



CITY COUNCIL AGENDA ITEM

COUNCIL MEETING DATE 11/14/2023

SUBJECT: (H17) First Reading - Ordinance No. 2023-16 - Land Development Code Amendment/Chapter 21 - Update to City Impact Fees (Case No. DCAM-23-0001)

DEPARTMENT: Community Development

GOAL: 2 - Infrastructure, 5 - Fiscal Sustainability

RECOMMENDED MOTION: Move to approve Ordinance No. 2023-16.

SUMMARY: PLANNING COMMISSION ACTION (4/27/23): Recommended Approval (6 - 0)

At its February 28, 2023, workshop, the City Council directed staff to proceed with the steps necessary to adjust the City Impact Fees based on the rates proposed in the Municipal Impact Fee Studies prepared by Raftelis Financial Consultants, Inc. (Raftelis). The Raftelis studies serve as the data and analysis for the LDC Code Amendment to implement the changes to the current Fire, Transportation, and Parks and Recreation Impact Fees and to create a Police Impact Fee. Impact fees are charges assessed on new development to help pay for public infrastructure required to accommodate the new development. Impact fees are either charged at the issuance of a building permit or before the issuance of the Certificate of Occupancy for a building. The Fire, Transportation, and Parks and Recreation Impact Fees were last updated in 2005/2006.

City staff have met with and discussed the proposed changes to the Fire, Transportation, and Parks and Recreation Impact Fees and the new Police Impact Fee with the Volusia Building Industry Association (VBIA), Volusia County Association of Responsible Development (VCARD), and the Port Orange/South Daytona Chamber of Commerce.

Impact fees are generally calculated by taking a Land Use Category (Single-Family, Multi-Family, Commercial, Office, Assisted Living Facility, etc.) and establishing a cost that a factor/multiplier (square footage, rooms, beds, dwellings, etc.) for a Land Use category will have on city services. For example, impact fees for commercial uses are calculated based on the square footage of the building, an assisted living facility is calculated based on the number of beds, and a single-family home is calculated based on a dwelling unit.

The following is a summary of the revisions or updates to Chapter 21 of the Land Development Code based on the studies prepared by Raftelis.

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- The recommended increases to the Fire, Transportation, and Parks and Recreation Impact Fees will be phased in over four years to comply with current impact fee legislation. According to the Florida Statute, an increase to the current impact fee rate that exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted. The proposed increases to the impact fee rates are not more than 50 percent of the current impact fee rates.
 - Establish the recommended Impact Fee schedule for all impact fee categories (Fire/Rescue, Transportation, Recreation, and Police) over the next four (4) years.
 - Fire/Rescue Impact Fee: Implementation of recommended Land Use categories and factors/multipliers (rooms, dwellings, beds, or 1,000 Sq. Ft.) to calculate the impact fee. The code currently includes just two Land Use Categories (Residential and Non-Residential), and they do not account for the diverse range of impacts on city fire and rescue services needed for the variety of modern uses being developed. The categories have been updated to reflect a full range of Land Uses, such as Single-Family, Multi-Family, Industrial/Manufacturing, Hotel, Recreational, Institutional, Office Building, Retail, and Assisted Living Facility. The proposed changes better account for the impact various types of new commercial or residential uses have on City fire services and meet the City's needs in providing the necessary capital improvements for new growth.
 - Parks and Recreation Impact Fee: Implement the recommended increase to the Parks and Recreation Impact Fee to fund capital improvements, including purchasing additional land for parks, new facilities, and expansion of parks and recreation services as required for new growth. The Parks and Recreation Impact Fee only applies to Residential Uses (Single-Family/Mobile Home, Multi-family, Duplex/Townhomes).
 - Transportation Impact Fee: Implement recommended Land Use categories and factors/multipliers (rooms, dwellings, beds, or 1,000 Sq. Ft.) to calculate the impact fee. The proposed Land Use categories and factors/multipliers have been updated to reflect more diverse current Land Uses, so the impact fee collected captures the impact a new development has on the City's transportation infrastructure and meets the City's needs in providing the necessary capital improvements to the City's roadway network for new growth.
 - Police Impact Fee: Establish the new recommended Police Impact Fee that will apply to both new residential and commercial uses and fund capital improvements (facilities and additional vehicles) to expand the police force to serve new development. The City does not currently charge a Police Impact Fee. Land Use Categories proposed are based on the categories used for the Fire Impact Fee. The proposed Land Use Categories and factors/multipliers account for the impact various types of new commercial or residential uses have on the city police service and meet the City's needs in providing the necessary capital improvements for new growth.

The attached ordinance incorporates the updated fees and recommended changes to Land Use categories, removes redundant, out-of-date, and inconsistent provisions in Chapter 21, and ensures compliance with state law. The Florida Impact Fee Act requires that the new schedule that includes an increase is not in effect until 90 days

after adoption by the local government. The date the updated Impact Fee schedule will be effective is March 11, 2024.

PRESENTER: Tim Burman

ATTACHMENTS:

1.	Ord. No. 2023-16 - Impact Fee Ord	Ord. No. 2023-16 - Impact Fee Ord.pdf
2.	2023 Port Orange Parks, Police and Fire Impact Fees Report - Final	2023 Port Orange Parks, Police and Fire Impact Fees Report - Final.pdf
3.	2023 Port Orange Transportation Impact Fee Report Revised - Final	2023 Port Orange Transportation Impact Fee Report Revised - Final.pdf
4.	Business Impact Estimate Form - Ord. 2023-16	Business Impact Estimate Form - Ord. 2023-16.pdf

Penelope Cruz	Created/Initiated - 10/27/2023
Tim Burman	Approved - 10/27/2023
Shannon Balmer	Approved - 11/1/2023
Matthew Jones	Approved - 11/9/2023
John McKinney	Approved - 11/9/2023
Wayne Clark	Approved - 11/9/2023
Tracee Cody	Final Approval - 11/9/2023

