Impact Fee Study

(Detailed Land Use Categories)

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prepared by
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EXECUTIVE SUMMARY

This study updates all the County's impact fees, including transportation, community/regional parks, libraries, fire rescue/emergency medical services (EMS), law enforcement/corrections, and public buildings. The current fees are based on studies prepared in 2013 (transportation) and 2014 (all other fees).[1] In an attempt to make the fee calculations easier to follow, numbers in a table that are inputs into another table are highlighted in **red**.

Current Impact Fees

The County currently assesses all its impact fees at 50.64% of the maximum amounts calculated in the 2013 and 2014 studies. Three of the fees – transportation, libraries and public buildings – are assessed on all new development in the county. The other three fees – community/regional parks, fire/EMS and law/corrections – are combinations that include both a county-wide and non-county-wide component. Development in the City of Punta Gorda only pays the county-wide component of these fees (regional parks, EMS and corrections), because the City provides its own community parks, fire protection and law enforcement services. New development in the Englewood Area Fire Control District only pays the EMS portion of the fire/EMS fee. In addition, new development in Punta Gorda is only assessed 44% of the transportation impact fee, because the City provides a number of major roads. Transportation impact fees are not assessed on development in the Babcock DRI. The complete schedule of current fees is included in Appendix F.

The following two tables summarize current adopted and maximum impact fees for the unincorporated area, excluding the Englewood Fire District and the Babcock Development of Regional Impact (DRI). In the interest of brevity, the following two tables exclude land use categories that are not recommended to be retained, for reasons described in the Land Use Categories chapter. These include land uses that vary by the size of the development and uses for which there is a lack of current data. The full current adopted fee schedule can be found in Appendix F.

[1] Tindale Oliver, *Charlotte County Transportation Impact Fee Study*, September 2013 and *Charlotte County Impact Fee Update Study*, May 2014.

Table 1. Current Adopted Impact Fees

Land Use	Unit	Transp.	Parks	Lib-rary	Fire/ EMS	Law/ Jail	Public Bldgs.	Total
Single-Family, Detached	Dwelling	$3,025	$393	$81	$286	$250	$374	$4,409
Multi-Family	Dwelling	$1,956	$208	$43	$152	$132	$198	$2,689
Mobile Home	Dwelling	$3,025	$211	$44	$156	$135	$203	$3,774
Mobile Home Park	Dwelling	$1,110	$211	$44	$156	$135	$203	$1,859
Recreatonal Vehicle Park	Site	$432	n/a	n/a	$95	$88	$132	$747
Motel	Room	$1,089	$133	n/a	$97	$90	$134	$1,543
Retail/Commercial								
General Retail *	1,000 sq. ft.	$4,803	n/a	n/a	$403	$373	$559	$6,138
New/Used Auto Sales	1,000 sq. ft.	$5,710	n/a	n/a	$280	$258	$387	$6,635
Tire Superstore	Serv. Bay	$6,429	n/a	n/a	$255	$236	$353	$7,273
Supermarket	1,000 sq. ft.	$6,682	n/a	n/a	$390	$360	$540	$7,972
Home Improvement Superstore	1,000 sq. ft.	$2,774	n/a	n/a	$344	$318	$477	$3,913
Pharmacy/Drug Store	1,000 sq. ft.	$3,543	n/a	n/a	$373	$344	$517	$4,777
Furniture Store	1,000 sq. ft.	$924	n/a	n/a	$44	$40	$61	$1,069
Bank/Savings Walk-In	1,000 sq. ft.	$7,713	n/a	n/a	$424	$392	$588	$9,117
Bank/Savings Drive-In	1,000 sq. ft.	$10,131	n/a	n/a	$434	$401	$601	$11,567
Quality Restaurant	1,000 sq. ft.	$12,549	n/a	n/a	$1,298	$1,199	$1,797	$16,843
High-Turnover Restaurant	1,000 sq. ft.	$15,017	n/a	n/a	$1,290	$1,192	$1,787	$19,286
Fast Food Restaurant w/Drive-Thru	1,000 sq. ft.	$33,669	n/a	n/a	$1,693	$1,564	$2,346	$39,272
Gasoline/Service Station	Fuel Pos.	$3,781	n/a	n/a	$363	$336	$503	$4,983
Convenience Market w/Gas Pumps	1,000 sq. ft.	$17,629	n/a	n/a	$1,109	$1,025	$1,536	$21,299
Self-Service Car Wash	Serv. Bay	$3,627	n/a	n/a	$166	$153	$229	$4,175
Marina	Berth	$1,029	n/a	n/a	$36	$33	$50	$1,148
Golf Course	Hole	$12,468	n/a	n/a	$205	$190	$285	$13,148
Movie Theater w/Matinee	1,000 sq. ft.	$11,618	n/a	n/a	$1,138	$1,051	$1,576	$15,383
Office								
General Office *	1,000 sq. ft.	$3,062	n/a	n/a	$192	$178	$266	$3,698
Medical Office/Clinic *	1,000 sq. ft.	$6,359	n/a	n/a	$331	$306	$459	$7,455
Industrial								
General Light Industrial	1,000 sq. ft.	$1,922	n/a	n/a	$131	$121	$182	$2,356
Manufacturing	1,000 sq. ft.	$1,049	n/a	n/a	$95	$88	$132	$1,364
Warehousing	1,000 sq. ft.	$976	n/a	n/a	$53	$49	$74	$1,152
Mini-Warehouse	1,000 sq. ft.	$352	n/a	n/a	$11	$11	$16	$390
Institutional								
Elementary School (Private)	Student	$259	n/a	n/a	$11	$11	$16	$297
Middle School (Private)	Student	$363	n/a	n/a	$13	$12	$18	$406
High School (Private)	Student	$382	n/a	n/a	$15	$14	$21	$432
Univ./Jr. College *	Student	$524	n/a	n/a	$13	$12	$18	$567
Church	1,000 sq. ft.	$1,839	n/a	n/a	$97	$90	$134	$2,160
Day Care	1,000 sq. ft.	$5,897	n/a	n/a	$169	$156	$235	$6,457
Hospital	1,000 sq. ft.	$3,941	n/a	n/a	$261	$241	$361	$4,804
Nursing Home	1,000 sq. ft.	$987	n/a	n/a	$327	$302	$453	$2,069

* second-largest size category (100,001-200,000 sf for retail and office, >10,000 sf for medical office, >7,500 students for university/junior college)

Source: Fees effective November 1, 2020 (at 50.64% of maximum fees and including 2.46% administrative fee) for unincorporated area excluding Englewood Fire District and the Babcock DRI (see Table 78 and Table 79 in Appendix F for full fee schedule).

Table 2. Current Maximum Impact Fees

Land Use	Unit	Transp.	Parks	Lib-rary	Fire/ EMS	Law/ Jail	Public Bldgs.	Total
Single-Family, Detached	Dwelling	$5,973	$776	$159	$564	$493	$739	$8,704
Multi-Family	Dwelling	$3,862	$411	$84	$300	$260	$390	$5,307
Mobile Home	Dwelling	$5,973	$418	$87	$308	$267	$401	$7,454
Mobile Home Park	Dwelling	$2,193	$418	$87	$308	$267	$401	$3,674
Recreatonal Vehicle Park	Site	$852	n/a	n/a	$188	$174	$260	$1,474
Motel	Room	$2,151	$263	n/a	$192	$177	$265	$3,048
Retail/Commercial								
General Retail *	1,000 sq. ft.	$9,484	n/a	n/a	$797	$736	$1,103	$12,120
New/Used Auto Sales	1,000 sq. ft.	$11,275	n/a	n/a	$552	$510	$765	$13,102
Tire Superstore	Serv. Bay	$12,696	n/a	n/a	$503	$465	$697	$14,361
Supermarket	1,000 sq. ft.	$13,195	n/a	n/a	$770	$712	$1,067	$15,744
Home Improvement Superstore	1,000 sq. ft.	$5,478	n/a	n/a	$680	$628	$942	$7,728
Pharmacy/Drug Store	1,000 sq. ft.	$6,997	n/a	n/a	$736	$680	$1,020	$9,433
Furniture Store	1,000 sq. ft.	$1,824	n/a	n/a	$86	$80	$120	$2,110
Bank/Savings Walk-In	1,000 sq. ft.	$15,232	n/a	n/a	$838	$774	$1,161	$18,005
Bank/Savings Drive-In	1,000 sq. ft.	$20,006	n/a	n/a	$857	$791	$1,187	$22,841
Quality Restaurant	1,000 sq. ft.	$24,781	n/a	n/a	$2,562	$2,367	$3,549	$33,259
High-Turnover Restaurant	1,000 sq. ft.	$29,655	n/a	n/a	$2,547	$2,353	$3,529	$38,084
Fast Food Restaurant w/Drive-Thru	1,000 sq. ft.	$66,486	n/a	n/a	$3,344	$3,089	$4,632	$77,551
Gasoline/Service Station	Fuel Pos.	$7,467	n/a	n/a	$718	$663	$994	$9,842
Convenience Market w/Gas Pumps	1,000 sq. ft.	$34,813	n/a	n/a	$2,190	$2,023	$3,034	$42,060
Self-Service Car Wash	Serv. Bay	$7,162	n/a	n/a	$327	$302	$453	$8,244
Marina	Berth	$2,033	n/a	n/a	$71	$66	$99	$2,269
Golf Course	Hole	$24,621	n/a	n/a	$406	$375	$562	$25,964
Movie Theater w/Matinee	1,000 sq. ft.	$22,942	n/a	n/a	$2,247	$2,076	$3,112	$30,377
Office								
General Office *	1,000 sq. ft.	$6,046	n/a	n/a	$379	$351	$526	$7,302
Medical Office/Clinic *	1,000 sq. ft.	$12,556	n/a	n/a	$654	$604	$906	$14,720
Industrial								
General Light Industrial	1,000 sq. ft.	$3,795	n/a	n/a	$259	$239	$359	$4,652
Manufacturing	1,000 sq. ft.	$2,072	n/a	n/a	$188	$174	$260	$2,694
Warehousing	1,000 sq. ft.	$1,928	n/a	n/a	$105	$97	$146	$2,276
Mini-Warehouse	1,000 sq. ft.	$696	n/a	n/a	$23	$21	$31	$771
Institutional								
Nursing Home	1,000 sq. ft.	$1,950	n/a	n/a	$646	$597	$895	$4,088
Elementary School (Private)	1,000 sq. ft.	$512	n/a	n/a	$23	$21	$31	$587
Middle School (Private)	1,000 sq. ft.	$716	n/a	n/a	$26	$24	$36	$802
High School (Private)	1,000 sq. ft.	$754	n/a	n/a	$30	$28	$42	$854
Univ./Jr. College *	1,000 sq. ft.	$1,034	n/a	n/a	$26	$24	$36	$1,120
Church	1,000 sq. ft.	$3,632	n/a	n/a	$192	$177	$265	$4,266
Day Care	1,000 sq. ft.	$11,646	n/a	n/a	$334	$309	$463	$12,752
Hospital	1,000 sq. ft.	$7,783	n/a	n/a	$515	$476	$713	$9,487

* second-largest size category (100,001-200,000 sf for retail and office, >10,000 sf for medical office, >7,500 students for university/junior college)

Source: Tindale Oliver, *Charlotte County Transportation Impact Fee Study*, September 2013 and *Charlotte County Impact Fee Update Study*, May 2014 (sales tax reauthorization scenario, including 2.46% administrative charge).

Approach and Recommendations

Methodology

This study continues to use the basic methodology used in the previous studies on which the current fees are based. All the current fees were calculated using a "standards-based" methodology, as opposed to the alternative "plan-based" approach. Plan-based methodologies are generally used only for "hard" systems that consist of physical networks of roads, pipes, or drainageways, and are seldom used in Florida except for transportation impact fees. Standards-based methodologies are almost universally used for other types of infrastructure that have less-quantifiable metrics of demand and capacity, such as parks, library, fire/EMS, law enforcement, corrections and public building facilities. The standards-based methodology determines the cost to accommodate the additional demand generated by new development and maintain a specified system-wide level of service. A more detailed discussion of this topic is provided in the Methodology chapter.

Geographic Areas

There are two types of geographic areas in impact fee analysis: service areas and benefit districts. The service area corresponds to the area served by a set of facilities, and is generally the geographic level at which impact fees are calculated. However, a service area may be divided into multiple benefit districts as a way to further ensure that a fee-paying development will receive significant benefit from improvements. The County's current service areas and benefit districts are described in the Geographic Areas chapter. As noted above, three of the fees are combinations of two components with different service areas. This update calculates those component fees separately.

Land Use Categories

The County's current fee schedule includes 48 separate types of nonresidential land uses. Previous drafts of this study proposed a significant reduction in the number of land use categories to be included in the fee schedules, especially for retail/commercial uses. This was based on the fact that most retail/commercial space is re-occupied by other types of retail/commercial uses during its useful life, and the idea that impact fees might more appropriately be assessed based on long-term impact rather than the impact of the initial use or occupant of the development. Types of developments that have distinctive physical characteristics that make future reuse for less-intensive uses unlikely could be broken out from the general retail/commercial category. Advantages of this approach would be greater ease of administration and less need to assess impact fees for changes of use for new tenants who propose a somewhat more intensive use of the space. While County staff were supportive of the idea, the Board of County Commissioners expressed concern about such a change, and asked to see what the fees would be for the current categories in the fee schedule. This draft of the study is intended to address that request. This issue is discussed in more depth in the Land Use Categories chapter.

Updated Impact Fees

The updated maximum fees are summarized in Table 3 on the following page. These fees include the administrative charge.

Table 3. Updated Maximum Impact Fees

Land Use	Unit	Trans-port.	Com./ Reg. Parks	Lib-rary	Fire/ EMS	Law/ Jail	Public Bldgs	Total
Single-Family, Detached	Dwelling	$6,289	$1,156	$337	$362	$573	$1,072	$9,789
Multi-Family (1-2 stories)	Dwelling	$4,231	$913	$267	$223	$354	$659	$6,647
Multi-Family (3+ stories)	Dwelling	$3,143	$844	$246	$204	$323	$604	$5,364
Mobile Home Park	Space	$2,607	$924	$270	$213	$338	$632	$4,984
Recreational Vehicle Park	Space	$2,607	n/a	n/a	$213	$338	$632	$3,790
Hotel/Motel	Room	$1,083	$591	n/a	$229	$362	$678	$2,943
General Retail/Comm./Shop. Ctr	1,000 sq. ft.	$7,509	n/a	n/a	$563	$892	$1,666	$10,630
New/Used Auto Sales	1,000 sq. ft.	$11,144	n/a	n/a	$412	$652	$1,218	$13,426
Tire Superstore	1,000 sq. ft.	$5,398	n/a	n/a	$431	$681	$1,273	$7,783
Supermarket	1,000 sq. ft.	$14,067	n/a	n/a	$768	$1,216	$2,271	$18,322
Home Improvement Superstore	1,000 sq. ft.	$5,299	n/a	n/a	$474	$751	$1,401	$7,925
Pharmacy/Drug Store	1,000 sq. ft.	$6,795	n/a	n/a	$1,211	$1,917	$3,581	$13,504
Furniture Store	1,000 sq. ft.	$2,255	n/a	n/a	$146	$230	$431	$3,062
Bank, Walk-In	1,000 sq. ft.	$7,606	n/a	n/a	$461	$730	$1,365	$10,162
Bank, Drive-In	1,000 sq. ft.	$12,825	n/a	n/a	$406	$642	$1,200	$15,073
Movie Theater	1,000 sq. ft.	$34,576	n/a	n/a	$2,332	$3,692	$6,895	$47,495
Quality Restaurant	1,000 sq. ft.	$22,969	n/a	n/a	$1,236	$1,957	$3,654	$29,816
High-Turnover Restaurant	1,000 sq. ft.	$28,610	n/a	n/a	$1,245	$1,971	$3,682	$35,508
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	$63,451	n/a	n/a	$1,388	$2,197	$4,103	$71,139
Gasoline/Service Station	1,000 sq. ft.	$31,663	n/a	n/a	$2,689	$4,255	$7,949	$46,556
Conv. Market w/Gas Pumps	1,000 sq. ft.	$44,081	n/a	n/a	$1,682	$2,662	$4,973	$53,398
Super Conv. Market (10+Pumps)	1,000 sq. ft.	$46,166	n/a	n/a	$2,224	$3,520	$6,576	$58,486
Self-Service Car Wash	Serv. Bay	$18,142	n/a	n/a	$691	$1,093	$2,042	$21,968
Marina	Berth	$1,439	n/a	n/a	$74	$118	$219	$1,850
Golf Course	Hole	$18,219	n/a	n/a	$914	$1,446	$2,701	$23,280
General Office	1,000 sq. ft.	$5,228	n/a	n/a	$270	$427	$797	$6,722
Medical Office/Clinic	1,000 sq. ft.	$19,479	n/a	n/a	$606	$961	$1,795	$22,841
Industrial Park	1,000 sq. ft.	$1,886	n/a	n/a	$81	$128	$238	$2,333
Manufacturing	1,000 sq. ft.	$2,187	n/a	n/a	$83	$132	$247	$2,649
General Light Industrial	1,000 sq. ft.	$2,783	n/a	n/a	$92	$147	$275	$3,297
Warehousing	1,000 sq. ft.	$977	n/a	n/a	$58	$93	$174	$1,302
Mini-Warehouse	1,000 sq. ft.	$549	n/a	n/a	$18	$29	$55	$651
Nursing Home	1,000 sq. ft.	$1,734	n/a	n/a	$127	$201	$375	$2,437
Elementary School (Private)	1,000 sq. ft.	$5,203	n/a	n/a	$417	$661	$1,237	$7,518
Middle School (Private)	1,000 sq. ft.	$5,374	n/a	n/a	$427	$677	$1,263	$7,741
High School (Private)	1,000 sq. ft.	$4,216	n/a	n/a	$323	$510	$953	$6,002
University/Junior College	1,000 sq. ft.	$12,139	n/a	n/a	$431	$681	$1,273	$14,524
Church	1,000 sq. ft.	$2,767	n/a	n/a	$158	$250	$467	$3,642
Day Care	1,000 sq. ft.	$7,996	n/a	n/a	$904	$1,432	$2,675	$13,007
Hospital	1,000 sq. ft.	$5,571	n/a	n/a	$304	$480	$897	$7,252

Source: Updated fees (including 2.55% administrative charge) from Table 16 (transportation), Table 26 (parks), Table 35 (library), Table 45 (fire/EMS), Table 55 (law enforcement), and Table 63 (public buildings).

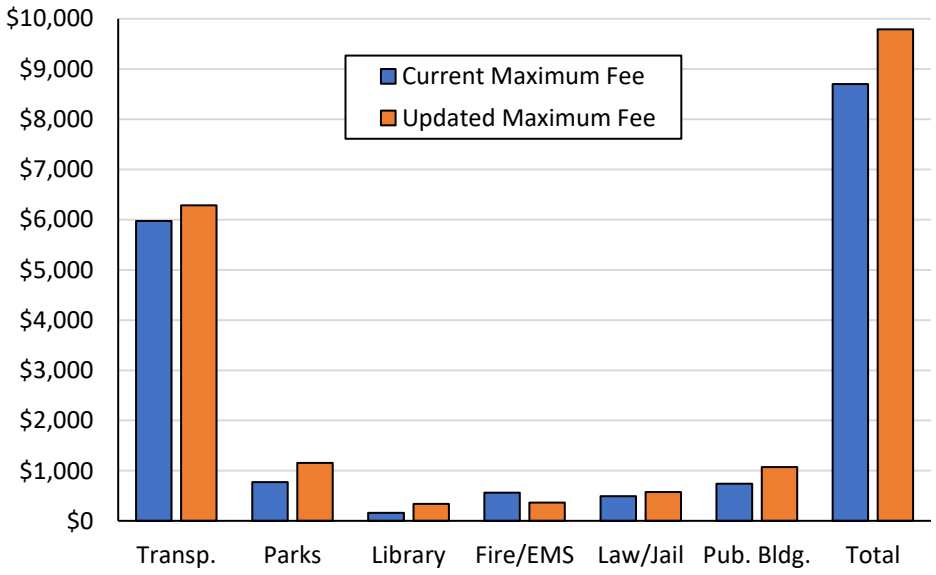
Table 4. Maximum Impact Fee Percent Change

Land Use	Unit	Trans-port.	Com./ Reg. Parks	Lib-rary	Fire/ EMS	Law/ Jail	Public Bldgs	Total
Single-Family, Detached	Dwelling	5%	49%	112%	-36%	16%	45%	12%
Multi-Family (1-2 stories)	Dwelling	10%	122%	218%	-26%	36%	69%	25%
Multi-Family (3+ stories)	Dwelling	-19%	105%	193%	-32%	24%	55%	1%
Mobile Home Park	Space	19%	121%	210%	-31%	27%	58%	36%
Recreational Vehicle Park	Space	206%	n/a	n/a	13%	94%	143%	157%
Hotel/Motel	Room	-50%	125%	n/a	19%	105%	156%	-3%
General Retail/Comm./Shop. Ctr	1,000 sq. ft.	-21%	n/a	n/a	-29%	21%	51%	-12%
New/Used Auto Sales	1,000 sq. ft.	-1%	n/a	n/a	-25%	28%	59%	2%
Tire Superstore	1,000 sq. ft.	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Supermarket	1,000 sq. ft.	7%	n/a	n/a	0%	71%	113%	16%
Home Improvement Superstore	1,000 sq. ft.	-3%	n/a	n/a	-30%	20%	49%	3%
Pharmacy/Drug Store	1,000 sq. ft.	-3%	n/a	n/a	65%	182%	251%	43%
Furniture Store	1,000 sq. ft.	24%	n/a	n/a	70%	188%	259%	45%
Bank, Walk-In	1,000 sq. ft.	-50%	n/a	n/a	-45%	-6%	18%	-44%
Bank, Drive-In	1,000 sq. ft.	-36%	n/a	n/a	-53%	-19%	1%	-34%
Movie Theater	1,000 sq. ft.	51%	n/a	n/a	4%	78%	122%	56%
Quality Restaurant	1,000 sq. ft.	-7%	n/a	n/a	-52%	-17%	3%	-10%
High-Turnover Restaurant	1,000 sq. ft.	-4%	n/a	n/a	-51%	-16%	4%	-7%
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	-5%	n/a	n/a	-58%	-29%	-11%	-8%
Gasoline/Service Station	1,000 sq. ft.	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Conv. Market w/Gas Pumps	1,000 sq. ft.	27%	n/a	n/a	-23%	32%	64%	27%
Super Conv. Market (10+Pumps)	1,000 sq. ft.	-50%	n/a	n/a	-17%	42%	77%	-43%
Self-Service Car Wash	Serv. Bay	153%	n/a	n/a	111%	262%	351%	166%
Marina	Berth	-29%	n/a	n/a	4%	79%	121%	-18%
Golf Course	Hole	-26%	n/a	n/a	125%	286%	381%	-10%
General Office	1,000 sq. ft.	-14%	n/a	n/a	-29%	22%	52%	-8%
Medical Office/Clinic	1,000 sq. ft.	55%	n/a	n/a	-7%	59%	98%	55%
Industrial Park	1,000 sq. ft.	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Manufacturing	1,000 sq. ft.	6%	n/a	n/a	-56%	-24%	-5%	-2%
General Light Industrial	1,000 sq. ft.	-27%	n/a	n/a	-64%	-38%	-23%	-29%
Warehousing	1,000 sq. ft.	-49%	n/a	n/a	-45%	-4%	19%	-43%
Mini-Warehouse	1,000 sq. ft.	-21%	n/a	n/a	-22%	38%	77%	-16%
Nursing Home	1,000 sq. ft.	-11%	n/a	n/a	-80%	-66%	-58%	-40%
Elementary School (Private)	1,000 sq. ft.	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Middle School (Private)	1,000 sq. ft.	n/a	n/a	n/a	n/a	n/a	n/a	n/a
High School (Private)	1,000 sq. ft.	n/a	n/a	n/a	n/a	n/a	n/a	n/a
University/Junior College	1,000 sq. ft.	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Church	1,000 sq. ft.	-24%	n/a	n/a	-18%	41%	76%	-15%
Day Care	1,000 sq. ft.	-31%	n/a	n/a	171%	363%	478%	2%
Hospital	1,000 sq. ft.	-28%	n/a	n/a	-41%	1%	26%	-24%

Source: Percent change is from current maximum fee in Table 2 to updated maximum fee in Table 3.

The maximum current and updated impact fees by type are illustrated in Figure 1 for a single-family detached dwelling unit. One obvious characteristic is that the transportation fee is by far the largest, and accounts for almost two-thirds of the total single-family fee. The total percentage fee increase for single-family is 12%. As a point of reference, the *Engineering News-Record* Construction Cost Index increased 20% over the seven years since the previous studies were prepared.[2] The decline in the fire/EMS fee is primarily due to a large increase in the sales tax credit.

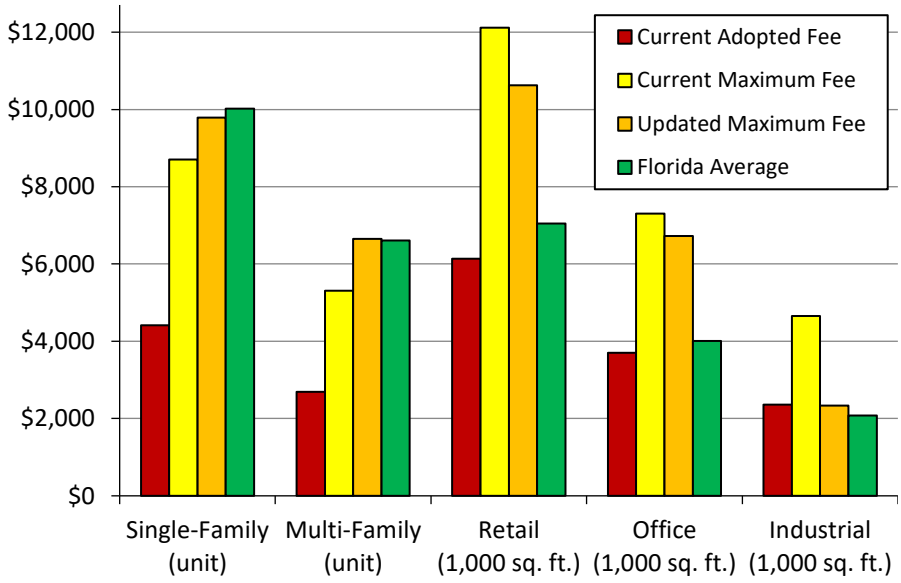
Figure 1. Current and Updated Fees by Fee Type, Single-Family Unit



The fee changes for major land use categories are illustrated in Figure 2 for the County's adopted fees and current and updated maximum fees, as well as the average adopted fees for all Florida counties. Note that the County's current adopted fees for residential uses are much lower than the Florida county average. In general, the updated fees move closer to the average fees currently assessed by other Florida counties, which tend to assess higher fees for residential uses and lower fees for nonresidential uses. It also reflects changes in trip generation rates from the 9th to the 10th edition of the *Trip Generation Manual* (published in 2012 and 2017 respectively). Residential trip rates stayed relatively steady, while nonresidential trip rates declined significantly for shopping center (down 12%), general office (down 12%), light industrial (down 29%) and warehousing (down 51%).

[2] *Engineering New-Record*, "Construction Cost Index History," January 2014 to January 2021.

Figure 2. Current and Updated Fees by Land Use



Comparative County Fees

A recent survey of impact fees charged by the 31 Florida counties that currently assess some impact fees is provided in Appendix H for five land use types (single-family detached, multi-family, retail, office, and industrial). Water and wastewater fees are assessed by only a few counties and are not included. The non-utility fees charged by Florida counties include roads/transportation, schools, parks/open space, libraries, fire, EMS, law enforcement, corrections, general government, and solid waste. The following two charts illustrate how Charlotte County's total current fee (red bar), current maximum fee (yellow bar), and updated maximum fee (orange bar) for a single-family detached unit and 1,000 square feet of retail compare with current fees assessed by other Florida counties. Fees for other counties are from Table 82 (single-family) and Table 84 (retail) in Appendix H.

Figure 3. Total Single-Family Impact Fees, Florida Counties

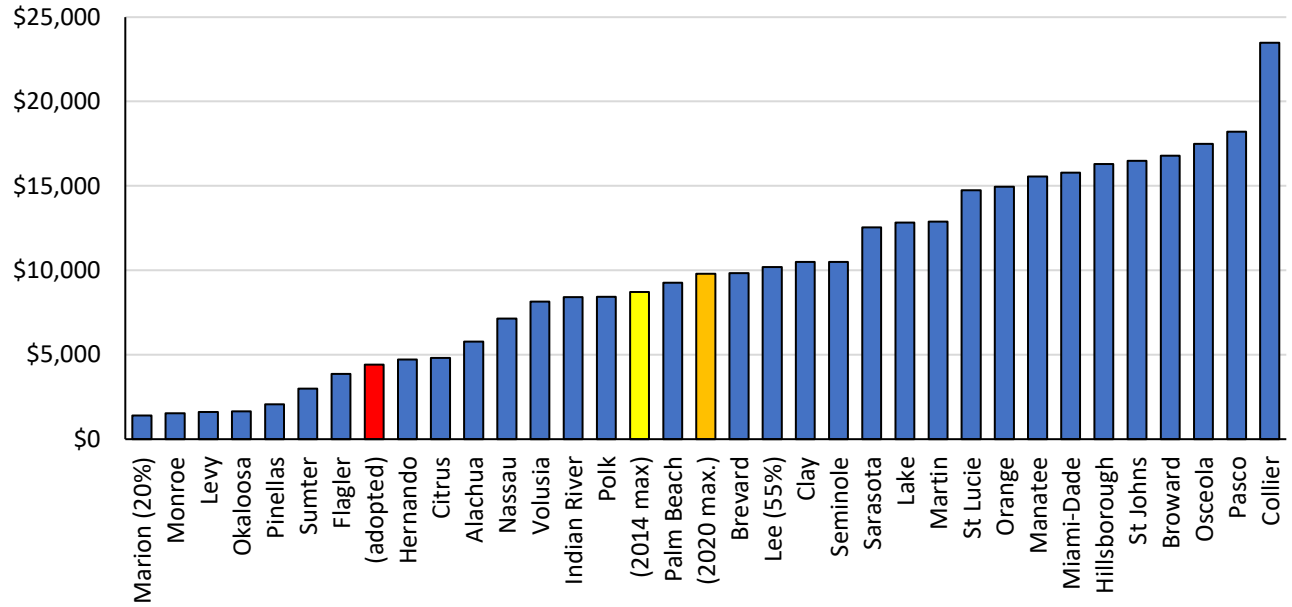
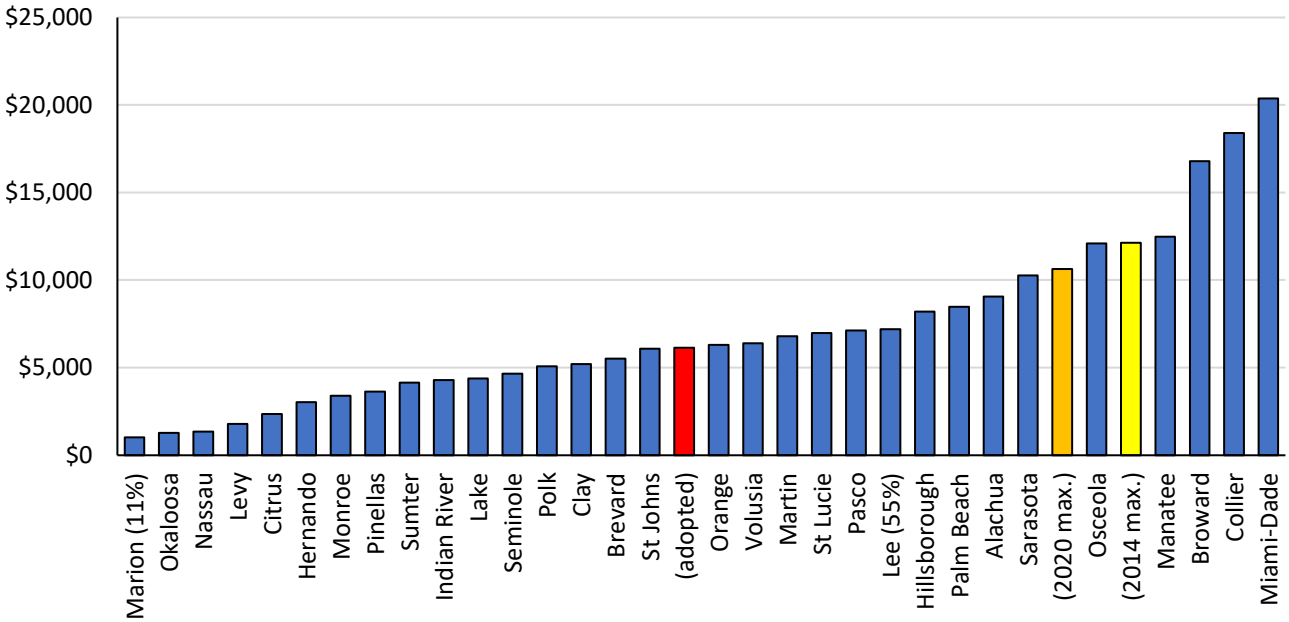


Figure 4. Total Retail Impact Fees, Florida Counties



LEGAL FRAMEWORK

Impact fees are a way for local governments to require new developments to pay a proportionate share of the infrastructure costs they impose on the community. In contrast to traditional "negotiated" developer exactions, impact fees are charges that are assessed on new development using a standard formula based on objective characteristics, such as the number and type of dwelling units constructed. The fees are one-time, up-front charges, with the payment usually made at the time of building permit issuance. Essentially, impact fees require that each new development project pay its pro-rata share of the cost of new capital facilities required to serve that development.

Because impact fees were pioneered in states like Florida that lacked specific enabling legislation, such fees have generally been legally defended as an exercise of local government's broad "police power" to regulate land development in order to protect the health, safety and welfare of the community. The courts have developed guidelines for constitutionally valid impact fees, based on "rational nexus" standards. The standards essentially require that the fees must be proportional to the need for additional infrastructure created by the new development, and must be spent in such a way as to provide that same type of infrastructure to benefit new development. A Florida district court of appeals described the dual rational nexus test in 1983 as follows, and this language was quoted and followed by the Florida Supreme Court in its 1991 St. Johns County decision:

> *In order to satisfy these requirements, the local government must demonstrate a reasonable connection, or rational nexus, between the need for additional capital facilities and the growth in population generated by the subdivision. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision. In order to satisfy this latter requirement, the ordinance must specifically earmark the funds collected for use in acquiring capital facilities to benefit the new residents.*

Florida Statutes

The 2006 Florida Legislature passed Senate Bill 1194, which established certain requirements for impact fees in Florida. The bill, which became effective on June 14, 2006, created a new Section 163.31801, Florida Statutes. It was most recently amended in 2019 by House Bill 7103, which became effective on June 28, 2019, and by House Bill 1339 and Senate Bill 1066, both of which became effective on July 1, 2020. The current Florida Impact Fee Act reads as follows (the changes made by the 2020 amendments are underlined):

163.31801 Impact fees; short title; intent; minimum requirements, audits; challenges.--

> *(1) This section may be cited as the "Florida Impact Fee Act."*
>
> *(2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments' reliance on impact fees, it is the intent of the*

Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.

