

Category	Unit	P.M. Peak Hour Trips Per Unit	Percent of Trips Remaining after Subtracting Pass-by Trips ¹	Percent of Trips Reallocated to New Residential Development ²	Trips Per EDU	Total EDUs	Fees Per Unit (rounded)
Single-family	Dwelling Unit	1.11	100%	0%	1.11	1.00	\$4,300
Multi-family Apartment, mobile home park, retirement community, congregate care, recreational home	Dwelling Unit	0.77	100%	0%	1.11	0.69	\$3,000
Warehousing Mini storage	1,000 sq. ft.	0.51	92%	0%	1.11	0.42	\$1,800
*Industrial/Manufacturing Light industrial, heavy industrial, industrial park, manufacturing, wholesale, furniture store	1,000 sq. ft.	0.74	92%	0%	1.11	0.61	\$2,650
Highway Commercial High turnover restaurant, fast food, gas station, convenience store, bank, credit union	1,000 sq. ft.	33.48	54%	84%	1.11	2.62	\$11,230
*Office Hospital, business park, research and development	1,000 sq. ft.	1.50	92%	0%	1.11	1.25	\$5,300
*General Service Commercial Shopping Center < 100,000 s.f., quality restaurant, bar, winery, supermarket, medical-dental office building	1,000 sq. ft.	7.95	49%	84%	1.11	0.56	\$2,440
*General Retail Shopping center > 100,000 s.f., lumber yard, specialty center, discount store, hardware store, nursery store, tire store, discount club, new car sales, racquet club	1,000 sq. ft.	5.47	63%	84%	1.11	0.50	\$2,120

* See Table 2 to calculate RIM fees for development in these categories that are on roads that are *not* major collectors or state highways.

Source: Based on Exhibit B of the 2004 RIM Fee Nexus Study, for which the sources were Fehr & Peers Associates, Inc; Institute of Transportation Engineers Journal, May 1991; and EPS. All columns have the same value as those in the 2004 Exhibit B; only the EDU is based on \$4,300 instead of \$3,300.

¹ The number of new trips is the sum of all trips minus all pass-by and diverted trips associated with each land use. Percent of new trips based on "Impact Fees - Issues, Concepts, and Approaches," Institute of Transportation Engineers Journal, May 1991.

² See Table 7 of the RIM Fee Program Nexus Study. Assumes new residential development generates 84% of all retail trips in 2025. As applied to traditional traffic model trip generation factors, these trips are reallocated to residential land uses.

Table 2. Fee Schedule, 2012 – Development on Roads Not Major Collectors or State Highways							
Category	Unit	P.M. Peak Hour Trips Per Unit	Percent of Trips Remaining after Subtracting Pass-by Trips	Percent of Trips Reallocated to New Residential Development	Trips Per EDU	Total EDUs	Fees Per Unit (rounded)
Industrial/Manufacturing Light industrial, heavy industrial, industrial park, manufacturing, wholesale, furniture store	1,000 sq. ft.	0.74	0	0%	1.11	0.67	\$2,860
Office Hospital	1,000 sq. ft.	1.50	0	0%	1.11	1.40	\$6,040
General Service Commercial Shopping Center < 100,000 s.f., quality restaurant, bar, winery, supermarket, medical-dental office building	1,000 sq. ft.	7.95	0	84%	1.11	1.15	\$4,980
General Retail Shopping center > 100,000 s.f., lumber yard, specialty center, discount store, hardware store, nursery store, tire store, discount club, new car sales, racquet club	1,000 sq. ft.	5.47	0	84%	1.11	0.78	\$3,390

USING THE FEE SCHEDULE TABLES

Table 2 is to be used to calculate RIM fees for development projects that fall within the four land use categories shown when development will take place on any road that is not a major collector or State highway. The difference between Tables 1 and 2 is that reduction is not made for “Percent of Trips Remaining After Subtracting Pass-by Trips,” as the trips generated on minor collectors, and local and residential roads will be direct.

Proposed non-residential projects with land uses not shown in these tables will have fees calculated on a project-by-project basis, with assignment of ITE trip generation factors by the Calaveras County Department of Public Works. In cases where no data is available for a particular use, the County will

approximate anticipated traffic by using data for a land use with operational characteristics that are as close as possible to the proposed development. Public Works will utilize the methodology of the latest edition of the Institute of Traffic Engineers Trip Generation Manual and the factors of the Fee Schedule to determine RIM fees.

Exemptions: Development projects as specified in Sections 12.10.150 and 12.10.230 of the RIM ordinance are exempt from RIM fees, as are institutional projects such as schools, day care facilities, and libraries. The Board may waive any portion of the fee if it determines that a proposed project will not impact any facility for which the fee is collected.