ORDINANCE NO. 2023-16

AN ORDINANCE OF CITY OF PORT ORANGE, VOLUSIA COUNTY, FLORIDA AMENDING AND CONSOLIDATING CERTAIN PROVISIONS OF CHAPTER 21 OF THE CITY'S LAND DEVELOPMENT CODE RELATED TO IMPACT FEES IMPOSED BY THE CITY OTHER THAN WATER AND SEWER DEVELOPMENT FEES; PROVIDING FOR UNIFORMITY AND CONSISTENCY OF IMPACT FEE ADMINISTRATION AND PROCEDURES; PROVIDING FOR REORGANIZATION, REVISIONS, ADDITIONS AND DELETIONS TO EFFECTUATE CONSOLIDATION OF THE IMPACT FEE CODE PROVISIONS; ADOPTING UPDATED SCHEDULES OF FIRE/RESCUE IMPACT FEES, TRANSPORTATION IMPACT FEES, AND PARKS AND RECREATION IMPACT FEES; PROVIDING FOR THE IMPOSITION OF POLICE IMPACT FEES; ADOPTING A SCHEDULE OF POLICE IMPACT FEES AND CLASSIFYING USES OF PROPERTY SUBJECT TO SUCH IMPACT FEES; PROVIDING DEFINITIONS, RULES OF CONSTRUCTION AND FINDINGS; PROVIDING FOR THE USE OF IMPACT FEE MONIES COLLECTED; PROVIDING FOR EXEMPTIONS IN CONNECTION WITH IMPACT FEES; PROVIDING FOR THE CALCULATION OF ALTERNATIVE IMPACT FEES; PROVIDING FOR CHANGES OF SIZE AND USE; PROVIDING FOR PAYMENT AND COLLECTION OF IMPACT FEES; PROVIDING FOR IMPACT FEE CREDITS; REQUIRING PERIODIC REVIEW OF IMPACT FEE STUDIES AND THIS ORDINANCE; DECLARATION OF EXCLUSION FROM THE ADMINISTRATIVE PROCEDURE ACT; PROVIDING FOR NOTICE OF THE UPDATED SCHEDULES OF FIRE/RESCUE IMPACT FEES, TRANSPORTATION IMPACT FEES, AND PARKS AND RECREATION IMPACT FEES AND FOR THE IMPOSITION OF POLICE IMPACT FEES; PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Chapter 21 of the Land Development Code (the "Impact Fee Ordinance") of the City of Port Orange, Florida (the "City") provides for the imposition of various impact fees to fund the acquisition of public facilities necessitated by new growth and development; and

WHEREAS, the City Council has considered the studies recently prepared by Raftelis Financial Consultants, Inc. related to updating the City's existing fire/rescue, transportation and recreation impact fees, and implementing a new police impact fee; and

WHEREAS, this Ordinance is adopted for purposes of (i) updating the City's fire/rescue, transportation and recreation impact fees, (ii) establishing new police impact fees, and (iii) consolidating the administrative and procedural provisions of Chapter 21 into a single comprehensive ordinance providing for uniform and consistent administration procedures for all impact fees imposed thereunder; and

WHEREAS, the provisions of this Ordinance shall not apply to water and sewer development fees, the governing provisions for which are currently codified in Article IV, Chapter 21 of the City's Land Development Code.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF PORT ORANGE, FLORIDA, THAT:

Section 1: Effective as of April 1, 2024, Articles I, II and III of Chapter 21 of the Land Development Code are hereby amended and restated in their entirety as follows:

**CHAPTER 21
IMPACT FEES AND PROPORTIONATE FAIR SHARE**

ARTICLE I: GENERAL PROVISIONS

Section 1: Short title; applicability; purpose.

(a) This Chapter shall be known and may be cited as the "City of Port Orange, Florida Consolidated Impact Fee Ordinance."

(b) This Chapter shall apply to the development of property within the boundaries of the City. This Article shall apply to the payment of Impact Fees imposed upon Impact Construction under Article II of this Chapter.

(c) The purpose of this Chapter is to provide for the imposition and collection of impact fees to fund the public facilities necessary to serve the demands of new development and to require that future growth contributes its fair share to the cost of additions and improvements to city facilities in amounts reasonably anticipated to offset the impacts and demands generated by such growth. This cost does not include costs associated with operation, maintenance or repair of City facilities, or increases to standards or levels of service unrelated to meeting the impacts and demands of new growth and development.

Section 2: Definitions.

When used in Articles I and II of this Chapter, the following terms shall have the following meanings, unless the context clearly requires otherwise:

"Accessory Use or Structure" means any use or structure, clearly incidental, subordinate and related to the principal use or structure and located on the same lot with such principal use or structure. The term shall include but not be limited to satellite dish antennas, windmills, solar energy equipment, detached garages and carports, above-grade swimming pools and utility sheds.

"Apartment" shall mean a rental Dwelling Unit located within the same Building as other Dwelling Units.

"Applicant" shall mean the Owner, or duly designated agent of the Owner, who applies for a Building Permit.

"Building" shall mean any relatively permanent, immobile structure with an impervious roof built for the support, shelter or enclosure of persons, animals, chattels or property of any kind. The term "building" shall be construed as if followed by the words "or part thereof." This term shall not include temporary construction sheds or trailers erected to assist in construction and maintained during the term of construction.

"Building Permit" shall mean an official document or certificate issued by the City, under the authority of ordinance or law, authorizing the construction or siting of any Building. "Building Permit" shall also include site plan approvals, or other development orders for those activities, structures, or Buildings that do not require a Building Permit in order to be undertaken.

"Capital Facilities" shall mean City facilities, improvements, infrastructure and equipment for which Impact Fees are imposed hereunder.

"Certificate of Occupancy" shall mean a document or action certifying compliance with applicable building, land development, or zoning laws and regulations, and authorizing the occupancy of any Building, or parts thereof. The term "Certificate of Occupancy" shall include, but not be limited to, Certificates of Completion or other final inspection sign-off for those structures or Buildings that may not require a Certificate of Occupancy and/or any functional equivalent of a Certificate of Occupancy.