(3) At a minimum, an impact fee adopted by ordinance of a county or municipality or by resolution of a special district must satisfy all of the following conditions:

(a) The calculation of the impact fee must be based on the most recent and localized data.

(b) The local government must provide for accounting and reporting of impact fee collections and expenditures. If a local governmental entity imposes an impact fee to address its infrastructure needs, the entity must account for the revenues and expenditures of such impact fee in a separate accounting fund.

(c) Administrative charges for the collection of impact fees must be limited to actual costs.

(d) The local government must provide notice not less than 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A county or municipality is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of an ordinance or resolution imposing a new or increased impact fee.

(e) Collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.

(f) The impact fee must be proportional and reasonably connected to, or have a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.

(g) The impact fee must be proportional and reasonably connected to, or have a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.

(h) The local government must specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.

(i) Revenues generated by the impact fee may not be used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or commercial construction.

(4) Notwithstanding any charter provision, comprehensive plan policy, ordinance, or resolution, the local government must credit against the collection of the impact fee any contribution, whether identified in a proportionate share agreement or other form of exaction, related to public education facilities, including land dedication, site planning and design, or construction. Any contribution must be applied to reduce any education-based impact fees on a dollar-for-dollar basis at fair market value.

(5) If a local government increases its impact fee rates, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. This subsection shall operate prospectively and not retrospectively.

(6) Audits of financial statements of local governmental entities and district school boards which are performed by a certified public accountant pursuant to s. 218.39 and submitted to the Auditor General must include an affidavit signed by the chief financial officer of the local governmental entity or district school board stating that the local governmental entity or district school board has complied with this section.

(7) In any action challenging an impact fee or the government's failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. 438 163.3180(6)(h)2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government.

(8) Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and receives benefits from the improvement or contribution that generated the credits.

(9) A county, municipality, or special district may provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. 420.9071. If a county, municipality, or special district provides such an exception or waiver, it is not required to use any revenues to offset the impact.

(10) This section does not apply to water and sewer connection fees.

(11) In addition to the items that must be reported in the annual financial reports under s. 218.32, a county, municipality, or special district must report all of the following data on all impact fees charged:

(a) The specific purpose of the impact fee, including the specific infrastructure needs to be met, including, but not limited to, transportation, parks, water, sewer, and schools.

(b) The impact fee schedule policy describing the method of calculating impact fees, such as flat fees, tiered scales based on number of bedrooms, or tiered scales based on square footage.

(c) The amount assessed for each purpose and for each type of dwelling.

(d) The total amount of impact fees charged by type of dwelling.

(e) Each exception and waiver provided for construction or development of housing that is affordable.

Key provisions of the Florida Impact Fee Act in effect prior to the 2019 and 2020 amendments include the requirements that: (1) impact fees are calculated based on the most current and localized data, (2) administrative charges do not exceed actual costs, (3) 90 days' notice is provided before a new or increased impact fee goes into effect, (4) financial audits include certification of compliance with the Act, and (5) the burden of proof in any impact fee litigation is on the local government.

Notable provisions added in 2019 include the following:

- Fees cannot be collected prior to the date of issuance of a building permit.

- Developer contributions must be credited at full market value. In particular, proportionate-share contributions for educational facilities must be credited based on the full value of the contribution, without regard for what grade level was benefitted by the contribution (amendment by the same bill to Sec. 163.3180(6)(h)2.b., as referenced in the amended Act).

- The value of developer credits must be increased by the same percentage when the applicable type of impact fees for which the credit was given is increased. It appears that most jurisdictions are interpreting the stipulation that this provision does not apply retroactively to mean that it only applies to credits approved after the effective date of HB 7103. Because updated fees tend to

change by different percentages, new developer credit agreements should spell out how the credits will be adjusted when fees are changed before the credits are used.

- Waivers of impact fees for affordable housing projects, as defined in Sec. 420.9071, do not have to be offset with other government revenues.

- Mobility fees must comply with the Florida Impact Fee Act (amendment by the same bill to Sec. 163.3180(5)(i), not referenced in the amended Act).

In 2020, SB 1066 added a new subsection (8) to require that credits be freely transferable within impact fee zones. This makes it even more important to clearly describe in new credit agreements how credits are to be adjusted when fees change. There are at least two different ways to address this issue. One is to wait until the credits are proposed to be used for a particular development and determine any needed adjustment in the value of those credits based on the percentage increase in total fees for the proposed use of the credits since the date the credits were created. The other is to adjust the value of each credit balance based on the change in fees for the mix of land uses in the development for which the improvement was made. The second approach allows the current value of the credits to be adjusted whenever the fees are changed, without having the value be dependent on the land uses in a future use of the credits.

The final subsection added by HB 1339 in 2020 sets out additional annual impact fee reporting requirements. Other provisions relating to impact fees are scattered about in Florida Statutes. For example, the boards of independent special fire control districts are authorized to establish fire impact fees in Section 191.009(4). Public schools are exempted from the payment of impact fees in Section 1013.371(1)(a).

General Impact Fee Principles

The Florida impact fee act provides relatively little guidance on how impact fees are to be calculated, other than invoking phrases drawn from Florida case law, such as "proportional and reasonably related to" and "have a rational nexus with." Our understanding of the principles arising from that case law and their application to impact fee calculations is described below.

Level of Service

One of the most fundamental principles arising out of case law is that impact fees should not charge new development for a higher level of service than is provided to existing development. While impact fees can be based on a higher level of service than the one existing at the time of the adoption of the fees, two things are required if this is done. First, another source of funding other than impact fees must be identified and committed to fund the capacity deficiency created by the higher level of service. Second, the impact fees must generally be reduced to ensure that new development does not pay twice for the same level of service, once through impact fees and again through general taxes that are used to remedy the capacity deficiency for existing development. In order to avoid these complications, the general practice is to base the impact fees on the existing level of service. A corollary principle is that new development should not have to pay more than its proportionate share when multiple sources of payment are considered. Some additional considerations for determining what types of revenue used to fund capital facilities warrant additional credits are described below.

Debt Credits

As noted above, if impact fees are based on a higher-than-existing level of service, the fees should be reduced by a credit that accounts for the contribution of new development toward remedying the existing deficiencies. A similar situation arises when the existing level of service has not been fully paid for.

Outstanding debt on existing facilities that are counted in the existing level of service will be retired, in part, by revenues generated from new development. Given that new development will pay impact fees to provide the existing level of service for itself, the fact that new development may also be paying for the facilities that provide that level of service for existing development could amount to paying for more than its proportionate share. Consequently, impact fees should be reduced to account for future payments that will retire outstanding debt on existing facilities.

Other Revenue Credits

The issue is less clear-cut when it comes to other types of revenue that may be used to make capacity-expanding capital improvements of the same type being funded by impact fees. The clearest case occurs when non-impact fee general fund tax revenues are programmed for capacity-expanding improvements on an "as available" basis because impact fees are insufficient to fund all needed growth-related improvements. These capacity-adding projects that may be funded in the future with non-impact fee dollars will be paid for by both existing and new development and will increase the overall level of service for both existing development and future growth. In fact, the use of general fund revenues to construct growth-related improvements could be treated as a loan to the impact fee fund to be repaid from future impact fees. Nevertheless, the previous studies for Charlotte County provided credit for other revenues historically used or planned to be spent for impact fee-eligible improvements, and this update continues that practice.

Similar considerations apply to dedicated funding sources, such as motor fuel taxes that can only be used for transportation or a special sales tax dedicated to transportation improvements. Like discretionary revenue, these types of revenue sources are typically not specifically dedicated only for capacity-expanding improvements, and even if they are, their use to fund capacity-related improvements improves the level of service for both existing and new development. Nevertheless, credit for such dedicated revenue sources has typically been provided in Florida impact fee studies, and continue to be provided in this update.

Credit has also sometimes been provided for grants for capacity improvements that can reasonably be anticipated in the future. In addition to the argument presented above (i.e., grants raise the level of service and benefit both new development and existing development), two additional arguments can be made against applying credit for grants. First, new development in a community does not directly pay for State and Federal grants in the same way they pay local gasoline and property taxes. Second, future grant funding is far more uncertain than dedicated revenue streams. On the other hand, local governments have less discretion about whether to spend grant funding on capacity-expanding capital improvements. Again, credit for grant funding has typically been provided in Florida impact fee studies, and continues to be provided in this update.

METHODOLOGY

A wide range of methodologies have been developed to calculate impact fees, consistent with the legal requirements and guidelines described above. Despite variations, there are two primary types of methodologies, which can be referred to as "standards-based" and "plan-based." Standards-based methodologies use a system-wide level of service standard, such as the system-wide ratio of road capacity to demand, the number of park acres per 1,000 residents, or the existing capital investment per service unit. Plan-based methodologies are generally based on modeling and geographically-specific level of service standards (e.g., "all road segments and intersections shall function at LOS D or better"), and rely on a facility master plan to create the nexus between the cost of planned improvements and the projected growth over a defined time period. In general, the standards-based approach provides greater flexibility in expenditures (a plan-based approach requires a master plan update when planned projects change). The two approaches are described in more detail below.

Standards-Based

The "standards-based" methodology uses a generalized level-of-service standard to determine the costs to accommodate new development. This approach does not require that there be a master plan, or even a list of specific planned projects that will be funded with the impact fees.

The basic formula is simple, but first requires defining some terms. A "development unit" is the measure of fee assessment by land use, such as dwelling unit for residential or 1,000 square feet of building for nonresidential. A "demand unit" is a common measure of demand, such as vehicle-miles of travel for transportation. A "revenue credit" is a reduction from the cost per demand unit to ensure new development is not overcharged by having to pay both impact fees and taxes or other contributions. The formula is as follows:

Fee per development unit = demand units per development unit x net cost per demand unit

where:

Net cost per demand unit = cost per demand unit – revenue credit per demand unit

Most often, the standards-based approach uses the actual level of service (LOS) that exists at the time the study is prepared. This LOS standard can be expressed in terms of a physical ratio (e.g., park acres per 1,000 population), or in dollar terms (e.g., park cost per person). When based on the existing LOS, this approach is sometimes referred to as "incremental expansion." The basic assumption is that it will be necessary to expand capital facilities proportional to growth. Basing the fees on the existing LOS assumes that there is little or no excess capacity in existing facilities to accommodate future growth. However, a standards-based methodology can also be based on a LOS that is lower than the current existing LOS. When there is a significant amount of excess capacity, a lower-than-existing LOS is often used.

For transportation, the most common standards-based approach is often referred to as the "consumption-based" methodology. This methodology charges a new development the cost required to replace the capacity it will consume in the major roadway system. In other words, if a development

will generate 100 vehicle-miles of travel (VMT) per day, it is charged impact fees based the average cost to create 100 vehicle-miles of capacity (VMC). Most well-functioning roadway systems have considerably more than one VMC for each VMT, but at least a portion of this surplus represents excess capacity. While this is the most common standards-based approach for roads, some transportation impact fees use a VMC/VMT ratio higher than 1.0, but less than the existing ratio. The existing ratio is seldom used, because growing communities tend to have major roads in areas that are not fully developed, and as they approach build-out are unlikely to be able to maintain the current ratio.

Plan-Based

In contrast to standards-based methodologies, which rely on generalized, system-wide LOS standards, plan-based methodologies rely on a specific list of planned improvements. A plan-based methodology basically divides the cost of planned improvements over a fixed time period by the anticipated growth in service units over the same time period. The least defensible of these approaches are those based on a short-term capital improvements plan, because there is not necessarily any strong correlation between short-term planned improvement costs and long-term costs to accommodate new development. Much more defensible are those based on a long-range master plan or build-out plan.

As discussed above, plan-based methodologies seldom account for the cost of existing excess capacity. Instead, they focus solely on future costs to be incurred, and generally exclude any future costs to retire debt on existing capacity.

Regardless of the methodology used, an impact fee calculation must comply with the legal principles established by impact fee case law, as described earlier. The most fundamental principle is that impact fees should only charge new development for the costs attributable to growth, and should not charge for the correction of existing capacity deficiencies. In addition, the fees should be proportional to the impact of the development. Finally, new development should not be required to pay twice for the same improvements through other taxes and fees.

Plan-based approaches are not exempt from the fundamental requirement that the fees do not exceed the existing level of service. For example, a transportation fee based on a master plan that determines the cost to maintain LOS D on all roadways over the next 20 years should identify any existing roadways that currently function at a LOS worse than D and develop a funding plan to remedy the deficiencies. Because new development will generally contribute toward whatever funding source is used for this purpose, it is usually necessary to calculate a revenue credit that accounts for such contribution. Many impact fee studies that use the plan-based approach omit this critical component.

Recommendation

The County's current fees were all calculated using a standards-based methodology. The consultant's recommendation is to retain this approach. Plan-based methodologies are rarely used in Florida. The standards-based approach allows the County to adjust its capital improvements plan to respond to changing development patterns without triggering the need for an impact fee and master plan update.

GEOGRAPHIC AREAS

The types of improvements to be funded with impact fees are related to the geographic areas they serve. There are two types of geographic areas in impact fee analysis: service areas and benefit districts. The service area corresponds to the area served by a set of facilities, and is generally the geographic level at which impact fees are calculated. However, a service area may be divided into multiple benefit districts as a way to further ensure that a fee-paying development will receive significant benefit from improvements. Fees that are collected in a benefit district are earmarked to be spent on improvements in the same benefit district, with some exceptions. The County's current service areas and benefit districts are summarized in Table 5.

Table 5. Current Service Areas and Benefit Districts

Impact Fee Type Fee Component	Service Area	Benefit Districts
Transportation	County-Wide	3
Community/Regional Parks		
Community Parks	Unincorporated Area	1
Regional Parks	County-Wide	1
Library	County-Wide	1
Fire/EMS		
Fire Rescue	Unincorp., excluding Englewood Fire Dist.	1
EMS	County-Wide	1
Law/Corrections		
Law Enforcement	Unincorporated Area	1
Corrections	County-Wide	1
Public Buildings	County-Wide	1

Service Areas

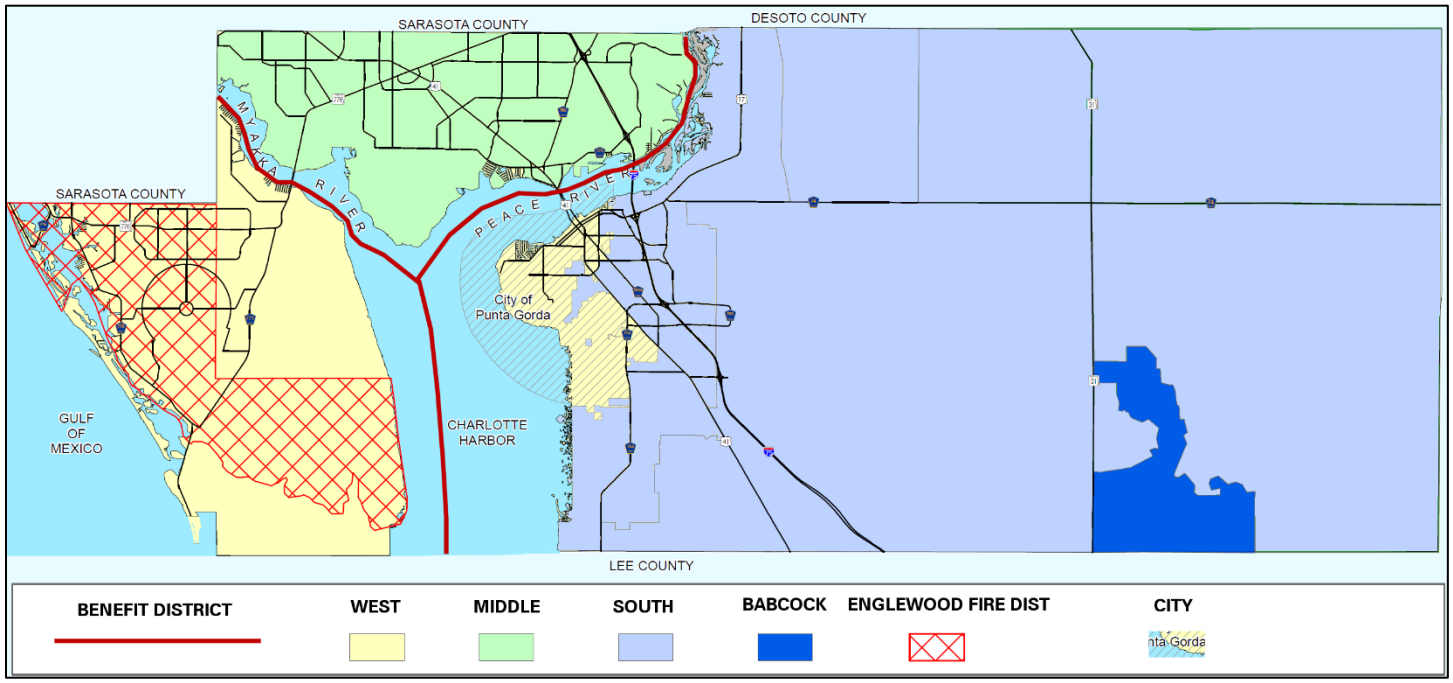
Service areas, as noted above, are geographic areas served by a system or set of facilities, and are the areas used in impact fee calculations. These areas are typically defined in impact fee studies, because this is necessary to determine the amount of development served by those facilities. The County's most recent impact fee studies describe the service areas used in developing the current impact fees. A review of these studies reveals that the fees for transportation, libraries and public buildings are based on a county-wide service area. These three fee types are based on levels of service that are calculated based on all existing development in the county.

The other three fees – community/regional parks, fire/EMS, and law enforcement/corrections – are each a combination of two components that are calculated separately based on different service areas. One component has a county-wide service area, while the other component has a service area that excludes the City of Punta Gorda or the Englewood Area Fire Control District. This recognizes that the City provides its own community parks, fire protection, and law enforcement, and that the fire district provides fire rescue services within its boundaries. These components of the County fees are not collected within the City or fire district.

Benefit Districts

The County divides the county-wide transportation service area into three benefit districts for transportation impact fees: South (south of the Peace River), Middle (north of the Peace River and east of the Myakka River), and West (west of the Myakka River), as illustrated in Figure 5. The County does not formally have benefit districts for any of the other fees. Types of fees that provide county-wide benefit (regional parks, libraries, EMS, corrections, and public buildings) can be spent anywhere in the county. Community park and fire rescue impact fees cannot be spent within the City of Punta Gorda, and fire rescue fees cannot be spent in the Englewood fire district.

Figure 5. Current Transportation Impact Fee Benefit Districts



The County sets aside 23% of the funds collected to be spent anywhere in the county on projects that promote inter-district mobility. County transportation fees are assessed within the City of Punta Gorda at 44% of the total amount, in recognition of major roads provided by the City. No transportation fees are collected within the Babcock Development of Regional Impact (DRI). The County's other impact fees are collected on development within the DRI, but these funds are only used to reimburse the developer for improvements made (dedications of land are required but are not reimbursable).

LAND USE CATEGORIES

This version of the study retains most of the land use categories listed in the current fee schedules. Five current categories are omitted from the updated fee schedule, for the following reasons: Health club, convenience market (24 hour), bread/bagel/donut shop, and general heavy industrial have either been dropped entirely in the latest edition of the *Trip Generation Manual* prepared by the Institute of Transportation Engineers (ITE), or no longer have daily trip generation rates reported in the ITE manual. Congregate care facility is not clearly defined the ITE manual, is difficult to distinguish between similar uses such as assisted living and continuing care retirement community, and has limited data available (trip generation rates for all three of these uses are based on only two studies).

In addition, the updated fees for schools and tire superstore are based on square footage, which is more easily measured than students or service bays. Finally, gasoline/service station is based on square feet rather than fueling positions for consistency with convenience store with gas pumps, which is a similar type of use.

Finally, current categories that vary by size (shopping centers, general and medical office buildings, and community colleges) have been collapsed into single categories. The differential fees are based on national data from ITE, showing that as shopping centers and office buildings increase in size, the number of trips generated per 1,000 square feet declines. Charging variable rates for shopping centers by size of the center was virtually universal in early transportation impact fee systems. One reason for this unanimity is that ITE did not publish average daily trip generation rates for all shopping centers prior to the 6th edition of the Trip Generation manual in 1997 (before that, average rates were given only by the size of the shopping center). Now that an average rate is available, more communities are moving away from charging fees based on the size of the shopping center or office building. While the trip generation rate tends to decline as the size of a shopping centers increases, the percentage of pass-by trips declines[3] and average trip length increases.[4] These same dynamics also come into play for office buildings. The lower trip generation rates of larger retail and office developments are offset by higher percentages of primary trips and longer trip lengths. The consultant recommends collapsing the size categories and charging commercial and office uses based on the average rate per 1,000 square feet.

The major change to the residential categories is to replace the multi-family and townhouse/condominium categories with two multi-family categories that vary by the number of stories: one-to-two stories and three or more stories. The most recent edition of the trip generation manual dropped the apartment land use and replaced it with multi-family uses that vary by building height. Residential condominiums are an ownership arrangement rather than a housing type, and trip generation data for townhouses are lumped into a land use with residential condominiums. Hotel/motel categories are combined into a single category. The main distinction between the two land uses is that motels typically do not offer amenities such as restaurants and convention room space, while hotels often do. The County, however, assesses such amenities separately from the sleeping rooms and lobby/breakfast area, erasing this distinction.

The proposed land use categories are summarized in Figure 6 on the following page.

[3] Institute of Transportation Engineers, *Trip Generation Manual*, 2017.
[4] W.J. Reilly, *The Law of Retail Gravitation*, 1931.

Figure 6. Proposed Land Use Categories

Proposed Categories	Unit	Current Categories	Unit
Single-Family Detached	Dwelling	Single-Family Detached	Dwelling
		Mobile Home (not in MH Park)	Dwelling
Multi-Family (1-2 stories)	Dwelling	Multi-Family & Condo/Townhouse	Dwelling
Multi-Family (3+ stories)	Dwelling		
Mobile Home Park	Space	Mobile Home Park	Site
Recreational Vehicle Park	Space	RV Park	Site
Hotel/Motel	Room	Hotel	Room
		Motel	Room
Retail/Comm./Shopping Ctr.	1,000 sq. ft.	Retail, 100,000 sf or less	1,000 sq. ft.
		Retail, 100,001-200,000 sf	1,000 sq. ft.
		Retail, 200,001-400,000 sf	1,000 sq. ft.
		Retail, >400,000 sf	1,000 sq. ft.
		Convenience Market (24 hour)	1,000 sq. ft.
		Bread/Donut/Bagel Shop w/Drive-Thru	1,000 sq. ft.
		Health/Fitness Club	1,000 sq. ft.
New/Used Auto Sales	1,000 sq. ft.	New/Used Auto Sales	1,000 sq. ft.
Tire Superstore	1,000 sq. ft.	Tire Superstore	Serv. Bay
Self-Service Car Wash	Serv. Bay	Self-Service Car Wash	Serv. Bay
Supermarket	1,000 sq. ft.	Supermarket	1,000 sq. ft.
Home Improvement Superstore	1,000 sq. ft.	Home Improvement Superstore	1,000 sq. ft.
Pharmacy/Drug Store	1,000 sq. ft.	Pharmacy/Drug Store	1,000 sq. ft.
Furniture Store	1,000 sq. ft.	Furniture Store	1,000 sq. ft.
Bank/Savings Walk-In	1,000 sq. ft.	Bank/Savings Walk-In	1,000 sq. ft.
Bank/Savings Drive-In	1,000 sq. ft.	Bank/Savings Drive-In	1,000 sq. ft.
Quality Restaurant	1,000 sq. ft.	Quality Restaurant	1,000 sq. ft.
High-Turnover Restaurant	1,000 sq. ft.	High-Turnover Restaurant	1,000 sq. ft.
Fast Food Restaurant w/Drive-Thru	1,000 sq. ft.	Fast Food Restaurant w/Drive-Thru	1,000 sq. ft.
Movie Theater w/Matinee	1,000 sq. ft.	Movie Theater w/Matinee	1,000 sq. ft.
Gasoline/Service Station	1,000 sq. ft.	Gasoline/Service Station	Fuel Pos.
Convenience Market w/Gas Pumps	1,000 sq. ft.	Convenience Market w/Gas Pumps	1,000 sq. ft.
		Convenience/Gasoline/Fast Food	1,000 sq. ft.
Marina	Berth	Marina	Berth
Golf Course	Hole	Golf Course	Hole
General Office	1,000 sq. ft.	General Office, 100,000 sf or less	1,000 sq. ft.
		General Office, 100,001-200,000 sf	1,000 sq. ft.
		General Office, 200,001-400,000 sf	1,000 sq. ft.
		General Office, >400,000 sf	1,000 sq. ft.
Medical Office	1,000 sq. ft.	Medical Office/Clinic, 10,000 sf or less	1,000 sq. ft.
		Medical Office/Clinic, >10,000 sf	1,000 sq. ft.
Elementary School (Private)	1,000 sq. ft.	Elementary School (Private)	Student
Middle School (Private)	1,000 sq. ft.	Middle School (Private)	Student
High School (Private)	1,000 sq. ft.	High School (Private)	Student
Univ./Jr. College, 7,500 students or less	1,000 sq. ft.	Univ./Jr. College, 7,500 students or less	Student
Univ./Jr. College, >7,500 students)	1,000 sq. ft.	Univ./Jr. College, >7,500 students)	Student
Church	1,000 sq. ft.	Church	1,000 sq. ft.
Day Care	1,000 sq. ft.	Day Care	1,000 sq. ft.
Hospital	1,000 sq. ft.	Hospital	1,000 sq. ft.
Nursing Home	1,000 sq. ft.	Nursing Home	1,000 sq. ft.
		Congregate Care Facility	Dwelling
Industrial Park			
General Light Industrial	1,000 sq. ft.	General Light Industrial	1,000 sq. ft.
General Heavy Industrial	1,000 sq. ft.	General Heavy Industrial	1,000 sq. ft.
Manufacturing	1,000 sq. ft.	Manufacturing	1,000 sq. ft.
Warehouse	1,000 sq. ft.	Warehousing	1,000 sq. ft.
Mini-Warehouse	1,000 sq. ft.	Mini-Warehouse	1,000 sq. ft.

Land Use Outside of Buildings

Some commercial activities occur on land outside buildings. These include outdoor storage and/or sales areas (salvage yards, automobile sales lots, nursery/garden centers, or boat slips) or high-intensity activity areas such as outdoor dining, putt-putt golf, or golf course greens. Land used for such activities could be assessed impact fees based on the square footage of the area utilized at the square footage rate for the most representative land use category. A provision could be added to the County's impact fee ordinance clarifying staff's ability to make such administrative determinations. As an example of such a provision, the City of Santa Fe, New Mexico has the following language in their impact fee ordinance:

> Impact fees for development of land outside of buildings that increases the demand for capital facilities is determined by application of the fee for the corresponding type of building. In particular, the building square footage for a retail/commercial use shall include indoor or outdoor sales areas or inventory storage areas ...

This example provision seems to imply that such areas should always be assessed at the same rate as the principal use. It might be preferable to allow staff to develop policies when assessing fees on such outdoor areas based on the land use category most similar to the impact of the usage of the non-building area.

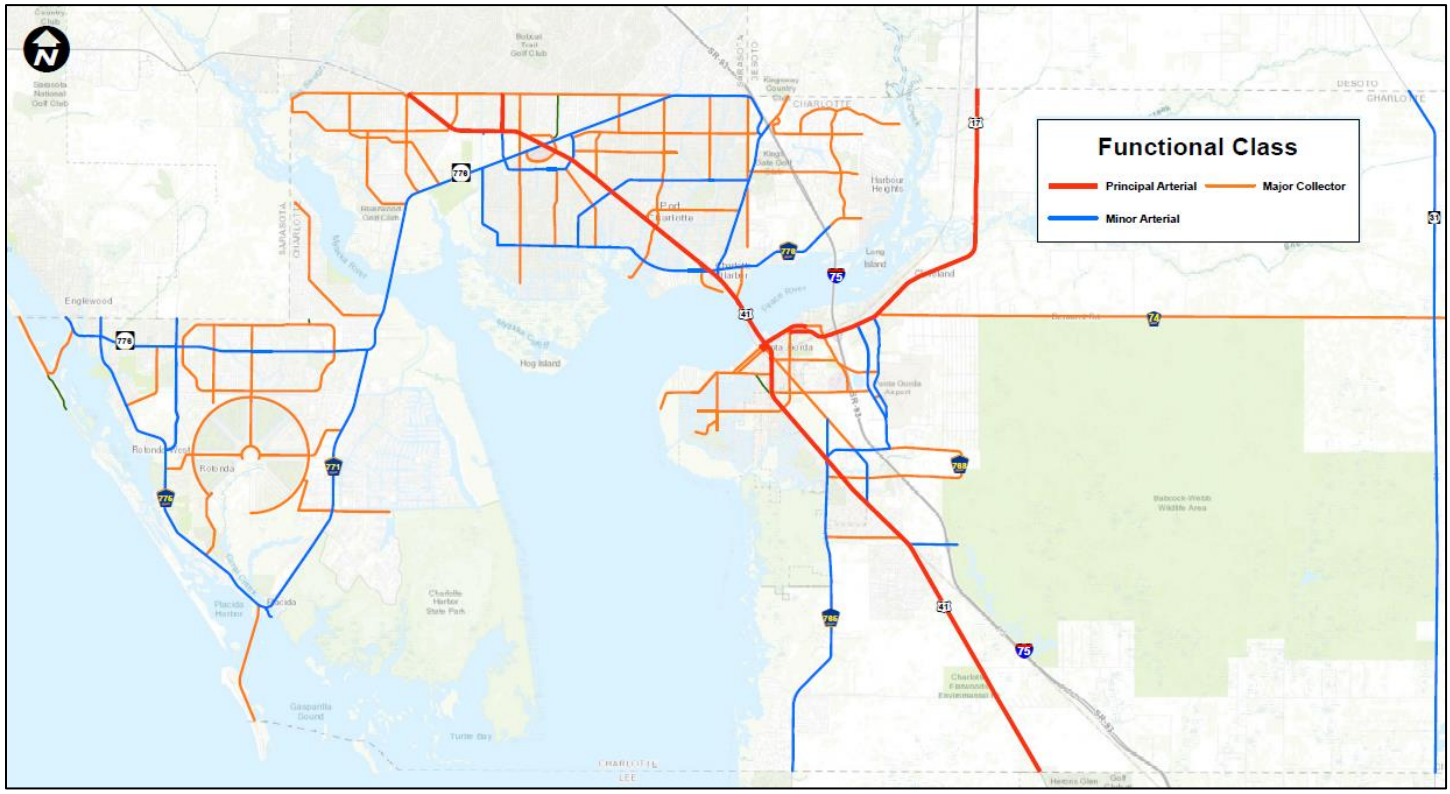
TRANSPORTATION

This chapter updates the transportation impact fees using the same basic consumption-based methodology used in the 2013 impact fee study. Charlotte County's transportation impact fees are assessed county-wide, although development in the City of Punta Gorda pays a reduced percentage to recognize its provision of major roads, and transportation fees are not assessed on development in the Babcock Ranch DRI. This chapter updates all the inputs into the fee calculations, including travel demand factors, costs and credits.

Major Roadway System

The fees are designed to recover the costs of design, right-of-way and construction for improvements to the major roadway system (arterials and major collector roads, excluding I-75) within Charlotte County. The existing impact fee major roadway system is illustrated in Figure 7. A detailed inventory of the existing County major roadway system is provided in Appendix D.

Figure 7. Existing Major Roadway System



Source: Kimley Horn, May 5, 2020, based on County roadway database.

State and Federal highways are included in the major roadway system because they are integral components of the transportation network in Charlotte County and need to be eligible to be partially funded with the County's impact fees. The interstate is excluded because it carries a large volume of through traffic. This is essentially the same major roadway system used in the County's previous transportation impact fee study. I-75 was not explicitly excluded in that study, but the same effect was achieved by applying a reduction factor to exclude interstate traffic in the fee calculations by land use type.

Level of Service

The methodology used in this update is the standards-based approach known as "consumption-based." The consumption-based approach uses a system-wide ratio of capacity to demand (vehicle-miles of capacity to vehicle-miles of travel, or VMC/VMT). A VMC/VMT ratio of one-to-one is the level of service used in the consumption based approach. While the County has a current level of service significantly higher than that, this approach recognizes that there is a significant amount of excess capacity in the existing major roadway system, and that the capacity/demand ratio will tend to fall closer to 1.00 as the county approaches build-out. The consumption-based approach requires only that new development pay for the capacity of the major roadway system that it directly consumes.

The detailed inventory of the existing major roadway system presented in the appendix is summarized in Table 6. It demonstrates that the existing major roadway system currently has a level of service well in excess of 1.00 for all major categories of the system. Because the updated fees are based on a ratio that is lower than the current level of service, there are no existing deficiencies from an impact fee perspective.

Table 6. Current Transportation Level of Service

Roadway Type	VMC	VMT	VMC/ VMT
State/Federal Highways	2,724,549	1,751,530	1.56
County Arterial Roads	2,264,591	938,496	2.41
County Major Collector Roads	2,913,241	1,080,308	2.70
City Major Collector Roads	95,860	43,548	2.20
Total Major Roadway System	7,998,241	3,813,882	2.10

Source: Table 75 in Appendix D.

Service Units

Service units create the link between demand (traffic generated by new development) and supply (roadway capacity). An appropriate service unit basis for transportation impact fees is vehicle-miles. Vehicle-miles is a combination of the number of vehicles traveling during a given time period and the distance (in miles) that those vehicles travel.

The two time periods most often used in traffic analysis are the 24-hour day (average daily trips or ADT) and the single hour of the day with the highest traffic volume (peak hour trips or PHT). The choice of peak hour trips rather than average daily trips as the service unit will tend to generate lower

fees for retail uses compared to office and industrial uses. The County's current transportation impact fees are based on average daily trip generation.

On the demand side, this update uses daily trip generation, new trip factors (which account for pass-by and diverted trips), and average trip lengths. The product of these three factors is the vehicle-miles of travel (VMT) associated with a unit of development for various land use types.

