impact fees was held by the City Council on July 22, 2025; and

WHEREAS, after consideration of Transportation Impact Fee Study, public testimony and other data presented to the City, the City Council desires to amend the land use assumptions, impact fee capital improvements plan, service area, maximum assessable transportation impact fee amounts, and impact fee implementation schedule as set forth herein.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GEORGETOWN TEXAS, THAT:

Section 1. The meeting at which this ordinance was approved was conducted in compliance with the Texas Open Meetings Act, Texas Government Code, Chapter 551.

Section 2. The facts and recitations contained in the preamble of this ordinance are hereby found and declared to be true and correct and are incorporated by reference herein and expressly made a part hereof, as if copied verbatim.

Section 3. The City Council hereby approves and adopts Transportation Impact Fee Study attached to this ordinance as Attachment 1, which includes updated land use assumptions, transportation capital improvements plan, service area, and maximum assessable transportation impact fee amounts.

Section 4. The City Council hereby approves the amendments to Chapter 12.46 of the Code of Ordinances in the form set forth on Attachment 2 attached to this ordinance.

Section 5. The City Council hereby approves and adopts the transportation impact fee service area descriptions and/or maps attached to Attachment 2 as *Exhibit A*.

Section 6. The City Council hereby approves and adopts the Transportation Impact Fee Schedules attached to Attachment 2 as *Exhibit B*.

Section 7. The City Council hereby approves and adopts the Land Use/ Vehicle-Mile Equivalency Table attached to Attachment 2 as *Exhibit C*.

Section 8. All ordinances that are in conflict with the provisions of this ordinance be, and the same are hereby, repealed and all other ordinances of the City not in conflict with the provisions of this ordinance shall remain in full force and effect.

Section 9. If any provision of this ordinance or application thereof to any person or circumstance, shall be held invalid, such invalidity shall not affect the other provisions, or application thereof, of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are hereby declared to be severable.

Section 10. The Mayor is hereby authorized to sign this ordinance and the City Secretary to attest. This ordinance shall become effective on August 31, 2025 in accordance with the provisions of the Charter of the City of Georgetown.

PASSED AND APPROVED on First Reading on the 22nd day of July, 2025.

PASSED AND APPROVED on Second Reading on the 12th day of August, 2025.

CITY OF GEORGETOWN, TEXAS

By: _____
Josh Schroeder, Mayor

ATTEST:

By: Robyn Densmore
Robyn Densmore, City Secretary

APPROVED AS TO FORM:

By: _____
Skye Masson, City Attorney

CHAPTER 12.46. TRANSPORTATION IMPACT FEE REGULATIONS

Sec. 12.46.010. Short title.

This Chapter shall be known and cited as the "Georgetown Transportation Impact Fee Regulations."

Sec. 12.46.020. Purpose and Applicability.

This Chapter is intended to facilitate the provision of adequate roadway facilities to serve new development in the City by requiring new development to pay a share of the costs of such improvements necessitated by and attributable to such new development.

Sec. 12.46.030. Authority.

This Chapter is adopted pursuant to Texas Local Government Code ("TLGC") Chapter 395 and the Georgetown City Charter. The provisions of this Chapter shall not be construed to limit the power of the City to utilize other methods authorized under State law or pursuant to other City powers to accomplish the purposes set forth herein, either in substitution or in conjunction with this Chapter. The assessment and collection of a transportation impact fee shall be additional and supplemental to, and not in substitution of, any other tax, fee, charge, or assessment which is lawfully imposed by the City on and due against new development.

The City Council authorizes the adoption of Guidelines to implement this Chapter, which may be amended administratively by the City Manager, or his or her designee, from time to time after 30 days public notice.

Sec. 12.46.040. Definitions.

The following words, terms and phrases, when used in this Chapter, shall have the meanings ascribed to them below, except where the context clearly indicates a different meaning:

"Adopting Ordinance" means Ordinance No. 2025-41 and all attachments thereto, which was passed and approved by the City Council on August 12, 2025.

"*Assessment*" means the determination of the amount of the maximum TIF per service unit which can be charged to new development pursuant to this Chapter. The amount of the TIF per service unit is a measure of the traffic impact on the roadway facilities created by the new development.

"*Assessment Date*" means the date of assessment pursuant to Section 12.46.090.

"*Capital improvement*" means a roadway facility or roadway expansion facility having a life expectancy of three or more years, to be owned and operated by or on behalf of the City. The term also includes the City's share of costs for roadway facilities and roadway expansion facilities designated as a numbered highway on the official federal or state highway system, and their related appurtenances.

"*City*" means the City of Georgetown, Texas.

"Development unit" means the expression of the magnitude of the transportation demand created by each land use planned within a particular new development and is used to compute the number of service units caused or consumed by each individual land use application.

"*Land use assumptions*" means the description of transportation service areas and the projections of population and employment growth and associated changes in land uses, densities and intensities included in the TIF Study, as may be amended from time to time, upon which the TIF CIP is based.

"*Land use vehicle-mile equivalency table*" or "*LUVMET Table*" are the tables attached in Schedule 12.46.110 (A), and which provide the standardized measure of consumption or use of roadway facilities attributable to a new development based on the land use category of the development and historical data and trends applicable to the City during the previous ten years. The LUVMET Table expresses the magnitude of the transportation demand created by different land use categories within a particular development and allows different uses of land to more

accurately bear the cost and expense of the impacts generated by such uses. If a specific land use is not provided in the LUVMET Table, a travel demand factor can be calculated for the land use based on the trip generation rates in a traffic impact analysis that has been approved by the City and follows best practices for trip generation as outlined by the ITE Trip Generation Handbook. The LUVMET Table expresses the number of service units consumed by each individual land use application as "vehicle miles (per service unit)."

"*Maximum assessable transportation impact fee*" or "*maximum assessable TIF*" means the maximum TIF amounts calculated on a per service unit basis for each transportation service area in accordance with TLGC Section 395.015. The maximum assessable TIF amounts are set forth on **Schedule 12.46.070**. The maximum assessable TIF will be implemented over time per the TIF Schedules. The amount of the maximum assessable TIF may be amended by the City Council from time to time as provided in TLGC Chapter 395.

"*New development*" means a subdivision of land; the construction, reconstruction, redevelopment, conversion, structural alteration, relocation, or enlargement of any structure; or any use or extension of use of the land, any of which has the effect of increasing the number of service units.

"*Non-Residential*" means a use other than residential, including but not limited to commercial, office, or business park, but does not include "Warehousing," which is separately defined.

"*Offset*" means a reduction in the amount of a TIF for the construction of, contributions to, or dedications of off-site roadway facilities agreed to or required by the City as a condition of development approval , calculated as described Section_12.46.120_ of this Chapter. For clarity, as used in this Chapter, the term "offset" does not refer to the *ad valorem* tax credit used to determine the maximum assessable TIF per TLGC Section 395.014(7) and Section 12.46.070, which is further explained and applied in the TIF Study.