"City" shall mean the City of Port Orange, Florida.

"City Clerk" shall mean the City Clerk of the City of Port Orange, Florida.

"City Manager" shall mean the City Manager of the City of Port orange, Florida.

"Comprehensive Plan" shall mean the City's long-range planning guide prepared and adopted by the City in accordance with Part II, Chapter 163, Florida Statutes.

"Condominium" shall mean a single-family or time-sharing ownership unit that has at least one other similar unit within the same building structure. The term Condominium includes all fee simple or titled multi-unit structures, excluding Townhomes and Duplexes.

"Council" shall mean the City Council of the City of Port Orange, Florida.

"Dwelling Unit" shall mean a single housing unit providing complete, independent living facilities for one housekeeping unit, including permanent provisions for living, sleeping, eating, cooking and sanitation. The term "dwelling" is synonymous.

"Educational Board" shall mean a district school board, a Florida College System institution board of trustees, and/or a university board of trustees. The term "Educational Board" does not include the State Board of Education or the Board of Governors.

"Encumbered" shall mean a commitment by contract, appropriation or purchase order in a manner that obligates the City to expend the Encumbered amount upon delivery of goods, the rendering of services or the conveyance of real property by a vendor, supplier, contractor or Owner or approval of the expenditure of funds in an approved budget, including expenditures for payment of debt service on municipal bonds or other debt obligations of the City secured in whole or in part by the Impact Fees contemplated hereunder.

"Finance Director" shall mean the Finance Director of the City of Port Orange, Florida.

"Governmental Use" shall mean and refer to the use of property exclusively for public purposes by, and which property is owned or leased by, the United States of America or any agency thereof, a sovereign state or nation, the State of Florida or any agency thereof, a county, a special district, a school district, or a municipal corporation, or any department or branch thereof.

"Impact Construction" shall mean land construction or improvement designed or intended to permit a use of the land which will contain more Dwelling Units, Buildings or Square Footage than the existing use of land, or to otherwise change the use of the land in a manner that increases the impact upon Capital Facilities.

"Impact Fee Coordinator" shall mean the City Manager.

"Impact Fee Land Use Category" shall mean those categories of land use incorporated in the Impact Fee Rate Schedules hereunder and further described in the Impact Fee Studies.

"Impact Fees" shall mean collectively the impact fees imposed by the City pursuant to this Article and Sections 163.31801 and 166.021, Florida Statutes.

"Impact Fee Studies" shall mean, collectively, the "2023 Municipal Impact Fee Study" dated June 19, 2023 and the "Transportation Impact Fee Study Update" dated June 2023, each prepared by Raftelis Financial Consultants, Inc., as such studies may amended and supplemented from time to time.

"Industrial" shall mean an establishment primarily engaged in the fabrication, assembly or processing of goods. Typical uses include manufacturing plants, welding shops, wholesale bakeries, dry cleaning plants, bottling works and research and development centers.

"Institutional" shall mean an establishment or use which is assigned a Florida Department of Revenue property use code of "70" through "79," indicative of

institutional use. Typical uses include private schools, private hospitals, orphanages, cemeteries, sanitoriums and nursing homes.

"Manufactured Dwelling" means a dwelling fabricated in a manufacturing facility and bearing a seal certifying it is constructed to standards as adopted under the authority of Chapter 553, pt. IV, Florida Statutes, and any administrative rules adopted thereunder.

"Mobile Home" shall mean a Dwelling Unit with all of the following characteristics: (1) designed for long term occupancy, and containing sleeping accommodations, a flush toilet, a tub or shower bath, and kitchen facilities, with plumbing and electrical connections provided for attachment to outside systems; (2) designed for transportation after fabrication on streets or highways on its own wheels; and (3) arriving at the site where it is to be occupied as a dwelling complete, including major appliances, and ready for occupancy except for minor and incidental unpacking and assembly operations, location on jacks or other temporary or permanent foundations, connection to utilities and the like. The term "Mobile Home" shall include Manufactured Dwellings. A travel trailer or recreational vehicle (RV) is not considered a Mobile Home.

"Multi-Family Residential" shall mean Dwelling Units located within the same Building as other Dwelling Units, including Apartments and Condominiums but excluding Townhomes and Duplexes.

"Office Building" shall mean a Building not located in a shopping center and exclusively containing establishments providing executive, management, administrative or professional services, and which may include ancillary services for office workers, such as a restaurant, coffee shop, newspaper or candy stand, or childcare facilities. Typical uses include real estate, insurance, property management, investment, employment, travel, advertising, secretarial, data processing, telephone answering, telephone marketing, music, radio and television recording and broadcasting studios; professional or consulting services in the fields of law, architecture, design, engineering, accounting and similar professions; interior decorating consulting services; medical and dental offices and clinics, including veterinarian clinics and kennels; and business offices of private companies, utility companies, trade associations, unions and nonprofit organizations.

"Ordinance" shall mean this Ordinance.

"Owner" shall mean any person, group of persons, firm, corporation or other legal entity having legal title to any specific lands in question.

"Person" shall mean any individual, corporation, governmental agency, business trust, estate, trust, partnership, association, property owners' association, two (2) or more persons having a joint or common interest, governmental agency, or other legal entity.

"Single-Family Residential" means a Building containing only one Dwelling Unit, detached or attached.

"Square Footage" shall mean the gross area measured in feet from the exterior faces of exterior walls or other exterior boundaries of the Building, excluding areas within the interior of the Building which are used for parking.

"Townhomes and Duplexes" shall mean Dwelling Units located within the same Building as other Dwelling Units, provided that there are no more than three (3) Dwelling Units in the Building. Any development consisting of more than three (3) Dwelling Units shall constitute Multi-Family Residential land use for purposes of this Chapter.