The service unit on the supply side is average daily vehicle-miles of capacity (VMC). VMC is calculated as the product of the length and capacity of each roadway. System-wide VMC is the sum of the VMC for all major roadways. Capacity is measured in terms of the County's adopted level of service for each roadway.

The travel demand generated by specific land use types is a product of three factors: 1) trip generation, 2) percent new trips and 3) trip length. The first two factors are well documented in the professional literature. In contrast, trip lengths are much more likely to vary between communities, depending on the geographic size and shape of the community and its major roadway system.

Trip Generation

Trip generation rates represent trip ends, or driveway crossings. Thus, a one-way trip from home to work counts as one trip end for the residence and one trip end for the workplace. To avoid over-counting, all trip rates have been divided by two. This splits the travel demand equally between the origin and destination of the trip, and avoids double-charging. Trip generation rates in Charlotte County are likely to be similar to national data published in the most recent edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, which is used in this update.

New Trip Factor

Trip rates also need to be adjusted by a "new trip factor" to exclude pass-by and diverted trips. This adjustment is intended to reduce the possibility of over-counting travel induced by the new development. Pass-by trips are those trips that are already on a particular route for a different purpose and simply stop at a development on that route. For example, a stop at a convenience store on the way home from the office is a pass-by trip for the convenience store. A pass-by trip does not create an additional burden on the street system and therefore should not be counted in the assessment of impact fees. A diverted-linked trip is similar to a pass-by trip, but a diversion is made from the regular route to make an interim stop. The reductions for pass-by and diverted trips utilized in this study are derived from a database of Florida origin-and-destination studies.

Average Trip Length

The average trip length is the most difficult travel demand factor to determine. In the context of a transportation impact fee using a consumption-based methodology, the relevant input is the average length of a trip on the major roadway system. The starting point is Florida data on average trip lengths for specific land uses. While these average trip lengths provide reasonable estimates of relative magnitudes associated with different land use types, the actual distances may not be representative of travel on Charlotte County's major roadway system.

To determine whether the Florida average trip lengths are reasonably representative of Charlotte County, the total VMT on the major road system that would be expected based on the existing amount of development by land use and the recommended travel demand factors is compared to the total VMT on the major roadway inventory in Table 7. Expected total VMT is about 15% lower than the actual VMT, indicating that the recommended travel demand factors are reasonably representative of Charlotte County.

Table 7. Expected Vehicle-Miles of Travel

Land Use Type	Unit	Existing Units	Trip Rate	New Trips	Length (miles)	Daily VMT
Single-Family Detached	Dwelling	74,477	4.72	100%	5.88	2,067,005
Multi-Family (1-2 story)*	Dwelling	22,669	3.66	100%	5.10	423,140
Mobile Home/RV Park	Space	11,875	2.50	100%	4.60	136,563
Hotel/Motel	Room	1,812	1.67	66%	4.34	8,668
Retail/Commercial	1,000 sq. ft.	9,241	18.87	66%	2.66	306,137
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	93	235.47	58%	2.05	26,038
Convenience Market w/Gas	1,000 sq. ft.	451	312.10	41%	1.52	87,720
Office	1,000 sq. ft.	3,954	4.87	92%	5.15	91,235
Industrial	1,000 sq. ft.	733	1.68	92%	5.38	6,095
Warehousing	1,000 sq. ft.	3,802	0.87	92%	5.38	16,372
Mini-Warehouse	1,000 sq. ft.	1,352	0.75	92%	3.51	3,274
Public/Institutional	1,000 sq. ft.	10,758	3.32	89%	2.59	82,330
Total Expected VMT						3,254,577
÷ Total Actual VMT						3,813,882
Ratio of Expected to Actual VMT						85.3%

* data not available for multi-family building height, all included in 1-2 story category

Source: Existing county-wide units from Table 66 in Appendix A; travel demand factors from Table 8; daily expected VMT is product of existing units, trip rate, % new trips and average trip length; actual VMT from Table 6.

Some roads in the major roadway system are likely to carry a significant amount of pass-through traffic (trips without an origin or destination in the county). It should be noted that the biggest carrier of through traffic, I-75, has been excluded from the major roadway system for the purposes of the transportation impact fee. The percentage of through traffic on other major roads, particularly for a large, relatively populous jurisdiction like Charlotte County, is likely to be representative of Florida counties in general. Development in Charlotte County generates some long trips that pass through other counties. It would not be overcharging new development for each county to charge for the total traffic on its non-interstate, non-expressway major roadway system. Nevertheless, this study charges only for the expected VMT, and does not calibrate the trip lengths upward to reflect actual total VMT.

Travel Demand Summary

The result of combining trip generation rates, new trip factors and average trip lengths is a travel demand schedule that establishes the vehicle-miles of travel (VMT) generated on the major roadway system during the average weekday by various land use types per unit of development. The recommended travel demand schedule is presented in Table 8.

Table 8. Travel Demand by Land Use

Land Use Type	ITE Code	Unit	Daily Trips	New Trips	Length (miles)	Daily VMT
Single-Family, Detached	210	Dwelling	4.72	100%	5.88	27.75
Multi-Family (1-2 stories)	220	Dwelling	3.66	100%	5.10	18.67
Multi-Family (3+ stories)	221	Dwelling	2.72	100%	5.10	13.87
Mobile Home/RV Park	240	Space	2.50	100%	4.60	11.50
Hotel/Motel	320	Room	1.67	66%	4.34	4.78
General Retail/Comm./Shop. Ctr	820	1,000 sq. ft.	18.87	66%	2.66	33.13
New/Used Auto Sales	841	1,000 sq. ft.	13.53	79%	4.60	49.17
Tire Superstore	849	1,000 sq. ft.	14.26	72%	2.32	23.82
Supermarket	850	1,000 sq. ft.	53.29	56%	2.08	62.07
Home Improvement Superstore	862	1,000 sq. ft.	15.37	65%	2.34	23.38
Pharmacy/Drug Store	880	1,000 sq. ft.	45.04	32%	2.08	29.98
Furniture Store	890	1,000 sq. ft.	3.15	78%	4.05	9.95
Bank, Walk-In	911	1,000 sq. ft.	29.66	46%	2.46	33.56
Bank, Drive-In	912	1,000 sq. ft.	50.01	46%	2.46	56.59
Movie Theater	444	1,000 sq. ft.	78.09	88%	2.22	152.56
Quality Restaurant	931	1,000 sq. ft.	41.92	77%	3.14	101.35
High-Turnover Restaurant	932	1,000 sq. ft.	56.09	71%	3.17	126.24
Fast Food Rest. w/Drive-Thru	934	1,000 sq. ft.	235.47	58%	2.05	279.97
Gasoline/Service Station	944	1,000 sq. ft.	601.41	23%	1.01	139.71
Conv. Market w/Gas Pumps	853	1,000 sq. ft.	312.10	41%	1.52	194.50
Super Conv. Market (10+Pumps)	960	1,000 sq. ft.	418.79	32%	1.52	203.70
Self-Service Car Wash	947	Serv. Bay	54.00	68%	2.18	80.05
Marina	420	Berth	1.20	90%	5.88	6.35
Golf Course	430	Hole	15.19	90%	5.88	80.39
General Office	710	1,000 sq. ft.	4.87	92%	5.15	23.07
Medical Office/Clinic	720	1,000 sq. ft.	17.40	89%	5.55	85.95
Industrial Park	130	1,000 sq. ft.	1.68	92%	5.38	8.32
Manufacturing	140	1,000 sq. ft.	1.95	92%	5.38	9.65
General Light Industrial	110	1,000 sq. ft.	2.48	92%	5.38	12.28
Warehousing	150	1,000 sq. ft.	0.87	92%	5.38	4.31
Mini-Warehouse	151	1,000 sq. ft.	0.75	92%	3.51	2.42
Nursing Home	620	1,000 sq. ft.	3.32	89%	2.59	7.65
Elementary School (Private)	520	1,000 sq. ft.	9.76	80%	2.94	22.96
Middle School (Private)	522	1,000 sq. ft.	10.08	80%	2.94	23.71
High School (Private)	530	1,000 sq. ft.	7.03	90%	2.94	18.60
University/Junior College	540	1,000 sq. ft.	10.12	90%	5.88	53.56
Church	560	1,000 sq. ft.	3.47	90%	3.91	12.21
Day Care	565	1,000 sq. ft.	23.81	73%	2.03	35.28
Hospital	610	1,000 sq. ft.	5.36	78%	5.88	24.58

Source: Trip rates are ½ average daily trip ends on a weekday from Institute for Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017; percent new trips and trip lengths from a summary of Florida studies published in Tindale-Oliver, *Collier County Road Impact Fee Update Study*, October 2019; daily VMT is product of daily trips, new trip percentage and average trip length.

Cost per Service Unit

Expanding the capacity of the County's major roadway system is primarily accomplished by widening existing roadway cross-sections to accommodate additional through lanes and by building new roads. The transportation impact fee is designed to cover the cost of adding capacity to the roadway system. All the normal components of a roadway expansion project are eligible for impact fee funding, including engineering and design, right-of-way acquisition, construction of new lanes, reconstruction of existing lanes and relocation of utilities where necessary as part of a widening project, and installation of sidewalks, street lighting and landscaping as part of an improvement project. Intersection improvements, signalization and timing, and similar types of improvements also expand roadway capacity and are eligible expenditures, but the additional capacity is harder to quantify.

The cost to add roadway capacity to the County's major roadway system is based on the costs of seven projects recently completed or under construction that add vehicular lanes. The project costs include design, construction and right-of-way. The average total cost of these seven recent projects is $534 per vehicle-mile of capacity (VMC) added, as shown in Table 9. To be conservative, the average of the four projects with the lowest cost per VMC is used to determine the cost per VMC for the fee calculations. This is $386 per VMC, which is 7.5% higher than the cost per VMC used in the 2013 study ($359). Because the standard consumption-based methodology charges new development only for the capacity it directly consumes (i.e., a one-to-one ratio of capacity to demand), the cost per VMC is the same as the cost per VMT.

Table 9. Transportation Cost per Vehicle-Mile

Roadway	Lanes	Miles	Average Daily Capacity			New VMC	Total Cost	Cost/ VMC
			Before	After	New			
Edgewater Ph 2, Harbor-Midway	2 to 4	1.90	15,824	28,879	13,055	24,805	$29,828,000	$1,202
Midway Blvd, Sharpe-Kings Hwy	2 to 4	2.00	13,154	28,879	15,725	31,450	$30,943,000	$984
Burnt Store, Notre Dame-Zemel	2 to 4	4.20	15,824	35,407	19,583	82,249	$49,467,000	$601
Burnt Store, Zemel-Lee County	2 to 4	2.60	15,824	35,407	19,583	50,916	$29,084,000	$571
CR 771, SR 776-Rotonda Blvd E	2 to 4	2.50	15,824	35,407	19,583	48,958	$22,319,000	$456
Piper Rd N, Henry-US 17	New 4	1.35	0	28,879	28,879	38,987	$14,363,000	$368
Winchester, SR 776-CR 775	New 4	3.00	0	35,407	35,407	106,221	$28,880,000	$272
Total and Weighted Average Cost/VMC		17.55				383,586	$204,884,000	$534
Excluding First Three Projects Listed		9.45				245,082	$94,646,000	$386

Source: Charlotte County Capital Improvement Program, FY 2019-2020.

Net Cost per Service Unit

As described in the Legal Framework chapter, impact fees should be reduced to account for new development's contribution toward retiring outstanding debt for existing facilities that are included in the existing level of service on which the fees are based. In addition, this study provides credits for anticipated non-impact fee funding that will be used for capacity-expanding improvements to the County's major roadway system.

Debt Credit

The County has two outstanding debt obligations related to past capacity-expanding improvements to Burnt Store Road. The amount of outstanding debt is about $13 million. A reasonable method that ensures new development is not required to pay twice, for existing facilities through funds used for debt retirement as well as new facilities through impact fees, is to calculate the credit by dividing the outstanding debt by existing service units. This puts new development on the same footing as existing development in terms of the share of capital costs funded through debt. As shown in Table 10, this results in a debt credit of $4 per VMT.

Table 10. Transportation Debt Credit

Burnt Store Rd Widening 2-4 Lanes, US 41 to Notre Dame	$4,010,700
Burnt Store Rd Widening 2-4 Lanes, Notre Dame-Zemel	$9,056,000
Total Outstanding Transportation Debt	$13,066,700
÷ Expected Vehicle-Miles of Travel (VMT)	3,254,577
Debt Credit per VMT	$4

Source: Outstanding obligations as of September 30, 2019 from Charlotte County Fiscal Services Division, expected VMT from Table 7.

Funding Credits

State and Federal funding is provided for specific improvements in Charlotte County. Over the last six years, State and Federal funding for capacity-expanding improvements to the County's major roadway system has averaged almost $16 million annually, as summarized in Table 11. If this rate of funding is maintained over the long term (approximated as 25 years), new development would generate the present value equivalent of $101 per service unit.

Table 11. State/Federal Transportation Funding Credit

Improvement	Amount
Burnt Store Rd, Tern Bay-Notre Dame, Add Lanes (prelim. eng.)	$4,500,000
Burnt Store Rd, Notre Dame-Zemel, Add Lanes (ROW)	$12,000,000
Burnt Store Rd, Notre Dame-Zemel, Add Lanes (const.)	$27,400,000
Charlotte County Traffic Signal Reimbursements	$935,439
Burnt Store Rd, Lee Co-Zemel Rd (construction)	$2,936,114
Harborview Rd, Melbourne-I-75 (PD&E)	$2,167,347
Punta Gorda Traffic Signal Reimbursements	$277,624
US 41 at Port Charlotte Blvd, Add Turn Lanes (prel. eng.)	$3,956
SR 776 at CR 771, Intersecton Improvement (prel. eng.)	$708,460
SR 776, CR 775-Spinnaker Blvd (PD&E)	$11,190
SR 776 at Gulfstream Blvd, Add Turn Lanes (const.)	$37,079
SR 776. Flamingo Blvd-Sam's Club, Intersection Imp. (const.)	$1,445,649
Taylor Rd, US 41-Airport Rd (PD&E)	$700,950
US 41 at CR 776, Intersection Improvement (all phases)	$1,334,359
US 41 at Hancock Ave, Intersection Improvement (PD&E/const.)	$1,054,546
US 41, Kings Hwy-Parmely, Add Turn Lanes (PD&E/const.)	$977,955
US 41 at Olean Blvd, Add Turn Lanes (PD&E/const.)	$1,204,076
US 41 at Tarpon Blvd, Add Turn Lanes (PD&E/const.)	$1,392,689
US 41, Carmalita-Marion, Traffic Signals (PD&E/const.)	$299,496
US 41, Enterprise Dr-Sarasota Co Line, Add Lanes (all phases)	$35,136,584
US 41 at Gardner Blvd, Intersection Improvement (PD&E)	$41,899
US 41 at Murdock Cir, Intersection Improvement (PD&E/const.)	$467,393
Total State/Federal Capacity Funding, 2014-2019	$95,032,805
÷ Years of Funding	6
Annual Local Non-Sales Tax Capacity Funding	$15,838,801
÷ Expected Vehicle-Miles of Travel (VMT)	3,254,577
Annual Capacity Funding per VMT	$4.87
x Present Value Factor (25 years)	20.84
Funding Credit per VMT	$101

Source: Funding from Florida Department of Transportation, *District 1 Six-Year Work History, 2014-2019* for Charlotte County; expected VMT from Table 7; present value factor based on discount rate of 1.45%, which was the average national yield on AAA 20- and 30-year municipal bonds from fmsbonds.com on January 22, 2021.

Besides impact fees and sales tax revenue, which is addressed later, the County has historically used local gas tax and grant revenue to fund capacity-expanding road improvements. Over the last 12 years, the County has spent an annual average of $7.3 million in non-sales tax revenue on capacity-expanding road improvements, as shown in Table 12. If this rate of funding is maintained over the long term, new development would generate the present value equivalent of $47 per service unit over the next 25 years.

Table 12. Transportation Non-Sales Tax Credit

Project Description	Local Gas Tax	Grants/ Other	Total Funding
Carmalita/Education Widening	$5,869,022	$1,098,629	$6,967,651
Piper Road Widening, Jones Loop-Henry	$929,023	$6,396,636	$7,325,659
CR 771 Widening, SR 776-Rotonda Blvd E	$354,388	$578,537	$932,925
US 41/Pompano/Shreve Intersection	$243,551	$1,939	$245,491
Kings Hwy Widening, Sandhill-Desoto Co	$1,347,051		$1,347,051
CR 775 Widening, Rotunda W-Cape Haze Dr	$151,514		$151,514
Rampart Blvd Widening, I-75-Kings Hwy	$2,146,404		$2,146,404
US 41/Murdock Circle Intersection Imp.	$4,550		$4,550
Veterans/Peachland/Kings Hwy Int. Imp.	$45,117		$45,117
Sandhill Blvd Widening, Kings Hwy-Deep Crk	$284,417		$284,417
Burnt Store Rd, Zemel Rd-Lee Co. Line	$2,324,319	$6,118,122	$8,442,441
Burnt Store Rd Widening, Notre Dame-Zemel	$4,203,301	$3,415,139	$7,618,440
Midway Blvd Widening, Birchcrest-Kings Hwy	$3,431,509		$3,431,509
Piper Rd/Jones Loop Intersection Imp.	$63,914	$1,423,032	$1,486,946
Peachland/Loveland Signalization	$1,134,076		$1,134,076
Turn Lanes/Signalization (various locations)	$39,563		$39,563
Edgewater Corr., SR 776-Collingswood (new)	$568,855	$251,346	$820,201
Edgewater Corridor Widening, Harbor-Midway	$2,850,288		$2,850,288
Midway Blvd Widening, Elkcam-Birchcrest	$242,884		$242,884
Aqui Esta Widening, US 41-Bal Harbor	-$1,479,722	$8,876,073	$7,396,351
Winchester Corridor Ph. III South (new road)	$6,842,591	$6,189,254	$13,031,845
Burnt Store Rd Widening, US 41-Notre Dame	$16,482,211	$5,113,486	$21,595,697
Toledo Blade Widening, North Port-US 41	$402,891		$402,891
Total Funding, FY 2008-FY 2019	$48,481,716	$39,462,193	$87,943,908
÷ Years of Funding			12
Annual Local Non-Sales Tax Capacity Funding			$7,328,659
÷ Expected Vehicle-Miles of Travel (VMT)			3,254,577
Annual Capacity Funding per VMT			$2.25
x Present Value Factor (25 years)			20.84
Non-Sales Tax Credit per VMT			$47

Source: Expenditure by funding source for 2008-2019 from Charlotte County Fiscal Services Division, January 6, 2020; expected VMT from Table 7; present value factor based on discount rate of 1.45%, which was the average national yield on AAA 20- and 30-year municipal bonds from fmsbonds.com on January 22, 2021.

The County's 1-percent local option sales tax was set to expire at the end of this year. A proposition to extend it for an additional six years was on the November 3, 2020 ballot and was approved by the voters. The Commission has approved a list of projects to be funded. The sum of all Tier 1 project costs roughly matches the $120 million in projected revenue over the six years. Two capacity-expanding transportation projects totaling about $43 million are included among the Tier 1 projects. New development will contribute the present value equivalent of $13 in sales tax revenue for those capacity-expanding road improvements over the next six years, as shown in Table 13.

Table 13. Transportation Sales Tax Credit

Project	Description	Total Cost
Edgewater Blvd, Design Ph 3-5, Construct Ph 4	Extend/Realign	$28,500,000
Harborview Rd Widening, I-75-US 41	Widen/Realign	$8,250,000
Bicycle, Pedestrian Sidewalks and Trail Improvements	Bike/Ped Impr.	$6,000,000
Total, Capacity-Expanding Transportation Projects		$42,750,000
÷ Years of Funding Authorized		6
Annual Sales Tax Capacity Funding		$7,125,000
÷ Expected Vehicle-Miles of Travel (VMT)		3,254,577
Annual Capacity Funding per VMT		$2.19
x Present Value Factor (6 years)		5.71
Sales Tax Credit per VMT		$13

Source: Capacity-expanding transportation projects from Tier 1 sales tax projects adopted by Charlotte County Board of County Commissioners, April 14, 2020; expected VMT from Table 7; present value factor based on discount rate of 1.45%, which was the average national yield on AAA 20- and 30-year municipal bonds from fmsbonds.com on January 22, 2021.

Net Cost Summary

The net cost per service unit is the cost per service unit less the credits for outstanding debt on existing facilities and future non-impact fee expenditures for capacity-expanding improvements. It amounts to $221 per VMT, as shown in Table 14.

Table 14. Transportation Net Cost per Service Unit

Cost per Vehicle-Mile of Travel (VMT)	$386
– Debt Credit per VMT	-$4
– State/Federal Funding Credit per VMT	-$101
– Non-Sales Tax Credit per VMT	-$47
– Sales Tax Credit per VMT	-$13
Net Cost per VMT	$221

Source: Cost per VMT from Table 9; debt credit from Table 10; State/Federal funding credit from Table 11; non-sales tax credit from Table 12; sales tax credit from Table 13.

Updated Fees

The updated transportation impact fees are based on the daily vehicle-miles of travel (VMT) on the major roadway system generated by a development. The VMT per development unit is multiplied by the net cost per VMT to determine the net cost per unit. The updated fees are presented in Table 15. The updated impact fees in this table do not include an administrative charge.

Table 15. Updated Transportation Impact Fees

Land Use Type	Unit	VMT/ Unit	Net Cost per VMT	Net Cost per Unit
Single-Family, Detached	Dwelling	27.75	$221	$6,133
Multi-Family (1-2 stories)	Dwelling	18.67	$221	$4,126
Multi-Family (3+ stories)	Dwelling	13.87	$221	$3,065
Mobile Home/RV Park	Space	11.50	$221	$2,542
Hotel/Motel	Room	4.78	$221	$1,056
General Retail/Comm./Shop. Ctr	1,000 sq. ft.	33.13	$221	$7,322
New/Used Auto Sales	1,000 sq. ft.	49.17	$221	$10,867
Tire Superstore	1,000 sq. ft.	23.82	$221	$5,264
Supermarket	1,000 sq. ft.	62.07	$221	$13,717
Home Improvement Superstore	1,000 sq. ft.	23.38	$221	$5,167
Pharmacy/Drug Store	1,000 sq. ft.	29.98	$221	$6,626
Furniture Store	1,000 sq. ft.	9.95	$221	$2,199
Bank, Walk-In	1,000 sq. ft.	33.56	$221	$7,417
Bank, Drive-In	1,000 sq. ft.	56.59	$221	$12,506
Movie Theater	1,000 sq. ft.	152.56	$221	$33,716
Quality Restaurant	1,000 sq. ft.	101.35	$221	$22,398
High-Turnover Restaurant	1,000 sq. ft.	126.24	$221	$27,899
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	279.97	$221	$61,873
Gasoline/Service Station	1,000 sq. ft.	139.71	$221	$30,876
Conv. Market w/Gas Pumps	1,000 sq. ft.	194.50	$221	$42,985
Super Conv. Market (10+Pumps)	1,000 sq. ft.	203.70	$221	$45,018
Self-Service Car Wash	Serv. Bay	80.05	$221	$17,691
Marina	Berth	6.35	$221	$1,403
Golf Course	Hole	80.39	$221	$17,766
General Office	1,000 sq. ft.	23.07	$221	$5,098
Medical Office/Clinic	1,000 sq. ft.	85.95	$221	$18,995
Industrial Park	1,000 sq. ft.	8.32	$221	$1,839
Manufacturing	1,000 sq. ft.	9.65	$221	$2,133
General Light Industrial	1,000 sq. ft.	12.28	$221	$2,714
Warehousing	1,000 sq. ft.	4.31	$221	$953
Mini-Warehouse	1,000 sq. ft.	2.42	$221	$535
Nursing Home	1,000 sq. ft.	7.65	$221	$1,691
Elementary School (Private)	1,000 sq. ft.	22.96	$221	$5,074
Middle School (Private)	1,000 sq. ft.	23.71	$221	$5,240
High School (Private)	1,000 sq. ft.	18.60	$221	$4,111
University/Junior College	1,000 sq. ft.	53.56	$221	$11,837
Church	1,000 sq. ft.	12.21	$221	$2,698
Day Care	1,000 sq. ft.	35.28	$221	$7,797
Hospital	1,000 sq. ft.	24.58	$221	$5,432

Source: VMT per unit from Table 8; net cost per VMT from Table 14; net cost per unit is product of VMT per unit and net cost per VMT.

The updated transportation impact fees, after adding the administrative charge, are compared to the County's current maximum fees in Table 16.

Table 16. Change in Transportation Impact Fees

Land Use	Unit	Updated Max. Fee*	Current Max. Fee	Percent Change
Single-Family, Detached	Dwelling	$6,289	$5,973	5%
Multi-Family (1-2 stories)	Dwelling	$4,231	$3,862	10%
Multi-Family (3+ stories)	Dwelling	$3,143	$3,862	-19%
Mobile Home Park	Space	$2,607	$2,193	19%
Recreational Vehicle Park	Space	$2,607	$852	206%
Hotel/Motel	Room	$1,083	$2,151	-50%
General Retail/Comm./Shop. Ctr	1,000 sq. ft.	$7,509	$9,484	-21%
New/Used Auto Sales	1,000 sq. ft.	$11,144	$11,275	-1%
Tire Superstore	1,000 sq. ft.	$5,398	n/a	n/a
Supermarket	1,000 sq. ft.	$14,067	$13,195	7%
Home Improvement Superstore	1,000 sq. ft.	$5,299	$5,478	-3%
Pharmacy/Drug Store	1,000 sq. ft.	$6,795	$6,997	-3%
Furniture Store	1,000 sq. ft.	$2,255	$1,824	24%
Bank, Walk-In	1,000 sq. ft.	$7,606	$15,232	-50%
Bank, Drive-In	1,000 sq. ft.	$12,825	$20,006	-36%
Movie Theater	1,000 sq. ft.	$34,576	$22,942	51%
Quality Restaurant	1,000 sq. ft.	$22,969	$24,781	-7%
High-Turnover Restaurant	1,000 sq. ft.	$28,610	$29,655	-4%
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	$63,451	$66,486	-5%
Gasoline/Service Station	1,000 sq. ft.	$31,663	n/a	n/a
Conv. Market w/Gas Pumps	1,000 sq. ft.	$44,081	$34,813	27%
Super Conv. Market (10+Pumps)	1,000 sq. ft.	$46,166	$93,056	-50%
Self-Service Car Wash	Serv. Bay	$18,142	$7,162	153%
Marina	Berth	$1,439	$2,033	-29%
Golf Course	Hole	$18,219	$24,621	-26%
General Office	1,000 sq. ft.	$5,228	$6,046	-14%
Medical Office/Clinic	1,000 sq. ft.	$19,479	$12,556	55%
Industrial Park	1,000 sq. ft.	$1,886	n/a	n/a
Manufacturing	1,000 sq. ft.	$2,187	$2,072	6%
General Light Industrial	1,000 sq. ft.	$2,783	$3,795	-27%
Warehousing	1,000 sq. ft.	$977	$1,928	-49%
Mini-Warehouse	1,000 sq. ft.	$549	$696	-21%
Nursing Home	1,000 sq. ft.	$1,734	$1,950	-11%
Elementary School (Private)	1,000 sq. ft.	$5,203	n/a	n/a
Middle School (Private)	1,000 sq. ft.	$5,374	n/a	n/a
High School (Private)	1,000 sq. ft.	$4,216	n/a	n/a
University/Junior College	1,000 sq. ft.	$12,139	n/a	n/a
Church	1,000 sq. ft.	$2,767	$3,632	-24%
Day Care	1,000 sq. ft.	$7,996	$11,646	-31%
Hospital	1,000 sq. ft.	$5,571	$7,783	-28%

Source: Updated fees from Table 15 plus 2.55% administratitive charge; current maximum fees from Table 2 (include 2.46% administrative charge).

PARKS

Charlotte County provides a wide variety of parks and recreational facilities for the enjoyment of county residents and visitors. Park facilities include mini, neighborhood, community, regional and specialty parks. Mini-parks and neighborhood parks serve small areas, and are not included in the County's park impact fees. The County also provides environmental parks, but those types of parks are supported by a dedicated mill levy and have been excluded from the impact fee calculations. The City of Punta Gorda provides community parks for its residents. Consequently, new residential development in the City is exempted from the portion of the County park impact fee attributable to community parks.

Service Units

Disparate types of development must be translated into a common unit of measurement that reflects the impact of new development on the demand for park facilities. The service unit for parks is the "equivalent dwelling unit" or EDU, which represents the impact of a typical single-family detached dwelling. By definition, a typical single-family unit represents, on average, one EDU. Other types of units each represent a fraction of an EDU, based on their average household size compared to that of a single-family unit. The EDUs associated with other housing types are shown in Table 17.

In order to determine the existing level of service, it is necessary to estimate the total number of service units that are served by community and regional/specialty parks. As described in the Geographic Areas chapter, community parks serve the unincorporated area, and regional/specialty parks serve the entire county. Hotel/motel rooms are assessed for regional parks and are included in determining county-wide service units. The total EDUs are derived by multiplying the number of existing dwelling units of each housing type by the appropriate EDUs per unit, and summing the results for all housing types. Table 17 calculates the number of existing park service units (EDUs) in the county and the unincorporated area.

Table 17. Existing Park Service Units

Housing Type	Average HH Size	EDUs/ Unit	Existing Units	Total EDUs
Single-Family Detached	2.19	1.00	74,477	74,477
Multi-Family (1-2 stories)	1.72	0.79	22,669	17,909
Multi-Family (3+ stories)	1.59	0.73	*	*
Mobile Home	1.75	0.80	11,875	9,500
Hotel/Motel Room	1.54	0.70	1,812	1,268
Total, County-Wide			110,833	103,154
Single-Family Detached	2.19	1.00	66,260	66,260
Multi-Family (1-2 stories)	1.72	0.79	17,516	13,838
Multi-Family (3+ stories)	1.59	0.73	*	*
Mobile Home	1.75	0.80	11,021	8,817
Total, Unincorporated Area			94,797	88,915

* All multi-family included in 1-2 story category due to lack of data on stories.
Source: Average household size from Table 67 in Appendix B (hotel/motel from Table 72 in Appendix C); EDUs/unit is ratio of persons per household to single-family detached persons per household; existing units from Table 66, Appendix A.

Cost per Service Unit

This study bases the park impact fee on the existing level of service, and measures that level of service in terms of the ratio of the replacement value of existing facilities to existing residential development.

One of the major park cost components is land. Because the County has made few purchases of park land over the last several years, the value of park land is based on current market values for existing parks according to the Charlotte County Property Appraiser. Existing park land values are shown in Table 18.

Table 18. Existing Park Land and Land Value

Facility Name	Acres	Value	Facility Name	Acres	Value
Bissett Park	19.11	$64,000	Cape Haze Pioneer Trail	87.72	$92,940
Carmalita Park	56.00	$1,200,304	Centennial Fishing Pier	3.01	n/a
Deep Creek Park	6.09	$150,000	Charlotte Harbor Event Center	7.82	$6,917,680
Franz Ross Park	30.85	$4,188,076	Charlotte Sports Park	83.01	$3,497,084
G. C. Herring Park	19.32	$301,600	Chester Roberts Park	0.32	n/a
Harbour Heights Park	8.21	$648,000	Darst Park	0.56	n/a
Maracaibo Kidspace Park	11.56	$196,520	El Jobean Boat Ramp	1.25	n/a
McGuire Park	4.96	$84,320	El Jobean Fishing Pier	10.51	n/a
Rotonda Park	32.13	$75,515	Englewood Beach/Chadwick Park	12.67	$1,182,930
Tringali Park	10.17	$487,221	Hathaway Park	29.00	$233,947
Wm. Gaines Jr. Vet. Mem. Park	40.28	$205,428	Hickory Bluff Park	11.25	n/a
Subtotal, Community Parks	238.68	$7,600,984	Lemon Bay Sunrise Rotary Park	2.68	$1,232,000
Comm. Park % of Total Acres	25%		Live Oak Point Park	5.38	n/a
Ann & Chuck Dever Regional Park	60.00	$832,551	Ollie's Pond	41.18	n/a
Harold Avenue Park	41.30	$702,100	Placida Fishing Pier	0.88	n/a
North Charlotte Regional Park	152.07	$1,033,463	Placida Park	19.80	n/a
South County Regional Park	84.30	$3,680,820	Port Charlotte Beach Park	16.08	$10,403,085
Ainger Creek Park	1.98	n/a	Riverside Park	0.71	n/a
Allapatchee Shores Park	0.32	n/a	Spring Lake Park	6.05	$102,850
Anger Fishing Pier	0.14	n/a	St. Paul Linear Park	8.33	n/a
Audubon-Pennington Nature Park	11.11	n/a	The Learning Garden	1.54	n/a
Bayshore Live Oak Park	10.38	$1,599,185	Subtotal, Regional/Specialty Parks	728.23	$31,510,635
Boca Grande Fishing Pier N & S	10.00	n/a	Reg. Park % of Total Acres	75%	
Butterford Waterway Park	6.88	n/a	Total, All County Parks	966.91	$39,111,619

Source: Charlotte County Parks and Recreation, February 20, 2020; land values from Charlotte County Property Appraiser.

An inventory of standard recreational amenities provided in the County's community and regional/specialty parks is presented in Table 19 on the following page.