"*Other Residential*" means land use that is residential, but not Single Family Residential. The term includes but is not limited to apartments, duplexes and other multiplexes, connected townhomes, and other structures designed for residential use that share walls and/or utilities.

"*Preliminary Plat*" has the meaning given in the UDC.

"*Roadway*" means any freeway, highway, expressway, arterial, or collector level street or road designated in the City's adopted Future Mobility Plan, as the plan may be amended by the City from time to time, together the related roadway facilities. The term also includes the City's share of costs for roadways designated on the federal or Texas highway system, including local matching funds and costs related to utility line relocation and the establishment of curbs, gutters, sidewalks, drainage appurtenances, and right-of-way.

"*Roadway facility*" means an improvement or appurtenance necessary for a roadway, and includes, but is not limited to, the following: intersection improvements; striping and lane marking, traffic signals; acceleration lanes, deceleration lanes, turn lanes; shoulders, drainage facilities; street lighting, gutters, curbs, medians, and utility line relocations. "Roadway facility" also includes any improvement or appurtenance to an intersection with a roadway officially enumerated in the federal or Texas highway system. "Roadway facility" also includes any improvements or appurtenances to such federal or Texas highway, to the extent that the City has incurred capital costs for such facilities, including without limitation local matching funds and costs related to utility line relocation and the establishment of curbs, gutters, sidewalks, and drainage appurtenances. "Roadway facility" excludes those improvements or appurtenances to any roadway which is a "site-related facility."

"*Roadway facility expansion*" means the expansion of the capacity of an existing roadway facility, but does not include the repair, maintenance, modernization, or expansion of a "site-related facility."

"*Service area*" or "*transportation service area*" means a geographic area within the City's corporate boundaries within which transportation impact fees (TIFs) are authorized to be assessed and collected for new development occurring within such area and within which fees so collected will be expended for those types of improvements or expansions identified in the TIF CIP applicable to the service area. Descriptions of the service areas are included in the TIF Study.

"*Service unit*" means one vehicle-mile of travel during the afternoon peak hour of traffic, and is also sometimes referred to in this Chapter as a "vehicle mile."

"Single Family" has the same meaning as the term "Single Family" in the UDC.

"*Site-related facility*" means a roadway facility or roadway facility expansion (or other street or road) which is primarily used by or primarily benefits a new development, is not included in the TIF CIP, and for which the developer (s) or property owner(s) is solely responsible under the UDC or the City's other development regulations or policies, or under an agreement with the City. "Site-related facility" may include a street or road which is located outside of, within, or on the perimeter of the new development site.

"*System facility*" means a roadway facility or roadway facility expansion which is designated in the TIF CIP and which is not a "site-related facility." "System facility" may include a roadway facility or roadway expansion facility which is located outside of, within, or on the perimeter of the new development.

"TIA" or *"Traffic Impact Analysis"* has the meaning given in the UDC.

"TIF Schedules" when plural, means the tables labeled as **Schedule 12.46.071(A)**, **Schedule 12.46.071(B)**, and **Schedule 12.46.071(C)**, which are attached to and were approved by the City Council by the Adopting Ordinance. When singular, the term refers to the referenced one of them. The TIF Schedules are incorporated into this Chapter by this reference for all purposes as if set forth in full.

"TIF Study" means the "2025 Transportation Impact Fee Report Update" prepared by Kimley-Horn Associates, Inc., which is attached to and was approved by the City Council by the Adopting Ordinance. The TIF Study establishes the land use assumptions, identifies TIF CIP infrastructure, provides TIF CIP cost estimates and financing, provides the plan for awarding credit for any *ad valorum* taxes that will pay for improvements in the TIF CIP, and provides the methodology for calculating and establishing the maximum assessable TIF, establishes the maximum assessable TIF per service unit per the requirements of TLGC Chapter 395.

"Transportation Impact Fee" or *"TIF"* means a charge or assessment of money imposed by the City pursuant to this Chapter against new development to generate revenue for funding or recouping the costs of roadway facility capital improvements and roadway expansion facility capital improvements necessitated by and attributable to the new development. The term does not include the items listed in TLGC Section 395.001(4)(A)-(D). The term also does not include do not include fiscal security obligations required by the UDC, or payments for "site-related facilities." The term also does not include dedication of rights-of-way or easements or construction or dedication of drainage facilities, streets, sidewalks, or curbs if the dedication or construction is required by the UDC and is necessitated by and attributable to the new development.

"*Transportation impact fee capital improvements plan*" or *"TIF CIP"* means the transportation impact fee capital improvement plan set forth in the TIF Study, which identifies the roadway facilities and roadway facility expansions and their costs for each transportation service area, which are necessitated by and which are attributable to new development, for a period not to exceed ten years, which are to be financed in whole or in part through the imposition of transportation impact fees (TIFs) pursuant to this Chapter.

"UDC" means the City's Unified Development Code.

"Warehousing" means a building dedicated to the storing of materials and may also include office and maintenance areas. The term is further defined in the Land Use Handbook promulgated by the Institute of Transportation Engineers (ITE) and specifically includes the following ITE-described land uses: Land Use 150 (warehousing), Land Use 151 (mini warehouse/self-storage), Land Use 154 (high cube transload and short-term storage warehouse), and Land Use 155 (high cube fulfillment center warehouse).

Sec. 12.46.050. Applicability.

The provisions of this Chapter apply uniformly to all new development within the corporate boundaries of the City located within a transportation service area.

Sec. 12.46.060. Transportation service areas established.

The City hereby establishes ten transportation service areas, identified as "Area A" through "Area G", "Sun City," "Lake Georgetown," and "Downtown," the boundaries of which are shown and described in the TIF Study

attached to the Adopting Ordinance as Attachment A, and which are incorporated into this Chapter by this reference for all purposes. The boundaries of the transportation service areas may be amended from time to time, or new transportation service areas may be delineated, pursuant to the procedures of this Chapter and TLGC Chapter 395.

Sec. 12.46.070. Maximum Assessable TIFs.

A. The City hereby adopts the maximum assessable TIFs per service unit for each transportation service area in the amounts set forth on **Schedule 12.46.070**, which is incorporated into this Chapter by this reference as set forth in full.