"Warehouse" shall mean an establishment primarily engaged in the display, storage and sale of goods to other firms for resale, activities involving significant movement and storage of products or equipment, and self-storage facilities. Typical uses include wholesale distributors, storage warehouses, moving and storage firms, trucking and shipping operations, major mail processing centers and mini-warehouses.

Section 3: Findings.

It is hereby ascertained, determined and declared as follows:

(a) Pursuant to Article VIII, Section 2 of the Florida Constitution and Sections 166.021 and 166.041, Florida Statutes, the Council has all governmental, corporate and proprietary power to conduct municipal government, perform municipal functions and render municipal services, and may exercise any power for municipal purposes, except when expressly prohibited by law, and such power may be exercised by the enactment of legislation in the form of City ordinances.

(b) Development and redevelopment necessitated by the growth contemplated in the Comprehensive Plan and the Impact Fee Studies will require improvements and additions to the Capital Facilities to accommodate the new development generated by such growth and maintain the standards and levels of service provided by the City.

(c) Future growth, as represented by Impact Construction, should contribute its fair share to the cost of improvements and additions to the City facilities that are required to accommodate the impact generated by such growth.

(d) The Impact Fees are necessary to offset the costs to the City associated with meeting the necessary public service and facility demand created by projected new residential and non-residential development or redevelopment.

(e) The amount of the Impact Fees contemplated hereunder bears a reasonable relationship to the burden imposed upon the City to provide the new public facilities addressed in the Impact Fee Studies to new development.

(f) A reasonable connection, or rational nexus, exists between the projected new development and the need for additional public facilities to be funded by the Impact Fees.

(g) A reasonable connection, or rational nexus, exists between the expenditure of the funds collected pursuant to this Chapter and the benefits accruing to new development through the new capital facilities acquired by such expenditure.

(h) The Impact Fees adopted hereunder are 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 nonresidential construction.

(i) The Impact Fees adopted hereunder are 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.

(j) The required improvements and additions to City facilities needed to eliminate any deficiencies shall be financed by revenue sources of the City other than Impact Fees.

(k) Implementation of the Impact Fees to require Impact Construction within the City to contribute its fair share to the cost of required capital improvements is an integral and vital element of the regulatory plan of growth management of the City.

(l) The Council expressly finds that the improvements and additions to the City facilities to be funded by the respective Impact Fees imposed hereunder provide a benefit to all Impact Construction within the City that is in excess of the amount of the Impact Fees.

(m) The purpose of this Chapter is to regulate the development of land within the City by requiring payment of Impact Fees by Impact Construction and to provide for the cost of capital improvements to City facilities which are required to accommodate such growth. This Chapter shall not be construed to permit the collection of Impact Fees in excess of the amount reasonably anticipated to offset the demand on the Capital Facilities generated by such applicable Impact Construction.

(n) This Chapter includes procedures for accounting and reporting of impact fee collections and expenditures in order to assure compliance with applicable legal requirements.

(o) This Chapter establishes and requires separate accounting funds for the respective Impact Fees adopted hereunder.

(p) This Chapter requires audits of the City's financial statements to include an affidavit of the Finance Director stating that the requirements of Section 163.31801, Florida Statutes, have been complied with.

(q) The administrative fees set forth herein are equal to or lower than the City's actual costs for collection of the Impact Fee including the actual costs related to the administration and the collection process.

Section 4: Impact fee studies.

The Council hereby incorporates the Impact Fee Studies by reference, particularly the assumptions, conclusions and findings in such studies as to the allocation of anticipated costs of capital improvements and additions to the respective City facilities among the various property uses and those assumptions, conclusions and findings in such studies as to the determination of anticipated costs of additions required to accommodate growth. Copies of the Impact Fee Studies and this Ordinance shall be available to the public in the office of the City Clerk.

Section 5: Exemptions.

The following shall be exempted from payment of the Impact Fees adopted in this Chapter:

(a) Alterations, expansion or replacement of an existing Dwelling Unit (including a Mobile Home) where no additional Dwelling Units are created.

(b) The construction of Accessory Uses or Structures, which will not create an additional impact on the respective Capital Facilities.

(c) The replacement of a Building or Dwelling Unit where no additional Dwelling Units or Square Footage are created and where the existing and replacement Buildings or Dwelling Units are located on the same lot.

(d) Replacement of a Building or Dwelling Unit which does not increase the impact upon the City's Capital Facilities.

(e) All public educational and ancillary plants constructed by an Educational Board, to the extent such exemption is required by Section 1013.371(1)(a), Florida Statutes, or any successor statute or law.

(f) Charter school facilities, to the extent such exemption is required by Section 1002.33(18)(d), Florida Statutes, or any successor statute or law.

(g) Affordable housing properties developed and owned by any housing authority established by the City.

(h) Governmental Use. However, any Impact Fee exemption issued for a Governmental Use shall expire if an alteration causes the Building or development to no longer be for Governmental Use.

(i) Lots or parcels for which an Impact Fee has been paid or a developer contribution credit has been shall be exempt from the payment of such Impact Fees except in the event that a change in size or use justifies payment of an additional Impact Fee as provided in Section 6.

(j) The determination as to the applicability of exemptions hereunder shall be guided by any generally accepted standard source for planning and cost impact analysis.

Section 6: Changes of size and use.

An Impact Fee shall be imposed and calculated for the alteration, expansion or replacement of a Building or Dwelling Unit or the construction of an Accessory Use or Structure if the alteration, expansion or replacement of the Building or Dwelling Unit or the construction of an Accessory Use or Structure results in a land use determined to generate greater impact than the present use under the applicable Impact Fee rate schedules adopted in this Chapter. The Impact Fee imposed shall be calculated as follows:

(a) If the Impact Fee is calculated on a per Dwelling Unit basis and not on the basis of Square Footage, the Impact Fee imposed shall be the amount due under the applicable Impact Fee rate schedule for the Impact Fee Land Use Category resulting from the alteration, expansion or replacement, less the Impact Fee that would have been imposed under the applicable Impact Fee rate schedule for the Impact Fee Land Use Category prior to the alteration, expansion or replacement.