Table 19. Existing Park Amenity Inventory

	Baseball		Softball		Football		Soccer		Basketball		Tennis		Swim	Splsh	Play-	Picnic	Rest-	Trail
Name of the Facility	lit	unlit	lit	unlit	lit	unlit	lit	unlit	lit	unlit	lit	unlit	Pool	Pad	grnd	Pavil.	room	(ln. ft.)
Bissett Park	-	-	-	-	-	-	-	-	-	1	-	1	-	-	1	1	1	-
Carmalita Park	-	-	5	0	2	1	-	-	-	-	-	-	-	-	1	-	3	-
Deep Creek Park	-	-	-	-	-	-	-	-	-	1	-	2	-	-	2	-	1	-
Franz Ross Park	-	-	-	-	2	1	-	-	-	-	4	-	-	-	2	2	1	1,092
G. C. Herring Park	-	-	-	-	-	-	-	-	-	2		-	-	-	1	-	1	-
Harbour Heights Park	-	-	-	-	-	-	-	-	-	1	4	-	-	-	1	1	1	-
Maracaibo Kidspace Park	-	3	-	-	-	-	-	-	-	-	-	-	-	-	2	-	1	-
McGuire Park	-	-	-	-	-	-	-	-	-	1	-	-	-	1	1	2	1	-
Rotonda Park	-	-	-	-	-	-	-	-	-	-	-	2	-	-	2	1	1	2,061
Tringali Park	-	-	-	-	-	-	-	-	2	1	4	-	-	-	2	-	-	-
Wm. Gaines Jr. Vet. Mem. Park	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	1	1,426
Subtotal, Community Parks	0	3	5	0	4	2	0	0	2	7	12	7	0	1	15	7	12	4,579
Ainger Fishing Pier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ann & Chuck Dever Regional Park	-	-	-	-	-	3	-	-	2	-	2	2	1	1	2	1	1	3,734
Ainger Creek Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Allapatchee Shores Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Audubon-Pennington Nature Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,507
Bayshore Live Oak Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	2	1
Boca Grande Fishing Pier N & S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Butterford Waterway Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cape Haze Pioneer Trail	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	44,880
Centennial Fishing Pier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charlotte Harbor Event Center	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Charlotte Sports Park	-	6	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-
Chester Roberts Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Darst Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
El Jobean Boat Ramp	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
El Jobean Fishing Pier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Englewood Beach/Chadwick Park	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	5	1	-
Harold Avenue Park	4	-	3	-	-	-	-	-	2	-	4	-	-	-	2	-	1	-
Hathaway Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	3,627
Hickory Bluff Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lemon Bay Sunrise Rotary Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	1	-
Live Oak Point Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-
North Charlotte Regional Park	-	5	1	-	-	-	1	3	-	-	-	-	-	-	-	-	2	-
Ollie's Pond	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,474
Placida Fishing Pier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Placida Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Port Charlotte Beach Park	-	-	-	-	-	-	-	-	-	1	-	1	1	-	1	1	1	-
Riverside Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Paul Linear Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4,412
South County Regional Park	-	4	-	1	-	-	1	3	2	1	2	-	1	1	2	1	3	13,357
Spring Lake Park	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1,044
The Learning Garden	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,467
Subtotal, Regional/Specialty Parks	4	15	4	1	0	3	2	6	6	3	8	3	3	2	11	14	17	80,503
Total (County Owned)	4	18	9	1	4	5	2	6	8	10	20	10	3	3	26	21	29	85,082

Source: Charlotte County Parks and Recreation, February 20, 2020.

In addition to the standard types of amenities quantified in the previous table, the County's parks also include a number of other buildings and improvements. The replacement value of these non-standard improvements is estimated based on insured values, which are summarized in Table 20.

Table 20. Non-Standard Park Improvement Value

Building/Improvement Use	Address	Insured Value		
		Comm.	Reg/Spec.	All Parks
Maintenance Building (Old Training Center)*	2300 El Jobean Road	$74,558	$223,675	$298,233
Minor League Clubhouse - Building B	2300 El Jobean Road		$1,691,307	$1,691,307
Parks Admin. Bldg A (Old Major League Clubhse)*	2300 El Jobean Road	$432,456	$1,297,369	$1,729,825
Radio Tower - 235*	2300 El Jobean Road	$40,228	$120,683	$160,911
Tower Building #2*	2300 El Jobean Road	$587,612	$1,762,838	$2,350,450
Parks & Recreation Complex*	7000 Florida Street	$414,279	$1,242,837	$1,657,116
Harold Ave Recreation Center Gymnasium	23400 Harold Avenue		$2,200,000	$2,200,000
Recreation Center Building	23400 Harold Avenue		$2,402,091	$2,402,091
Girl Scout Building	21125 McGuire Ave	$119,889		$119,889
Pier with Light Poles Attached: Recycled Plastic	22959 Bayshore Road		$204,750	$204,750
Bath House	4500 Harbor Boulevard		$247,149	$247,149
Dock: Wood/Recycled Plastic with Lights	4500 Harbor Boulevard		$283,122	$283,122
Pier: Recycled Plastic	23157 Bayshore Road		$214,695	$214,695
Sea Walls	23157 Bayshore Road		$138,915	$138,915
Community Center Building	3460 N Access Road	$1,169,599		$1,169,599
Hockey Rink	3460 N Access Road	$434,079		$434,079
Recreation Center Building	3460 N Access Road	$2,695,568		$2,695,568
Recreation Center	6961 San Casa Drive		$5,857,151	$5,857,151
Gymnasium, Main Building	670 Cooper Street		$3,677,153	$3,677,153
Centennial Aquatic Center	1120 O'Donnell Blvd.		$6,424,225	$6,424,225
North Charlotte Regional Park Recreation Center	1120 O'Donnell Blvd.		$8,700,000	$8,700,000
Total, Non-Standard Improvements		$5,968,268	$36,687,960	$42,656,228

* allocated between community and regional based on share of total acres from Table 18.
Source: Charlotte County insured values, January 9, 2020.

The replacement cost of the County's recreational facilities and park amenities are based on current unit costs. Dividing the total replacement cost of existing park land and capital improvements by the number of existing service units yields the cost to maintain the existing overall park level of service of $368 per EDU for community parks and $1,038 per EDU for regional/specialty parks, as shown in Table 21 on the following page.

Table 21. Park Cost per Service Unit

Park Amenity	Unit	Existing Units Comm.	Existing Units Reg/Sp.	Unit Cost	Total Cost Community	Total Cost Reg./Spec.
Land	acre	238.68	728.23	n/a	$7,600,984	$31,510,635
Non-Standard Improvements	n/a	n/a	n/a	n/a	$5,968,268	$36,687,960
Baseball Field (lighted)	each	0	4	$1,005,000	$0	$4,020,000
Baseball Field (unlighted)	each	3	15	$733,000	$2,199,000	$10,995,000
Softball Field (lighted)	each	5	4	$532,000	$2,660,000	$2,128,000
Softball Field (unlighted)	each	0	1	$370,000	$0	$370,000
Football Field (lighted)	each	4	0	$709,000	$2,836,000	$0
Football Field (unlighted)	each	2	3	$569,000	$1,138,000	$1,707,000
Soccer Field (lighted)	each	0	2	$443,000	$0	$886,000
Soccer Field (unlighted)	each	0	6	$303,000	$0	$1,818,000
Basketball Court (lighted)	each	2	6	$106,000	$212,000	$636,000
Basketball Court (unlighted)	each	7	3	$65,000	$455,000	$195,000
Tennis Court (lighted)	each	12	8	$128,500	$1,542,000	$1,028,000
Tennis Court (unlighted)	each	7	3	$83,000	$581,000	$249,000
Playground	each	15	11	$207,000	$3,105,000	$2,277,000
Restrooms	each	12	17	$236,000	$2,832,000	$4,012,000
Splash Pad	each	1	2	$378,000	$378,000	$756,000
Swimming Pool	each	0	3	$1,123,000	$0	$3,369,000
Picnic Pavilion	each	7	14	$161,000	$1,127,000	$2,254,000
Trail (unpaved)	lin. ft.	4,579	80,503	$27	$123,633	$2,173,581
Total					$32,757,885	$107,072,176
÷ Existing Park Service Units (EDUs)					88,915	103,154
Park Cost per Service Unit					$368	$1,038

Source: Existing acres and land value from Table 18; non-standard improvement value from Table 20; existing park service units (EDUs) from Table 17; amenity units from Table 19; amenity unit costs from Charlotte County Community Services Department, February 28, 2020.

Net Cost per Service Unit

As described in the Legal Framework chapter, impact fees should be reduced to account for new development's contribution toward retiring outstanding debt for existing facilities that are included in the existing level of service on which the fees are based. The County does not have any outstanding debt on existing park facilities.

In addition, this study provides credits for anticipated future non-impact fee funding that will be used for capacity-expanding improvements to the County's community and regional parks. Estimates of future funding are based on historical expenditures for ad valorem revenue, grants, and other funding sources other than sales tax, which is addressed separately. Non-sales tax funding for capacity-expanding community and regional park improvements over the past 11 years is summarized in Table 22 on the following page. Assuming the continuation of this pattern of funding, new development over the long term (approximated as 25 years) will generate the present value equivalent of $18 per service unit for community park projects and $215 per service unit for regional park improvements.

Table 22. Park Non-Sales Tax Credit

Description	Non-Sales Tax Funding	Percent Capacity	Community Parks	Regional/ Spec. Parks
Carmalita Park Building Replacement	$604	50%	$302	$0
McGuire Park	$269,150	100%	$269,150	$0
San Domingo Park Dev	$281,389	100%	$281,389	$0
South Gulf Cove Park	$181,315	100%	$181,315	$0
Wm. R. Gaines Jr Veterans Memorial Park	$121,770	100%	$121,770	$0
Ainger Creek Boat Ramp	$184,270	100%	$0	$184,270
Bayshore Live Oak Park	$102,251	100%	$0	$102,251
Cape Haze Pioneer Trail	$393,374	100%	$0	$393,374
Charlotte Harbor Gateway	$3,231,515	100%	$0	$3,231,515
Charlotte Harbor Event & Conf Center	$168,781	75%	$0	$126,586
Charlotte Sports Park Buildings	$34,974	100%	$0	$34,974
Harbor Walk/Gateway Project 1A	$247,956	100%	$0	$247,956
Harbor Walk/Gateway Project 1B	$5,086,311	100%	$0	$5,086,311
Hathaway Park	$131,983	100%	$0	$131,983
North Charlotte Regional Park	$14,823	100%	$0	$14,823
Placida Fishing Pier/Placida Park	$31,921	75%	$0	$23,941
Port Charlotte Beach Floating Dock	$258,437	100%	$0	$258,437
Port Charlotte Beach Park	$254,205	100%	$0	$254,205
South County Regional Park Concession	$1,542,420	100%	$0	$1,542,420
South County Regional Park	$81,491	100%	$0	$81,491
Total Non-Sales Tax Funding, FY 2009-2019	$12,618,939		$853,926	$11,714,537
÷ Years of Funding			11	11
Annual Non-Sales Tax Funding			$77,630	$1,064,958
÷ Existing Service Units (EDUs)			88,915	103,154
Annual Non-Sales Tax Funding per Service Unit			$0.87	$10.32
x Present Value Factor (25 years)			20.84	20.84
Non-Sales Tax Credit per Service Unit			$18	$215

Source: Non-sales tax funding for FY 2009-2019 from Charlotte County Fiscal Services Division, December 10, 2019; capacity percentage from Charlotte County Parks and Recreation Division, July 24, 2020, existing service units from Table 17; net present value factor based on discount rate of 1.45%, which was the average national yield on AAA 20- and 30-year municipal bonds from fmsbonds.com on January 22, 2021.

The County's 1-percent local option sales tax was set to expire at the end of this year. A proposition to extend it for an additional six years was on the November 3, 2020 ballot and was approved by the voters. The Commission has approved a list of projects to be funded. The sum of all Tier 1 project costs roughly matches the $120 million in projected revenue over the six years. Two capacity-expanding community park projects totaling $4.25 million are included among the Tier 1 projects. A third sales tax project, the replacement of the Port Charlotte Beach Recreation Center, does not expand park capacity. New development will contribute the present value equivalent of $46 per service unit over the next six years, as shown in Table 23 on the following page. There is no sales tax credit for regional parks, because the planned list of projects does not include any capacity-expanding regional park improvements.

Table 23. Park Sales Tax Credit

Project	Community	Regional
GC Herring Park Renovation	$2,500,000	$0
Veterans Memorial Park Redevelopment	$1,750,000	$0
Total Park Capacity Sales Tax Funding	$4,250,000	$0
÷ Years of Funding Authorized	6	6
Annual Sales Tax Capacity Funding	$708,333	$0
÷ Existing Service Units (EDUs)	88,915	103,154
Annual Capacity Funding per Service Unit	$7.97	$0.00
x Present Value Factor (6 years)	5.71	5.71
Funding Credit per Service Unit	$46	$0

Source: Capacity-expanding Tier 1 sales tax projects adopted by Charlotte County Board of County Commissioners, April 14, 2020 (see Table 80 in Appendix G for complete list); existing service units from Table 17; net present value factor based on discount rate of 1.45%, which was the average national yield on AAA 20- and 30-year municipal bonds from fmsbonds.com on January 22, 2021.

The costs per service unit are reduced by the funding credits per service unit. The results are the net costs per service unit for community parks and regional parks shown in Table 24.

Table 24. Park Net Cost per Service Unit

	Community	Regional
Cost per Service Unit	$368	$1,038
– Non-Sales Tax Credit per Service Unit	-$18	-$215
– Sales Tax Credit per Service Unit	-$46	$0
Net Cost per Service Unit	$304	$823

Source: Cost per service unit from Table 21; non-sales tax credit from Table 22; sales tax credit from Table 23.

Updated Fees

The maximum park impact fees that can be adopted by the County based on this study are derived by multiplying the service units (EDUs) associated with each dwelling unit type by the net cost per EDU. The net cost per EDU is multiplied by the EDUs per unit separately for community and regional/specialty parks. The sums of the two components in the bottom part of Table 25 are the maximum park fees. Note that these maximum fees do not include the administrative charge.

Table 25. Updated Park Impact Fees

Housing Type	Unit	EDUs/ Unit	Net Cost/ EDU	Net Cost/ Unit
Community Parks				
Single-Family, Detached	Dwelling	1.00	$304	$304
Multi-Family (1-2 stories)	Dwelling	0.79	$304	$240
Multi-Family (3+ stories)	Dwelling	0.73	$304	$222
Mobile Home Park	Space	0.80	$304	$243
Regional/Specialty Parks				
Single-Family, Detached	Dwelling	1.00	$823	$823
Multi-Family (1-2 stories)	Dwelling	0.79	$823	$650
Multi-Family (3+ stories)	Dwelling	0.73	$823	$601
Mobile Home Park	Space	0.80	$823	$658
Hotel/Motel	Room	0.70	$823	$576
Total Parks				
Single-Family, Detached	Dwelling			$1,127
Multi-Family (1-2 stories)	Dwelling			$890
Multi-Family (3+ stories)	Dwelling			$823
Mobile Home Park	Space			$901
Hotel/Motel	Room			$576

Source: EDUs per unit from Table 17; net cost per EDU from Table 24.

The updated fees, after adding the administrative charge, are compared with current maximum fees in Table 26.

Table 26. Change in Park Impact Fees

Housing Type	Unit	Updated Max. Fees*	Current Max. Fees	Percent Change
Single-Family, Detached	Dwelling	$1,156	$776	49%
Multi-Family (1-2 stories)	Dwelling	$913	$411	122%
Multi-Family (3+ stories)	Dwelling	$844	$411	105%
Mobile Home Park	Space	$924	$418	121%
Hotel/Motel	Room	$591	$263	125%

* including administrative charge

Source: Updated fees from Table 25 plus 2.55% administrative charge; current maximum fees from Table 2.

LIBRARY

This chapter of the report calculates updated library impact fees based on the most recent available data and the current level of service. Charlotte County provides public libraries for all county residents. The library impact fees are based on the entire population of the county, including residents in Punta Gorda as well as in the unincorporated area. The individual libraries are connected by inter-library loans and other resource sharing programs. A single county-wide service area is appropriate for the library system because each library has access to the entire library collection.

Service Units

Since library facilities are generally used by residents rather than businesses or other nonresidential land uses, the library impact fees are only charged to residential land uses and the service units are based on residential units. As with the park impact fees, the library service unit used in this study is the "equivalent dwelling unit" or EDU, which represents the impact of a typical single-family detached dwelling. A typical single-family unit represents, on average, one EDU. Other types of residential units each represent a fraction of an EDU, based on their relative household sizes. The library EDU multipliers by housing type and the total number of existing library EDUs are calculated in Table 27.

Table 27. Existing Library Service Units

Housing Type	Average HH Size	EDUs/ Unit	Existing Units	Total EDUs
Single-Family Detached	2.19	1.00	74,477	74,477
Multi-Family (1-2 stories)	1.72	0.79	22,669	17,909
Multi-Family (3+ stories)	1.59	0.73	*	*
Mobile Home	1.75	0.80	11,875	9,500
Total, County-Wide			109,021	101,886

* All multi-family included in 1-2 story category due to lack of data on stories.
Source: Average household size from Table 67 in Appendix B; EDUs/unit is ratio of persons per household to single-family detached persons per household; existing units from Table 66 in Appendix A.

Cost per Service Unit

The library impact fee is based on the existing county-wide level of service. The replacement value of Charlotte County's existing library buildings, land, collection materials and equipment are utilized to determine the cost per service unit. The replacement value of existing buildings is based on the $305 per square foot cost to construct the new Punta Gorda branch in 2019, shown in Table 28.

Table 28. Library Cost per Square Foot

Construction Cost of New Punta Gorda Library	$6,169,072
Building Square Feet	20,218
Construction Cost per Square Foot	$305

Source: Charlotte County Facilities Construction and Maintenance Division, July 14, 2020.

Land costs are based on the value of the new library site. According to the Property Appraiser, the market value of the land is $93,254 per acre. The existing library sites are valued at $90,000 per acre for this analysis. The existing land and building replacement values are summarized in Table 29.

Table 29. Existing Library Buildings and Land

Library	Address	Acres	Bldg. Sq. Ft.	Land Value	Building Value
Englewood Library	3460 N Access Rd	(1)	16,750	n/a	$5,108,750
Mid County Regional Library	2050 Forrest Nelson Blvd	5.16	45,888	$464,400	$13,995,840
Port Charlotte Library	2280 Aaron St	(2)	12,556	n/a	$3,829,580
Punta Gorda Library	401 Shreve St	1.23	20,218	$110,700	$6,166,490
Total		6.39	95,412	$575,100	$29,100,660

Notes: (1) included in Tringali Park; (2) located in cultural center
Source: Acres and square feet from Charlotte County Fiscal Services Division, December 5, 2019; land values based on $90,000 per acre, which is rounded down from estimated current value of new Punta Gorda library site from Real Estate Services, December 10, 2020; building values based on cost per square foot from Table 28.

The replacement values of existing library collection materials and equipment are summarized in Table 30.

Table 30. Existing Library Collection Materials and Equipment

Type	Units	$/Unit	Total Cost	Type	Units	$/Unit	Total Cost
Fiction Books	61,829	$21.60	$1,335,506	HP Pavillions YS	6	$1,800	$10,800
Non-Fiction Books	54,083	$25.10	$1,357,483	AWE Learning	4	$1,800	$7,200
Large Print Books	15,415	$30.25	$466,304	Mid-County Mtng Rm AV	1	$5,500	$5,500
Youth/Young Adult Books	58,931	$16.44	$968,826	LCD Projectors	5	$500	$2,500
DVD/Blu-Ray	40,054	$24.04	$962,898	New PG Mtng Room AV	1	$20,000	$20,000
Other Audio/Visual	20,635	$36.02	$743,273	Digital Signage Monitors	4	$1,000	$4,000
Ebooks	15,927	$34.60	$551,074	Nomad 883 w/Computer	1	$3,000	$3,000
Hoopla	13,327	$1.85	$24,655	86" Interactive Touch Scr	1	$8,000	$8,000
Electronic Resources	12	$5,695	$68,340	3D Printer w/Computer	4	$2,500	$10,000
Total, Collection Materials			$6,478,359	Epson Receipt Printers	32	$280	$8,960
				Monitors/Gaming Screen	6	$400	$2,400
Staff Computers	71	$1,200	$85,200	HP LaserJet Printers	2	$400	$800
Public Computers	107	$1,000	$107,000	PC Visio 50" w/PA Systen	1	$800	$800
Monitors	178	$250	$44,500	ENG 55" Monitor	1	$500	$500
Public Laptops	15	$1,000	$15,000	HP Laserjet Pro 300 (PC)	1	$400	$400
RFID Equip. Gates	1	$299,485	$299,485	HP Laserjet M602	1	$600	$600
RFID Equip. Smart Shelves	1	$28,500	$28,500	Microsoft Surface Pro	1	$1,000	$1,000
RFID Self Check Kiosk	1	$8,000	$8,000	Total, Library Equipment			$674,145

Source: Charlotte County Library Division, December 5, 2019.

The capital cost per service unit is calculated by dividing the total replacement cost of existing capital facilities by the number of county-wide service units (equivalent dwelling units or EDUs). The library cost per service unit is $361 per EDU, as shown in Table 31.

Table 31. Library Cost per Service Unit

Buildings	$29,100,660
Land	$575,100
Collection Materials	$6,478,359
Equipment	$674,145
Total	$36,828,264
÷ Existing Service Units (EDUs)	101,886
Library Cost per EDU	$361

Source: Replacement costs for building and land from Table 29 and for collection materials and equipment from Table 30; existing EDUs from Table 27.

Net Cost per Service Unit

As described in the Legal Framework chapter, impact fees should be reduced to account for new development's contribution toward retiring outstanding debt for existing facilities that are included in the existing level of service on which the fees are based. The County does not have any outstanding debt related to existing library facilities.

In addition, this study provides credits for anticipated future non-impact fee funding that will be used for capacity-expanding improvements to the County's library system. Estimates of future funding are based on historical expenditures. Non-impact fee funding for capacity-expanding library improvements over the past 11 years are summarized in Table 32. The table highlights non-sales tax funding, because no library improvements have been included among the Tier 1 projects for the reauthorization. In the absence of any planned sales tax funding, no library sales tax credit is provided in this update. Non-impact fee, non-sales tax capacity expenditures have averaged $157,000 annually for library projects. Assuming this level of non-impact fee funding is retained, new residential development will generate the present value equivalent of $32 per service unit over the next 25 years.

Table 32. Library Non-Impact Fee Funding Credit

Description	Ad Valorem	Sales Tax	Grants/ Other	Total	Without Sales Tax
Englewood Library Expansion	$1,397,423			$1,397,423	$1,397,423
South County Library and Archive		$6,904,230	$325,000	$7,229,230	$325,000
Library Non-Impact Fee Capacity Funding	$1,397,423	$6,904,230	$325,000	$8,626,653	$1,722,423
÷ Years of Funding, FY 2009-2019					11
Annual Non-Sales Tax Funding					$156,584
÷ Existing Service Units (EDUs)					101,886
Annual Capacity Funding per Service Unit					$1.54
x Present Value Factor (25 years)					20.84
Funding Credit per Service Unit					$32

Source: Funding by source for FY 2009-2019 from Charlotte County Fiscal Services Division, December 10, 2019; existing service units from Table 27; net present value factor based on discount rate of 1.45%, which was the average national yield on AAA 20- and 30-year municipal bonds from fmsbonds.com on January 22, 2021.

Reducing the cost per service unit by the funding credit per service unit yields the net cost per service unit. The result is a library net cost of $329 per service unit, as shown in Table 33.

Table 33. Library Net Cost per Service Unit

Cost per Service Unit	$361
– Funding Credit per Service Unit	-$32
Net Cost per Service Unit	$329

Source: Cost from Table 31; credit from Table 32.

Updated Fees

The maximum fees that can be adopted by the County based on this study are derived by multiplying the service units (EDUs) associated with each dwelling unit type by the net library cost per EDU, as shown in Table 34. Note that these maximum fees do not include the administrative charge.

Table 34. Updated Library Impact Fees

Housing Type	Unit	EDUs/ Unit	Net Cost/ EDU	Net Cost/ Unit
Single-Family, Detached	Dwelling	1.00	$329	$329
Multi-Family (1-2 stories)	Dwelling	0.79	$329	$260
Multi-Family (3+ stories)	Dwelling	0.73	$329	$240
Mobile Home Park	Space	0.80	$329	$263

Source: EDUs per unit from Table 27; net cost from Table 33.

The updated fees, after adding the administrative charge, are compared with current maximum fees in Table 35.

Table 35. Change in Library Impact Fees

Housing Type	Unit	Updated Fees*	Current Max. Fees	Change from Current
Single-Family, Detached	Dwelling	$337	$159	112%
Multi-Family (1-2 stories)	Dwelling	$267	$84	218%
Multi-Family (3+ stories)	Dwelling	$246	$84	193%
Mobile Home Park	Space	$270	$87	210%

* including administrative charge

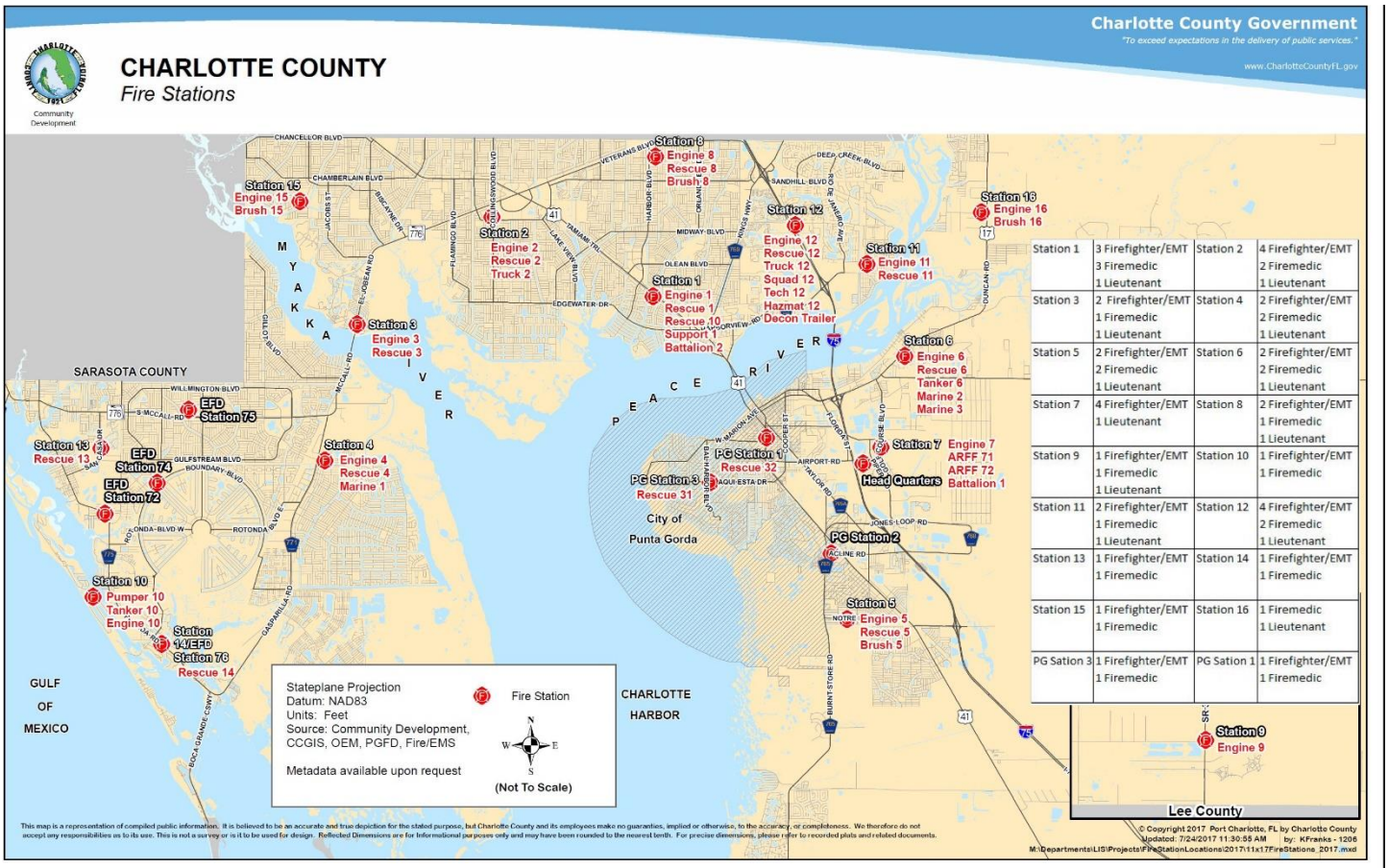
Source: Updated fees from Table 34 plus 2.55% administrative charge; current maximum fees from Table 2.

FIRE/EMS

The County's fire/EMS impact fee funds the construction of fire stations and related capital equipment to accommodate new development. This chapter updates the fire/EMS fees based on the net cost to maintain the existing level of service.

The Charlotte County Fire/EMS Division is responsible for providing fire protection, first response and rescue service to the unincorporated area outside of the Englewood Area Fire Control District. The Fire/EMS Division is also responsible for emergency medical service (EMS) response and transport throughout the county. Many of the stations are jointly staffed. The existing fire and EMS station locations are shown in Figure 8.

Figure 8. Existing Fire/EMS Stations



Due to the integrated nature of fire rescue and emergency response systems, unified service areas are appropriate. As discussed in the Service Areas chapter, the fire rescue service area is the unincorporated area outside of the Englewood fire district, while the EMS service area is the entire county. These two components of the fee are calculated separately based on the existing levels of service provided for each component's service area.

Service Units

In impact fee analysis, disparate types of development must be translated into a common unit of measurement that reflects the impact of new development on the demand for new facilities. This unit of measurement is called a "service unit." This study utilizes "functional population" as the basis for measuring the demand for fire/EMS services.

Functional population represents the number of full-time equivalent people at a land use, based on the observation that demand for public safety facilities tends to be proportional to the number of people present at the site of a land use. The functional population per unit for each land use type are calculated in Appendix C. The total existing functional populations represented by existing development in the two component service areas are estimated in Table 36.

Table 36. Existing Fire/EMS Service Units by Service Area

Land Use	Unit	Existing Units by Service Area		Func. Pop./ Unit	Total Func. Pop. by Service Area	
		Fire	EMS		Fire	EMS
Single-Family Detached	Dwelling	52,896	74,477	1.17	61,888	87,138
Multi-Family (1-2 stories)	Dwelling	13,411	22,669	0.72	9,656	16,322
Multi-Family (3+ stories)	Dwelling	*	*	0.66	*	*
Mobile Home	Dwelling	8,330	11,875	0.69	5,748	8,194
Hotel/Motel	Room	977	1,812	0.74	723	1,341
Retail/Commercial	1,000 sq. ft.	6,556	9,241	1.82	11,932	16,819
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	75	93	4.48	336	417
Convenience Market w/Gas	1,000 sq. ft.	369	451	5.43	2,004	2,449
Office	1,000 sq. ft.	2,623	3,954	0.87	2,282	3,440
Industrial	1,000 sq. ft.	590	733	0.26	153	191
Warehouse	1,000 sq. ft.	3,029	3,802	0.19	576	722
Mini Warehouse	1,000 sq. ft.	913	1,352	0.06	55	81
Public/Institutional	1,000 sq. ft.	8,178	10,758	0.41	3,353	4,411
Total Functional Population					98,706	141,525

* All multi-family units included in 1-2 story category due to lack of data on number of stories.
Source: Existing units for fire rescue (unincorporated area less Englewood fire district) and EMS (county-wide) from Table 66 in Appendix A; functional population multipliers by land use from Table 74 in Appendix C.

Cost per Service Unit

The impact fee cost per service unit is based on the existing level of service. The value of the existing level of service is determined by the existing facilities and equipment and their replacement costs based on the most recent and localized data available. The inventory of existing fire stations, building square feet, acres of land, and the share of square feet and acres attributable to fire rescue and EMS are shown in Table 37 on the following page. The allocation is based on a 75%/25% split between fire rescue and EMS, respectively, for shared facilities.

Table 37. Existing Fire/EMS Facilities

Facility	Address	Year	Square Feet of Building			Acres of Land		
			Fire	EMS	Total	Fire	EMS	Total
Station #1	3625 Tamiami Trail	2006	6,328	2,109	8,437	0.47	0.15	0.62
Station #2	1493 Collingswood Blvd	1985	4,601	1,534	6,135	0.79	0.26	1.05
Station #3	4322 El Jobean Rd	1978	3,607	1,202	4,809	0.29	0.10	0.39
Station #4	13600 Marathon Blvd	1987	2,854	951	3,805	0.75	0.25	1.00
Station #5	26287 Notre Dame Blvd	1974	4,141	1,380	5,521	0.54	0.18	0.72
Station #6	27589 Disston Ave	1982	4,050	1,350	5,400	0.55	0.18	0.73
Station #7	27137 Mooney Ave	2007	5,162	1,720	6,882	*	*	*
Station #8	21500 Clinton Ave	2006	4,830	1,610	6,440	4.74	1.58	6.32
Station #9	12900 SR 31	1986	2,976	0	2,976	1.00	0.00	1.00
Station #10	101 Gasparilla Way	1991	3,220	0	3,220	1.00	0.00	1.00
Station #11	27055 Rushmore Ave	2008	3,829	1,276	5,105	0.23	0.08	0.31
Station #12	2001 Luther Rd	1998	7,224	2,408	9,632	2.10	0.70	2.80
Station #13	6868 San Casa Rd	2004	0	4,078	4,078	0.00	0.00	0.00
Station #14	9495 Placida Rd	2004	0	4,013	4,013	0.00	1.23	1.23
Station #15	13190 Eisenhower Dr	2007	6,449	0	6,449	1.00	0.00	1.00
Station #16	29400 Palm Shores Blvd	2007	6,533	0	6,533	2.00	0.00	2.00
Vehicle Maint.	26581 Airport Road	2007	16,500	5,500	22,000	*	*	*
Total			82,304	29,131	111,435	15.46	4.71	20.17

* land leased from Airport Authority

Source: Charlotte County Fiscal Services and Fire/EMS Divisions, January 13, 2020.

Many of the fire/EMS facilities are pre-engineered metal buildings. The County has not built any new fire/EMS stations since 2008, so recent local cost data for these kinds of structures are not available. In any event, the County is planning to replace some of these stations in the near future with storm-hardened masonry construction that would ensure that they continue to function during severe weather events. In addition to replacing structures that have exceeded their useful life, these upgrades will also enhance the system's capacity to provide service, and should be partially eligible for impact fee funding.

In this context, a reasonable basis for replacement value of existing buildings is current insured values. Although insured values typically underestimate the cost of new construction, they provide a way to quantify the value added by such upgrades. The current insured values of existing fire/EMS facilities are summarized in Table 38 on the following page. The insured values are allocated between fire rescue and EMS using the 75%/25% split for shared facilities.

Table 38. Fire/EMS Building Value

Facility	Year	Total Sq. Feet	Total Insured Value	Value/ Sq. Ft.	Fire Insured Value	EMS Insured Value
Station #1	2006	8,437	$1,163,988	$138	$872,991	$290,997
Station #2	1985	6,135	$1,029,042	$168	$771,782	$257,260
Station #3	1978	4,809	$622,287	$129	$466,715	$155,572
Station #4	1987	3,805	$579,069	$152	$434,302	$144,767
Station #5	1974	5,521	$821,934	$149	$616,451	$205,483
Station #6	1982	5,400	$747,495	$138	$560,621	$186,874
Station #7	2007	6,882	$1,198,647	$174	$898,985	$299,662
Station #8	2006	6,440	$1,035,549	$161	$776,662	$258,887
Station #9	1986	2,976	$676,458	$227	$676,458	$0
Station #10	1991	3,220	$457,011	$142	$457,011	$0
Station #11	2008	5,105	$862,335	$169	$646,751	$215,584
Station #12	1998	9,632	$1,757,250	$182	$1,317,938	$439,312
Station #13	2004	4,078	$684,018	$168	$0	$684,018
Station #14	2004	4,013	$686,232	$171	$0	$686,232
Station #15	2007	6,449	$1,108,269	$172	$1,108,269	$0
Station #16	2007	6,533	$1,166,040	$178	$1,166,040	$0
Vehicle Maint.	2007	22,000	$4,015,602	$183	$3,011,702	$1,003,900
Total		111,435	$18,611,226	$167	$13,782,678	$4,828,548

Source: Charlotte County Fiscal Services and Fire/EMS Divisions, January 13, 2020.