B. The maximum assessable TIFs per service unit (post-credit) set forth in **Schedule 12.46.070** that is assessed to new development is declared to be the roughly proportionate measure of the impact(s) generated by a new unit of development on the city's transportation system. To the extent that the transportation impact fee per service unit collected is less than the maximum assessable impact fee per service unit, such difference is hereby declared to be founded on policies unrelated to the measurement of the actual impacts of the development on the city's transportation system. The maximum assessable impact fee per service unit may be used in evaluating any claim by an applicant, developer, or property owner that the dedication, construction, or contribution of a capital improvement imposed as a condition of development approval pursuant to the city's regulations is not roughly proportionate to the impact(s) of the new development on the city's transportation system. The City has determined that the maximum assessable TIF per service unit established under Section 12.46.070 and set forth on **Schedule 12.46.070** will be phased in over time as set forth in **Schedules 12.46.071(A), (B) and (C)**, but in no event will the amount of a TIF under **Schedules 12.46.071(A), (B) and (C)**, be greater than the maximum assessable transportation impact fee per service unit established under Section 12.46.070 and set forth on **Schedule 12.46.070** without following the procedures set forth in TLGC Chapter 395.

Sec. 12.46.071. Phased Implementation – TIF Schedules.

A. Phase 1: Assessment Date between March 2, 2023, and August 30, 2025, inclusive of beginning and ending dates - the transportation impact fees shall be as set forth on Schedule 12.46.071(A).

B. Phase 2: Assessment Date between August 31, 2025, and August 31, 2026, inclusive of beginning and ending dates - the transportation impact fees shall be as set forth in Schedule 12.46.071(B).

C. Phase 3: Assessment Date after September 1, 2026, inclusive of the beginning date - the transportation impact fees will be as set forth on Schedule 14.46.071(C).

D. Transportation impact fees are imposed as set forth the TIF Schedules may be amended from time to time by the City Council by ordinance to any amount less than the maximum assessable impact fee per service unit adopted by Section 13.46.070 and set forth on **Schedule 12.46.070**.

E. No transportation impact fees shall be charged for new development for which the Assessment Date was before March 1, 2023 per Ordinance No. 2021-16 (adopting the first TIFs), unless the preliminary plat for the new development has expired or become dormant, or if the service units associated with the project have increased since the time the preliminary plat was determined to be administratively complete by the City Planning Director, or his or her designee, in accordance with the substantive and procedural provisions of the UDC pertaining to application completeness, in which case, the TIF shall be assessed in the amount shown on the applicable TIF Schedule.

Sec. 12.46.080. Collection.

Payment of transportation impact fees (minus any offsets) is due at the time of application for a building permit. Except as otherwise provided in Section 12.46.100, no building permit (or certificate of occupancy in the case of a change of use, as applicable) will be issued until an assessment of a transportation impact fee is made and payment for same is collected in accordance with the provisions of this Chapter. The City reserves the right to enter into an agreement with an applicant for a different time and manner of payment of impact fees, in which case the agreement shall determine the time and manner of payment.

Sec. 12.46.090. Time of Assessment.

A. The Assessment of a TIF shall be made as of the applicable Assessment Date, as follows:

1. For new development for which a preliminary plat is required per the UDC, assessment of the TIF per service unit shall be calculated as of the date that an application for a preliminary plat for new development was determined to be administratively complete by the City Planning Director, or his or her designee, in accordance with the substantive and procedural provisions of the UDC pertaining to application completeness.

2. For new development for which no plat is required per the UDC, assessment of the TIF per service unit shall be calculated as of the date that an application for a building permit (or certificate of occupancy, as applicable) is submitted to the City.

3. Following the expiration or dormancy of a preliminary plat pursuant to Section 12.46.090.B or Section 12.46.090.C below, a new assessment of the TIF per service unit shall be calculated as of the date that a new or resubmitted application for a preliminary plat is determined to be administratively complete by the City Planning Director, or his or her designee, in accordance with the substantive and procedural provisions of the UDC pertaining to application completeness.

4. For land on which new development occurs or is proposed to occur that is located within the boundaries of a municipal utility district or a public improvement district, assessment shall be calculated as of the date that the final plat for the new development is recorded in the Official Public Records of Williamson County, Texas.

B. Preliminary Plat Expiration. A Preliminary Plat for a single-phase development expires twenty-four months after approval unless a Final Plat is recorded within that time. A Preliminary Plat with an approved Phasing Plan expires twenty-four months after approval unless a Final Plat for the first phase is recorded in the Official Public Records of Williamson County, Texas. Recording of the Final Plant for the first phase extends the expiration for the rest of the Preliminary Plat by twenty-four months from the recordation date. Each subsequent Final Plat recorded within twenty-four months extends the expiration by another twenty-four months.

C. Preliminary Plat Application Dormancy. An application for a Preliminary Plat is deemed dormant if the applicant takes no action on the application for more than one-hundred eighty days.

D. Following assessment of the TIF pursuant to this Section, the amount of the TIF per service unit cannot be increased, unless there is a subsequent increase in the number of service units associated with the development, in which case the time of a new assessment will be calculated at the then current TIF amount.

E. The City Manager or designee shall determine whether the new development is eligible for reductions or offsets calculated in accordance Section 12.46.120, as of the applicable Assessment Date. If an offset is due, the TIF shall be reduced by the amount of the offset. The total amounts of TIF for the new development and the amount of any offset shall be attached to the development application as a condition of approval.

Sec. 12.46.100. Exemptions.

The following exemptions from the requirement to pay transportation impact fees under this Chapter shall apply:

A. No transportation impact fees shall be charged for new development for which the Assessment Date was before March 1, 2023 per Ordinance No. 2021-16 (adopting the first TIFs) and for which a preliminary plat was not required to be revised (or submitted if previously not required to file an application for a preliminary plat) due to expiration or dormancy, or to increase the number of service units in the new development.

B. Public school districts are exempt from the requirement to pay transportation impact fees, unless the school district board of trustees consents to the payment of the fees by entering a contract with the City imposing the fees.

C. New development with an approved traffic impact analysis (TIA), or with a development agreement or consent agreement that requires a developer or property owner to fund or construct specific transportation improvements executed prior to March 1, 2023 is exempt from the requirement to pay TIFs, subject to the following limitations, except that, if a TIA update is required by the UDC, or if there is a modification to the project causing an increase in service units greater than considered with the TIA or agreement, then the exemption does not apply to any portion of the property for which a building permit has not already been issued, and the TIF for such areas shall be assessed as of the Assessment Date (if a preliminary plat is required per the UDC), or at the time of application for a building permit or certificate of occupancy, as applicable (if no preliminary plat is required per the UDC).

D. New development allowed under an approved application for an Amending Plat, as the term "Amending Plat" is used in Section 212.016 of the Texas Local Government Code, will not trigger assessment of a new TIF.

Sec. 12.46.110. Computation of Assessment Amount.

A. The City shall compute the amount of a TIF per service unit in the manner described in below at the time of application for a building permit (or certificate of occupancy, as applicable):

1. Determine the number of development units for each land use category in the new development using the land use assumptions in the TIF Study and the LUVMET Table set forth in Schedule 12.46.110 (A).

2. Multiply the number of development units for each land use category in the new development by the vehicle miles (per development unit) for each such land use category found in the LUVMET Table to determine the number of service units attributable to the new development.