(b) If the Impact Fee is calculated on the basis of Square Footage, in the event the Square Footage of a Building is increased, the Impact Fee due for the increased Square Footage represented by the Impact Construction shall be calculated by determining the Impact Fee due according to the Square Footage resulting from the alteration, expansion or replacement, less the Impact Fee that would have been imposed for the original Square Footage prior to the alteration, expansion or replacement.

(c) If the use of a Building is changed after payment of the Impact Fee which results in a change in the applicable Impact Fee Land Use Category of the Building and such change is determined to generate a greater impact than the present use, the additional Impact Fee due for the change in use shall be calculated by determining the Impact Fee due according to the Square Footage of the Building under the new Impact Fee Land Use Category less the Impact Fee that was imposed for the Square Footage of the Building under the original Impact Fee Land Use Category.

(d) If an Impact Fee is imposed for an Accessory Use or Structure because such Accessory Use or Structure is determined to generate a greater impact than the present use, the fee shall be that applicable to the Impact Fee Land Use Category for the primary Building.

(e) The determination as to whether a change in size or use requires payment of an Impact Fee hereunder shall be guided by any generally accepted standard source for planning and cost impact analysis.

Section 7: Payment.

(a) An Applicant shall pay the applicable Impact Fee(s) adopted in this Ordinance directly to the City prior to the issuance of a Temporary Certificate of Occupancy, Certificate of Occupancy, or Letter of Completion, whichever is applicable. Payment of the Impact Fees shall be a condition precedent to issuance of a Temporary Certificate of Occupancy, Certificate of Occupancy, or Letter of Completion, except for Fire Impact Fee(s) which shall be paid by the Applicant prior to Building Permit Issuance.

(b) The payment of the Impact Fees shall be in addition to all other fees, charges or assessments due for the issuance of a Building Permit, Certificate of Occupancy, plat and/or any other applicable land development approvals.

(c) The obligation for payment of the Impact Fees shall run with the land.

(d) In the event an Impact Fee is paid by check, draft or other form of negotiable instrument, and such instrument does not clear, issuance of the Certificate of Occupancy associated with the payment of such Impact Fee shall be suspended and the City Manager shall send the appropriate suspension notice to the feepayer by certified mail. In the event such Impact Fee, together with any charges for funds not clearing, are not paid within ten business days following the mailing of such notice, the Certificate of Occupancy shall not be issued until such time as the Impact Fee is paid and the funds clear.

Section 8: Alternative impact fee.

(a) In the event an Owner believes that the impact to the City facilities caused by proposed Impact Construction will be less than the impact established in the Impact Fee Studies and the Impact Fee Rates Schedules provided herein, such Owner may file an alternative Impact Fee Study with the Impact Fee Coordinator. The Owner shall, at the time the alternative impact fee study is submitted, pay to the City six percent of the amount of the impact fee identified on the fee schedule for the most nearly comparable type of land use up to a maximum of \$2,000.00. These funds shall be used for review and processing the study. This amount shall not be credited against the impact fee payment. The Impact Fee Coordinator shall review the alternative calculations and make a determination within thirty (30) days of submittal as to whether such calculations comply with the requirements of this Section.

(b) For purposes of any alternative Impact Fee calculation, the Impact Construction shall be presumed to have the maximum impact on City facilities.

(c) The alternative Impact Fee calculation shall be based on data, information or assumptions contained in this Article and the Impact Fee Studies or independent sources, provided that the independent source is a local study supported by local data adequate for the conclusions contained in such study performed pursuant to a generally accepted methodology of planning and local cost impact analysis which is consistent with the Impact Fee Studies.

(d) If the Impact Fee Coordinator determines that the data, information and assumptions utilized by the applicant comply with the requirements of this Section and that the calculation of the Alternative Impact Fee was by a generally accepted methodology that is consistent with the Impact Fee Study, then the alternative Impact Fee shall be paid in lieu of the fees adopted hereunder.

(e) If the Impact Fee Coordinator determines that the data, information and assumptions utilized by the applicant to compute an Alternative Impact Fee do not comply with the requirements of this Section, then the Impact Fee Coordinator shall provide to the Owner by certified mail, return receipt requested, written notification of the rejection and the reasons therefore.

Section 9: Applicability.

Effective April 1, 2024, at 12:00 A.M. City of Port Orange Impact Fees will change. Fee schedule changes will affect new construction and additions. The Impact Fee components that will change are: Parks and Recreation, Transportation, Police, and Fire Rescue. All completed Building Permit applications received after 11:59 P.M. on March 31, 2024, will be subject to the new Impact Fee rates.

Section 10: Developer contribution credit.

(a) A credit shall be granted against the respective Impact Fees imposed hereunder for the donation of land or equipment or for the construction of capital facilities for the City otherwise funded by an Impact Fee, required pursuant to a development order of the City or voluntarily made in connection with an Impact Construction. Such land donation and construction and improvement shall be subject to approval by and acceptance of the Council. No credit shall be given for the donation of land or equipment or construction unless such property is conveyed in fee simple to the City without remuneration.

(a) Prior to payment of the Impact Fee, the Applicant shall submit a proposed plan for donations or contributions to the Capital Facilities to the Impact Fee Coordinator. The proposed plan shall include:

(1) a designation of the Impact Construction for which the plan is being submitted;

(2) a legal description of any land proposed to be donated and a written appraisal prepared in conformity with Subsection (c) of this Section;

(3) a list of the contemplated contributions to the Capital Facilities and an estimate of the proposed construction costs certified by a professional architect or engineer; and

(4) a proposed time schedule for completion of the proposed plan.

(b) Upon receipt of the proposed plan, the Impact Fee Coordinator shall determine:

(1) if such proposed plan is in conformity with contemplated improvements and additions to the Capital Facilities;

(2) if the proposed donation of land or equipment or proposed construction is consistent with the public interest; and

(3) if the proposed time schedule is consistent with the City's capital improvement program for the Capital Facilities.