The current fire rescue vehicle inventory was utilized to determine the total number of vehicles by type. The unit costs reflect current pricing for fully-equipped vehicles. The replacement costs of fire rescue and EMS apparatus and vehicles are shown in Table 39 on the following page.

Table 39. Fire/EMS Vehicle Replacement Costs

Description	Units	Cost/Unit	Total Cost
Fire Vehicles			
Staff Vehicle	21	$35,000	$735,000
Truck, Tanker	2	$500,000	$1,000,000
Truck, Air (Water Tanker)	1	$400,000	$400,000
Truck, Pumper	21	$675,000	$14,175,000
Truck, Aerial Platform	1	$1,000,000	$1,000,000
All Terrain Vehicle	1	$40,000	$40,000
Club Car	1	$15,000	$15,000
Boat (Marine 1)	1	$500,000	$500,000
Boat (Marine 2 & 3)	2	$250,000	$500,000
Boat, Inflatable	1	$6,000	$6,000
Boat, Jon	1	$2,500	$2,500
Boat, Motor	6	$15,000	$90,000
Truck, Hazmat	1	$900,000	$900,000
Truck, Hazmat	1	$400,000	$400,000
Truck, Ladder	1	$900,000	$900,000
Trailer, Boat	2	$14,000	$28,000
Trailer, Utility	3	$6,000	$18,000
Trailer, Trauma	1	$6,000	$6,000
Trailer	2	$6,000	$12,000
Truck, Brush	4	$400,000	$1,600,000
Total, Fire Vehicles	74		$22,327,500
EMS Vehicles			
Ambulance	21	$300,000	$6,300,000
EMS Staff Vehicle	8	$35,000	$280,000
Total, EMS Vehicles	29		$6,580,000

Source: Charlotte County Fire/EMS Division, January 13, 2020.

The cost per service unit based on the existing level of service is determined by dividing the total replacement cost of existing fire/EMS stations, land, vehicles, and equipment by the existing fire and EMS service units (functional population) in their respective service areas. As shown in Table 40, the cost per service unit to maintain the existing level of service is $410 for fire rescue and $90 for EMS.

Table 40. Fire/EMS Cost per Service Unit

	Fire	EMS
Acres of Land	15.46	4.71
x Cost per Acre	$31,846	$31,846
Land Cost	$492,338	$149,994
Building Replacement Cost	$13,782,678	$4,828,548
Vehicle Replacement Cost	$22,327,500	$6,580,000
Equipment Replacement Cost	$3,830,268	$1,148,542
Total Cost	$40,432,784	$12,707,084
÷ Existing Functional Population	98,706	141,525
Cost per Functional Population	$410	$90

Source: Acres from Table 37; cost per acre is average land value for community parks derived from Table 18; building cost from Table 38; vehicle cost from Table 39; equipment cost from Table 76 and Table 77 in Appendix E; total existing service units from Table 36.

Net Cost per Service Unit

As described in the Legal Framework chapter, impact fees should be reduced to account for new development's contribution toward retiring outstanding debt for existing facilities that are included in the existing level of service on which the fees are based. The County does not have any outstanding debt related to fire rescue facilities, land or equipment.

A revenue credit is provided for anticipated future expenditure of non-impact fee funds on capacity-expanding improvements. The County's historical expenditures on fire/EMS projects from sources other than sales tax (primarily ad valorem and grants) over the past 11 years are summarized in Table 41. Assuming this pattern of funding is maintained over the long term, new development will contribute the present value equivalents for fire rescue and EMS calculated in the table below.

Table 41. Fire/EMS Non-Sales Tax Credit

Description	Total Non-Sales Tax	Fire Share	EMS Share
Fire Training Facility	$42,967	$42,967	$0
Fire Station 10 (Larger Footprint)	$145,532	$145,532	$0
Ambulance Rescue Unit	$408,431	$0	$408,431
Airport Fire Fighter Training	$1,524,678	$1,524,678	$0
Station 5 Replacement (Larger Footprint)	$1,539	$1,154	$385
Fire/EMS Non-Sales Tax Capacity Funding	$2,123,147	$1,714,331	$408,816
÷ Years of Funding, FY 2009-2019	11	11	11
Annual Non-Sales Tax Capacity Funding	$193,013	$155,848	$37,165
÷ Existing Service Units (Func. Pop.)		98,706	141,525
Annual Capacity Funding per Service Unit		$1.58	$0.26
x Present Value Factor (25 years)		20.84	20.84
Non-Sales Tax Credit per Service Unit		$33	$5

Source: Non-sales tax funding in FY 2009-2019 from Charlotte County Fiscal Services Division, December 10, 2019; existing service units from Table 36; net present value factor based on discount rate of 1.45%, which was the average national yield on AAA 20- and 30-year municipal bonds from fmsbonds.com on January 22, 2021.

The County's 1-percent local option sales tax was set to expire at the end of this year. A proposition to extend it for an additional six years was on the November 3, 2020 ballot and was approved by the voters. The Commission has approved a list of projects to be funded. The sum of all Tier 1 project costs roughly matches the $120 million in projected revenue over the six years. Four capacity-expanding fire/EMS projects totaling almost $20 million are included among the Tier 1 projects. Over the next six years, new development will contribute the present value equivalents of sales tax revenue for capacity-expanding fire rescue and EMS improvements shown in Table 42.

Table 42. Fire/EMS Sales Tax Credit

Project	Sales Tax Funding	% Cap.	Capacity Funding	Fire Share	EMS Share
New Fire Station #17	$5,500,000	100%	$5,500,000	$4,125,000	$1,375,000
Airport Rescue Firefighting Training Prop	$5,000,000	100%	$5,000,000	$5,000,000	$0
Fire Station #6 Upgrade, Metal to Perm Bldg	$4,500,000	83%	$3,753,000	$2,814,750	$938,250
Fire Station #3 Upgrade, Metal to Perm Bldg	$4,500,000	73%	$3,303,000	$2,477,250	$825,750
Total Fire/EMS Funding	$19,500,000		$17,556,000	$14,417,000	$3,139,000
÷ Years of Funding Authorized				6	6
Annual Sales Tax Capacity Funding				$2,402,833	$523,167
÷ Existing Service Units (Func. Pop.)				98,706	141,525
Annual Capacity Funding per Service Unit				$24.34	$3.70
x Present Value Factor (6 years)				5.71	5.71
Sales Tax Credit per Service Unit				$139	$21

Source: Sales tax funding from Table 80 in Appendix G; capacity percentages for station upgrades are based on the differences between current insured values from Table 38 and estimated project cost; existing service units from Table 36; net present value factor based on discount rate of 1.45%, which was the average national yield on AAA 20- and 30-year municipal bonds from fmsbonds.com on January 22, 2021.

The net cost per service unit is calculated by reducing the cost per service unit by the fire rescue funding credit per service unit. The updated net costs per service unit for the fire rescue and EMS components are shown in Table 43.

Table 43. Fire/EMS Net Cost per Service Unit

	Fire	EMS
Cost per Service Unit	$410	$90
– Non-Sales Tax Credit per Service Unit	-$33	-$5
– Sales Tax Credit per Service Unit	-$139	-$21
Net Cost per Service Unit	$238	$64

Source: Cost from Table 40; non-sales tax credit from Table 41; sales tax credit from Table 42.

Updated Fees

The maximum fire/EMS fees that can be adopted by the County based on this study are derived by multiplying the service units associated with each land use type by the net cost per service unit. This is done separately for the fire rescue and EMS components, which are added to determine the fire/EMS fees for each land use, as shown in Table 44.

Table 44. Updated Fire/EMS Impact Fees

Land Use Type	Unit	Func. Pop./ Unit	Net Cost/ Func. Pop.		Net Cost/Unit		
			Fire	EMS	Fire	EMS	Total
Single-Family Detached	Dwelling	1.17	$238	$64	$278	$75	$353
Multi-Family (1-2 stories)	Dwelling	0.72	$238	$64	$171	$46	$217
Multi-Family (3+ stories)	Dwelling	0.66	$238	$64	$157	$42	$199
Mobile Home/RV Park	Space	0.69	$238	$64	$164	$44	$208
Hotel/Motel	Room	0.74	$238	$64	$176	$47	$223
General Retail/Comm./Shop. Ctr	1,000 sq. ft.	1.82	$238	$64	$433	$116	$549
New/Used Auto Sales	1,000 sq. ft.	1.33	$238	$64	$317	$85	$402
Tire Superstore	1,000 sq. ft.	1.39	$238	$64	$331	$89	$420
Supermarket	1,000 sq. ft.	2.48	$238	$64	$590	$159	$749
Home Improvement Superstore	1,000 sq. ft.	1.53	$238	$64	$364	$98	$462
Pharmacy/Drug Store	1,000 sq. ft.	3.91	$238	$64	$931	$250	$1,181
Furniture Store	1,000 sq. ft.	0.47	$238	$64	$112	$30	$142
Bank, Walk-In	1,000 sq. ft.	1.49	$238	$64	$355	$95	$450
Bank, Drive-In	1,000 sq. ft.	1.31	$238	$64	$312	$84	$396
Movie Theater	1,000 sq. ft.	7.53	$238	$64	$1,792	$482	$2,274
Quality Restaurant	1,000 sq. ft.	3.99	$238	$64	$950	$255	$1,205
High-Turnover Restaurant	1,000 sq. ft.	4.02	$238	$64	$957	$257	$1,214
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	4.48	$238	$64	$1,066	$287	$1,353
Gasoline/Service Station	1,000 sq. ft.	8.68	$238	$64	$2,066	$556	$2,622
Conv. Market w/Gas Pumps	1,000 sq. ft.	5.43	$238	$64	$1,292	$348	$1,640
Super Conv. Market (10+Pumps)	1,000 sq. ft.	7.18	$238	$64	$1,709	$460	$2,169
Self-Service Car Wash	Serv. Bay	2.23	$238	$64	$531	$143	$674
Marina	Berth	0.24	$238	$64	$57	$15	$72
Golf Course	Hole	2.95	$238	$64	$702	$189	$891
General Office	1,000 sq. ft.	0.87	$238	$64	$207	$56	$263
Medical Office/Clinic	1,000 sq. ft.	1.96	$238	$64	$466	$125	$591
Industrial Park	1,000 sq. ft.	0.26	$238	$64	$62	$17	$79
Manufacturing	1,000 sq. ft.	0.27	$238	$64	$64	$17	$81
General Light Industrial	1,000 sq. ft.	0.30	$238	$64	$71	$19	$90
Warehousing	1,000 sq. ft.	0.19	$238	$64	$45	$12	$57
Mini-Warehouse	1,000 sq. ft.	0.06	$238	$64	$14	$4	$18
Nursing Home	1,000 sq. ft.	0.41	$238	$64	$98	$26	$124
Elementary School (Private)	1,000 sq. ft.	1.35	$238	$64	$321	$86	$407
Middle School (Private)	1,000 sq. ft.	1.38	$238	$64	$328	$88	$416
High School (Private)	1,000 sq. ft.	1.04	$238	$64	$248	$67	$315
University/Junior College	1,000 sq. ft.	1.39	$238	$64	$331	$89	$420
Church	1,000 sq. ft.	0.51	$238	$64	$121	$33	$154
Day Care	1,000 sq. ft.	2.92	$238	$64	$695	$187	$882
Hospital	1,000 sq. ft.	0.98	$238	$64	$233	$63	$296

Source: Functional population per unit from Table 74 in Appendix C; net cost per EDU from Table 43.

The updated fees, after adding the administrative charge, are compared with current maximum fees in Table 45. The updated fees are lower than current fees primarily because of significantly higher sales tax credits.

Table 45. Change in Fire/EMS Impact Fees

Land Use Type	Unit	Updated Max. Fee*	Current Max. Fee	Percent Change
Single-Family, Detached	Dwelling	$362	$564	-36%
Multi-Family (1-2 stories)	Dwelling	$223	$300	-26%
Multi-Family (3+ stories)	Dwelling	$204	$300	-32%
Mobile Home Park	Space	$213	$308	-31%
Recreational Vehicle Park	Space	$213	$188	13%
Hotel/Motel	Room	$229	$192	19%
General Retail/Comm./Shop. Ct	1,000 sq. ft.	$563	$797	-29%
New/Used Auto Sales	1,000 sq. ft.	$412	$552	-25%
Tire Superstore	1,000 sq. ft.	$431	n/a	n/a
Supermarket	1,000 sq. ft.	$768	$770	0%
Home Improvement Superstor	1,000 sq. ft.	$474	$680	-30%
Pharmacy/Drug Store	1,000 sq. ft.	$1,211	$736	65%
Furniture Store	1,000 sq. ft.	$146	$86	70%
Bank, Walk-In	1,000 sq. ft.	$461	$838	-45%
Bank, Drive-In	1,000 sq. ft.	$406	$857	-53%
Movie Theater	1,000 sq. ft.	$2,332	$2,247	4%
Quality Restaurant	1,000 sq. ft.	$1,236	$2,562	-52%
High-Turnover Restaurant	1,000 sq. ft.	$1,245	$2,547	-51%
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	$1,388	$3,344	-58%
Gasoline/Service Station	1,000 sq. ft.	$2,689	n/a	n/a
Conv. Market w/Gas Pumps	1,000 sq. ft.	$1,682	$2,190	-23%
Super Conv. Market (10+Pump	1,000 sq. ft.	$2,224	$2,686	-17%
Self-Service Car Wash	Serv. Bay	$691	$327	111%
Marina	Berth	$74	$71	4%
Golf Course	Hole	$914	$406	125%
General Office	1,000 sq. ft.	$270	$379	-29%
Medical Office/Clinic	1,000 sq. ft.	$606	$654	-7%
Industrial Park	1,000 sq. ft.	$81	n/a	n/a
Manufacturing	1,000 sq. ft.	$83	$188	-56%
General Light Industrial	1,000 sq. ft.	$92	$259	-64%
Warehousing	1,000 sq. ft.	$58	$105	-45%
Mini-Warehouse	1,000 sq. ft.	$18	$23	-22%
Nursing Home	1,000 sq. ft.	$127	$646	-80%
Elementary School (Private)	1,000 sq. ft.	$417	n/a	n/a
Middle School (Private)	1,000 sq. ft.	$427	n/a	n/a
High School (Private)	1,000 sq. ft.	$323	n/a	n/a
University/Junior College	1,000 sq. ft.	$431	n/a	n/a
Church	1,000 sq. ft.	$158	$192	-18%
Day Care	1,000 sq. ft.	$904	$334	171%
Hospital	1,000 sq. ft.	$304	$515	-41%

* including administrative charge

Source: Updated total fire/EMS fee from Table 44 plus 2.55% administrative charge; current maximum fees from Table 2.

LAW ENFORCEMENT

This chapter calculates the maximum law enforcement impact fees that can be charged to new development based on current costs and the existing level of service. The fees were last updated in 2014.

The law enforcement impact fee covers the capital cost of functions provided by the Sheriff's Office. These include law enforcement patrol, which is provided primarily in the unincorporated area, and correctional facilities and court security, which serve the entire county. Because these two components of the fee serve different geographies and hence different amounts of existing development, the existing level of service must be developed for them separately. The two component fees are calculated here separately and then combined.

The Sheriff's office operates a detention facility that can currently house 960 inmates. In the past few years, the number of peak day inmates has fluctuated between 700 and 800. Over the ten years from 2008-2018, the average and peak day inmates occupying the facility grew almost 21%, while the population of the county grew about 14%, as shown in Table 46.

Table 46. Population and Inmates, 2008-2018

Year	County Population	Inmate Populaton	
		Avg. Day	Peak Day
2008	156,308	572	663
2009	158,143	501	549
2010	159,978	521	604
2011	162,229	599	659
2012	164,480	594	642
2013	166,731	666	758
2014	168,983	735	800
2015	171,234	716	793
2016	173,485	697	763
2017	175,736	662	708
2018	177,987	691	800
10-Yr. Increase	13.9%	20.8%	20.7%

Source: County population estimates are linear interpolation based on the 2000 and 2010 U.S. Census and the 2018 estimate from the University of Florida Bureau of Economic and Business Research; inmate population from Charlotte County Sheriff's Office, December 10, 2019.

Service Units

In impact fee analysis, disparate types of development must be translated into a common unit of measurement that reflects the impact of new development on the demand for new facilities. This unit of measurement is called a "service unit." This study utilizes "functional population" as the basis for measuring the demand for law enforcement services. Functional population represents the number of full-time equivalent people at a land use, based on the observation that demand for public safety facilities tends to be proportional to the number of people present at the site of a land use. The

functional population per unit by land use type is calculated in Appendix C. The total existing functional populations represented by existing development in the two component service areas are estimated in Table 47.

Table 47. Existing Law Enforcement Service Units by Service Area

Land Use	Unit	Existing Units by Service Area		Func. Pop./ Unit	Total Func. Pop. by Service Area	
		Law	Jail		Law	Jail
Single-Family Detached	Dwelling	66,260	74,477	1.17	77,524	87,138
Multi-Family (1-2 stories)	Dwelling	17,516	22,669	0.72	12,612	16,322
Multi-Family (3+ stories)	Dwelling	*	*	0.66	*	*
Mobile Home	Dwelling	11,021	11,875	0.69	7,605	8,194
Hotel/Motel	Room	1,307	1,812	0.74	967	1,341
Retail/Commercial	1,000 sq. ft.	8,078	9,241	1.82	14,702	16,819
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	90	93	4.48	403	417
Convenience Market w/Gas	1,000 sq. ft.	419	451	5.43	2,275	2,449
Office	1,000 sq. ft.	3,115	3,954	0.87	2,710	3,440
Industrial	1,000 sq. ft.	690	733	0.26	179	191
Warehouse	1,000 sq. ft.	3,718	3,802	0.19	706	722
Mini Warehouse	1,000 sq. ft.	1,138	1,352	0.06	68	81
Public/Institutional	1,000 sq. ft.	9,005	10,758	0.41	3,692	4,411
Total Functional Population					123,443	141,525

* All multi-family units included in 1-2 story category due to lack of data on number of stories.
Source: Existing units for law (unincorporated area) and corrections (county-wide) from Table 66 in Appendix A; functional population multipliers by land use from Table 74 in Appendix C.

Cost per Service Unit

The law enforcement/corrections impact fee is based on the overall level of service provided by Sheriff's Office facilities and equipment related to law enforcement patrol and corrections. The existing facilities include administrative offices, fleet maintenance, storage and training facilities, and the detention facility. Law enforcement facilities are located on three sites that are shared with other types of County facilities, and the acres have been allocated based on the Sheriff's square footage as a percentage of the total site's building square footage. The inventory of existing facilities, including building floor area, acres of land, and the insured values of buildings and their contents, is summarized in Table 48.

Table 48. Law Enforcement Facility Inventory

Campus/Location Name	Address	Bldg. Sq. Ft.	Acres	Contents Value	Building Value
Sheriff District 1 Office	11051 Wilmington Blvd	11,579	12.06	$0	$4,825,233
Sheriff District 3 Office	3110 Loveland Blvd.	41,139	20.00	$0	$13,164,480
Sheriff District 4 Office	7474 Utilities Road	63,237	**	$3,052,208	$9,346,048
Airport Road Annex*	25500 Airport Road	39,818	16.66	$608,859	$8,624,056
Subtotal, Law Enforcement		155,773	48.72	$3,661,067	$35,959,817
County Jail*	26601 Airport Rd	350,430	**	$4,492,359	$80,560,713
Total, Sheriff Facilities		506,203	48.72	$8,153,426	$116,520,530

* acres allocated based on law enforcement square feet as share of total site square feet
** land leased from Airport authority
Source: Charlotte County Fiscal Services Division, January 9, 2020.

Law enforcement costs also include vehicles and equipment. As shown in Table 49, the replacement value of existing law enforcement patrol vehicles and equipment is about $24 million, with the remaining $3 million attributable to county-wide services for corrections and court security.

Table 49. Law Enforcement Vehicle and Equipment Cost

Vehicle/Equipment Type	Units	Unit Cost	Replacement Value
Law Enforcement			
Vehicles	393	$29,211	$11,479,923
Vehicle Related Equipment	23	$6,434	$147,982
Radio	1,041	$2,513	$2,616,033
Aircraft & Related Equipmen	107	$18,132	$1,940,124
Weapons	784	$653	$511,952
Taser	353	$796	$280,988
Vest	33	$2,687	$88,671
Bldg & Grounds Maint. Equi	8	$4,970	$39,760
Canine Related Equipment	32	$2,590	$82,880
Computer Equipment	965	$4,364	$4,211,260
Kitchen Equipment	10	$4,642	$46,420
Marine Equipment	58	$9,718	$563,644
Office Equipment	22	$1,456	$32,032
Other Fixed Assets	192	$4,486	$861,312
Audio/Video Equipment	184	$4,935	$908,040
Radar	104	$1,901	$197,704
Shop Equipment	2	$1,113	$2,226
Physical Fitness Equipment	42	$2,233	$93,786
Subtotal, Law Enforcement			$24,104,737
Corrections			
Vehicles	23	$30,811	$708,653
Vehicle Related Equipment	5	$7,062	$35,310
Radio	135	$2,343	$316,305
Weapons	158	$643	$101,594
Taser	22	$1,389	$30,558
Vest	20	$1,282	$25,640
Bldg & Grounds Maint. Equip.	8	$5,287	$42,296
Computer Equipment	193	$2,447	$472,271
Jail Equipment	12	$4,157	$49,884
Kitchen Equipment	33	$5,730	$189,090
Office Equipment	2	$1,610	$3,220
Other Fixed Assets	29	$14,169	$410,901
Audio/Video Equipment	11	$4,603	$50,633
Physical Fitness Equipment	10	$3,066	$30,660
Subtotal, Corrections			$2,467,015
Court Security			
Vehicles	17	$25,069	$426,173
Radio	58	$2,978	$172,724
Weapons	43	$527	$22,661
Taser	28	$900	$25,200
Computer Equipment	24	$2,921	$70,104
Other Fixed Assets	2	$6,560	$13,120
Audio/Video Equipment	6	$6,583	$39,498
Subtotal, Court Security			$769,480
Total Vehicle and Equipment Cost			$27,341,232

Source: Charlotte County Sheriff's Office, December 10, 2019.

The cost per service unit is determined by dividing the replacement cost of existing law enforcement facilities, land and vehicles by the total number of law enforcement service units. As shown in Table 50, dividing the replacement cost by the existing functional population for each component yields the following costs per service for law enforcement patrol and corrections.

Table 50. Law Enforcement Cost per Service Unit

	Law Enf. Patrol	Corrections & Court Sec.
Acres	48.72	n/a
x Cost per Acre	$31,846	$31,846
Land Replacement Cost	$1,551,533	$0
Building Insured Value	$35,959,817	$80,560,713
Contents Insured Value	$3,661,067	$4,492,359
Vehicle/Equipment Replacement Cost	$24,104,737	$3,236,495
Total Replacement Cost	$65,277,154	$88,289,567
÷ Existing Service Units (Func. Population)	123,443	141,525
Cost per Service Unit	$529	$624

Source: Acres and insured values from Table 48; cost per acre is average land value for community parks derived from Table 18; vehicle and equipment cost from Table 49; existing service units from Table 47.

Net Cost per Service Unit

As described in the Legal Framework chapter, impact fees should be reduced to account for new development's contribution toward retiring outstanding debt for existing facilities that are included in the existing level of service on which the fees are based. The County does not have any outstanding debt on existing law enforcement facilities. In FY 2020, the County made a no-interest interfund loan from the Capital Projects Fund to the law enforcement impact fee fund for the construction of a new District 3 facility, but the project has not been completed and is not included in the existing facility inventory on which the updated fees are based. This loan is eligible to be repaid with law enforcement impact fees in the future, but no debt credit is currently warranted.

In addition, this study provides credits for anticipated future funding that will be used for capacity-expanding improvements to the County's law enforcement patrol and corrections facilities. The County's historical expenditures on Sheriff's Office projects from sources other than sales tax (primarily ad valorem and grants) over the past 11 years are summarized below. Assuming this pattern of funding is maintained over the long term, new development will contribute the present value equivalents for law enforcement patrol and corrections calculated in Table 51.

Table 51. Law Enforcement Non-Sales Tax Credit

Description	Non-Sales Tax Funding	Law Share	Corrections Share
CCSO District 1 Facility	$495,624	$495,624	$0
District 3 w/Evidence & Impound	$9,304,497	$9,304,497	$0
Jail Expansion 2004	$26,305,133	$0	$26,305,133
Jail Expansion Phase I	$2,578,350	$0	$2,578,350
Non-Sales Tax Capacity Funding	$38,683,604	$9,800,121	$28,883,483
÷ Years of Funding, FY 2009-2019		11	11
Annual Non-Sales Tax Capacity Funding		$890,920	$2,625,771
÷ Existing Service Units (Func. Pop.)		123,443	141,525
Annual Capacity Funding per Service Unit		$7.22	$18.55
x Present Value Factor (25 years)		20.84	20.84
Non-Sales Tax Credit per Service Unit		$150	$387

Source: Non-sales tax funding in FY 2009-2019 from Charlotte County Fiscal Services Division, December 10, 2019; existing service units from Table 47; net present value factor based on discount rate of 1.45%, which was the average national yield on AAA 20- and 30-year municipal bonds from fmsbonds.com on January 22, 2021

The County's 1-percent local option sales tax was set to expire at the end of this year. A proposition to extend it for an additional six years was on the November 3, 2020 ballot, and was approved by the voters. The Commission has approved a list of projects to be funded. The sum of all Tier 1 project costs roughly matches the $120 million in projected revenue over the six years. Three capacity-expanding Sheriff's Office projects are included among the Tier 1 projects. All three are law enforcement patrol facilities. The sales tax credit for the law enforcement patrol component is $138 per service unit, as shown in Table 52 on the following page. No sales tax credit is provided for corrections because no corrections-related sales tax projects are planned.

Table 52. Law Enforcement Patrol Sales Tax Credit

	Sales Tax Funding	% Cap.	Capacity Funding
New Radio Management Warehouse	$750,000	100.0%	$750,000
CCSO Admin/911 Upgrade Metal to Perm. Bldg	$19,000,000	60.4%	$11,476,000
CCSO District 4 and Training Complex Upgrade	$9,300,000	60.4%	$5,617,200
Total, Law Enforcement Patrol	$29,050,000		$17,843,200
÷ Years of Funding Authorized			6
Annual Sales Tax Capacity Funding			$2,973,867
÷ Existing Service Units (Func. Pop.)			123,443
Annual Capacity Funding per Service Unit			$24.09
x Present Value Factor (6 years)			5.71
Sales Tax Credit per Service Unit			$138

Source: Sales tax funding from Table 80 in Appendix G; capacity percentages for station upgrades are based on the difference between current insured value from Table 48 and estimated project cost; existing service units from Table 47; net present value factor based on discount rate of 1.45%, which was the average national yield on AAA 20- and 30-year municipal bonds from fmsbonds.com on January 22, 2021

Subtracting the credits per service unit from the cost per service unit yields the net costs per service unit for law enforcement patrol and corrections, as shown in Table 53.

Table 53. Law Enforcement Net Cost per Service Unit

	Law Enforcement	Corrections
Cost per Service Unit	$529	$624
– Non-Sale Tax Credit per Service Unit	-$150	-$387
– Sales Tax Credit per Service Unit	-$138	$0
Net Cost per Service Unit	$241	$237

Source: Cost per service unit from Table 50; non-sales tax credit from Table 51; sales tax credit from Table 52.

Updated Fees

The maximum fees that can be adopted by the County based on this study are derived by multiplying the EDUs associated with each land use type by the net cost per EDU for law enforcement patrol and corrections, as shown in Table 54 on the following page. The sum of the two components represents the maximum law enforcement fees supported by this study.

Table 54. Updated Law Enforcement Impact Fees

Land Use Type	Unit	Func. Pop./ Unit	Net Cost/ Func. Pop.		Net Cost/Unit		
			Law	Jail	Law	Jail	Total
Single-Family Detached	Dwelling	1.17	$241	$237	$282	$277	$559
Multi-Family (1-2 stories)	Dwelling	0.72	$241	$237	$174	$171	$345
Multi-Family (3+ stories)	Dwelling	0.66	$241	$237	$159	$156	$315
Mobile Home/RV Park	Space	0.69	$241	$237	$166	$164	$330
Hotel/Motel	Room	0.74	$241	$237	$178	$175	$353
General Retail/Comm./Shop. Ctr	1,000 sq. ft.	1.82	$241	$237	$439	$431	$870
New/Used Auto Sales	1,000 sq. ft.	1.33	$241	$237	$321	$315	$636
Tire Superstore	1,000 sq. ft.	1.39	$241	$237	$335	$329	$664
Supermarket	1,000 sq. ft.	2.48	$241	$237	$598	$588	$1,186
Home Improvement Superstore	1,000 sq. ft.	1.53	$241	$237	$369	$363	$732
Pharmacy/Drug Store	1,000 sq. ft.	3.91	$241	$237	$942	$927	$1,869
Furniture Store	1,000 sq. ft.	0.47	$241	$237	$113	$111	$224
Bank, Walk-In	1,000 sq. ft.	1.49	$241	$237	$359	$353	$712
Bank, Drive-In	1,000 sq. ft.	1.31	$241	$237	$316	$310	$626
Movie Theater	1,000 sq. ft.	7.53	$241	$237	$1,815	$1,785	$3,600
Quality Restaurant	1,000 sq. ft.	3.99	$241	$237	$962	$946	$1,908
High-Turnover Restaurant	1,000 sq. ft.	4.02	$241	$237	$969	$953	$1,922
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	4.48	$241	$237	$1,080	$1,062	$2,142
Gasoline/Service Station	1,000 sq. ft.	8.68	$241	$237	$2,092	$2,057	$4,149
Conv. Market w/Gas Pumps	1,000 sq. ft.	5.43	$241	$237	$1,309	$1,287	$2,596
Super Conv. Market (10+Pumps)	1,000 sq. ft.	7.18	$241	$237	$1,730	$1,702	$3,432
Self-Service Car Wash	Serv. Bay	2.23	$241	$237	$537	$529	$1,066
Marina	Berth	0.24	$241	$237	$58	$57	$115
Golf Course	Hole	2.95	$241	$237	$711	$699	$1,410
General Office	1,000 sq. ft.	0.87	$241	$237	$210	$206	$416
Medical Office/Clinic	1,000 sq. ft.	1.96	$241	$237	$472	$465	$937
Industrial Park	1,000 sq. ft.	0.26	$241	$237	$63	$62	$125
Manufacturing	1,000 sq. ft.	0.27	$241	$237	$65	$64	$129
General Light Industrial	1,000 sq. ft.	0.30	$241	$237	$72	$71	$143
Warehousing	1,000 sq. ft.	0.19	$241	$237	$46	$45	$91
Mini-Warehouse	1,000 sq. ft.	0.06	$241	$237	$14	$14	$28
Nursing Home	1,000 sq. ft.	0.41	$241	$237	$99	$97	$196
Elementary School (Private)	1,000 sq. ft.	1.35	$241	$237	$325	$320	$645
Middle School (Private)	1,000 sq. ft.	1.38	$241	$237	$333	$327	$660
High School (Private)	1,000 sq. ft.	1.04	$241	$237	$251	$246	$497
University/Junior College	1,000 sq. ft.	1.39	$241	$237	$335	$329	$664
Church	1,000 sq. ft.	0.51	$241	$237	$123	$121	$244
Day Care	1,000 sq. ft.	2.92	$241	$237	$704	$692	$1,396
Hospital	1,000 sq. ft.	0.98	$241	$237	$236	$232	$468

Source: Functional population per unit from Table 74 in Appendix C; net cost per functional population from Table 53.

The updated fees, after adding the administrative charge, are compared to current maximum fees in Table 55.

Table 55. Change in Law Enforcement Impact Fees

Land Use Type	Unit	Updated Max. Fee*	Current Max. Fee	Percent Change
Single-Family, Detached	Dwelling	$573	$493	16%
Multi-Family (1-2 stories)	Dwelling	$354	$260	36%
Multi-Family (3+ stories)	Dwelling	$323	$260	24%
Mobile Home Park	Space	$338	$267	27%
Recreational Vehicle Park	Space	$338	$174	94%
Hotel/Motel	Room	$362	$177	105%
General Retail/Comm./Shop. Ctr	1,000 sq. ft.	$892	$736	21%
New/Used Auto Sales	1,000 sq. ft.	$652	$510	28%
Tire Superstore	1,000 sq. ft.	$681	n/a	n/a
Supermarket	1,000 sq. ft.	$1,216	$712	71%
Home Improvement Superstore	1,000 sq. ft.	$751	$628	20%
Pharmacy/Drug Store	1,000 sq. ft.	$1,917	$680	182%
Furniture Store	1,000 sq. ft.	$230	$80	188%
Bank, Walk-In	1,000 sq. ft.	$730	$774	-6%
Bank, Drive-In	1,000 sq. ft.	$642	$791	-19%
Movie Theater	1,000 sq. ft.	$3,692	$2,076	78%
Quality Restaurant	1,000 sq. ft.	$1,957	$2,367	-17%
High-Turnover Restaurant	1,000 sq. ft.	$1,971	$2,353	-16%
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	$2,197	$3,089	-29%
Gasoline/Service Station	1,000 sq. ft.	$4,255	n/a	n/a
Conv. Market w/Gas Pumps	1,000 sq. ft.	$2,662	$2,023	32%
Super Conv. Market (10+Pumps)	1,000 sq. ft.	$3,520	$2,482	42%
Self-Service Car Wash	Serv. Bay	$1,093	$302	262%
Marina	Berth	$118	$66	79%
Golf Course	Hole	$1,446	$375	286%
General Office	1,000 sq. ft.	$427	$351	22%
Medical Office/Clinic	1,000 sq. ft.	$961	$604	59%
Industrial Park	1,000 sq. ft.	$128	n/a	n/a
Manufacturing	1,000 sq. ft.	$132	$174	-24%
General Light Industrial	1,000 sq. ft.	$147	$239	-38%
Warehousing	1,000 sq. ft.	$93	$97	-4%
Mini-Warehouse	1,000 sq. ft.	$29	$21	38%
Nursing Home	1,000 sq. ft.	$201	$597	-66%
Elementary School (Private)	1,000 sq. ft.	$661	n/a	n/a
Middle School (Private)	1,000 sq. ft.	$677	n/a	n/a
High School (Private)	1,000 sq. ft.	$510	n/a	n/a
University/Junior College	1,000 sq. ft.	$681	n/a	n/a
Church	1,000 sq. ft.	$250	$177	41%
Day Care	1,000 sq. ft.	$1,432	$309	363%
Hospital	1,000 sq. ft.	$480	$476	1%

* including administrative charge

Source: Updated total fee from Table 54 plus 2.55% administrative charge; current maximum fees from Table 2.