3. Multiply the number of service units for the new development by the applicable amount shown on the applicable TIF Schedule for the applicable service area and applicable land use.

4. If an offset agreement under Section 12.46.120 exists, the amount of the offsets reflected in the agreement shall be deducted from the transportation impact fees as calculated above.

B. If the building permit for which a TIF has been paid has expired, and a new building permit or other development application is thereafter filed, the TIF amount shall be computed using the TIF Schedule in effect at the time of the new application, with offsets for previous payment of transportation impact fees being applied against the new transportation impact fees due.

C. Whenever a developer or property owner proposes to increase the number of service units of a development, the additional transportation impact fees collected for such new service units shall be determined by using the TIF Schedule in effect at the time of the new application in effect at the time of the application associated with the new request, and such additional fee shall be collected at the times prescribed by this Chapter.

D. Where an application for a building permit is for a "shell" or speculative building for which the use is not finalized at the time of application for a building permit, the amount of the TIF shall be calculated as either "general office", "general light industrial", or "shopping center" as shown in the LUVMET Table. Where a subsequent application for a building permit is made for the finish-out of the "shell" building, or portion thereof, for the ultimate use, an additional TIF shall be assessed and collected if the ultimate use is different from "general office", "general light industrial", or "shopping center."

E. An owner may submit an alternative service unit computation based upon a trip generation study as defined by the Institute of Transportation Engineers for the proposed land use not included in the land LUVMET Table by following the process for appeals pursuant to Section 12.46.170, Appeals.

Sec. 12.46.120. Offsets against transportation impact fees.

The City may reduce or offset the amount of the TIF if a developer or property owner funds or constructs a system facility included in the TIF CIP. The amount of any such reduction or offset will be calculated pursuant to the following provisions:

A. The offset shall be associated with the plat or other detailed plan of development for the property that is to be served by the system facility.

B. Projects that consist of multiple phases, whether approved before or after March 1, 2023, may apply for offsets against transportation impact fees for the entire project based upon improvements or funds toward construction of system facilities. The amount of the offset shall be determined by comparing the actual costs of capital improvements supplied by the project with the costs of roadway capital improvements to be utilized by development within the project, utilizing a methodology approved by the City. The offset determination shall be incorporated within an agreement for offsets, in accordance with this Chapter. The roadway requirements of an agreement for offsets shall not be less than what is required by the UDC.

C. The City's then-current ordinances, policies and regulations shall apply to determine a new development's obligations to construct adjacent system facilities. The obligation to construct, however, shall not exceed the maximum assessable transportation impact fee assessed against the new development under Schedule 12.46.070. Construction required under such policies and regulations shall be an offset against the amount of transportation impact fees otherwise due. If the costs of constructing a system facility in accordance with the then-current City policies and regulations are greater than the amount of the TIFs due, the amount of the offset due shall be deemed to be 100 percent of the assessed impact fees and no impact fee shall be collected thereafter for the development, unless the number of service units is subsequently increased.

D. All offsets against TIFs shall be based upon standards promulgated by the City, which may be adopted as administrative guidelines, including the following standards:

1. No offset shall be given for the dedication or construction of site-related facilities.

2. No offset shall be given for a system facility which is not identified within the TIF CIP, unless the offset is for the construction of, contributions to, or dedications of off-site roadway facilities agreed to or required by the City as a condition of development approval and the amount is offset against roadway facilities impact fees otherwise due from the development.

3. If the City or the Georgetown Transportation Enhancement Corporation (GTEC) participates in the costs of a system facility to be dedicated to the City, the amount of any offset shall be reduced by the amount of any participation funds received from the City or GTEC.

4. The value of right of way dedicated for site-related facilities will not be considered for an offset.

5. The fair market value of right-of-way conveyed for roadway facilities that are not required by the new development will be entitled to an offset. If said roadway facilities are partially required by the new development, said portion shall not be entitled to an offset. The fair market value of the conveyed right-of-way will be determined by either:

   a) The appropriate Central Appraisal District,

   b) By agreement, or

   c) By a MAI appraisal obtained by the city.

6. Where funds for systems facilities have been paid under an agreement that was executed with the City prior to March 1, 2023, the following rules apply:

   a) Funds expended under the agreement for system facilities shall first be offset against the amount of transportation impact fees that would have been due under Schedule 12.46.071(A) for those development units for which building permits already have been issued;

   b) Any remaining funds shall be offset against transportation impact fees due for the development under the applicable TIF Schedule at the time building permits are issued.

E. Offsets for construction of system facilities shall be deemed created when the system facilities are completed and the city has accepted the system facility. In the case of system facilities constructed and accepted prior to March 1, 2023, the offset shall be deemed created on March 1, 2023. Offsets created on or before March

1, 2023, shall expire on March 1, 2033. Offsets created after March 1, 2023, shall expire ten years from the date the offset was created. Upon application by the property owner, the City may, but is not obligated to, to extend the expiration date for the credit on terms acceptable to the City.

F. Unless an agreement for offsets, as described herein, is executed providing for a different manner of applying offsets against TIFs due, an offset associated with a plat shall be applied at the time of application for the first building permit and, at each building permit application thereafter, to reduce the total TIF amounts due until the offset is exhausted.

G. An owner of new development who has constructed or financed a roadway capital improvement or roadway facility expansion designated in the TIF CIP, or other roadway capital improvement that supplies excess capacity, as required or authorized by the City, shall enter into an agreement with the City to provide for offsets against roadway impact fees due for the development in accordance with this subsection. The agreement shall identify the basis for and the method for computing and the amount of the offset due and any reduction in offsets attributable to consumption of road capacity by developed lots or tracts served by the roadway capital improvements. For multi-phased projects, the city may require that total offsets be proportionally allocated among the phases. If authorized by the City, the agreement also may provide for allocation of offsets among new developments within the project, and provisions for the timing and collection of roadway impact fees.

Sec. 12.46.130. Use of proceeds of transportation impact fees.

The transportation impact fees collected for each service area pursuant to these regulations may be used to finance or to recoup the costs of any roadway improvements or roadway facility expansions identified in the TIF CIP for the service area, including but not limited to the construction contract price, surveying and engineering fees. Transportation impact fees may also be used to pay the principal sum and interest and other finance costs on bonds, notes or other obligations issued by or on behalf of the City to finance such roadway improvements or roadway facility expansions. Transportation impact fees also may be used to pay fees actually contracted to be paid to an independent qualified engineer or financial consultant for preparation of or updating the TIF CIP. Impact fees collected may not be used to pay for the expenses prohibited by TLGC Chapter 395.

Sec. 12.46.140. Establishment of accounts.

The City's Finance Department shall establish an account to which interest is allocated for each service area for which a transportation impact fee is imposed pursuant to this Chapter. Each impact fee collected within the service area shall be deposited in such account with the following regulations:

A. Interest earned on the account into which the impact fees are deposited shall be considered funds of the account and shall be used solely for the purposes authorized in this Chapter and the Statute.