(c) The amount of developer contribution credit shall be determined as follows:

(1) The value of donated land shall be based upon a written appraisal of fair market value as determined by an M.A.I. Appraiser who was selected and paid for by the Applicant, and who used generally accepted appraisal techniques. If the appraisal does not conform to the requirements of this Article and the applicable administrative regulations, the appraisal shall be corrected and resubmitted. In the event the Impact Fee Coordinator accepts the methodology of the appraisal but disagrees with the appraised value, he may engage another M.A.I. Appraiser at the City's expense and the value shall be an amount equal to the average of the two appraisals. If either party does not accept the average of the two appraisals, a third appraisal shall be obtained, with the cost of said third appraisal being shared equally by the City and the Owner or Applicant. The third appraiser shall be selected by the first two appraisers and the third appraisal shall be binding on the parties.

(2) The actual cost of construction to the Capital Facilities shall be certified by a professional architect or engineer. The credited amount shall applied be on a dollar-for-dollar basis at fair market value, based on the appraisal process above, to reduce the Impact Fee collected for the class of Capital Facilities or Impact Construction for which the contribution was made; provided, however, in no event shall any credit be granted in excess of the actual cost of construction.

(3) The land donations and construction contributions shall only provide improvements or additions to the respective Capital Facilities required to accommodate growth.

(d) The decision of the Impact Fee Coordinator as to whether to accept the proposed plan of conveyance or construction shall be in writing and issued

within sixty (60) days of receipt of the proposed plan from the Applicant. A copy shall be provided to the Applicant and Owner.

(e) If a proposed plan is approved for credit, the Applicant or Owner and the City shall enter into a credit agreement which shall provide for the parties' obligations and responsibilities, including, but not limited to:

(1) The timing of actions to be taken by the Applicant and the obligations and responsibilities of the Applicant, including, but not limited to, the construction standards and requirements to be complied with;

(2) The obligations and responsibilities of the City including, but not limited to, inspection of the project; and

(3) The amount of the credit as determined in accordance with Subsection (c) of this Section.

(f) A credit for the donation of land or a credit for the construction of an improvement or addition to the Capital Facilities shall be granted at such time as the credit agreement is approved and executed by both the City and the Applicant or Owner, subject to review and approval by the City Attorney; provided, however, that the amount of an impact fee credit for construction of improvements shall not be deemed final until the actual costs of construction have been certified by an architect or engineer. In the event the Applicant or Owner fails to convey the property, which is the subject of the donation to the City or such property is not ultimately accepted by the City in accordance with the terms of the credit agreement, then the credit for donation shall be revoked and all Impact Fees shall immediately become due and payable. The administration of said contribution credits shall be the responsibility of the Impact Fee Coordinator.

(g) Any Applicant or Owner who submits a proposed plan pursuant to this Section and desires the immediate issuance of a Certificate of Occupancy prior to approval of the proposed plan shall pay the Impact Fees prior to the issuance of the Certificate of Occupancy. Any difference between the amount paid and the amount due, should the Impact Fee Coordinator approve and accept the proposed plan, shall be refunded to the Applicant or Owner.

(h) Credits provided pursuant to this Section are assignable and transferable from one Impact Construction to another. Notice of any such transfers shall be filed with the Community Development Department at the time of, or before, the issuance of a Certificate of Occupancy, Temporary Certificate of Occupancy, or Letter of Completion on a form provided by the City..

(i) If an Impact Fee is increased, the holder of any credits 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.

Section 11: Review hearings.

(a) An Applicant or Owner who is required to pay Impact Fees pursuant to this Article shall have the right to request a review hearing before the Council.

(b) Such hearing shall be limited to the review of the following:

(1) The application or calculation of the appropriate Impact Fees pursuant to this Article.

(2) The rejection of an alternative Impact Fee calculation pursuant to Section 8 of this Article.

(3) Denial of an exemption pursuant to Section 5 of this Article.

(4) Any dispute concerning an application for credits pursuant to Section 10 of this Article.

(c) Except as otherwise provided in this Article, such hearing shall be requested by the Applicant or Owner within thirty (30) days of the written notice of the event sought to be reviewed. Failure to request a hearing within such period or as soon thereafter as reasonably possible shall constitute a waiver of the right to a review hearing, unless otherwise approved by the Council.

(d) The request for hearing shall be filed with the Impact Fee Coordinator and shall contain the following:

(1) The name and address of the Applicant or Owner;

(2) The legal description of the property in question;

(3) If issued, the date the Building Permit and Certificate of Occupancy were issued;

(4) A brief description of the nature of the construction being undertaken pursuant to the Building Permit;

(5) If paid, the date the Impact Fee was paid; and

(6) A statement of the reasons why the Applicant or Owner is requesting the hearing.

(e) Upon receipt of such request, a hearing shall be scheduled before the Council at a regularly scheduled meeting or a special meeting called for the purpose of conducting the hearing and shall provide the Applicant and Owner written notice of the time and place of the hearing. Such hearing shall be held within sixty (60) days of the date the request for hearing was filed.

(f) Such hearing shall be conducted in a manner designed to obtain all information and evidence relevant to the requested hearing. Formal rules of civil procedure and evidence shall not be applicable; however, the hearing shall be conducted in a fair and impartial manner with each party having an opportunity to be heard and to present information and evidence. A determination shall be

in writing and issued within thirty (30) days of the hearing to the Applicant and Owner.

(g) Any Applicant or Owner who requests a hearing pursuant to this Section and desires the immediate issuance of a Building Permit, or if a Building Permit has been issued without the payment of the Impact Fee, shall pay prior to or at the time the request for hearing is filed, the applicable Impact Fee. Said payment shall be deemed paid "under protest" and shall not be construed as a waiver of any review rights.