PUBLIC BUILDINGS

This chapter calculates the maximum public building impact fees that can be charged to new development based on current costs and the existing level of service. The fees were last updated in 2014.

The public building impact fee covers the capital cost of County facilities that serve the entire county and are not addressed by other impact fees. These include County administrative facilities, courts, medical examiner, elections, public works, family services, health, human services, and the Civic Center. The Building and Construction Services facilities are excluded, because these service are duplicated by the City of Punta Gorda and do not provide county-wide service.

Service Units

In impact fee analysis, disparate types of development must be translated into a common unit of measurement that reflects the impact of new development on the demand for new facilities. This unit of measurement is called a "service unit." This study utilizes "functional population" as the basis for measuring the demand for public buildings.

Functional population represents the number of full-time equivalent people at a land use, based on the observation that demand for public facilities tends to be proportional to the number of people present at the site of a land use. The functional population per unit by land use type is calculated in Appendix C. The total existing functional population represented by existing development is estimated in Table 56.

Table 56. Existing Public Building Service Units

Land Use	Unit	Existing Units	Functional Population per Unit	Functional Population Total
Single-Family Detached	Dwelling	74,477	1.17	87,138
Multi-Family (1-2 stories)	Dwelling	22,669	0.72	16,322
Multi-Family (3+ stories)	Dwelling	*	0.66	*
Mobile Home	Dwelling	11,875	0.69	8,194
Hotel/Motel	Room	1,812	0.74	1,341
Retail/Commercial	1,000 sq. ft.	9,241	1.82	16,819
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	93	4.48	417
Convenience Market w/Gas	1,000 sq. ft.	451	5.43	2,449
Office	1,000 sq. ft.	3,954	0.87	3,440
Industrial	1,000 sq. ft.	733	0.26	191
Warehouse	1,000 sq. ft.	3,802	0.19	722
Mini Warehouse	1,000 sq. ft.	1,352	0.06	81
Public/Institutional	1,000 sq. ft.	10,758	0.41	4,411
Total, County-Wide				141,525

* All multi-family units included in 1-2 story category due to lack of data on number of stories.
Source: Existing units from Table 66 in Appendix A; functional population multipliers by land use from Table 74 in Appendix C.

Cost per Service Unit

The public building impact fee is based on the overall level of service provided by County facilities that provide county-wide benefit and are not addressed by other impact fees. The inventory of existing facilities, including building use, address, floor area, acres of land and the insured values of buildings and their contents, is summarized in Table 57.

Table 57. Existing Public Building Inventory

Campus/Location Name	Building Use	Address	Bldg. Sq. Ft.	Acres	Contents Value	Building Value
Administration Center*	Admin, Facilies Mgmt	18500 Murdock Cir	138,800	18.24	$4,180,993	$25,105,500
Airport Road Annex	Elections, Transit	25500 Airport Road	8,638	3.61	$1,198,452	$1,196,766
C.A.R.E. Facility	Ctr for Abuse/Rape Emerg.	1501 Cooper Street	5,942	n/a	$133,308	$773,685
Cultural Center	Cultural Center	2280 Aaron Street	118,202	7.25	$2,287,449	$12,917,025
Emergency Oper. Center	EOC and Fire/EMS HQ	26581 Airport Road	32,744	n/a	$1,903,990	$8,212,896
Family Service Center	Family Services	21450 Gibralter Dr	24,204	3.17	$812,808	$3,780,000
Fleet Maintenance Building	Fleet Maintenance	18000 Paulson Dr	25,833	2.84	$250,000	$1,674,000
Harbour Height Meal Center	Meal Site Building	27420 Voyageur Dr	4,807	n/a	$134,152	$743,188
Health Department Building	Health Dept, Human Svcs	512-514 Grace St	15,081	3.10	$342,873	$2,109,915
Historic Courthouse	Courthouse	226 Taylor Street	17,685	0.50	$1,677,006	$4,458,094
Human Services Bldg.	Human Services	1050 Loveland Blvd	12,500	2.87	$750,000	$2,768,566
Indian Springs Cemetery	Cemetery	9500 Indian Spgs Rd	660	34.09	$20,070	$57,276
Justice Center	Courts	350 E Marion Street	207,238	10.02	$5,856,903	$35,479,422
Medical Examiner	Medical Examiner	18130 Paulson Drive	7,941	0.81	$214,227	$1,192,725
New Health Department	Health Department	1100 Loveland Blvd	47,500	10.89	$1,966,260	$7,964,100
Operations Center	Public Wrks Maint./Storage	7000 Florida Street	25,546	96.62	$1,071,649	$2,531,384
South County Annex	County Administration	410 Taylor Street	22,040	2.79	$636,885	$4,238,244
S Punta Gorda Hts Civic Ctr	Civic Center	11200 First Avenue	3,544	n/a	$52,695	$422,559
Storage Facility	Storage Facility	1544 Market Cir #8	8,240	n/a	$0	$2,518,096
West County Annex	Admin, PW Ops, Mosq. Ctrl	6868-6874 San Casa	22,795	9.60	$83,250	$7,090,439
Total			749,940	156.28	$23,572,970	$125,233,880

* excludes community development building

Source: Charlotte County Fiscal Services Division, January 9, 2020.

The replacement cost of land is estimated based on the average cost of parkland. The total cost of existing public building capital facilities is about $154 million. Dividing that by existing county-wide service units to results in a public building cost of $1,087 per service unit.

Table 58. Public Building Cost per Service Unit

Public Building Acres	156.28
x Cost per Acre	$31,846
Land Value	$4,976,880
Building Value	$125,233,880
Contents Value	$23,572,970
Total Value	$153,783,730
÷ Existing Service Units (Func. Pop.)	141,525
Public Building Cost per Service Unit	$1,087

Source: Acres and building and contents value from Table 57; cost per acre is average land value for community parks derived from Table 18; existing service units from Table 56.

Net Cost per Service Unit

As described in the Legal Framework chapter, impact fees should be reduced to account for new development's contribution toward retiring outstanding debt for existing facilities that are included in the existing level of service on which the fees are based. The County does not have any outstanding debt on existing public buildings.

In addition, this study provides credits for anticipated future funding that will be used for capacity-expanding improvements to the County's public buildings. The County's historical expenditures from sources other than sales tax (primarily ad valorem and grants) over the past 11 years are summarized below. Assuming this pattern of funding is maintained over the long term, new development will contribute the present value equivalent of $121 per service unit, as shown in Table 59.

Table 59. Public Building Non-Sales Tax Credit

Description	Ad Valorem	Grants/ Other	Total Non-Sales Tax
Health/Human Services	$311,557		$311,557
Justice Center Expansion	$8,417,955		$8,417,955
Transit Facility		$309,991	$309,991
Non-Sales Tax Capacity Funding	$8,729,512	$309,991	$9,039,503
÷ Years of Funding, FY 2009-2019			11
Annual Non-Sales Tax Capacity Funding			$821,773
÷ Existing Service Units (Func. Pop.)			141,525
Annual Capacity Funding per Service Unit			$5.81
x Present Value Factor (25 years)			20.84
Non-Sales Tax Credit per Service Unit			$121

Source: Non-sales tax funding in FY 2009-2019 from Charlotte County Fiscal Services Division, December 10, 2019; existing service units from Table 56; net present value factor based on discount rate of 1.45%, which was the average national yield on AAA 20- and 30-year municipal bonds from fmsbonds.com on January 22, 2021

The County's 1-percent local option sales tax was set to expire at the end of this year. A proposition to extend it for an additional six years was on the November 3, 2020 ballot and was approved by voters. The Commission has approved a list of projects to be funded. The sum of all Tier 1 project costs roughly matches the $120 million in projected revenue over the six years. One capacity-expanding public building project is included among the Tier 1 projects. The sales tax credit for the public building fee is $73 per service unit, as shown in Table 60.

Table 60. Public Building Sales Tax Credit

Family Services Center Addition/Expansion	$10,900,000
÷ Years of Funding Authorized	6
Annual Sales Tax Capacity Funding	$1,816,667
÷ Existing Service Units (Func. Pop.)	141,525
Annual Capacity Funding per Service Unit	$12.84
x Present Value Factor (6 years)	5.71
Sales Tax Credit per Service Unit	$73

Source: Sales tax funding from Table 80 in Appendix G; existing service units from Table 56; net present value factor based on discount rate of 1.45%, which was the average national yield on AAA 20- and 30-year municipal bonds from fmsbonds.com on January 22, 2021.

Subtracting the credits per service unit from the costs per service unit yields the public building net cost of $893 per service unit shown in Table 61.

Table 61. Public Building Net Cost per Service Unit

Cost per Service Unit	$1,087
– Non-Sale Tax Credit per Service Unit	-$121
– Sales Tax Credit per Service Unit	-$73
Net Cost per Service Unit	$893

Source: Cost per service unit from Table 58; non-sales tax credit from Table 59; sales tax credit from Table 60.

Updated Fees

The maximum fees that can be adopted by the County based on this study are derived by multiplying the service units associated with each land use type by the net cost per service unit for public buildings, as shown in Table 62 on the following page.

Table 62. Updated Public Building Impact Fees

Land Use Type	Unit	Func. Pop./ Unit	Net Cost/ Func. Pop	Net Cost per Unit
Single-Family, Detached	Dwelling	1.17	$893	$1,045
Multi-Family (1-2 stories)	Dwelling	0.72	$893	$643
Multi-Family (3+ stories)	Dwelling	0.66	$893	$589
Mobile Home/RV Park	Space	0.69	$893	$616
Hotel/Motel	Room	0.74	$893	$661
General Retail/Comm./Shop. Ctr	1,000 sq. ft.	1.82	$893	$1,625
New/Used Auto Sales	1,000 sq. ft.	1.33	$893	$1,188
Tire Superstore	1,000 sq. ft.	1.39	$893	$1,241
Supermarket	1,000 sq. ft.	2.48	$893	$2,215
Home Improvement Superstore	1,000 sq. ft.	1.53	$893	$1,366
Pharmacy/Drug Store	1,000 sq. ft.	3.91	$893	$3,492
Furniture Store	1,000 sq. ft.	0.47	$893	$420
Bank, Walk-In	1,000 sq. ft.	1.49	$893	$1,331
Bank, Drive-In	1,000 sq. ft.	1.31	$893	$1,170
Movie Theater	1,000 sq. ft.	7.53	$893	$6,724
Quality Restaurant	1,000 sq. ft.	3.99	$893	$3,563
High-Turnover Restaurant	1,000 sq. ft.	4.02	$893	$3,590
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	4.48	$893	$4,001
Gasoline/Service Station	1,000 sq. ft.	8.68	$893	$7,751
Conv. Market w/Gas Pumps	1,000 sq. ft.	5.43	$893	$4,849
Super Conv. Market (10+Pumps)	1,000 sq. ft.	7.18	$893	$6,412
Self-Service Car Wash	Serv. Bay	2.23	$893	$1,991
Marina	Berth	0.24	$893	$214
Golf Course	Hole	2.95	$893	$2,634
General Office	1,000 sq. ft.	0.87	$893	$777
Medical Office/Clinic	1,000 sq. ft.	1.96	$893	$1,750
Industrial Park	1,000 sq. ft.	0.26	$893	$232
Manufacturing	1,000 sq. ft.	0.27	$893	$241
General Light Industrial	1,000 sq. ft.	0.30	$893	$268
Warehousing	1,000 sq. ft.	0.19	$893	$170
Mini-Warehouse	1,000 sq. ft.	0.06	$893	$54
Nursing Home	1,000 sq. ft.	0.41	$893	$366
Elementary School (Private)	1,000 sq. ft.	1.35	$893	$1,206
Middle School (Private)	1,000 sq. ft.	1.38	$893	$1,232
High School (Private)	1,000 sq. ft.	1.04	$893	$929
University/Junior College	1,000 sq. ft.	1.39	$893	$1,241
Church	1,000 sq. ft.	0.51	$893	$455
Day Care	1,000 sq. ft.	2.92	$893	$2,608
Hospital	1,000 sq. ft.	0.98	$893	$875

Source: Functional population per unit from Table 74 in Appendix C; net cost per functional population from Table 61.

The updated fees, after adding the administrative charge, are compared with current maximum fees in Table 63 on the following page.

Table 63. Change in Public Building Impact Fees

Land Use Type	Unit	Updated Max. Fee*	Current Max. Fee	Percent Change
Single-Family, Detached	Dwelling	$1,072	$739	45%
Multi-Family (1-2 stories)	Dwelling	$659	$390	69%
Multi-Family (3+ stories)	Dwelling	$604	$390	55%
Mobile Home Park	Space	$632	$401	58%
Recreational Vehicle Park	Space	$632	$260	143%
Hotel/Motel	Room	$678	$265	156%
General Retail/Comm./Shop. Ctr	1,000 sq. ft.	$1,666	$1,103	51%
New/Used Auto Sales	1,000 sq. ft.	$1,218	$765	59%
Tire Superstore	1,000 sq. ft.	$1,273	n/a	n/a
Supermarket	1,000 sq. ft.	$2,271	$1,067	113%
Home Improvement Superstore	1,000 sq. ft.	$1,401	$942	49%
Pharmacy/Drug Store	1,000 sq. ft.	$3,581	$1,020	251%
Furniture Store	1,000 sq. ft.	$431	$120	259%
Bank, Walk-In	1,000 sq. ft.	$1,365	$1,161	18%
Bank, Drive-In	1,000 sq. ft.	$1,200	$1,187	1%
Movie Theater	1,000 sq. ft.	$6,895	$3,112	122%
Quality Restaurant	1,000 sq. ft.	$3,654	$3,549	3%
High-Turnover Restaurant	1,000 sq. ft.	$3,682	$3,529	4%
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	$4,103	$4,632	-11%
Gasoline/Service Station	1,000 sq. ft.	$7,949	n/a	n/a
Conv. Market w/Gas Pumps	1,000 sq. ft.	$4,973	$3,034	64%
Super Conv. Market (10+Pumps)	1,000 sq. ft.	$6,576	$3,721	77%
Self-Service Car Wash	Serv. Bay	$2,042	$453	351%
Marina	Berth	$219	$99	121%
Golf Course	Hole	$2,701	$562	381%
General Office	1,000 sq. ft.	$797	$526	52%
Medical Office/Clinic	1,000 sq. ft.	$1,795	$906	98%
Industrial Park	1,000 sq. ft.	$238	n/a	n/a
Manufacturing	1,000 sq. ft.	$247	$260	-5%
General Light Industrial	1,000 sq. ft.	$275	$359	-23%
Warehousing	1,000 sq. ft.	$174	$146	19%
Mini-Warehouse	1,000 sq. ft.	$55	$31	77%
Nursing Home	1,000 sq. ft.	$375	$895	-58%
Elementary School (Private)	1,000 sq. ft.	$1,237	n/a	n/a
Middle School (Private)	1,000 sq. ft.	$1,263	n/a	n/a
High School (Private)	1,000 sq. ft.	$953	n/a	n/a
University/Junior College	1,000 sq. ft.	$1,273	n/a	n/a
Church	1,000 sq. ft.	$467	$265	76%
Day Care	1,000 sq. ft.	$2,675	$463	478%
Hospital	1,000 sq. ft.	$897	$713	26%

* including administrative charge

Source: Updated fees from Table 62 plus 2.55% administrative charge; current maximum fees from Table 2.

APPENDIX A: EXISTING LAND USE

The amount of existing residential and nonresidential development is an important input into an impact fee analysis, because it is critical to determining the existing levels of service for the various types of facilities.

Residential

The most reliable estimates of existing residential development can be developed from Census data and building permit records. Available Census data come from the 2010 Census and the annual American Community Survey (ACS) conducted by the Census Bureau for Charlotte County. The 2010 Census provides only total housing units, with no breakdown by housing type. The ACS sample data provide a reliable estimate of the distribution of housing units by type. Combining these two yields the estimate of 2010 units by type. Adding the number of residential building permits issued over the last ten years results in the number of dwelling units by housing type in 2020, as shown in Table 64. The 2020 estimates for the Englewood Area Fire Control District were provided by the District.

Table 64. Existing Housing Units by Type

Housing Type	2010 Units	Percent	Est. 2010 Units	10-Year Permits	Est. 2020 Units
Unincorporated Area					
Single-Family Det.	n/a	68.5%	59,922	6,337	66,260
Multi-Family	n/a	19.6%	17,130	386	17,516
Mobile Home	n/a	12.6%	11,021	n/a	11,021
Total	87,486	100.7%	88,073	6,723	94,797
Punta Gorda					
Single-Family Det.	n/a	56.3%	7,401	817	8,218
Multi-Family	n/a	38.1%	5,009	144	5,153
Mobile Home	n/a	6.5%	854	n/a	854
Total	13,146	100.9%	13,264	961	14,225
County-Wide					
Single-Family Det.	n/a	66.9%	67,323	7,154	74,477
Multi-Family	n/a	22.0%	22,139	530	22,669
Mobile Home	n/a	11.8%	11,875	n/a	11,875
Total	100,632	100.0%	101,337	7,684	109,021
Englewood Fire District					
Single-Family Det.	n/a	n/a	n/a	n/a	13,364
Multi-Family	n/a	n/a	n/a	n/a	4,105
Mobile Home	n/a	n/a	n/a	n/a	2,691
Total	n/a	n/a	n/a	n/a	20,160

Source: Total 2010 units from 2010 U.S. Census, SF-1 100% count for Charlotte County; percentage distribution by housing type from U.S. Census Bureau, American Community Survey, 2014-2018 weighted 5% sample tabular data; residential building permits by type from Census Bureau estimates for 2009-2018; data for fire district from the Englewood Area Fire Control District, July 20, 2020.

Nonresidential

Table 65 summarizes estimates of existing hotel/motel rooms and gross square feet of nonresidential building floor area derived from current Property Appraiser records by jurisdiction for six generalized land use categories.

Table 65. Existing Nonresidential Development

Land Use Type	Unit	Punta Gorda	Unincorp. Area	Total County	Engle-wood*
Hotel/Motel	Room	505	1,307	1,812	330
Retail/Commercial	Sq. Feet	1,163,478	8,077,564	9,241,042	1,521,695
Fast Food Rest. w/Drive-Thru	Sq. Feet	2,400	90,274	92,674	14,785
Convenience Store with Gas	Sq. Feet	32,176	418,883	451,059	49,767
Office	Sq. Feet	838,948	3,115,461	3,954,409	492,520
Industrial	Sq. Feet	43,398	689,863	733,261	99,501
Warehouse	Sq. Feet	84,135	3,718,128	3,802,263	689,218
Mini-Warehouse	Sq. Feet	214,816	1,137,511	1,352,327	224,371
Public/Institutional	Sq. Feet	1,753,366	9,004,627	10,757,993	826,367
Total	Sq. Feet	4,132,717	26,252,311	30,385,028	3,918,224

* the part of the unincorporated area in the Englewood Area Fire Control District

Source: Hotel/motel rooms from Punta Gorda/Englewood Beach Visitor & Convention Bureau, July 21, 2020 (Englewood rooms estimated based on square feet); square feet from Charlotte County Community Development, June 3, 2020.

Summary by Area

Existing land uses are summarized for the three geographic areas that are service areas for the various impact fee components. The total county is the service area for the transportation, regional parks, library, EMS, corrections and public building fees. The unincorporated area is the service area for the community parks and law enforcement fees, and the fire service area (unincorporated area less the Englewood Fire District) is the service area for the fire rescue fees.

Table 66. Existing Land Use by Area

Land Use	Unit	County-Wide	Unincorp. Area	Fire Serv. Area*
Single-Family Detached	Dwelling	74,477	66,260	52,896
Multi-Family	Dwelling	22,669	17,516	13,411
Mobile Home	Dwelling	11,875	11,021	8,330
Hotel/Motel	Room	1,812	1,307	977
Retail/Commercial	1,000 sq. ft.	9,241	8,078	6,556
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	93	90	75
Convenience Store with Gas	1,000 sq. ft.	451	419	369
General Office	1,000 sq. ft.	2,788	2,085	1,681
Medical Office	1,000 sq. ft.	1,166	1,030	942
Industrial	1,000 sq. ft.	733	690	590
Warehouse	1,000 sq. ft.	3,802	3,718	3,029
Mini Warehouse	1,000 sq. ft.	1,352	1,138	913
Public/Institutional	1,000 sq. ft.	10,758	9,005	8,178

* fire service area is unincorporated area less Englewood Fire District

Source: Residential units from Table 64 hotel/motel rooms and nonresidential building area from Table 65.

APPENDIX B: AVERAGE HOUSEHOLD SIZE

The average household sizes for different types of housing units are key inputs into impact fee analysis, because the impact on facilities is often directly related to the number of people. Average household size is derived by dividing household population by the number of households.

The available data on persons per unit by housing type comes from the annual American Community Survey (ACS) conducted by the Census Bureau. The most current data sample is a 5-year compilation of annual 1-percent surveys conducted in 2014 through 2018. Average household sizes by housing type for Charlotte County are calculated in Table 67.

Table 67. Average Household Size

Housing Type	Household Population	House-holds	Average HH Size
Single-Family Det.	120,734	55,069	2.19
Multi-Family	24,209	14,077	1.72
Mobile Home	12,231	7,004	1.75
Total	157,174	76,150	2.06

Source: U.S. Census Bureau, American Community Survey 2014-2018 weighted 5% sample microdata for Charlotte County, Florida.

Most existing multi-family buildings in Charlotte County do not exceed two stories, making the average household size for all multi-family units, as calculated in the previous table, reasonably representative of local one-to-two story multi-family buildings. National data on average household sizes for multi-family units by number of stories are available from the American Housing Survey. As summarized in Table 68, these data reveal that multi-family buildings with three or more stories tend to have about 7% fewer residents than one-to-two story multi-family buildings. Applying this factor indicates that multi-family development in Charlotte County with three or more stories has an average household size of 1.59 residents.

Table 68. Average Household Size, Multi-Family (3 or more stories)

	1-2 Stories	3+ Stories	Total
Multi-Family Household Residents, U.S.	37,500,248	27,911,649	65,411,897
÷ Multi-Family Households, U.S.	17,429,250	14,008,034	31,437,284
Multi-Family Average Household Size, U.S.	2.15	1.99	2.08
Multi-Family Average Household Size, 3+ Stories, U.S.			1.99
÷ Multi-Family Average Household Size, 1-2 Stories, U.S.			2.15
U.S. Ratio of Average Household Size, 3+ Stories to 1-2 Stories			92.6%
x Charlotte County Average Household Size, 1-2 Stories			1.72
Charlotte County Average Household Size, 3+ Stories			1.59

Source: National. data from U.S. Department of Housing and Urban Development, 2017 American Housing Survey, weighted microdata sample; average household size for Charlotte County for 1-2 stories is for all existing multi-family from Table 67.

Average household sizes for Charlotte County are summarized in Table 69.

Table 69. Average Household Size Summary

Housing Type	Average HH Size
Single-Family Detached	2.19
Multi-Family (1-2 stories)	1.72
Multi-Family (3+ stories)	1.59
Mobile Home	1.75
Total	2.06

Source: Table 67 and Table 68.

APPENDIX C: FUNCTIONAL POPULATION

This appendix calculates residential and nonresidential functional population multipliers by housing and land use type.

In impact fee analysis, disparate types of development must be translated into a common unit of measurement that reflects the impact of new development on the demand for new facilities. This unit of measurement is called a "service unit." Like the County's previous studies, this update uses "functional population" as the service unit for public building and public safety facilities (fire, EMS, law enforcement and corrections).

Functional population represents the average number of people present at the site of a land use for 24 hours a day. It is the average number of people occupying a land use at any time. For residential development, functional population is simply average persons per unit times the percent of time people spend at home. For nonresidential development, functional population is based on a formula that includes trip generation rates, average vehicle occupancy and average number of hours spent by visitors and employees at a land use.

Residential Service Units by Housing Type

For residential land uses, the impact of a dwelling unit on the need for capital facilities is generally proportional to the number of persons residing in the dwelling unit. This can be measured for different housing types in terms of average household size (average number of persons per household).

The starting point is average household sizes by housing type, which were presented in Appendix B. The next step is to determine residential occupancy rates. The available data source is the annual American Community Survey (ACS) conducted by the Census Bureau. The most current data sample is a 5-year compilation of annual 1-percent surveys conducted in 2014 through 2018. Occupancy rates by housing type for Charlotte County are calculated in Table 70.

Table 70. Housing Occupancy Rates

Housing Type	Occupied Units	Total Units	Occup. Rate
Single-Family Det.	55,069	68,825	80.0%
Multi-Family	14,077	22,586	62.3%
Mobile Home	7,004	11,961	58.6%
Total	76,150	103,372	73.7%

Source: U.S. Census Bureau, American Community Survey 2014-2018 weighted 5% sample microdata for Charlotte County, Florida.

The final step is to determine the percentage of time people spend at their place of residence. In 2018, the U.S. Bureau of Labor Statistics interviewed one person each from 9,600 randomly-selected households to determine how people spent their time during a recent day. Survey respondents were

limited to persons aged 15 or older in the civilian population. The survey determined the average number of hours spent on various types of activities. While it did not itemize where the activities occurred, reasonable assumptions have been made about which activities were more likely to take place at the place of residence or away from home. The results, summarized in Table 71, indicate that people spend on average 67% of each 24-hour day at their place of residence.

Table 71. Time Usage Survey Data

Primary Activity	Hours per Day	At Home	Away
Sleeping (including naps, spells of sleeplessness)	8.82	8.82	–
Personal care activities (other than sleeping)	0.76	0.76	–
Eating and drinking*	1.19	0.89	0.30
Household activites	1.78	1.78	–
Purchasing goods and services	0.72	–	0.72
Caring for and helping household members	0.51	0.51	–
Caring for and helping non-household members	0.21	–	0.21
Working and work-related activities	3.57	–	3.57
Educational activities	0.46	–	0.46
Organizational, civic and religious activities	0.30	–	0.30
Watching television	2.84	2.84	–
Other leisure and sports	2.43	–	2.43
Telephone, mail and email	0.15	0.15	–
Other activities	0.26	0.26	–
Total Hours	24.00	16.01	7.99
Percent of Time	100%	67%	33%

* assumes 3/4 of meals eaten at home

Source: U.S. Dept. of Labor, Bureau of Labor Statistics, *American Time Use Survey - 2018 Results*, June 19, 2019 release, survey of U.S. civilians 15 years of age or older.

The functional population per unit for residential units is based on average household size, occupancy rates, and percentage of time spent at home, as shown in Table 72. A similar approach is used for hotel/motel units, although with different data sources.

Table 72. Functional Population per Unit for Residential Uses

Housing Type	Unit	Average HH Size	Occup. Rate	% of Time	Func. Pop./Unit
Single-Family, Detached	Dwelling	2.19	80.0%	67%	1.17
Multi-Family (1-2 stories)	Dwelling	1.72	62.3%	67%	0.72
Multi-Family (3+ stories)	Dwelling	1.59	62.3%	67%	0.66
Mobile Home/RV Park	Space	1.75	58.6%	67%	0.69
Hotel/Motel*	Room	1.54	72.0%	67%	0.74

* Hotel/motel persons per room based on 75% of average vehicle occupancy on trips to visit friends/ relatives (2.05) from U.S. Department of Transportation, *National Household Travel Survey*, 2017 for Florida; hotel/motel occupancy is average room occupancy rate from the Plasencia Group, *Florida Lodging Trends Report*, September 2019; the estimate for percentage of time includes sleeping time, additional time at the unit, and time spent by hotel staff

Source: For other than hotel/motel, average household size from Table 69 in Appendix B; occupancy rate from Table 70; percentage of time spent at home from Table 71.

Nonresidential Functional Population

The functional population methodology for nonresidential uses is based on trip generation rates and data on average vehicle occupancy and employee density. Employees are estimated to spend eight hours per day at their place of employment. Functional population per 1,000 square feet is derived by dividing the total number of hours spent by employees and visitors during a weekday by 24 hours. The formula used to derive the nonresidential functional population estimates is summarized in Figure 9.

Figure 9. Nonresidential Functional Population Formula

Functional population/unit = (employee hours/unit + visitor hours/unit) ÷ 24 hours/day

Where:

Employee hours/unit = employees/unit x 8 hours/day

Visitor hours/unit = visitors/unit x hours/visit

Visitors/unit = weekday ADT/unit x avg. vehicle occupancy - employees/unit

Weekday ADT/unit = one way average daily trips (total trip ends ÷ 2)

Using this formula and information on trip generation rates from the ITE *Trip Generation Manual*, vehicle occupancy rates from the *National Household Travel Survey* for the state of Florida, and other sources and assumptions, nonresidential functional population estimates per 1,000 square feet of gross floor area or other unit of measure are calculated in Table 73 on the following page.

Table 73. Functional Population per Unit for Nonresidential Uses

Land Use	Unit	Trip Rate	Persons/ Trip	Employee/ Unit	Visitors/ Unit	Hours/ Visit	Functional Pop./Unit
General Retail/Comm./Shop. Ctr	1,000 sq. ft.	18.87	1.97	0.93	36.25	1.00	1.82
New/Used Auto Sales	1,000 sq. ft.	13.53	1.97	0.74	25.92	1.00	1.33
Tire Superstore	1,000 sq. ft.	14.26	1.97	0.74	27.36	1.00	1.39
Supermarket	1,000 sq. ft.	53.29	1.97	0.94	104.07	0.50	2.48
Home Improvement Superstore	1,000 sq. ft.	15.37	1.97	0.93	29.36	1.00	1.53
Pharmacy/Drug Store	1,000 sq. ft.	45.04	1.97	0.74	88.01	1.00	3.91
Furniture Store	1,000 sq. ft.	3.15	1.97	0.74	5.47	1.00	0.47
Bank, Walk-In	1,000 sq. ft.	29.66	1.97	0.88	57.56	0.50	1.49
Bank, Drive-In	1,000 sq. ft.	50.01	1.97	0.88	97.66	0.25	1.31
Movie Theater	1,000 sq. ft.	78.09	2.23	0.88	173.65	1.00	7.53
Quality Restaurant	1,000 sq. ft.	41.92	1.97	1.89	80.71	1.00	3.99
High-Turnover Restaurant	1,000 sq. ft.	56.09	1.97	1.89	108.63	0.75	4.02
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	235.47	1.97	1.89	462.10	0.20	4.48
Gasoline/Service Station	1,000 sq. ft.	601.41	1.97	0.88	#####	0.17	8.68
Conv. Market w/Gas Pumps	1,000 sq. ft.	312.10	1.97	0.93	614.05	0.20	5.43
Super Conv. Market (10+Pumps)	1,000 sq. ft.	418.79	1.97	0.93	824.28	0.20	7.18
Self-Service Car Wash	Serv. Bay	54.00	1.97	0.05	106.36	0.50	2.23
Marina	Berth	1.20	2.23	0.05	2.63	2.00	0.24
Golf Course	Hole	15.19	2.23	0.50	33.45	2.00	2.95
General Office	1,000 sq. ft.	4.87	1.29	2.07	4.21	1.00	0.87
Medical Office/Clinic	1,000 sq. ft.	17.40	1.95	1.87	32.07	1.00	1.96
Industrial Park	1,000 sq. ft.	1.68	1.29	0.58	1.59	1.00	0.26
Manufacturing	1,000 sq. ft.	1.95	1.29	0.58	1.93	1.00	0.27
General Light Industrial	1,000 sq. ft.	2.48	1.29	0.58	2.62	1.00	0.30
Warehousing	1,000 sq. ft.	0.87	1.29	0.48	0.64	1.00	0.19
Mini-Warehouse	1,000 sq. ft.	0.75	1.29	0.05	0.92	1.00	0.06
Nursing Home	1,000 sq. ft.	3.32	2.07	0.43	6.43	1.00	0.41
Elementary School (Private)	1,000 sq. ft.	9.76	2.68	0.89	25.25	1.00	1.35
Middle School (Private)	1,000 sq. ft.	10.08	2.68	0.89	26.11	1.00	1.38
High School (Private)	1,000 sq. ft.	7.03	2.68	0.89	17.94	1.00	1.04
University/Junior College	1,000 sq. ft.	10.12	2.68	0.89	26.22	1.00	1.39
Church	1,000 sq. ft.	3.47	2.68	0.43	8.86	1.00	0.51
Day Care	1,000 sq. ft.	23.81	2.68	0.89	62.89	1.00	2.92
Hospital	1,000 sq. ft.	5.36	1.95	1.87	8.58	1.00	0.98

Source: Trip rates from Table 8; persons/trip is average vehicle occupancy from Federal Highway Administration, *National Household Travel Survey*, 2017 for Florida by trip purpose (retail/commercial = shopping, office/industrial/warehouse = to/from work, public/institutional = other family/personal, medical office/hospital = medical/dental); employees/unit from U.S. Department of Energy, *Commercial Buildings Energy Consumption Survey*, 2012 (self service car wash, marina, golf course, and mini-warehouse estimated); hours/visit estimated; visitors/unit is trips times persons/trip minus employees/unit; functional population per unit calculated based on formula in Figure 9.

Functional Population Summary

The functional population multipliers for residential and nonresidential land use categories are summarized in Table 74.

Table 74. Functional Population Multipliers

Land Use	Unit	Functional Pop./Unit
Single-Family Detached	Dwelling	1.17
Multi-Family (1-2 stories)	Dwelling	0.72
Multi-Family (3 stories or more)	Dwelling	0.66
Mobile Home/RV Park	Space	0.69
Hotel/Motel	Room	0.74
General Retail/Comm./Shop. Ctr	1,000 sq. ft.	1.82
New/Used Auto Sales	1,000 sq. ft.	1.33
Tire Superstore	1,000 sq. ft.	1.39
Supermarket	1,000 sq. ft.	2.48
Home Improvement Superstore	1,000 sq. ft.	1.53
Pharmacy/Drug Store	1,000 sq. ft.	3.91
Furniture Store	1,000 sq. ft.	0.47
Bank, Walk-In	1,000 sq. ft.	1.49
Bank, Drive-In	1,000 sq. ft.	1.31
Movie Theater	1,000 sq. ft.	7.53
Quality Restaurant	1,000 sq. ft.	3.99
High-Turnover Restaurant	1,000 sq. ft.	4.02
Fast Food Rest. w/Drive-Thru	1,000 sq. ft.	4.48
Gasoline/Service Station	1,000 sq. ft.	8.68
Conv. Market w/Gas Pumps	1,000 sq. ft.	5.43
Super Conv. Market (10+Pumps)	1,000 sq. ft.	7.18
Self-Service Car Wash	Serv. Bay	2.23
Marina	Berth	0.24
Golf Course	Hole	2.95
General Office	1,000 sq. ft.	0.87
Medical Office/Clinic	1,000 sq. ft.	1.96
Industrial Park	1,000 sq. ft.	0.26
Manufacturing	1,000 sq. ft.	0.27
General Light Industrial	1,000 sq. ft.	0.30
Warehousing	1,000 sq. ft.	0.19
Mini-Warehouse	1,000 sq. ft.	0.06
Nursing Home	1,000 sq. ft.	0.41
Elementary School (Private)	1,000 sq. ft.	1.35
Middle School (Private)	1,000 sq. ft.	1.38
High School (Private)	1,000 sq. ft.	1.04
University/Junior College	1,000 sq. ft.	1.39
Church	1,000 sq. ft.	0.51
Day Care	1,000 sq. ft.	2.92
Hospital	1,000 sq. ft.	0.98

Source: Residential and hotel/motel functional population per unit from Table 72; nonresidential functional population per unit from Table 73.