B. The City's Finance Department shall establish adequate financial and accounting controls to ensure that transportation impact fees disbursed from the account are utilized solely for the purposes authorized in this Chapter and the Statute. Disbursement of funds shall be authorized by the City at such times as are reasonably necessary to carry out the purposes and intent of this Chapter; provided, however, that any transportation impact fee paid shall be expended within a reasonable period of time, but not to exceed ten years from the date the fee is deposited into the account.

C. The City's Finance Department shall maintain and keep financial records for transportation impact fees, which shall show the source and disbursement of all fees collected in or expended from each service area. The records of the account into which impact fees are deposited shall be open for public inspection and copying during ordinary business hours. The City may establish a fee for copying services.

Sec. 12.46.150. Impact fee as additional and supplemental regulation.

A. Transportation impact fees established by these regulations are additional and supplemental to, and not in substitution of, any other requirements imposed by the City on the development of land or the issuance of

building permits or certificates of occupancy or requirements pertaining to TIAs in the UDC. Such fee is intended to be consistent with and to further the policies of City's comprehensive land use plan, overall transportation plan, the capital improvements plan, the zoning ordinance, subdivision regulations and other City policies, ordinances and resolutions by which the City seeks to ensure the provision of adequate public facilities in conjunction with the development of land.

B. This Chapter shall not affect, in any manner, the permissible use of property, density of development, design, and improvement standards and requirements, or any other aspect of the development of land or provision of public improvements subject to the zoning and subdivision regulations or other regulations and policies of the City, which shall be operative and remain in full force and effect without limitation with respect to all such development.

Sec. 12.46.160. Updates to plans and revision of fees.

A. The City shall update its land use assumptions and TIF CIP and shall recalculate the transportation impact fees based thereon in accordance with the procedures set forth in TLGC Chapter 395, or in any successor statute. A newly annexed area shall be immediately added into the nearly adjacent roadway service area so as long as doing so the service area still complies with the distance requirements in Chapter 395 of the Texas Local Government Code. The collection rate shall be at the rate of the existing service area and maybe adjusted with future TIF Study updates. In the event the annexation to the nearest, adjacent service area brings that service area out of compliance with the distance requirements in Chapter 395 of the Texas Local Government Code, an impact fee study update shall be commenced as soon as possible, and upon adoption of an updated study, the service area shall be adjusted to incorporate the newly annexed area. The assignment of a service area to newly annexed property shall be completed in conjunction with the annexation process and prior to final acceptance of the annexed property(s) into the corporate City limits. The annexed area will be subject to the applicable TIF Schedule. However, this does not preclude the City from reviewing its land use assumptions, TIF CIP, transportation impact fees, and other factors such as market conditions more frequently than provided for herein to determine whether the land use assumptions and TIF CIP should be updated and the transportation impact fees recalculated accordingly, utilizing statutory update procedures.

B. Schedules 12.46.071(A), (B) and (C) may be amended without revising the land use assumptions and TIF CIP at any time prior to the update provided for in this Section, provided that the revised TIF amounts do not exceed the maximum assessable transportation impact fees established under Schedule 12.46.070.

C. If, at the time an update is required as indicated herein and the City Council determines that no change to the Land Use Assumptions, TIF CIP or TIF amounts are needed, it may dispense with such update by following the procedures in TLGC Section 395.0575 or its successor statute.

D. The City may amend any other provisions of this Chapter in accordance with procedures for ordinance amendments contained in the City's Charter or State law.

Sec. 12.46.170. Refunds.

A. Upon application, any transportation impact fee or portion thereof collected pursuant to this Chapter, which has not been expended within the service area within ten years from the date of payment, shall be refunded to the record owner of the property for which the impact fee was paid or, if the impact fee was paid by another governmental entity, to such governmental entity, together with interest calculated from the date of collection to the date of refund at the statutory rate as set forth in V.T.C.A., Finance Code § 302.002, or its successor statute. The application for refund pursuant to this Section shall be submitted within 60 days after the expiration of the ten-year period for expenditure of the impact fee. An impact fee shall be considered expended on a first-in, first out basis.

B. An impact fee collected pursuant to this Chapter shall also be considered expended if the total expenditures for capital improvements or roadway facility expansions authorized within the service area within ten years

following the date of payment exceeds the total fees collected within the service area for such improvements or expansions during such period.

C. If a refund is due pursuant to Subsections A. or B., the City shall divide the difference between the amount of expenditures and the amount of the impact fees collected by the total number of service units assumed within the service area for the period to determine the refund due per service unit. The refund to the record owner shall be calculated by multiplying the refund due per service unit by the number of service units for the development for which the fee was paid, and interest due shall be calculated upon that amount.

Sec. 12.46.180. Rebates.

If the building permit for a new development for which a transportation impact fee has been paid has expired, and a modified or new application has not been filed within six months of such expiration, the City shall, upon written application, rebate the amount of the impact fee to the record owner of the property for which the impact fee was paid. If no application for rebate pursuant to this Subsection has been filed within this period, no rebate shall become due.

Sec. 12.46.190. Appeals.

The property owner or applicant for new development may appeal the applicability or amount of the transportation impact fee or the availability or amount of offsets or Refunds to the City Council using the following procedure:

A. Burden of Proof. The burden of proof shall be on the applicant to demonstrate that relief should be granted by the City.

B. Notice of Appeal. The applicant must file a written notice of appeal with the City Manager or his/her designee within 30 days following the decision being appealed. Along with the notice of appeal, an applicant may request an alternative service unit computation for land uses not contained with the latest edition of the ITE Trip Generation Manual by submitting a trip generation study demonstrating the appropriateness of the trip generation rates for the proposed development. An applicant may also include an alternative service unit calculation.

C. Resolution of Appeal. The City Manager or his/her designee will respond to the appeal within 30 days of receipt of completed appeal packet as described above.

D. Consideration of Appeal by City Council. Following the determination of the City Manager, the owner may petition the City Council. The petition of appeal to City Council shall be filed within 30 days of the City Manager or his/her designee's written decision. To the extent that the City Council's action on the appeal requires the owner to pay an impact fee, the owner shall promptly pay the impact fee within five business days after the City Council's action on the appeal. The City Council's action on the appeal shall constitute the City's final decision on the matter appealed.

E. If the notice of appeal is accompanied by a payment or other security satisfactory to the City Attorney in an amount equal to the original determination of the transportation impact fee due, the city shall process and may issue a building permit if other requirements are met while the appeal is pending.

F. If the City Council allows for a different amount of the transportation impact fee due for a new development under this Section to be paid, it may cause to be appropriated from other City funds the amount of the reduction in the impact fee to the account for the service area in which the property is located.

