

CITY OF ST. GEORGE

BY COUNCIL MEMBER MURRELL:

ORDINANCE NO. 2025-055

**AN ORDINANCE TO ESTABLISH AN INTERIM TRAFFIC IMPACT
FEE WITHIN THE CITY OF ST. GEORGE**

Section 1. Purpose.

a. The intent of this article is to ensure that impact-generating development bears a proportionate share of the cost of improvements to the city's transportation systems required to address the impact-generating development; and to ensure that funds collected from impact-generating development are used to fund transportation-related activities.

b. The fees contained herewithin are considered interim until the adoption of permanent fees. An independent analysis will be performed and the results of this analysis will lead to the adoption of permanent traffic impact fees.

Section 2. Impositions of traffic impact fees.

a. Applicability.

(1) Any impact generating development shall pay a traffic impact fee in accordance with the following provisions and the traffic impact fee schedule set forth in section 3.

b. Payment.

(1) After the effective date of the ordinance codified herein, any person shall pay a traffic impact fee pursuant to the terms of this article for impact-generating development regardless of the commencement of the impact-generating development, unless the type of development is specifically exempted by the provisions of this article.

(2) St. George shall calculate and collect 50% of the Traffic Impact Fee due to the City from the developer of any and all new subdivisions or other development when the improvements have been approved by the St. George Planning and Zoning Commission.

(3) St. George shall collect the remaining balance of the Traffic Impact Fee due to the City prior to issuance of an occupancy permit.

- (4) All funds collected by the City of St. George shall be properly identified and promptly transferred for deposit in a Traffic Impact Fee fund to be held separately by St. George. These funds shall be remitted to the special revenue fund, solely dedicated to transportation system improvements, following collection.

c. Credits.

An applicant shall be entitled to a credit against the applicable traffic impact fee for the value of any dedication of land, engineering design, improvement to, or new construction of any roadway or intersection construction projects to facilities that are:

- (1) Identified as roadway and/or intersection projects within the adopting ordinance that are to be funded in part by impact fees; and
- (2) Are completed, dedicated, or otherwise transferred to the City prior to the determination and award of a credit. The value of a credit will be established by original receipts provided by the applicant for system improvements for which the impact fee is charged. The value of a credit for land, including right of way and easements, shall be established on a case-by-case basis by an appraiser, selected by, or acceptable to the City. The appraisal and review shall be at the expense of the applicant. If the amount of the credit is less than the calculated fee amount, the remaining difference shall be chargeable as an impact fee and paid. In the event the amount of the credit is calculated to be greater than the amount of the impact fee due, the applicant shall forfeit such excess credit.
- (3) Council may by ordinance or resolution adopt new credits, waivers or exemptions; or those previously issued by the City-Parish where necessary.

d. Exemptions. The following types of development shall be exempted from payment of all traffic impact fees otherwise due pursuant to the ordinance from which this section was derived:

- (1) Replacement of a building or structure with a new building or structure of the same use, and with the same, or a less number of residential units, provided that the rebuilding or replacement occurs no later than five (5) years after the demolition or removal of the previous building or structure, and provided that no additional vehicular trips are produced in excess of that produced by the original or existing building or structure, or original or existing use.
- (2) Additions, remodeling, rehabilitation or other improvements to an existing building, provided that there is no increase in the number of dwelling units for

residential use or in the amount of floor area for nonresidential use, or an increase of no more than one thousand (1,000) square feet for a secondary family residence occupied by a family member, including father-in-law or mother-in-law.

- (3) Construction of accessory buildings or structures which are unoccupied, provided that no additional vehicular trips are produced in excess of that produced by the original or existing building or structure, or original or existing use, as a result of such construction.

Section 3. Establishment of traffic impact fee schedule.

Land use classification. A proposed building shall be classified according to the primary use. If the primary use of a non-residential building cannot be determined, it shall be classified as general retail. If a building is proposed to be a mix of residential and nonresidential uses, the components shall be calculated separately and the fees summed. The classification shall be based on the long-term use of the structure, rather than on the specific characteristics of the initial proposed occupant. The following definitions shall be used to classify land uses into the major fee schedule categories. Descriptions in the ITE manual shall serve as definitions of the other land use categories.

Single-family detached means a dwelling unit not attached to any other dwelling unit including mobile homes.