APPENDIX D: MAJOR ROADWAY INVENTORY

Table 75. Existing Major Roadway Inventory

Roadway	From	To	Mi.	Lns.	Cap.	AADT	VMC	VMT
State/Federal Roads								
Marion Ave/US 17	Griffith St	Marlympia Way	0.06	2U	15,824	1,932	949	116
Marion Ave/US 17	Marlympia Way	Elliott St	0.31	3	35,407	1,367	10,976	424
Olympia Ave/US 17	Cooper St	Marlympia Way	0.44	3	35,407	9,828	15,579	4,324
SR 31	Lee Co Line	DeSoto Co Line	18.39	2U	15,824	9,804	291,003	180,296
SR 776	Sarasota Co Line	Beach Rd	0.37	4D	39,341	16,391	14,556	6,064
SR 776	Beach Rd	Pine St	0.83	4D	39,341	33,776	32,653	28,034
SR 776	Pine St	Oriole Blvd	1.76	4D	39,341	31,685	69,240	55,766
SR 776	Oriole Blvd	Gulfstream Blvd	0.49	4D	39,341	35,440	19,277	17,366
SR 776	Gulfstream Blvd	Spinnaker Blvd	0.83	4D	39,341	36,834	32,653	30,572
SR 776	Spinnaker Blvd	Sunnybrook Blvd	1.02	4D	39,341	28,581	40,128	29,153
SR 776	Sunnybrook Blvd	Oceanspray Blvd	0.52	4D	39,341	27,424	20,457	14,260
SR 776	Oceanspray Blvd	Coliseum Blvd	1.68	4D	39,341	25,168	66,093	42,283
SR 776	Coliseum Blvd	CR 771	0.88	4D	39,341	26,227	34,620	23,080
SR 776	CR 771	El Jobean Bridge	1.59	4D	39,341	34,593	62,552	55,003
SR 776	El Jobean Bridge	Biscayne Dr	3.59	4D	39,341	30,791	141,234	110,539
SR 776	Biscayne Dr	Murdock Circle	2.51	4D	39,341	29,590	98,746	74,271
SR 776	Murdock Circle	US 41	0.46	4D	39,341	23,542	18,097	10,829
US Highway 17	DeSoto Co Line	Peace River Shore	0.49	4D	39,341	10,355	19,277	5,074
US Highway 17	Peace River Shores	Washington Lp S	3.92	4D	39,341	13,888	154,217	54,441
US Highway 17	Washington Loop S	Constitution Ave	2.75	6D	59,231	21,581	162,885	59,348
US Highway 17	Constitution Ave	I-75	1.37	6D	59,231	26,205	81,146	35,901
US Highway 17	I-75	Marlympia Way	1.01	6D	59,231	21,025	59,823	21,235
US Highway 17	E of Nesbit		0.91	3	13,154	7,342	11,970	6,681
US Highway 41	Sarasota Co Line	Chamberlain Blvd	1.44	6D	59,231	50,641	85,293	72,923
US Highway 41	Chamberlain Blvd	Flamingo Blvd	0.92	6D	59,231	27,374	54,493	25,184
US Highway 41	Flamingo Blvd	Toledo Blade N	0.49	6D	59,231	33,189	29,023	16,262
US Highway 41	Toledo Blade N	Enterprise Dr	0.77	6D	65,732	36,087	50,614	27,787
US Highway 41	Enterprise Dr	SR 776	0.41	6D	59,231	34,884	24,285	14,302
US Highway 41	SR 776	Murdock Circle	0.37	6D	65,732	34,731	24,321	12,850
US Highway 41	Murdock Circle	Cochran Blvd	0.48	6D	65,732	52,501	31,551	25,200
US Highway 41	Cochran Blvd	Carrousel Mall	0.32	6D	59,231	55,155	18,954	17,650
US Highway 41	Carrousel Mall	Forrest Nelson Bl	0.52	6D	65,732	50,883	34,181	26,459
US Highway 41	Forrest Nelson Bld	Midway Blvd	0.54	6D	65,732	55,688	35,495	30,072
US Highway 41	Midway Blvd	Olena Blvd	1.14	6D	59,231	49,359	67,523	56,269
US Highway 41	Olean Blvd	Harbor Blvd	0.37	6D	65,732	55,539	24,321	20,549
US Highway 41	Harbor Blvd	Easy St	0.52	6D	65,732	56,541	34,181	29,401
US Highway 41	Easy Street	Hancock Ave	0.95	6D	59,231	43,638	56,269	41,456
US Highway 41	Hancock Ave	Harborview Rd	0.39	6D	65,732	44,828	25,635	17,483
US Highway 41	Harborview Rd	Kings Highway	0.29	4D	43,659	43,710	12,661	12,676
US Highway 41	Kings Highway	Gilcrest Bridge	2.01	4D	39,341	33,566	79,075	67,468
US Highway 41	Gilcrest Bridge	Aqui Esta Dr	2.05	4D	39,341	34,138	80,649	69,982
US Highway 41	Aqui Esta Dr	Burnt Store Rd	1.78	4D	39,341	32,396	70,027	57,665
US Highway 41	Burnt Store Rd	Taylor Rd	1.60	4D	39,341	17,934	62,946	28,694
US Highway 41	Taylor Rd	Tuckers Grade	1.58	4D	39,341	19,501	62,159	30,812
US Highway 41	Tuckers Grade	Lee County Line	7.00	4D	39,341	22,143	275,387	155,001

Continued on next page

Table 75. Existing Major Roadway Inventory (continued)

Roadway	From	To	Mi.	Lns.	Cap.	AADT	VMC	VMT
State/Federal Roads (continued)								
W Marion Avenue	Tamiami Trl	Cross St	0.19	2U	14,615	4,289	2,777	815
W Olympia Ave	Tamiami Trl	Cross St	1.87	2U	13,154	15,781	24,598	29,510
Subtotal, State/Federal Roads							2,724,549	1,751,530
County Arterial Roads								
Burnt Store Road	Lee County Line	Zemel Rd	2.13	4D	35,407	11,288	75,417	24,043
Burnt Store Road	Zemel Rd	Hapsburg Rd	4.40	2U	15,824	13,177	69,626	57,979
Burnt Store Road	Hapsburg Rd	US 41	2.19	4D	35,407	16,767	77,541	36,720
Burnt Store/Jones Lp	US 41	Taylor Rd	0.99	4D	35,407	*8,384*	35,053	8,300
Cochran Blvd	Collingswood Blvd	Education Way	0.72	2U	13,154	7,912	9,471	5,697
Cochran Blvd	Pellam Blvd	Lakeview Blvd	0.27	2U	13,154	12,522	3,552	3,381
Cochran Blvd	Lakeview Blvd	US 41	0.29	4D	28,879	14,410	8,375	4,179
Cochran Blvd	US 41	Veterans Blvd	0.71	4D	35,407	18,159	25,139	12,893
CR 771	Appleton Blvd	Rotonda Blvd E	2.19	4D	35,407	10,577	77,541	23,164
CR 771	Rotonda Blvd E	Ingraham Blvd	0.30	4D	35,407	13,235	10,622	3,971
CR 771	Ingraham Blvd	Marathan Blvd	0.85	4D	35,407	18,919	30,096	16,081
CR 771	Marathan Blvd	SR 776	1.11	4D	35,407	18,804	39,302	20,872
CR 775/Placida Rd	E of Boca Grande Causeway		0.04	2U	14,082	7,163	563	287
CR 775/Placida Rd	Boca Grande Cway	Gaspar Dr	1.06	2U	16,941	7,560	17,957	8,014
CR 775/Placida Rd	Gaspar Dr	Cape Haze Dr	0.88	2U	16,941	7,731	14,908	6,803
CR 775/Placida Rd	Cape Haze Dr	Esther St	1.97	2U	16,941	8,119	33,374	15,994
CR 775/Placida Rd	Esther St	Rotonda Blvd W	0.80	2U	16,941	11,176	13,553	8,941
CR 775/Placida Rd	Rotonda Blvd W	Short St	0.68	4D	37,906	15,300	25,776	10,404
CR 775/Placida Rd	Short St	San Casa Dr	1.55	4D	37,906	14,593	58,754	22,619
CR 775/Placida Rd	San Casa Dr	Mississippi Ave	0.39	4D	35,407	14,026	13,809	5,470
CR 775/Placida Rd	Mississippi Ave	Pinebay Blvd	0.94	4D	37,906	15,949	35,632	14,992
CR 775/Placida Rd	Pinebay Blvd	SR 776	0.75	4D	37,906	16,576	28,430	12,432
Edgewater Drive	Flamingo Blvd	Pellam Blvd	1.53	2U	15,824	4,209	24,211	6,440
Edgewater Drive	Pellam Blvd	Midway Blvd	0.70	2U	15,824	8,443	11,077	5,910
Edgewater Drive	Midway Blvd	Lakeview Blvd	0.52	4D	35,407	9,759	18,412	5,075
Edgewater Drive	Lakeview Blvd	W Tarpon Blvd	0.44	4D	28,879	11,179	12,707	4,919
Edgewater Drive	W Tarpon Blvd	Port Charlotte Bl	0.68	4D	28,879	10,989	19,638	7,473
Edgewater Drive	Port Charlotte Blvd	Harbor Blvd	0.40	4D	28,879	11,874	11,552	4,750
Edgewater Drive	Harbor Blvd	Cousley Dr	0.45	4D	28,879	12,120	12,996	5,454
Edgewater Drive	Cousley Dr	Gardner Dr	0.80	4D	28,879	12,324	23,103	9,859
Edgewater Drive	Gardner Dr	US 41	0.55	4D	28,879	12,969	15,883	7,133
Fishery Rd	Gasparilla Rd	End	0.32	2U	13,154	1,496	4,209	479
Flamingo Blvd	Edgewater Dr	Christopher St	0.77	2U	15,824	4,790	12,184	3,688
Flamingo Blvd	Christopher St	SR 776	1.51	2U	15,824	5,037	23,894	7,606
Gasparilla Rd	Harness/Robin Rd	Boca Grande Cway	3.34	2U	15,824	3,639	52,852	12,154
Golf Course Blvd	US 17	Henry St	5.31	2U	13,154	1,962	69,848	10,418
Golf Course Blvd	Henry St	Airport Rd	0.70	2U	13,154	1,661	9,208	1,163
Golf Course Blvd	Airport Rd	Beechcraft Ave	0.33	2U	13,154	4,961	4,341	1,637
Harborview Road	US-41	Kings Highway	0.25	4D	35,407	10,891	8,852	2,723
Harborview Road	Kings Highway	Melbourne St	0.63	4D	35,407	11,392	22,306	7,177
Harborview Road	Melbourne St	Date St	1.11	2U	15,824	9,380	17,565	10,412
Harborview Road	Date St	I-75	1.63	2U	15,824	9,182	25,793	14,967
Jones Loop Road N	US41	Burnt Store Rd	0.09	4D	35,407	16,293	3,187	1,466
Jones Loop Road N	Burnt Store Rd	Taylor Rd	0.78	4D	35,407	14,549	27,617	11,348

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Table 75. Existing Major Roadway Inventory (continued)

Roadway	From	To	Mi.	Lns.	Cap.	AADT	VMC	VMT
County Arterial Roads (continued)								
Jones Loop Road N	Taylor Rd	I-75	0.40	4D	35,407	17,484	14,163	6,993
Jones Loop Road N	I-75	Piper Rd	0.52	4D	35,407	11,093	18,412	5,768
Kings Highway	US 41	Harborview Rd	0.22	4D	35,407	13,224	7,790	2,909
Kings Highway	Harborview Rd	Westchester Blvd	0.59	4D	35,407	16,446	20,890	9,703
Kings Highway	Westchester Blvd	Veterans Blvd	3.20	4D	35,407	22,604	113,302	72,334
Kings Highway	Veterans Blvd	I-75	0.32	4D	35,407	36,645	11,330	11,726
Midway Blvd	Edgewater Dr	Riviera Ln	1.20	2U	13,154	4,733	15,785	5,680
Midway Blvd	Riviera Ln	Lakeview Blvd	0.06	2U	13,154	7,007	789	420
Midway Blvd	Lakeview Blvd	US 41	0.60	4D	28,879	13,009	17,327	7,806
Midway Blvd	US 41	Elkcam Blvd	0.88	4D	35,407	16,736	31,158	14,728
Midway Blvd	Elkcam Blvd	Harbor Blvd	0.59	4D	35,407	15,145	20,890	8,936
Midway Blvd	Harbor Blvd	Orlando Blvd	1.24	4D	28,879	15,568	35,810	19,304
Midway Blvd	Orlando Blvd	Inverness St	0.12	4D	28,879	14,021	3,465	1,683
Midway Blvd	Invenness St	Kings Highway	0.95	4D	28,879	12,505	27,435	11,880
Pine Street	Sarasota Co Line	Second St	0.34	4D	37,906	12,727	12,888	4,327
Pine Street	Second St	SR 776	0.16	4D	37,906	14,218	6,065	2,275
Piper Road	Jones Loop Rd	E Henry St	2.19	4D	35,407	10,372	77,541	22,714
Piper Road	Henry St	Duncan Rd	2.65	4D	35,407	4,745	93,829	12,574
Taylor Road	US 41 N	Jones Loop Rd	1.54	2U	15,824	8,052	24,369	12,399
Toledo Blade Blvd	Collingswood Blvd	SR 776	0.58	2U	13,154	6,683	7,629	3,876
Toledo Blade Blvd	SR 776	US 41 N	0.76	2U	15,824	8,522	12,026	6,477
Toledo Blade Blvd	US 41 N	Sarasota Co Line	1.00	4D	39,341	17,874	39,341	17,874
Tucker's Grade	US 41	I-75	1.31	4D	39,341	12,074	51,537	15,817
Veterans Blvd	US-41	Murdock Circle	0.29	4D	35,407	24,342	10,268	7,059
Veterans Blvd	Murdock Circle	Cochran Blvd	0.49	4D	35,407	27,229	17,349	13,342
Veterans Blvd	Cochran Blvd	Harbor Blvd	2.66	4D	35,407	25,715	94,183	68,402
Veterans Blvd	Harbor Blvd	Loveland Blvd	2.26	4D	35,407	25,091	80,020	56,707
Veterans Blvd	Loveland Blvd	Kings Highway	1.11	4D	35,407	24,469	39,302	27,161
Veterans Blvd	Kings Highway	Peachland Blvd	0.12	4D	35,407	29,901	4,249	3,588
Winchester Blvd	Placida Rd	Apple Valley Ave	5.00	4D	35,407	1,578	177,035	7,890
Winchester Blvd	Apple Valley Ave	SR776	0.44	4D	35,407	8,888	15,579	3,911
Winchester Blvd	SR 776	Sarasota Co Line	0.76	4D	35,407	8,876	26,909	6,746
Subtotal, County Arterial Roads							2,264,591	938,496
County Collector Roads								
Acline Road	Burnt Store Rd	US 41	0.41	2U	15,824	1,267	6,488	519
Acline Road	US 41	Taylor Rd	0.66	2U	15,824	1,637	10,444	1,080
Airport Road	Cooper St	Taylor Rd	0.38	2U	15,824	5,993	6,013	2,277
Airport Road	Taylor Rd	I-75	1.29	2U	15,824	6,479	20,413	8,358
Airport Road	I-75	Piper Rd	0.47	2U	15,824	4,330	7,437	2,035
Airport Road	Piper Rd	Golf Course Blvd	0.17	2U	13,154	4,578	2,236	778
Appleton Blvd	St Paul Dr	Gasparilla Rd	2.86	2U	15,824	2,229	45,257	6,375
Atwater Street	Peachland Blvd	Veterans Blvd	1.01	2U	13,154	3,463	13,286	3,498
Bayshore Road	Main St	Sibley Bay St	0.40	2U	13,154	2,290	5,262	916
Bayshore Road	Sibley Bay St	Edgewater Dr	0.53	2U	13,154	3,181	6,972	1,686
Bayshore Road	Edgewater Dr	US 41	0.21	2U	13,154	2,790	2,762	586
Beach Road	Gulf Blvd	SR 776	1.47	2U	13,154	12,453	19,336	18,306
Biscayne Drive	SR-776	Cornelius Blvd	1.49	2U	15,824	2,489	23,578	3,709
Biscayne Drive	Cornelius Blvd	Chancellor Blvd	2.64	2U	15,824	3,350	41,775	8,844

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Table 75. Existing Major Roadway Inventory (continued)

Roadway	From	To	Mi.	Lns.	Cap.	AADT	VMC	VMT
County Collector Roads (continued)								
Boca Grande Causwy		S of Placida Rd	3.23	2U	15,824	9,762	51,112	31,531
Boundary Blvd	Rotonda Blvd S	Cape Haze Dr	8.57	2U	13,154	5,827	112,730	49,937
Brig Circle W	Brig St	Harness Rd	0.81	2U	13,154	2,424	10,655	1,963
Brig St	Boundary Blvd	Brig Circle W	0.11	2U	13,154	*100*	1,447	11
Cape Haze Drive	Arlington Dr	Placida Rd	0.19	2U	13,154	3,675	2,499	698
Carmalita Street	Florida St	BMX Track	0.62	2U	15,824	2,355	9,811	1,460
Carmalita Street	BMX Track	US 41	1.11	2U	13,154	4,156	14,601	4,613
Chamberlain Blvd	Cornelius Blvd	US 41	4.46	2U	15,824	1,756	70,575	7,832
Campbell Street	Chancellor Blvd	Chamberlain Blvd	0.35	2U	15,824	*100*	5,538	35
Cape Haze Drive	Rotonda Cir	Links Lane	0.63	4D	13,154	4,754	8,287	2,995
Cape Haze Drive	Links Lane	Arlington Dr	1.04	2U	13,154	4,608	13,680	4,792
Chamberlain Blvd	US 41	W Hillsborough Bl	0.94	2U	13,154	8,824	12,365	8,295
Chancellor Blvd	Campbell St	Ramblewood St	0.38	2U	15,824	5,453	6,013	2,072
Chancellor Blvd	Ramblewood St	US 41	2.79	2U	15,824	6,580	44,149	18,358
Collingswood Blvd	O'Hara Dr	Edgewater Dr	1.01	2U	15,824	3,386	15,982	3,420
Collingswood Blvd	Edgewater Dr	Wintergarden Ave	1.00	2U	15,824	4,656	15,824	4,656
Collingswood Blvd	Wintergarden Ave	Toledo Blade Blvd	1.02	2U	15,824	6,349	16,140	6,476
Collingswood Blvd	Toledo Blade Blvd	SR 776	0.44	2U	13,154	4,048	5,788	1,781
Collingswood Blvd	SR 776	Hillsborough Blvd	1.60	2U	15,824	829	25,318	1,326
Cooper Street	US 41	Airport Rd	0.49	2U	13,154	3,962	6,445	1,941
Cooper Street	Airport Rd	Taylor Rd	0.44	2U	13,154	3,823	5,788	1,682
Cooper Street	Carmalita St	US 17	0.73	2U	13,154	8,235	9,602	6,012
Cooper Street	US 17 N	US 17 S	0.11	2U	13,154	4,382	1,447	482
Cornelius Blvd	US 41	Biscayne Dr	1.28	2U	15,824	4,837	20,255	6,191
Cornelius Blvd	Biscayne Dr	SR 776	1.45	2U	15,824	4,306	22,945	6,244
CR 74/Bermont Rd	US 17	County Line	27.05	2U	15,824	8,919	428,039	241,259
Deep Creek Blvd	Sandhill Blvd	Rio de Janeiro Av	1.42	2U	13,154	6,202	18,679	8,807
Deep Creek Blvd	Rio de Janeiro Av	Seasons Dr	1.78	2U	13,154	2,266	23,414	4,033
Florida Street	Airport Rd	Carmalita St	0.93	2U	15,824	1,030	14,716	958
Florida Street	Carmalita St	Marion Ave	1.02	2U	15,824	2,422	16,140	2,470
Forrest Nelson Blvd	US 41	Peachland Blvd	1.26	2U	13,154	6,401	16,574	8,065
Gillot Blvd	Vance Terr	Bluestone St	4.35	2U	15,824	3,376	68,834	14,686
Gillot Blvd	Bluestone St	SR 776	0.20	2U	15,824	2,993	3,165	599
Gulfstream Blvd	SR 776 (W)	Sunnybrook Blvd	2.70	2U	13,154	5,018	35,516	13,550
Gulfstream Blvd	Sunnybrook Blvd	SR 776 (E)	2.95	2U	15,824	3,666	46,681	10,815
Harbor Blvd	Colleen St	Edgewater Dr	0.64	2U	13,154	2,485	8,419	1,590
Harbor Blvd	Edgewater Dr	US 41	0.96	2U	13,154	3,527	12,628	3,386
Harbor Blvd	US 41	Olean Blvd	0.50	4D	28,879	12,298	14,440	6,149
Harbor Blvd	Olean Blvd	Midway Blvd	0.81	4D	28,879	12,586	23,392	10,195
Harbor Blvd	Midway Blvd	Burkhart Dr	0.17	2U	13,154	8,655	2,236	1,471
Harbor Blvd	Burkhart Dr	Quesada Ave	0.58	2U	13,154	8,177	7,629	4,743
Harbor Blvd	Quesada Ave	Peachland Blvd	0.52	2U	13,154	7,359	6,840	3,827
Harbor Blvd	Peachland Blvd	Veterans Blvd	0.92	2U	15,824	2,929	14,558	2,694
Harborview Road	I-75	Rio De Janiero Ave	0.47	2U	15,824	11,052	7,437	5,194
Harborview Road	Rio De Janiero Ave	Highlands Rd	0.46	2U	15,824	6,269	7,279	2,884
Harness Road	Brig Cir N	Gasparilla Rd	1.80	2D	13,154	5,374	23,677	9,673
Henry Street	Golf Course Blvd	Florida St	1.08	2U	13,154	1,664	14,206	1,797
Hillsborough Blvd	Veterans Blvd	Toledo Blade Blvd	4.47	2U	15,824	6,650	70,733	29,727

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Table 75. Existing Major Roadway Inventory (continued)

Roadway	From	To	Mi.	Lns.	Cap.	AADT	VMC	VMT
County Collector Roads (continued)								
Hillsborough Blvd	Toledo Blade Blvd	Crandberry Blvd	2.44	2U	15,824	8,294	38,611	20,236
Ingraham Blvd	San Cruz Waterway	Gasparilla Rd	0.64	2U	15,824	4,685	10,127	2,998
Jacobs Street	SR 776	Eleanor Ave	1.73	2U	15,824	2,886	27,376	4,993
Jacobs Street	Eleanor Ave	Chamberlain Blvd	1.00	2U	15,824	3,201	15,824	3,201
Jones Loop Road S	Taylor Rd	I-75	0.92	2U	15,824	2,551	14,558	2,347
Jones Loop Road N	E of Piper Rd		4.15	2U	15,824	2,574	65,670	10,683
Kings Highway	I-75	Sandhill Blvd	0.31	4D	35,407	36,645	10,976	11,360
Kings Highway	Sandhill Blvd	DeSoto Co Line	0.65	2U	15,824	18,133	10,286	11,787
Lakeview Blvd	Edgewater Dr	Springview Ave	0.54	2U	13,154	2,490	7,103	1,345
Lakeview Blvd	Springview Ave	Midway Blvd	0.61	2U	13,154	3,325	8,024	2,028
Lakeview Blvd	Midway Blvd	Chevy Chase St	0.57	2U	13,154	9,312	7,498	5,308
Lakeview Blvd	Chevy Chase St	Cochran Blvd	0.64	2U	13,154	10,749	8,419	6,879
Loveland Blvd	Westchester Blvd	Midway Blvd	1.56	2U	13,154	2,515	20,520	3,923
Loveland Blvd	Midway Blvd	Peachland Blvd	1.25	2U	13,154	7,078	16,443	8,848
Loveland Blvd	Peachland Blvd	Veterans Blvd	0.99	2U	13,154	2,338	13,022	2,314
Marathon Blvd	Gulfstream Blvd	Gasparilla Rd	1.05	2U	15,824	3,115	16,615	3,271
Marathon Blvd	Gasparilla Rd	Terminus	0.83	2U	13,154	1,508	10,918	1,252
Marlympia Way	Duncan Rd	Marion Ave	0.04	2U	13,154	1,932	526	77
Melbourne Street	US 41	Harper Ave	0.63	2U	13,154	2,701	8,287	1,702
Melbourne Street	Harper Ave	Harborview Rd	0.25	2U	13,154	2,571	3,289	643
Murdock Circle	SR 776	Education Way	1.39	4D	35,407	5,983	49,216	8,316
Murdock Circle	Education Way	US 41	0.34	4D	35,407		12,038	0
Murdock Circle	US 41	Veterans Blvd	0.30	4D	35,407		10,622	0
Norte Dame Blvd	US 41	Burnt Store Rd	2.02	2U	13,154	2,313	26,571	4,672
N Beach Road	Sarasota Co Line	Gulf Blvd	1.75	2U	15,824	2,574	27,692	4,505
Orlando Blvd	Quasar Blvd	Veterans Blvd	1.51	2U	13,154	6,485	19,863	9,792
Olean Blvd	US 41	Easy St	0.60	4D	28,879	10,116	17,327	6,069
Olean Blvd	Easy St	Conway Blvd	0.48	2U	13,154	8,528	6,314	4,093
Olean Blvd	Conway Blvd	Beacon Dr	0.66	2U	13,154	8,050	8,682	5,313
Olean Blvd	Beacon Dr	Kings Highway	0.88	2U	13,154	7,313	11,576	6,435
Orlando Blvd	Midway Blvd	Quasar Blvd	0.74	2U	13,154	2,447	9,734	1,811
Parade Circle	Oakland Hills Rd	White Marsh Rd	0.96	2U	13,154	5,966	12,628	5,727
Peachland Blvd	CochranBlvd	Forrest Nelson Blv	0.76	2U	13,154	7,614	9,997	5,787
Peachland Blvd	Forrest Nelson Bld	Atwater St	0.51	2U	13,154	9,435	6,709	4,812
Peachland Blvd	Atwater St	Harbor Blvd	1.20	2U	13,154	9,601	15,785	11,521
Peachland Blvd	Harbor Blvd	Beacon Dr	1.52	2U	13,154	10,293	19,994	15,645
Peachland Blvd	Beacon Dr	Loveland Blvd	0.72	2U	13,154	12,133	9,471	8,736
Peachland Blvd	Loveland Blvd	Veterans Blvd	0.29	4D	28,879	12,884	8,375	3,736
Pompano Terrace	Shreve St	US 41	0.06	4U	35,407	14,465	2,124	868
Quesada Avenue	Cochran Blvd	Forrest Nelson Blv	0.61	2U	13,154		8,024	0
Quesada Avenue	Forrest Nelson Blvd	Hinton St	0.86	2U	13,154		11,312	0
Quesada Avenue	Hinton St	Harbor Blvd	0.94	2U	13,154		12,365	0
Quesada Avenue	Harbour Blvd	Bounds St	0.33	2U	13,154	5,850	4,341	1,931
Rampart Blvd	Loveland Blvd	Kings Highway	0.12	3U	13,154	19,002	1,578	2,280
Rampart Blvd	Kings Highway	I-75	1.09	2U	13,154		14,338	0
Rampart Blvd	I-75	Navigator RD	1.73	2U	13,154	8,304	22,756	14,366
Rio de Janeiro Ave	Harborview Rd	Rampart Blvd	1.25	2U	13,154	8,050	16,443	10,063
Rio de Janeiro Ave	Rampart Blvd	Sandhill Blvd	1.08	2U	13,154	4,877	14,206	5,267

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Table 75. Existing Major Roadway Inventory (continued)

Roadway	From	To	Mi.	Lns.	Cap.	AADT	VMC	VMT
County Collector Roads (continued)								
Rio de Janeiro Ave	Sandhill Blvd	Deep Creek Blvd	0.65	2U	13,154	3,229	8,550	2,099
Robin Rd	Gasparilla Rd	End	3.07	4D	13,154	3,191	40,383	9,796
Rotonda Blvd E	Parade Cir	Boundary Blvd	2.61	2D	13,154	3,072	34,332	8,018
Rotonda Blvd E	Boundary Blvd	CR 771	1.30	2U	13,154	3,972	17,100	5,163
Rotonda Blvd N	Parade Cir	Rotonda Cir	1.21	2U	13,154	2,259	15,916	2,734
Rotonda Blvd W	Placida Rd	Normandy Way	0.67	4D	28,879	8,166	19,349	5,471
Rotonda Blvd W	Normandy Way	Boundary Blvd	0.29	2U	13,154	6,280	3,815	1,821
Rotonda Blvd W	Boundary Blvd	Parade Cir	1.31	2U	13,154	2,681	17,232	3,512
San Casa Drive	SR 776	Worth Ave	1.08	2U	15,824	6,856	17,090	7,404
San Casa Drive	Worth Ave	CR 775	1.01	2U	15,824	6,280	15,982	6,343
Sandhill Blvd	Kings Highway	Deep Creek Blvd	1.27	2U	15,824	16,488	20,096	20,939
Sandhill Blvd	Deep Creek Blvd	Rio de Janeiro Av	0.84	2U	15,824	6,557	13,292	5,508
Sandhill Blvd	Rio de Janeiro Av	Highlands Rd	0.81	2U	15,824	4,947	12,817	4,007
Spinnaker Blvd	Cougar Way	Gulfstream Blvd	0.33	2U	13,154	3,833	4,341	1,265
Spinnaker Blvd	Gulfstream Blvd	SR 776	1.10	2U	13,154	2,481	14,469	2,729
Spinnaker Blvd	SR 776	Willmington Blvd	0.65	2U	15,824	1,190	10,286	774
Sunnybrook Blvd	Rotonda Blvd N	Boundary Blvd	0.09	2U	13,154	7,573	1,184	682
Sunnybrook Blvd	Boundary Blvd	Gulfstream Blvd	0.16	2U	15,824	10,756	2,532	1,721
Sunnybrook Blvd	Gulfstream Blvd	Oceanspray Blvd	0.40	2U	13,154	9,302	5,262	3,721
Sunnybrook Blvd	Oceanspray Blvd	SR 776	0.65	2U	13,154	6,971	8,550	4,531
Sunnybrook Blvd	SR 776	Waterford Ave	0.38	2U	13,154	2,859	4,999	1,086
Sunnybrook Blvd	Waterford Ave	Wilmington Blvd	0.32	2U	13,154	299	4,209	96
Taylor Road	Jones Loop Rd	Burnt Store Rd	1.09	2U	15,824	8,052	17,248	8,776
Taylor Road	Burnt Store Rd	Airport Rd	0.95	2U	15,824	9,683	15,033	9,199
Taylor Road	Airport Rd	Cooper St	0.59	2U	15,824	7,213	9,336	4,256
Taylor Road	Cooper St	US 41 N	0.72	2U	15,824	6,856	11,393	4,936
Taylor Street	US 41 N	W Marion Ave	0.36	2U	13,154	1,329	4,735	478
W Marion Avenue	N Marion Ct	Bal Harbor Blvd	3.75	4D	28,879	12,311	108,296	46,166
W Marion Avenue	Bal Harbor Blvd	Cross St	1.87	4U	28,879	10,837	54,004	20,265
W Olympia Ave	Cross St	W Henry St	0.90	2U	13,154	9,129	11,839	8,216
Wilmington Blvd	McCall Rd	Coliseum Blvd	0.64	2U	15,824	*100*	10,127	64
Wilmington Blvd	Coliseum Blvd	Gondelier Wtrway	1.68	2U	15,824	1,205	26,584	2,024
Wilmington Blvd	Gondelier Waterwy	SR 776	2.73	2U	15,824	2,647	43,200	7,226
Subtotal, County Collector Roads							2,913,241	1,080,308
City Collector Roads								
Airport Road	US 41	Cooper St	0.48	2U	15,824	5,374	7,596	2,580
Aqui Esta Dr	Coronado Dr	Bal Harbor Blvd	0.50	2U	13,154	3,601	6,577	1,801
Aqui Esta Dr	Bal Harbor Blvd	US 41	1.78	2U	13,154	8,747	23,414	15,570
Bal Harbor Blvd	W Marion Ave	Aqui Esta Dr	1.03	2U	13,154	7,022	13,549	7,233
Bal Harbor Blvd	Aqui Esta Dr	Albatross Dr	0.51	2U	13,154	14,560	6,709	7,426
Cooper Street	Taylor Rd	Carmalita St	0.43	2U	13,154	1,721	5,656	740
Deborah Drive	Roseau Dr	Bal Harbor Blvd	0.79	2U	13,154	1,115	10,392	881
Ponce De Leon Pkwy	N Marion Ct	End	0.61	2U	13,154	5,256	8,024	3,206
W Henry St	Tamiami Trl	W Marion Ave	1.06	2U	13,154	3,878	13,943	4,111
Subtotal, City Major Collector Roads							95,860	43,548
Total, Major Roadway System							7,998,241	3,813,882

Notes: "Lns" is number of through lanes; "Cap." is daily capacity at the County's adopted level of service; "AADT" is annual average daily trips; "VMC" is vehicle-miles of capacity (product of miles and capacity); "VMT" is vehicle-miles of travel (product of miles and AADT).
Source: Kimley Horn, based on County roadway and GIS data, March 5, 2020.