Adopted Tables and Graphics:

Transportation Service Area Maps

Transportation Impact Fee Schedules

Schedule 12.46.070
MAXIMUM ASSESSABLE TRANSPORTATION IMPACT FEE PER SERVICE UNIT

Transportation Service Area	Maximum TIF if Assessment Date is before September 1, 2025	Maximum TIF if Assessment Date is on or after September 1, 2025
A	$1,699.00	$2,398.00
B	$2,152.00	$3,137.00
C	$3,315.00	$3,240.00
D	$1,405.00	$2,250.00
E	$3,101.00	$2,172.00
F	$4,577.00	$3,611.00
G	$0.00	$2,885.00
Sun City	$1,247.00	$1,599.00
Lake Georgetown	$0.00	$3,377.00
Downtown	$0.00	$457.00

Schedule 12.46.071(A)
PHASE 1 TRANSPORTATION IMPACT FEE SCHEDULE
Assessment Date between March 2, 2023 and August 31, 2025, inclusive of beginning and ending dates

Service Areas	Single-Family Residential	Other Residential	Non-Residential
A	$849.43	$1,274.15	$339.77
B	$1,075.87	$1,613.81	$430.35
C	$1,075.87	$1,613.81	$430.35
D	$702.41	$1,053.61	$280.96
E	$1,075.87	$1,613.81	$430.35
F	$1,075.87	$1,613.81	$430.35
Sun City	$623.29	$935.08	$249.36
Lake Georgetown	$0.00	$0.00	$0.00
Downtown	$0.00	$0.00	$0.00

Schedule 12.46.071(B)
PHASE 2 TRANSPORTATION IMPACT FEE PER SERVICE UNIT
Assessment Date between August 31, 2025 and August 30, 2026, inclusive of beginning and ending dates

Service Areas	Single-Family Residential	Other Residential	Non-Residential	Warehousing
A	$1,798.00	$2,398.00	$1,199.00	$2,398.00
B	$2,353.00	$3,137.00	$1,569.00	$3,137.00
C	$2,430.00	$3,240.00	$1,620.00	$3,240.00
D	$1,688.00	$2,250.00	$1,125.00	$2,250.00
E	$1,629.00	$2,172.00	$1,086.00	$2,172.00
F	$2,708.00	$3,611.00	$1,805.00	$3,611.00
G	$2,164.00	$2,885.00	$1,442.00	$ 2,885.00
Sun City	$1,199.00	$1,599.00	$800.00	$ 1,599.00
Lake Georgetown	$0.00	$0.00	$0.00	$3,377.00
Downtown	$0.00	$0.00	$0.00	$457.00

Schedule 12.46.071(C)
PHASE 3 TRANSPORTATION IMPACT FEE PER SERVICE UNIT
Assessment Date after September 1, 2026, inclusive of the beginning date

Service Areas	Single-Family Residential	Other Residential	Non-Residential	Warehousing
A	$2,398.00	$2,398.00	$1,199.00	$2,398.00
B	$3,137 .00	$3,137 .00	$1,569.00	$3,137.00
C	$3,240.00	$3,240.00	$1,620.00	$3,240.00
D	$2,250.00	$2,250.00	$1,125.00	$2,250.00
E	$2,172.00	$2,172.00	$1,086.00	$2,172.00
F	$3,611.00	$3,611.00	$1,805.00	$3,611.00
G	$2,885.00	$2,885.00	$1,442.00	$2,885.00
Sun City	$1,599.00	$1,599.00	$800.00	$1,599.00
Lake Georgetown	$0.00	$0.00	$0.00	$3,377.00
Downtown	$0.00	$0.00	$0.00	$457.00

Schedule 12.46.07(c)
LAND USE VEHICLE-MILE EQUIVALENCY TABLE ("LUVMET")

	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
PARKING AREA											
Park-and-Ride Lot with Bus or Light Rail Service	090	Occupied Parking Space(s)	0.55			0.55	7.87	50%	3.93	3.93	2.16
INDUSTRIAL											
General Light Industrial	110	1,000 SQ FT	0.65			0.65	8.32	50%	4.16	4.16	2.70
Industrial Park	130	1,000 SQ FT	0.34			0.34	8.32	50%	4.16	4.16	1.41
Manufacturing	140	1,000 SQ FT	0.47			0.47	8.32	50%	4.16	4.16	1.96
Warehousing	150	1,000 SQ FT	0.18			0.18	8.32	50%	4.16	4.16	0.75
Mini-Warehouse	151	1,000 SQ FT	0.15			0.15	8.32	50%	4.16	4.16	0.62
High-Cube Transload and Short-Term Storage Warehouse	154	1,000 SQ FT	0.10			0.10	8.32	50%	4.16	4.16	0.42
High-Cube Fulfillment Center Warehouse	155	1,000 SQ FT	0.16			0.16	8.32	50%	4.16	4.16	0.67
High-Cube Parcel Hub Warehouse	156	1,000 SQ FT	0.64			0.64	8.32	50%	4.16	4.16	2.66
High-Cube Cold Storage Warehouse	157	1,000 SQ FT	0.12			0.12	8.32	50%	4.16	4.16	0.50
Data Center	160	1,000 SQ FT	0.09			0.09	8.32	50%	4.16	4.16	0.37
Utilities	170	1,000 SQ FT	2.16			2.16	8.32	50%	4.16	4.16	8.99
Specialty Trade Contractor	180	1,000 SQ FT	1.93			1.93	8.32	50%	4.16	4.16	8.03
RESIDENTIAL											
Single-Family Detached Housing	210	Dwelling Unit	0.94			0.94	7.02	50%	3.51	3.51	3.30
Single-Family Attached Housing	215	Dwelling Unit	0.57			0.57	7.02	50%	3.51	3.51	2.00