Multi-family means any dwelling unit that is attached to another dwelling unit.

Shopping center/general retail means any use located in a shopping center, and any retail or commercial use not elsewhere classified in the fee schedule. Examples of specific uses include shopping center or mall, antique shop, barber shop, boarding house, equipment rental or leasing, fitness center, flea market, florist, gift shop, golf pro shop, grocery store, laundromat, nightclub, personal service establishment, specialty retailer, wholesale market, discount club, apparel store, furniture store, and repair garage.

Commercial Recreation means for profit recreational facilities. These include, but are not limited to, golf courses, racquet clubs, tennis courts, driving ranges, pickle ball court, baseball fields, soccer fields, trampoline parks, movie theatres, and skating rinks.

Office means professional, business, administrative, or medical buildings, and similar activities providing services with only incidental sale of commodities on the premises, not located in a shopping center. Examples of specific uses include real estate, insurance, property management, investment, employment, travel, advertising, secretarial, data processing, telephone answering, telephone marketing, music, radio and television recording and broadcasting studios; professional or consulting services in the fields of law,

architecture, design, engineering, accounting and similar professions; interior decorating consulting services; medical and dental offices and clinics, including veterinarian clinics; and business offices of private companies, utility companies, trade associations, unions and nonprofit organizations.

Other public/institutional means a governmental, quasi-public or institutional use, or a non-profit recreational use, not located in a shopping center, and not including hospital, nursing home, church, day care center or elementary/secondary school. Such uses include, but are not limited to, higher educational establishments, mental institutions, fire stations, city halls, courthouses, post offices, jails, libraries, museums, military bases, airports, bus stations, fraternal lodges, and public recreation uses.

Youth private recreation (under 18) includes but is not limited to dance studios, karate studios, gymnastic studios, cheer facility, youth theater, youth music education.

Traffic impact fee schedule. The following Traffic Impact Fees are hereby adopted.

Fee Schedule

Land Use Type	Unit	Fee
RESIDENTIAL		
Single Family		
Less than 2,000 sq. ft.	Dwelling	\$2,573
2,000—2,999 sq. ft.	Dwelling	\$2,798
3,000 sq. ft. or more	Dwelling	\$3,013
Multi Family	Dwelling	\$1,530
Hotel/Motel	Room	\$1,464
RETAIL/COMMERCIAL		
Shopping Center/General Retail	1,000 sq. ft.	\$2,911
Bank	1,000 sq. ft.	\$7,442
Convenience Store w/Gas Sales	1,000 sq. ft.	\$8,975
Restaurant, Quality	1,000 sq. ft.	\$5,867
Restaurant, Fast Food	1,000 sq. ft.	\$9,223
COMMERCIAL RECREATION		
Commercial Recreation Indoor	1,000 sq ft.	\$6,235
Commercial Recreation Outdoor	Acres	1 st Acre- \$10,235 Subsequent Acres- \$294 per acre
Youth Private Recreation	1,000 sq ft.	\$987
OFFICE/INSTITUTIONAL		

Office, General	1,000 sq. ft.	\$3,857
Hospital	1,000 sq. ft.	\$2,607
Nursing Home	1,000 sq. ft.	\$2,302
Church	1,000 sq. ft.	\$1,020
Day Care Center	1,000 sq. ft.	\$4,482
Elementary/Secondary School	1,000 sq. ft.	\$608
Other Public/Institutional	1,000 sq. ft.	\$6,473
INDUSTRIAL/WAREHOUSE		
Industrial Park	1,000 sq. ft.	c
Warehouse	1,000 sq. ft.	\$681
Mini-Warehouse	1,000 sq. ft.	\$423

Section 4. Effective Date

This ordinance shall become effective upon publication as required by law.

This ordinance having been submitted to a vote; the vote thereon was:

For: Cook, Dellucci, Edmonds, Himmel, Monachello, Murrell, Talbot

Against:

Absent / Abstaining / Recused:

Adopted this 25th day of November, 2025

Signed this 25th day of November, 2025


Delivered to the Mayor on the 25th day of November, 2025


Lorraine Beaman, City Clerk

Approved:


Dustin Yates, Mayor

Received from the Mayor on the 25th day of November, 2025


Lorraine Beaman, City Clerk

Adopted Ordinance published in The Advocate on the 5th day of December, 2025.