(h) An Applicant or Owner may request a hearing under this Section without paying the applicable Impact Fee, but no Building Permit shall be issued until all Impact Fees are paid in the amount initially calculated or the amount approved upon completion of the review provided in this Section.

(i) The City may retain up to 2.0% of all Impact Fees received or the actual costs of collection, whichever is less, as an administrative fee to defray all costs of collection relating to the Impact Fees. The amount of the City's reasonable administrative costs in connection with the collection and administration of these funds shall be documented as part of the City's annual budget process. Any funds retained by the City to offset the City's reasonable administrative costs in connection with the collection and administration of said funds shall be placed in a separate city account which account shall be used solely for administrative expenses incurred by the City in the collection and administration of funds collected from the Impact Fees.

Section 12: Review requirement; audits.

(a) This Chapter and the Impact Fee Studies shall be reviewed by the Council at least once every four (4) years. The initial and each subsequent review shall include but not be limited to all components of the Impact Fee Studies accepted in Section 4 of this Article. The purpose of this review is to ensure that the respective Impact Fees do not exceed the reasonably anticipated costs associated with the improvements and additions necessary to offset the demand generated by the Impact Construction on the respective Capital Facilities. In the event the required review of this Chapter alters or changes the assumptions, conclusions and findings of the Impact Fee Studies adopted by reference in Section 4 of this Article or alters or changes the amount or classification of the Impact Fee, the respective Impact Fee Study shall be amended, supplemented, and/or updated to reflect the assumptions, conclusions and findings of such reviews and Section 4 of this Article shall be amended to adopt by reference such updated study.

(b) Audits of the City's financial statements which are performed by a certified public accountant pursuant to Section 218.39, Florida Statutes, and submitted to the Auditor General shall include an affidavit signed by the Finance Director stating that the City has complied with the requirements of Section

163.31801, Florida Statutes, and that to the best of his or her knowledge, all Impact Fees were collected and expended by the City in full compliance with the spending period provisions of this Article and funds were expended from each impact fee trust account established herein only to acquire, construct or improve specific infrastructure needs.

Section 13: Declaration of exclusion from administrative procedures act.

Nothing contained in this Article shall be construed or interpreted to include the City in the definition of Agency as contained in Section 120.52, Florida Statutes, or to otherwise subject the City to the application of the Administrative Procedure Act, Chapter 120, Florida Statutes. This declaration of intent and exclusion shall apply to all proceedings taken as a result of or pursuant to this Chapter.

Section 14: Notice.

(a) Upon adoption of this Chapter or any ordinance amending this Chapter imposing new Impact Fees, increased Impact Fee rates or revising the Impact Fee Land Use Categories, the City shall publish notice of the effective date of such ordinance and the Impact Fees contemplated thereunder once in a newspaper of general circulation which notice shall include: (1) a brief and general description of the applicable Impact Fee; (2) the Impact Fee Rates to be imposed for each Impact Fee Land Use Category for the applicable Impact Fee; and (3) the date of implementation of the Impact Fee rates set forth in the notice, which date shall be no sooner than ninety (90) calendar days after the date of publication of the notice.

(b) On or prior to the date of such publication, the notice of Impact Fees shall also be posted in the following locations:

- (1) On the City website.
- (2) On the City Hall Notice Board.

(3) In a conspicuous place near the public counters in the following offices and departments: the Office of the City Clerk, the Building Department and the Planning and Zoning Department.

Section 15: Impact fees as additional or supplemental requirement.

The payment of Impact Fees is additional and supplemental to, and not in substitution of, any other requirements imposed by the City or any other governmental agency on the development or redevelopment of real property or the issuance of a Building Permit, and an Owner or Applicant may be required to pay, pursuant to other ordinances, regulations or policies of the City or any other governmental agency, other fees and/or charges in addition to the Impact Fees

contemplated hereunder. Nothing herein shall be construed as a guarantee of adequate public facilities at the time of development of any particular property.

Section 16: Effect of impact fees on zoning and land development regulations.

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

Section 17: Collection of fees when not paid by inadvertence; liens.

If the Impact Fees are not paid as required by this Article prior to or on the date of the issuance of a Building Permit because of mistake, inadvertence or any other reason, the City shall proceed to collect the Impact Fees as follows:

(a) The City shall serve, by certified mail, return receipt requested, an Impact Fee statement notice upon the Applicant and the Owner at the address appearing on the most recent records maintained by the Property Appraiser of Volusia County. The City also shall attach a copy of the Impact Fee statement notice to the Building Permit posted at the affected construction site if all or a portion of the Building is under construction. Service of the Impact Fee statement notice shall be deemed effective on the date the return receipt indicates the notice was received by either the Applicant or the Owner or the date said notice was attached to the Building Permit, whichever occurs first.

(b) The Impact Fee statement notice shall contain the legal description of the property and shall advise the Applicant and the Owner as follows:

(1) The amount due and the general purpose for which the Impact Fee was imposed.

(2) That the Impact Fee shall be delinquent if not paid and received by the City within 60 calendar days of the date the Impact Fee statement notice is received, excluding the date of receipt, and upon becoming delinquent, shall be subject to the imposition of a delinquent fee and interest on the unpaid amount until paid;

(3) That in the event the Impact Fee becomes delinquent, a lien against the property for which the Building Permit was secured shall be recorded in the Official Records of Volusia County.

(c) The Impact Fee shall be delinquent if, within 60 calendar days from the date of the receipt of the Impact Fee statement notice by either the Applicant or the Owner, or the date said notice was attached to the Building Permit, neither the Impact Fees have been paid and received by the City, nor a hearing requested pursuant to the requirements above. In the event a hearing is

requested, the Impact Fees shall become delinquent if not paid within 30 calendar days from the date the Council determines the amount of Impact Fees due upon the conclusion of such hearing. Said time periods shall be calculated on a calendar day basis, including Sundays and legal holidays, but excluding the date of the earliest receipt of said Impact Fee statement notice or the hearing date of the Council's decision in the event of an appeal. In the event the last day falls on a Sunday or legal holiday, the last due date prior to becoming delinquent shall be the next business day. Upon becoming delinquent, a delinquency fee equal to ten percent of the total Impact Fee imposed shall be assessed. Such total Impact Fee, plus delinquency fee, shall bear interest at the statutory rate for final judgments calculated on a calendar day basis, until paid.