	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
Multifamily Housing (Low-Rise)	220	Dwelling Unit	0.51			0.51	7.45	50%	3.73	3.73	1.90
Multifamily Housing (Mid-Rise)	221	Dwelling Unit	0.39			0.39	7.45	50%	3.73	3.73	1.45
Multifamily Housing (High-Rise)	222	Dwelling Unit	0.32			0.32	7.45	50%	3.73	3.73	1.19
Off-Campus Student Apartment	225	Bedrooms	0.24			0.24	7.45	50%	3.73	3.73	0.90
Off-Campus Student Apartment (Mid-Rise)	226	Bedrooms	0.21			0.21	7.45	50%	3.73	3.73	0.78
Off-Campus Student Apartment (High-Rise)	227	Bedrooms	0.04			0.04	7.45	50%	3.73	3.73	0.15
Mobile Home Park	240	Dwelling Unit	0.58			0.58	7.02	50%	3.51	3.51	2.04
Senior Adult Housing-Detached	251	Dwelling Unit	0.30			0.30	7.45	50%	3.73	3.73	1.12
Senior Adult Housing-Attached	252	Dwelling Unit	0.25			0.25	7.45	50%	3.73	3.73	0.93
Congregate Care Facility	253	Dwelling Unit	0.18			0.18	7.45	50%	3.73	3.73	0.67
Assisted Living	254	Beds	0.26			0.26	7.45	50%	3.73	3.73	0.97
Continuing Care Retirement Community	255	Units	0.19			0.19	7.45	50%	3.73	3.73	0.71
Recreational Homes	260	Dwelling Unit	0.29			0.29	7.45	50%	3.73	3.73	1.08
Timeshare	265	Dwelling Unit	0.63			0.63	7.45	50%	3.73	3.73	2.35
Residential Planned Unit Development	270	Dwelling Unit	0.69			0.69	7.02	50%	3.51	3.51	2.42
LODGING											
Hotel	310	Room	0.59			0.59	5.21	50%	2.61	2.61	1.54
All Suites Hotel	311	Room	0.36			0.36	5.21	50%	2.61	2.61	0.94
Business Hotel	312	Room	0.31			0.31	5.21	50%	2.61	2.61	0.81
Motel	320	Room	0.36			0.36	5.21	50%	2.61	2.61	0.94
Resort Hotel	330	Room	0.41			0.41	5.21	50%	2.61	2.61	1.07

	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
RECREATIONAL											
Public Park	411	Acres	0.11			0.11	5.69	50%	2.85	2.85	0.31
Golf Course	430	Holes	0.28			0.28	5.69	50%	2.85	2.85	0.80
Golf Driving Range	432	Driving Positions	1.25			1.25	5.69	50%	2.85	2.85	3.56
Batting Cages	433	Cages	2.22			2.22	5.69	50%	2.85	2.85	6.33
Multipurpose Recreational Facility	435	1,000 SQ FT	3.58			3.58	5.69	50%	2.85	2.85	10.20
Trampoline Park	436	1,000 SQ FT	1.50			1.50	5.69	50%	2.85	2.85	4.28
Bowling Alley	437	Lanes	1.30			1.30	5.69	50%	2.85	2.85	3.71
Movie Theater (Friday)	445a	1,000 SQ FT	4.80			4.80	5.69	50%	2.85	2.85	13.68
Ice Skating Rink	465	1,000 SQ FT	1.33			1.33	5.69	50%	2.85	2.85	3.79
Casino	473	1,000 SQ FT	22.61			22.61	5.69	50%	2.85	2.85	64.44
Soccer Complex	488	Fields	16.43			16.43	5.69	50%	2.85	2.85	46.83
Health/Fitness Club	492	1,000 SQ FT	3.45			3.45	5.69	50%	2.85	2.85	9.83
Athletic Club	493	1,000 SQ FT	6.29			6.29	5.69	50%	2.85	2.85	17.93
Recreational Community Center	495	1,000 SQ FT	2.50			2.50	5.69	50%	2.85	2.85	7.13
INSTITUTIONAL											
Elementary School	520	Students	0.16			0.16	5.28	50%	2.64	2.64	0.42
Middle School/Junior High School	522	Students	0.15			0.15	5.28	50%	2.64	2.64	0.40
High School	525	Students	0.14			0.14	5.28	50%	2.64	2.64	0.37
Private School (K-8)	530	Students	0.26			0.26	5.28	50%	2.64	2.64	0.69
Private School (K-12)	532	Students	3.00			3.00	5.28	50%	2.64	2.64	7.92
Private High School	534	Students	0.19			0.19	5.28	50%	2.64	2.64	0.50

	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
Charter Elementary School (1)	536	Students	0.16			0.16	5.28	50%	2.64	2.64	0.42
Charter School (K-12)	538	Students	0.30			0.30	5.28	50%	2.64	2.64	0.79
Junior / Community College	540	Students	0.11			0.11	5.28	50%	2.64	2.64	0.29
University / College	550	Students	0.15			0.15	5.28	50%	2.64	2.64	0.40
Church	560	1,000 SQ FT	0.49			0.49	5.28	50%	2.64	2.64	1.29
Day Care Center	565	1,000 SQ FT	11.12	44%	A	6.23	5.28	50%	2.64	2.64	16.45
Cemetry	566	Acres	0.46			0.46	5.28	50%	2.64	2.64	1.21
Fire Rescue Station	575	1,000 SQ FT	0.48			0.48	5.28	50%	2.64	2.64	1.27
Library	590	1,000 SQ FT	8.16			8.16	5.28	50%	2.64	2.64	21.54
MEDICAL											
Hospital	610	1,000 SQ FT	0.86			0.86	8.44	50%	4.22	4.22	3.63
Nursing Home	620	Beds	0.59			0.59	8.44	50%	4.22	4.22	2.49
Clinic	630	1,000 SQ FT	3.69			3.69	8.44	50%	4.22	4.22	15.57
Animal Hospital/Veterinary Clinic	640	1,000 SQ FT	3.53			3.53	8.44	50%	4.22	4.22	14.90
Free-Standing Emergency Room	650	1,000 SQ FT	1.52			1.52	8.44	50%	4.22	4.22	6.41
OFFICE											
General Office Building	710	1,000 SQ FT	1.44			1.44	6.75	50%	3.38	3.38	4.87
Small Office Building	712	1,000 SQ FT	2.16			2.16	6.75	50%	3.38	3.38	7.30
Corporate Headquarters Building	714	1,000 SQ FT	1.30			1.30	6.75	50%	3.38	3.38	4.39
Single Tenant Office Building	715	1,000 SQ FT	1.76			1.76	6.75	50%	3.38	3.38	5.95
Medical-Dental Office Building	720	1,000 SQ FT	3.93			3.93	6.75	50%	3.38	3.38	13.28

	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
Government Office Building	730	1,000 SQ FT	1.71			1.71	6.75	50%	3.38	3.38	5.78
State Motor Vehicles Department	731	1,000 SQ FT	5.20			5.20	6.75	50%	3.38	3.38	17.58
United States Post Office	732	1,000 SQ FT	11.21			11.21	6.75	50%	3.38	3.38	37.89
Office Park	750	1,000 SQ FT	1.07			1.07	6.75	50%	3.38	3.38	3.62
Business Park	770	1,000 SQ FT	1.22			1.22	6.75	50%	3.38	3.38	4.12
COMMERCIAL											
Automobile Sales (New)	840	1,000 SQ FT	2.42			2.42	6.78	50%	3.39	3.39	8.20
Automobile Sales (Used)	841	1,000 SQ FT	3.75			3.75	6.78	50%	3.39	3.39	12.71
Automobile Parts Sales	843	1,000 SQ FT	4.90			4.90	6.78	50%	3.39	3.39	16.61
Tire Store	848	1,000 SQ FT	3.75	28%	A	2.70	6.78	50%	3.39	3.39	9.15
Tire Superstore	849	1,000 SQ FT	2.11			2.11	6.78	50%	3.39	3.39	7.15
Quick Lubrication Vehicle Shop	941	Servicing Positions	4.85			4.85	6.78	50%	3.39	3.39	16.44
Automobile Care Center	942	1,000 SQ FT	3.11			3.11	6.78	50%	3.39	3.39	10.54
Automobile Parts and Service Center	943	1,000 SQ FT	2.06			2.06	6.78	50%	3.39	3.39	6.98
Gasoline/Service Station	944	Vehicle Fueling Position	14.03	42%	A	8.14	45.71	50%	22.86	6.00	48.84
Gasoline/Service Station w/ Conv Market	945	Vehicle Fueling Position	18.42	62%	A	7.00	45.71	50%	22.86	6.00	42.00
Self-Service Car Wash	947	Stall	5.54			5.54	45.71	50%	22.86	6.00	33.24
Truck Stop	950	Fueling Positions	15.42			15.42	45.71	50%	22.86	6.00	92.52