APPENDIX E: FIRE/EMS EQUIPMENT COST

Table 76. Fire Rescue Equipment Cost

Description	Units	Cost/Unit	Total Cost
Radio, Portable	69	$3,000	$207,000
Radio, Mobile	14	$3,000	$42,000
Radio, Base	12	$3,000	$36,000
Tank Fill Station	1	$80,000	$80,000
Jaws/Ram	48	$2,975	$142,800
Jaws/Spreader	16	$3,175	$50,800
Jaws/Power Plant	15	$7,875	$118,125
Jaws/Cutter	15	$5,050	$75,750
Spectrometer	1	$58,000	$58,000
Breathing Apparatus	149	$4,384	$653,216
Camera, Thermal Imaging	3	$4,495	$13,485
PPV	6	$2,805	$16,830
Air Bottle	12	$1,260	$15,120
Lifepak Charger	12	$1,600	$19,200
Lifepak 15	12	$38,000	$456,000
Stair Chair	2	$1,995	$3,990
TV Receiver	1	$1,700	$1,700
Penetrating Nozzle	1	$1,234	$1,234
Mower, Riding	4	$6,000	$24,000
Deck Gun	2	$5,374	$10,748
Pump, Floating	1	$2,895	$2,895
Water Tank, Portable	1	$2,063	$2,063
Generator	3	$999	$2,997
Aed G5	16	$3,000	$48,000
Aed G3 Pro	6	$2,000	$12,000
Lighting System	1	$1,069	$1,069
Chlorine Repair Kit	2	$2,475	$4,950
Vacuum Sealing Pad	1	$1,500	$1,500
Jaws/Hose Reel	1	$1,500	$1,500
Multipress Machine	1	$2,200	$2,200
Treadmill	1	$3,999	$3,999
Premire Air Respirator	4	$281	$1,124
Air Cart	1	$4,589	$4,589
Air Bag	3	$2,000	$6,000
Backup Air System	1	$1,500	$1,500
Jaws/Cutter, Pedal	1	$1,500	$1,500
Plasma Cutter	1	$1,760	$1,760
Air Cushion	3	$3,000	$9,000
LPS Lift Harness	1	$2,400	$2,400
Generator	2	$1,500	$3,000
Pump Diaphragm	1	$2,000	$2,000
Rescue Frame	1	$2,350	$2,350
Identifinder-N	1	$9,339	$9,339
Chemical ID System	1	$3,000	$3,000
Hammer, Breaker	1	$1,647	$1,647

Continued on following page

Table 76. Fire Rescue Equipment Cost (continued)

Description	Units	Cost/Unit	Total Cost
Rescue Tool	3	$7,207	$21,621
Drill Rig	1	$3,043	$3,043
Clamp, Gasline	1	$1,312	$1,312
Camera	1	$7,200	$7,200
Gas Detector	2	$1,585	$3,170
Docking Station	2	$2,043	$4,086
Thermal Imager	1	$4,495	$4,495
Communication System	1	$8,000	$8,000
Freezer	1	$5,000	$5,000
Brush Skid Unit	3	$30,000	$90,000
Electronic Siren	1	$727	$727
Gym System	1	$1,500	$1,500
Ice Machine	5	$3,800	$19,000
Fire Eductor	4	$1,162	$4,648
Range, Gas	1	$2,319	$2,319
Charter Plotter	1	$3,000	$3,000
Fire Gear Rack, Mobile	1	$3,800	$3,800
Booster Hose Reel	1	$5,000	$5,000
Water Tank	1	$13,000	$13,000
Crane	1	$3,000	$3,000
Hose Tester	1	$3,000	$3,000
Torque Wrench	1	$600	$600
Jack	1	$2,500	$2,500
Jack, Transmission	1	$2,000	$2,000
Trailer, Trauma	1	$6,300	$6,300
Hydraulic Oil Filter	1	$1,500	$1,500
A/C Recovery System	1	$3,000	$3,000
Stud Puller	1	$1,000	$1,000
Fork Lift	1	$35,000	$35,000
Scrubber	2	$5,000	$10,000
Refrigerant Reclaimer	1	$2,000	$2,000
Tank, Water	1	$13,000	$13,000
Storage Container	2	$4,050	$8,100
Valve, Intake	18	$900	$16,200
Camera, Id Kit	1	$3,499	$3,499
Phone	2	$945	$1,890
Rehab Station	4	$6,000	$24,000
Handheld Oximeter	4	$2,745	$10,980
Pump, Water	1	$2,895	$2,895
Welder	2	$6,000	$12,000
Rescue System	1	$2,495	$2,495
Test Scoring Machine	1	$228	$228
Somso Trunk	1	$1,563	$1,563
Smoke Machine	1	$1,215	$1,215
Star/Smart Board	1	$3,909	$3,909

Continued on following page

Table 76. Fire Rescue Equipment Cost (continued)

Description	Units	Cost/Unit	Total Cost
Binding Machine	1	$1,699	$1,699
Projector, Digital	1	$1,999	$1,999
Camcorder	1	$1,029	$1,029
Gear Dryer	2	$9,400	$18,800
Air System	2	$60,000	$120,000
Ambulance Box	1	$93,102	$93,102
Ar Bag	1	$2,651	$2,651
Comman Cabinet	1	$2,313	$2,313
Cutters	1	$13,495	$13,495
Cylinder Storage	1	$1,268	$1,268
Drug Box	7	$1,865	$13,055
Entry Simulator	1	$7,175	$7,175
FLIR	16	$4,451	$71,216
Gas Monitor	3	$3,025	$9,075
Generator	1	$1,500	$1,500
Helmet	6	$2,327	$13,962
Locker	11	$1,464	$16,104
Manifold	2	$1,285	$2,570
Nozzle	2	$2,973	$5,946
Power Adapter	1	$1,432	$1,432
Ram	1	$9,095	$9,095
Redi-Charger	1	$1,292	$1,292
Refrigerator	5	$1,727	$8,635
Roll N Rack	1	$8,195	$8,195
Safe	2	$1,348	$2,696
Spreader	1	$11,095	$11,095
Trainer, Extinguisher	1	$9,696	$9,696
Vortex	1	$4,850	$4,850
Washer	1	$7,703	$7,703
Water Nozzle	1	$2,841	$2,841
Window Prop	1	$2,500	$2,500
Safety Gear	252	$3,302	$832,104
Total, Fire Rescue Equipment			$3,830,268

Source: Charlotte County Fire/EMS Division, January 13, 2020.

Table 77. EMS Equipment Cost

Description	Units	Cost/Unit	Total Cost
Radio, Portable	23	$3,000	$69,000
Radio, Mobile	5	$3,000	$15,000
Radio, Base	4	$3,000	$12,000
Ambulance Cot	8	$10,000	$80,000
Breathing Apparatus	3	$4,384	$13,152
Lifepak Charger	21	$1,600	$33,600
Lifepak 15	21	$38,000	$798,000
Stair Chair	13	$1,995	$25,935
TV Receiver	1	$1,700	$1,700
AED G5	15	$3,000	$45,000
AED G3 Pro	5	$2,000	$10,000
Freezer	1	$5,000	$5,000
EMS Manikin	2	$5,800	$11,600
Rhythm Simulator	5	$1,300	$6,500
Airway Mgt Trainer	4	$2,215	$8,860
Manikin (Stat)	3	$1,200	$3,600
Manikin (Trauma)	1	$1,100	$1,100
Ausculation Trainer	1	$1,895	$1,895
Manikin	5	$780	$3,900
Arrythmia Simulator	3	$900	$2,700
Total, EMS Equipment			$1,148,542

Source: Charlotte County Fire/EMS Division, January 13, 2020.

APPENDIX F: CURRENT FEE SCHEDULES

Table 78. Current Detailed Impact Fee Schedules

Land Use	Unit	Transp.	Parks		Lib-rary	Fire/EMS		Law/ Jail	Public Bldgs.
			Reg./ Spec.	All Parks		EMS	Fire/ EMS		
RESIDENTIAL									
Single-Family, Detached	Dwelling	$3,025	$217	$393	$81	$47	$286	$250	$374
Multi-Family	Dwelling	$1,956	$115	$208	$43	$25	$152	$132	$198
Condo/Townhouse	Dwelling	$1,709	$115	$208	$43	$25	$152	$132	$198
Mobile Home	Dwelling	$3,025	$118	$211	$44	$26	$156	$135	$203
Mobile Home Park	Dwelling	$1,110	$118	$211	$44	$26	$156	$135	$203
Congregate Care Facility	Dwelling	$287	n/a	n/a	n/a	$28	$164	$146	$219
LODGING									
Hotel	Room	$1,538	$74	$133	n/a	$18	$105	$97	$145
Motel	Room	$1,089	$74	$133	n/a	$17	$97	$90	$134
RECREATIONAL									
RV Park	Site	$432	n/a	n/a	n/a	$17	$95	$88	$132
Marina	Berth	$1,029	n/a	n/a	n/a	$6	$36	$33	$50
Golf Course	Hole	$12,468	n/a	n/a	n/a	$36	$205	$190	$285
Movie Theater w/Matinee	1,000 sq. ft.	$11,618	n/a	n/a	n/a	$200	$1,138	$1,051	$1,576
Health/Fitness Club	1,000 sq. ft.	$9,267	n/a	n/a	n/a	$103	$588	$543	$814
RETAIL									
Retail, 100,000 sfgla or less	1,000 sfgla	$5,387	n/a	n/a	n/a	$71	$401	$371	$556
Retail, 100,001-200,000 sfgla	1,000 sfgla	$4,803	n/a	n/a	n/a	$71	$403	$373	$559
Retail, 200,001-400,000 sfgla	1,000 sfgla	$4,546	n/a	n/a	n/a	$78	$445	$411	$617
Retail, >400,000 sfgla	1,000 sfgla	$4,490	n/a	n/a	n/a	$82	$464	$429	$643
New/Used Auto Sales	1,000 sq. ft.	$5,710	n/a	n/a	n/a	$49	$280	$258	$387
Tire Superstore	Serv. Bay	$6,429	n/a	n/a	n/a	$45	$255	$236	$353
Supermarket	1,000 sq. ft.	$6,682	n/a	n/a	n/a	$68	$390	$360	$540
Convenience Market (24 hour)	1,000 sq. ft.	$24,128	n/a	n/a	n/a	$183	$1,041	$961	$1,442
Convenience Market w/Gas Pumps	1,000 sq. ft.	$17,629	n/a	n/a	n/a	$195	$1,109	$1,025	$1,536
Home Improvement Superstore	1,000 sq. ft.	$2,774	n/a	n/a	n/a	$60	$344	$318	$477
Pharmacy/Drug Store	1,000 sq. ft.	$3,543	n/a	n/a	n/a	$65	$373	$344	$517
Furniture Store	1,000 sq. ft.	$924	n/a	n/a	n/a	$8	$44	$40	$61
Bank/Savings Walk-In	1,000 sq. ft.	$7,713	n/a	n/a	n/a	$75	$424	$392	$588
Bank/Savings Drive-In	1,000 sq. ft.	$10,131	n/a	n/a	n/a	$76	$434	$401	$601
Quality Restaurant	1,000 sq. ft.	$12,549	n/a	n/a	n/a	$228	$1,298	$1,199	$1,797
High-Turnover Restaurant	1,000 sq. ft.	$15,017	n/a	n/a	n/a	$227	$1,290	$1,192	$1,787
Fast Food Restaurant w/Drive-Thru	1,000 sq. ft.	$33,669	n/a	n/a	n/a	$297	$1,693	$1,564	$2,346
Bread/Donut/Bagel Shop w/Drive-Thru	1,000 sq. ft.	$15,066	n/a	n/a	n/a	$194	$1,104	$1,019	$1,529
Gasoline/Service Station	Fuel Pos.	$3,781	n/a	n/a	n/a	$64	$363	$336	$503
Self-Service Car Wash	Serv. Bay	$3,627	n/a	n/a	n/a	$29	$166	$153	$229
Convenience/Gasoline/Fast Food	1,000 sq. ft.	$47,124	n/a	n/a	n/a	$239	$1,360	$1,257	$1,884
OFFICE									
General Office, 100,000 sf or less	1,000 sq. ft.	$3,615	n/a	n/a	n/a	$40	$226	$209	$314
General Office, 100,001-200,000 sf	1,000 sq. ft.	$3,062	n/a	n/a	n/a	$34	$192	$178	$266
General Office, 200,001-400,000 sf	1,000 sq. ft.	$2,595	n/a	n/a	n/a	$28	$162	$149	$224
General Office, >400,000 sf	1,000 sq. ft.	$2,353	n/a	n/a	n/a	$26	$146	$135	$203
Medical Office/Clinic, up to 10,000 sf	1,000 sq. ft.	$4,170	n/a	n/a	n/a	$38	$217	$200	$300
Medical Office/Clinic, >10,000 sf	1,000 sq. ft.	$6,359	n/a	n/a	n/a	$58	$331	$306	$459

Continued on following page

Table 78. Current Detailed Impact Fee Schedules (continued)

Land Use	Unit	Transp.	Parks		Lib-rary	Fire/EMS		Law/ Jail	Public Bldgs.
			Reg./ Spec.	All Parks		EMS	Fire/ EMS		
INDUSTRIAL									
General Light Industrial	1,000 sq. ft.	$1,922	n/a	n/a	n/a	$23	$131	$121	$182
General Heavy Industrial	1,000 sq. ft.	$412	n/a	n/a	n/a	$16	$93	$86	$129
Manufacturing	1,000 sq. ft.	$1,049	n/a	n/a	n/a	$17	$95	$88	$132
Warehousing	1,000 sq. ft.	$976	n/a	n/a	n/a	$9	$53	$49	$74
Mini-Warehouse	1,000 sq. ft.	$352	n/a	n/a	n/a	$2	$11	$11	$16
INSTITUTIONAL									
Elementary School (Private)	Student	$259	n/a	n/a	n/a	$2	$11	$11	$16
Middle School (Private)	Student	$363	n/a	n/a	n/a	$2	$13	$12	$18
High School (Private)	Student	$382	n/a	n/a	n/a	$3	$15	$14	$21
Univ./Jr. College (up to 7,500)	Student	$701	n/a	n/a	n/a	$3	$19	$18	$26
Univ./Jr. College (>7,500 students)	Student	$524	n/a	n/a	n/a	$2	$13	$12	$18
Church	1,000 sq. ft.	$1,839	n/a	n/a	n/a	$17	$97	$90	$134
Day Care	1,000 sq. ft.	$5,897	n/a	n/a	n/a	$30	$169	$156	$235
Hospital	1,000 sq. ft.	$3,941	n/a	n/a	n/a	$46	$261	$241	$361
Nursing Home	1,000 sq. ft.	$987	n/a	n/a	n/a	$57	$327	$302	$453

Source: Charlotte County website, *Impact Fee Schedule Adopted 7/23/2019 – Effective November 1, 2019* (all fees include 2.46% administrative charge)

Table 79. Current Total Impact Fees by Area

Land Use	Unit	Unin-corp. Area	City of Punta Gorda	Engle-wood Fire D.	Babcock Ranch DRI
RESIDENTIAL					
Single-Family, Detached	Dwelling	$4,409	$2,258	$4,170	$1,384
Multi-Family	Dwelling	$2,689	$1,351	$2,562	$733
Condo/Townhouse	Dwelling	$2,442	$1,243	$2,315	$733
Mobile Home	Dwelling	$3,774	$1,834	$3,644	$749
Mobile Home Park	Dwelling	$1,859	$991	$1,729	$749
Congregate Care Facility	Dwelling	$816	$494	$680	$529
LODGING					
Hotel	Room	$2,018	$994	$1,931	$480
Motel	Room	$1,543	$779	$1,463	$454
RECREATIONAL					
RV Park	Site	$747	$412	$669	$315
Marina	Berth	$1,148	$536	$1,118	$119
Golf Course	Hole	$13,148	$5,965	$12,979	$680
Movie Theater w/Matinee	1,000 sq. ft.	$15,383	$7,760	$14,445	$3,765
Health/Fitness Club	1,000 sq. ft.	$11,212	$5,445	$10,727	$1,945
RETAIL					
Retail, 100,000 sfgla or less	1,000 sfgla	$6,715	$3,305	$6,385	$1,328
Retail, 100,001-200,000 sfgla	1,000 sfgla	$6,138	$3,053	$5,806	$1,335
Retail, 200,001-400,000 sfgla	1,000 sfgla	$6,019	$3,036	$5,652	$1,473
Retail, >400,000 sfgla	1,000 sfgla	$6,026	$3,057	$5,644	$1,536
New/Used Auto Sales	1,000 sq. ft.	$6,635	$3,163	$6,404	$925
Tire Superstore	Serv. Bay	$7,273	$3,423	$7,063	$844
Supermarket	1,000 sq. ft.	$7,972	$3,847	$7,650	$1,290
Convenience Market (24 hour)	1,000 sq. ft.	$27,572	$13,039	$26,714	$3,444
Convenience Market w/Gas Pumps	1,000 sq. ft.	$21,299	$10,339	$20,385	$3,670
Home Improvement Superstore	1,000 sq. ft.	$3,913	$2,022	$3,629	$1,139
Pharmacy/Drug Store	1,000 sq. ft.	$4,777	$2,426	$4,469	$1,234
Furniture Store	1,000 sq. ft.	$1,069	$509	$1,033	$145
Bank/Savings Walk-In	1,000 sq. ft.	$9,117	$4,382	$8,768	$1,404
Bank/Savings Drive-In	1,000 sq. ft.	$11,567	$5,467	$11,209	$1,436
Quality Restaurant	1,000 sq. ft.	$16,843	$8,542	$15,773	$4,294
High-Turnover Restaurant	1,000 sq. ft.	$19,286	$9,611	$18,223	$4,269
Fast Food Restaurant w/Drive-Thru	1,000 sq. ft.	$39,272	$18,755	$37,876	$5,603
Bread/Donut/Bagel Shop w/Drive-Thru	1,000 sq. ft.	$18,718	$9,198	$17,808	$3,652
Gasoline/Service Station	Fuel Pos.	$4,983	$2,510	$4,684	$1,202
Self-Service Car Wash	Serv. Bay	$4,175	$1,981	$4,038	$548
Convenience/Gasoline/Fast Food	1,000 sq. ft.	$51,625	$23,901	$50,504	$4,501
OFFICE					
General Office, 100,000 sf or less	1,000 sq. ft.	$4,364	$2,118	$4,178	$749
General Office, 100,001-200,000 sf	1,000 sq. ft.	$3,698	$1,795	$3,540	$636
General Office, 200,001-400,000 sf	1,000 sq. ft.	$3,130	$1,517	$2,996	$535
General Office, >400,000 sf	1,000 sq. ft.	$2,837	$1,376	$2,717	$484
Medical Office/Clinic, up to 10,000 sf	1,000 sq. ft.	$4,887	$2,339	$4,708	$717
Medical Office/Clinic, >10,000 sf	1,000 sq. ft.	$7,455	$3,569	$7,182	$1,096

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Table 79. Current Total Impact Fees by Area (continued)

Land Use	Unit	Unin-corp. Area	Punta Gorda	Engle-wood Fire D.	Bab-cock DRI
INDUSTRIAL					
General Light Industrial	1,000 sq. ft.	$2,356	$1,151	$2,248	$434
General Heavy Industrial	1,000 sq. ft.	$720	$398	$643	$308
Manufacturing	1,000 sq. ft.	$1,364	$684	$1,286	$315
Warehousing	1,000 sq. ft.	$1,152	$553	$1,108	$176
Mini-Warehouse	1,000 sq. ft.	$390	$182	$381	$38
INSTITUTIONAL					
Elementary School (Private)	Student	$297	$141	$288	$38
Middle School (Private)	Student	$406	$190	$395	$43
High School (Private)	Student	$432	$204	$420	$50
Univ./Jr. College (up to 7,500)	Student	$764	$352	$748	$63
Univ./Jr. College (>7,500 students)	Student	$567	$261	$556	$43
Church	1,000 sq. ft.	$2,160	$1,035	$2,080	$321
Day Care	1,000 sq. ft.	$6,457	$2,989	$6,318	$560
Hospital	1,000 sq. ft.	$4,804	$2,341	$4,589	$863
Nursing Home	1,000 sq. ft.	$2,069	$1,195	$1,799	$1,082

Source: Charlotte County website, *Impact Fee Schedule Adopted 7/23/2019 – Effective November 1, 2019*
(all fees include 2.46% administrative charge)

APPENDIX G: FINANCIAL DATA

Table 80. Planned Sales Tax Projects

Project	Project Description	Total Cost
Transportation		
Edgewater Blvd, Design Ph 3-5, Construct Ph 4	Extend/Realign	$28,500,000
Harborview Rd Widening, I-75-US 41	Widen/Realign	$8,250,000
Bicycle, Pedestrian Sidewalks and Trail Improvements	Bike/Ped Impr.	$6,000,000
Subtotal, Transportation		$42,750,000
Parks		
Port Charlotte Beach Complex Rec Center Renovation	Replace Rec Center	$10,000,000
GC Herring Park Renovation	Add Park Amenities	$2,500,000
Veterans Memorial Park Redevelopment	Add Park Amenities	$1,750,000
Subtotal, Parks		$14,250,000
Fire/EMS		
New Fire Station #17	New Fire Station	$5,500,000
Airport Rescue and Firefighting Training Prop, Phase 2	New Training Equip.	$5,000,000
Fire Station #6 Upgrade, Metal to Permanent Bldg	Station Upgrade	$4,500,000
Fire Station #3 Upgrade, Metal to Permanent Bldg	Station Upgrade	$4,500,000
Subtotal, Fire/EMS		$19,500,000
Law/Corrections		
New Radio Management Warehouse	Storage/Repair Facility	$750,000
CCSO Admin/911 Upgrade Metal to Permanent Bldg	Building Upgrade	$19,000,000
CCSO District 4 and Training Complex	Replace Training Facility	$9,300,000
Subtotal, Law/Corrections		$29,050,000
Public Buildings		
Family Services Center – Phase II	Addition/Expansion	$10,900,000
Other		
Water Quality Infrastructure	Charlotte Harbor	$7,000,000
School Security Upgrades	Security Improvements	$5,000,000
Total		
Total Tier 1 Sales Tax Projects		$128,450,000

Source: Tier 1 sales tax projects adopted by Charlotte County Board of County Commissioners, April 14, 2020.

Table 81. Impact Fee Collections and Fund Balances

	Impact Fees Collected				Fund
Fee/District	FY 2016	FY 2017	FY 2018	FY 2019	Balance
Roads - Mid	$689,460	$547,998	$921,164	$1,306,487	$2,487,190
Roads - South	$365,002	$437,455	$379,741	$865,043	$922,053
Roads - West	$380,259	$994,289	$1,063,085	$1,498,685	$3,329,543
Roads - Co-Wide	$431,507	$563,798	$704,706	$1,090,545	$1,062,142
Subtotal, Roads	$1,866,228	$2,543,539	$3,068,696	$4,760,760	$7,800,927
Parks	$143,410	$275,752	$371,080	$539,235	$1,062,543
Library	$26,536	$57,725	$76,286	$114,408	$302,276
Fire/EMS	$90,223	$191,756	$263,225	$390,013	$916,402
Sheriff	$89,862	$229,448	$278,925	$409,775	$515,086
Public Buildings	$138,904	$318,853	$409,521	$586,657	$1,153,500
Total	$2,355,162	$3,617,074	$4,467,732	$6,800,848	$11,750,735

Source: Charlotte County Fiscal Services Division, February 4, 2020.

APPENDIX H: FLORIDA COUNTY IMPACT FEES

Table 82. Single-Family Impact Fees, Florida Counties

County	Roads	Schools	Parks	Library	Fire/ EMS	Law/ Jail	Gen. Gov't	Other	Total
Alachua	$5,372		$252		$152				$5,776
Brevard	$4,353	$5,097		$64	$93	$72		$160	$9,839
Broward	$4,073	$7,047	$514						$11,634
Charlotte (current)	$3,025		$393	$81	$286	$250	$374		$4,409
Citrus	$1,697	$1,261	$675	$268	$391	$267	$250		$4,809
Clay	$3,461	$7,034							$10,495
Collier	$7,444	$8,790	$3,628	$336	$1,257	$1,086	$934		$23,475
Flagler		$3,600	$268						$3,868
Hernando	$1,269	$2,133	$411	$107	$235	$93	$466		$4,714
Hillsborough	$7,377	$8,227	$354		$335				$16,293
Indian River	$4,248	$1,702	$1,343		$314	$436	$370		$8,413
Lake	$2,706	$9,324	$222	$191	$390				$12,833
Lee (at 55%)	$5,498	$3,016	$850		$821				$10,185
Levy	$1,410		$150		$53				$1,613
Manatee	$6,891	$6,127	$1,298	$287	$289	$536			$15,428
Martin	$2,815	$5,567	$1,972	$527	$599	$760	$646		$12,886
Miami-Dade	$9,206	$2,448	$3,129		$433	$565			$15,781
Monroe	$633		$340	$242	$105	$150		$64	$1,534
Nassau		$5,431	$583		$166	$76	$876		$7,132
Okaloosa	$988		$479	$160		$23			$1,650
Orange	$3,761	$8,784	$1,601		$325	$486			$14,957
Osceola	$4,585	$11,823	$924		$165				$17,497
Palm Beach	$6,027	$1,866	$860	$201		$128	$184		$9,266
Pasco	$8,570	$7,728	$892	$145	$172	$248	$65	$392	$18,212
Pinellas	$2,066								$2,066
Polk	$2,380	$6,598	$417	$169	$358	$503			$10,425
St Johns	$8,640	$4,855	$1,383		$598	$321	$687		$16,484
St Lucie	$5,068	$6,529	$1,643	$266	$642	$236	$351		$14,735
Sarasota	$4,734	$2,032	$2,719	$683	$452	$1,290	$623		$12,533
Seminole	$1,271	$9,000		$54	$172				$10,497
Sumter	$2,600				$397				$2,997
Volusia	$4,034	$3,000	$203	$250	$300		$358		$8,145
Average	$4,207	$5,561	$1,019	$237	$365	$396	$476	$205	$10,018

Notes: Fees are per single-family detached dwelling unit; if residential fees vary by size, a 3-bedroom unit with 2,000 square feet is assumed; "other" fees include solid waste, and hurricane mitigation; water and wastewater fees are charged by only a few Florida counties and are not included.
Source: Survey by Duncan Associates, June 2020.

Table 83. Multi-Family Impact Fees, Florida Counties

County	Roads	Schools	Parks	Library	Fire/ EMS	Law/ Jail	Gen. Gov't	Other	Total
Alachua	$2,686		$126		$76				$2,888
Brevard	$2,677	$1,941		$38	$81	$63		$120	$4,920
Broward	$3,158	$4,495	$367						$8,020
Charlotte (current)	$1,956		$208	$43	$152	$132	$198		$2,689
Citrus	$1,038	$1,295	$479	$190	$276	$189	$177		$3,644
Clay	$2,242	$3,236							$5,478
Collier	$5,542	$2,844	$1,685	$160	$700	$549	$444		$11,924
Flagler		$931	$268						$1,199
Hernando	$822	$1,680	$311	$81	$177	$70	$352		$3,493
Hillsborough	$4,780	$2,793	$230		$249				$8,052
Indian River	$2,742	$668	$767		$181	$249	$209		$4,816
Lake	$1,240	$8,045	$171	$146	$244				$9,846
Lee (at 55%)	$4,263	$1,168	$639		$624				$6,694
Levy	$870		$124		$53				$1,047
Manatee	$2,577	$3,502	$484	$107	$108	$200			$6,978
Martin	$2,293	$5,355	$1,377	$495	$286	$363	$469		$10,638
Miami-Dade	$6,464	$1,530	$1,902		$433	$565			$10,894
Monroe	$430		$340	$242	$105	$150		$64	$1,331
Nassau		$5,431	$524		$149	$69	$788		$6,961
Okaloosa	$705		$335	$112		$16			$1,168
Orange	$2,435	$5,919	$1,083		$223	$188			$9,848
Osceola	$3,203	$11,362	$679		$165				$15,409
Palm Beach	$4,008	$1,593	$734	$154		$58	$141		$6,688
Pasco	$5,845	$4,533	$892	$145	$172	$248	$65	$392	$12,292
Pinellas	$1,420								$1,420
Polk	$1,564	$4,418	$309	$125	$265	$372			$7,053
St Johns	$6,725	$2,697	$1,077		$367	$250	$535		$11,651
St Lucie	$3,695	$3,339	$1,466	$185	$419	$164	$315		$9,583
Sarasota	$3,116	$474	$2,137	$537	$357	$1,016	$623		$8,260
Seminole	$849	$7,100		$54	$172				$8,175
Sumter	$1,779				$397				$2,176
Volusia	$2,410	$3,000	$250		$300		$358		$6,318
Average	$2,784	$3,574	$702	$176	$259	$258	$360	$192	$6,611

Notes: Fees are per multi- family dwelling unit; if residential fees vary by size, a 2-bedroom unit with 1,000 square feet is assumed; "other" fees include solid waste, and hurricane mitigation; water and wastewater fees are charged by only a few Florida counties and are not included.
Source: Survey by Duncan Associates, June 2020.

Table 84. Retail Impact Fees, Florida Counties

County	Roads	Fire/ EMS	Law/ Jail	Gen. Gov't	Other	Total
Alachua	$8,974	$76				$9,050
Brevard	$5,270	$132	$100			$5,502
Broward	$16,782					$16,782
Charlotte (current)	$4,803	$403	$373	$559		$6,138
Citrus	$1,248	$471	$322	$302		$2,343
Clay	$5,193					$5,193
Collier	$15,425	$260	$1,443	$1,275		$18,403
Flagler						
Hernando	$1,884	$354	$131	$651		$3,020
Hillsborough	$7,877	$313				$8,190
Indian River	$2,862	$477	$650	$296		$4,285
Lake	$3,080	$1,301				$4,381
Lee (at 55%)	$6,312	$879				$7,191
Levy	$1,710	$80				$1,790
Manatee	$11,737	$134	$532			$12,403
Martin	$5,183	$319	$742	$551		$6,795
Miami-Dade	$19,524	$463	$392			$20,379
Monroe	$1,168	$64	$112		$2,054	$3,398
Nassau		$200	$93	$1,057		$1,350
Okaloosa	$1,215		$48			$1,263
Orange	$5,246	$295	$762			$6,303
Osceola	$11,795	$300				$12,095
Palm Beach	$8,138		$57	$268		$8,463
Pasco	$7,051	$62				$7,113
Pinellas	$3,627					$3,627
Polk	$3,536	$366	$513			$4,415
St Johns	$4,320	$101	$528	$1,130		$6,079
St Lucie	$5,614	$516	$313	$527		$6,970
Sarasota	$7,162	$592	$1,687	$815		$10,256
Seminole	$4,496	$160				$4,656
Sumter	$3,637	$510				$4,147
Volusia	$6,390					$6,390
Average	$6,375	$353	$489	$676	$2,054	$7,044

Notes: Fees are per 1,000 sq. ft of general retail or shopping center, if fees vary by size, 100,001 sq. ft. building or shopping center is assumed; "other" fees include solid waste, and hurricane mitigation; water and wastewater fees are charged by only a few Florida counties and are not included.
Source: Survey by Duncan Associates, June 2020.

Table 85. Office Impact Fees, Florida Counties

County	Roads	Fire/ EMS	Law/ Jail	Gen. Gov't	Other	Total
Alachua	$4,275	$76				$4,351
Brevard	$5,058	$44	$34			$5,136
Broward	$4,694					$4,694
Charlotte (current)	$3,062	$192	$178	$266		$3,698
Citrus	$1,687	$222	$152	$142		$2,203
Clay	$2,700					$2,700
Collier	$8,689	$205	$543	$526		$9,963
Flagler						
Hernando	$1,284	$182	$67	$335		$1,868
Hillsborough	$7,477	$158				$7,635
Indian River	$4,321	$229	$312	$142		$5,004
Lake	$2,623	$1,301				$3,924
Lee (at 55%)	$4,188	$427				$4,615
Levy	$1,481	$80				$1,561
Manatee	$4,594	$159	$208			$4,961
Martin	$2,277	$80	$273	$314		$2,944
Miami-Dade	$10,906	$344	$392			$11,642
Monroe	$684	$64	$112		$2,054	$2,914
Nassau		$107	$49	$566		$722
Okaloosa	$974		$25			$999
Orange	$3,905	$259	$257			$4,421
Osceola	$4,623	$90				$4,713
Palm Beach	$2,412		$10	$148		$2,570
Pasco	$851	$62				$913
Pinellas	$2,767					$2,767
Polk	$2,356	$229	$322			$2,907
St Johns	$2,528	$141	$219	$469		$3,357
St Lucie	$2,907	$643	$180	$311		$4,041
Sarasota	$4,327	$340	$1,985	$467		$7,119
Seminole	$2,320	$72				$2,392
Sumter	$3,269	$120				$3,389
Volusia	$3,970					$3,970
Average	$3,574	$233	$295	$335	$2,054	$4,003

Notes: Fees are per 1,000 sq. ft of general office; if fees vary by size, 100,001 sq. ft. building is assumed; "other" fees include corrections, solid waste, and hurricane mitigation; water and wastewater fees are charged by only a few Florida counties and are not included.
Source: Survey by Duncan Associates, June 2020.

Table 86. Industrial Impact Fees, Florida Counties

County	Roads	Fire/ EMS	Law/ Jail	Gen. Gov't	Other	Total
Alachua	$2,857	$76				$2,933
Brevard	(no industrial or warehouse category listed in fee schedule)					
Broward	$2,033					$2,033
Charlotte (current)	$1,922	$131	$121	$182		$2,356
Citrus	$584	$84	$58	$54		$780
Clay	$1,205					$1,205
Collier	$5,700	$150	$405	$359		$6,614
Flagler						
Hernando	$806	$92	$34	$168		$1,100
Hillsborough	$4,129	$57				$4,186
Indian River	$663	$101	$137	$61		$962
Lake	$1,505	$104				$1,609
Lee (at 55%)	$1,859	$156				$2,015
Levy	$640	$80				$720
Manatee	$2,903	$111	$131			$3,145
Martin	$1,045	$12	$135	$155		$1,347
Miami-Dade	$6,772	$1,401	$392			$8,565
Monroe	$406	$64	$19		$2,054	$2,543
Nassau		$48	$22	$253		$323
Okaloosa	$616		$6			$622
Orange	$2,088	$80	$142			$2,310
Osceola	$2,024	$50				$2,074
Palm Beach	$1,260		$6	$61		$1,327
Pasco	$1,000	$62				$1,062
Pinellas	$1,414					$1,414
Polk	$855	$97	$135			$1,087
St Johns	$1,415	$14	$90	$194		$1,713
St Lucie	$863	$73	$52	$71		$1,059
Sarasota	$1,984	$92	$262	$126		$2,464
Seminole	$944	$6				$950
Sumter	$1,584	$90				$1,674
Volusia	$2,020					$2,020
Average	$1,831	$135	$126	$153	$2,054	$2,074

Notes: Fees are per 1,000 sq. ft of light industrial; if fees vary by size, 100,001 sq. ft. building is assumed; "other" fees include solid waste, and hurricane mitigation; water and wastewater fees are charged by only a few Florida counties and are not included.
Source: Survey by Duncan Associates, June 2020.