	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
Dining											
Food Cart Pod	926	1,000 SQ FT	6.16			6.16	7.12	50%	3.56	3.56	21.93
Fast Casual Restaurant	930	1,000 SQ FT	12.55	44%	B	7.03	7.12	50%	3.56	3.56	25.03
Fine Dining Restaurant	931	1,000 SQ FT	7.80	44%	A	4.37	7.12	50%	3.56	3.56	15.56
High Turnover (Sit-Down) Restaurant	932	1,000 SQ FT	9.05	43%	A	5.16	7.12	50%	3.56	3.56	18.37
Fast Food Restaurant without Drive-Thru Window	933	1,000 SQ FT	33.21	44%	B	18.60	7.12	50%	3.56	3.56	66.22
Fast Food Restaurant with Drive-Thru Window	934	1,000 SQ FT	33.03	49%	A	16.85	7.12	50%	3.56	3.56	59.99
Fast-Food Restaurant w/ D.T. No Indoor Seats	935	Drive-in Lanes	59.50	49%	B	30.35	7.12	50%	3.56	3.56	108.05
Coffee/Donut Shop w/o D.T.	936	1,000 SQ FT	32.29	49%	B	16.47	7.12	50%	3.56	3.56	58.63
Coffee/Donut Shop with Drive-Thru Window	937	1,000 SQ FT	43.38	49%	B	22.12	7.12	50%	3.56	3.56	78.75
Coffee/Donut Shop w/ D.T. No Indoor Seats	938	1,000 SQ FT	15.08	49%	B	7.69	7.12	50%	3.56	3.56	27.38
Winery	970	1,000 SQ FT	7.31			7.31	7.12	50%	3.56	3.56	26.02
Drinking Place	975	1,000 SQ FT	11.36			11.36	7.12	50%	3.56	3.56	40.44
Other Retail											
Tractor Supply Store	810	1,000 SQ FT	1.40			1.40	6.78	50%	3.39	3.39	4.75
Construction Equipment Rental Store	811	1,000 SQ FT	0.99			0.99	6.78	50%	3.39	3.39	3.36
Free-Standing Store	815	1,000 SQ FT	4.86	17%	A	4.03	6.78	50%	3.39	3.39	13.66
Hardware/Paint Store	816	1,000 SQ FT	2.98	26%	A	2.21	6.78	50%	3.39	3.39	7.49
Nursery (Garden Center)	817	1,000 SQ FT	6.94			6.94	6.78	50%	3.39	3.39	23.53
Shopping Center (>150k)	820	1,000 SQ FT GLA	3.81	34%	A	2.51	6.78	50%	3.39	3.39	8.51

	ITE Land Use Code	Development Unit	Trip Gen Rate (PM)	Pass-by Rate	Pass-by Source	Trip Rate	Trip Length (mi)	Adj. For O-D	Adj. Trip Length (mi)	Max Trip Length (mi)	Veh-Mi Per Dev-Unit
Shopping Plaza (40k - 150k) (Supermarket)	821	1,000 SQ FT GLA	9.03	34%	B	5.96	6.78	50%	3.39	3.39	20.20
Shopping Plaza (40k - 150k) (No Supermarket)	821a	1,000 SQ FT GLA	5.19	34%	B	3.43	6.78	50%	3.39	3.39	11.63
Strip Retail Plaza (<40k)	822	1,000 SQ FT GLA	25.00	34%	B	16.50	6.78	50%	3.39	3.39	55.94
Factory Outlet Center	823	1,000 SQ FT	2.29			2.29	6.78	50%	3.39	3.39	7.76
Recreational Vehicle Sales	842	1,000 SQ FT	0.77			0.77	6.78	50%	3.39	3.39	2.61
Supermarket	850	1,000 SQ FT	8.95	36%	A	5.73	6.78	50%	3.39	3.39	19.42
Convenience Market	851	1,000 SQ FT	49.11	51%	A	24.06	6.78	50%	3.39	3.39	81.56
Discount Club	857	1,000 SQ FT	4.19	37%	A	2.64	6.78	50%	3.39	3.39	8.95
Sporting Goods Superstore	861	1,000 SQ FT	2.14			2.14	6.78	50%	3.39	3.39	7.25
Home Improvement Superstore	862	1,000 SQ FT	2.29	42%	A	1.33	6.78	50%	3.39	3.39	4.51
Electronics Superstore	863	1,000 SQ FT	4.25			4.25	6.78	50%	3.39	3.39	14.41
Pet Supply Superstore	866	1,000 SQ FT	3.55			3.55	6.78	50%	3.39	3.39	12.03
Office Supply Superstore	867	1,000 SQ FT	2.77			2.77	6.78	50%	3.39	3.39	9.39
Discount Home Furnishing Superstore	869	1,000 SQ FT	1.57			1.57	6.78	50%	3.39	3.39	5.32
Department Store	875	1,000 SQ FT	1.95			1.95	6.78	50%	3.39	3.39	6.61
Apparel Store	876	1,000 SQ FT	4.12			4.12	6.78	50%	3.39	3.39	13.97
Pharmacy/Drugstore w/o Drive-Thru Window	880	1,000 SQ FT	8.51	53%	A	4.00	6.78	50%	3.39	3.39	13.56
Pharmacy/Drugstore w/ Drive-Thru Window	881	1,000 SQ FT	10.25	49%	A	5.23	6.78	50%	3.39	3.39	17.73
Furniture Store	890	1,000 SQ FT	0.52	53%	A	0.24	6.78	50%	3.39	3.39	0.81

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Liquor Store (1)	899	1,000 SQ FT	16.62			16.62	6.78	50%	3.39	3.39	56.34
SERVICES											
Walk-In Bank	911	1,000 SQ FT	12.13	35%	B	7.88	5.69	50%	2.85	2.85	22.46
Drive-In Bank	912	Drive-in Lanes	21.01	35%	A	13.66	5.69	50%	2.85	2.85	38.93