(d) Should the Impact Fee become delinquent, the City shall serve, by certified mail return receipt requested, a "notice of lien" upon the delinquent Applicant if all or a portion of the Building is under construction at the address indicated in the application for the Building Permit, and upon the delinquent Owner at the address appearing on the most recent records maintained by the Property Appraiser of Volusia County. The notice of lien shall notify the delinquent Applicant and Owner that due to their failure to pay the Impact Fee, the City shall file a claim of lien with the Clerk of the Circuit Court in and for Volusia County.

(e) Upon mailing of the notice of lien, the City shall file a claim of lien with the Clerk of the Circuit Court in and for Volusia County for recording in the Official Records of Volusia County. The claim of lien shall contain the legal description of the property, the amount of the delinquent Impact Fees and the date of their imposition. Once recorded, the claim of lien shall constitute a lien against the property described therein. The City shall proceed expeditiously to collect or otherwise enforce said lien.

(f) After the expiration of six months from the date of recording of the claim of lien, as provided herein, a suit may be filed to foreclose said lien. Such foreclosure proceedings shall be instituted, conducted and enforced in conformity with the procedures for the foreclosure of municipal special assessment liens, as set forth in Chapter 173, Florida Statutes, which provisions are hereby incorporated herein in their entirety to the same extent as if such provision were set forth herein verbatim.

(g) The liens for delinquent Impact Fees imposed hereunder shall remain liens, coequal with the lien of all state, county, district and municipal taxes, superior in dignity to all other subsequently filed liens and claims, until paid as provided herein.

(h) The collection and enforcement procedures set forth in this Section shall be cumulative with, supplemental to and in addition to, any applicable procedures provided in any other ordinances or administrative regulations of the City or any applicable law or administrative regulation of the State of Florida. Failure of the City to follow the procedure set forth in this Section shall not

constitute a waiver of its rights to proceed under any other ordinances or administrative regulations of the City or any applicable law or administrative regulation of the State of Florida.

(i) Notwithstanding anything herein to the contrary, the City may enforce collection of delinquent Impact Fees in any manner authorized by law.

Section 18: Impact Fee Refunds. Impact Fees collected pursuant to this Chapter shall be returned to the then current Owner of the property on behalf of which such fee was paid, if such fees have not been expended or Encumbered by the end of the calendar quarter immediately following the six years from the date upon which such fees were paid. Refunds shall be made only in accordance with the following procedure:

(1) The then present Owner shall petition the City for the refund within one hundred eighty (180) days following the end of the calendar quarter immediately following six years from the date on which the fee was received. Failure to submit an application for refund within such period shall constitute a waiver of any right to a refund.

(2) The petition for refund shall be submitted to the Impact Fee Coordinator and shall contain:

a. A notarized sworn statement that the petitioner is the present Owner of the property on behalf of which the Impact Fee was paid;

b. A copy of the dated receipt issued for payment of the Impact Fee or such other record as would evidence payment; and

c. A certified copy of the latest recorded deed or a copy of the most recent ad valorem tax bill.

(3) Within three (3) months from the date of receipt of a petition for refund, the Impact Fee Coordinator will advise the petitioner and the Council of the status of the Impact Fee requested for refund, and if such Impact Fee has not been expended or Encumbered within the applicable time period, then such Impact Fee shall be returned to the petitioner. For the purposes of this Section, fees collected shall be deemed to be spent or Encumbered on the basis of the first fee in shall be the first fee out.

ARTICLE II: IMPACT FEES

DIVISION 1. FIRE/RESCUE IMPACT FEE

Section 1: Definitions.

In addition to the general definitions contained in Article I of this Chapter, the following terms shall have the following meanings in the application of the Fire/Rescue Impact Fee.

"Fire/Rescue Facilities" shall mean the Buildings, land, vehicles, apparatus, and equipment used by the City Fire Department in the suppression and prevention of fires, responses to disasters and the handling of incidents involving hazardous materials.

"Fire/Rescue Impact Construction" shall mean land construction designed or intended to permit a use of the land which will contain more Dwelling Units, Buildings or Square Footage than the existing use of land, or to otherwise change the use of the land in a manner that increases the impact upon the Fire/Rescue Facilities.

"Fire/Rescue Impact Fee" shall mean the Fire/Rescue Impact Fee imposed by the City pursuant to Section 2 of this Division.

"Fire/Rescue Impact Fee Land Use Category" shall mean those categories of land use incorporated in the Fire/Rescue Impact Fee Rate Schedule in Section 2 of this Division.

"Fire/Rescue Impact Fee Study" shall mean the 2023 Municipal Impact Fee Study dated June 19, 2023, prepared by Raftelis Financial Consultants, Inc. as such study may be amended and supplemented.

Section 2: Imposition.

(a) The data set forth in the Fire/Rescue Impact Fee Study which was employed in the calculation of the Fire/Rescue Impact Fee rates adopted herein is the most recent and localized data available for the Fire/Rescue Facilities.

(b) The Council specifically finds that Fire/Rescue Facilities benefit all residents and businesses within the City and, therefore, the Fire/Rescue Impact Fee shall be imposed on all Fire/Rescue Impact Construction in all incorporated areas of the City.

(c) All Fire/Rescue Impact Construction occurring within the City for which a completed Building Permit application is submitted shall pay the following Fire/Rescue Impact Fee rates:

FIRE/RESCUE IMPACT FEE RATE SCHEDULE

<u>Land Use Category</u>	<u>Impact Unit</u>	Completed Building Permit Application Submitted between 4/1/24 and 3/31/25	Completed Building Permit Application Submitted between 4/1/25 and 3/31/26	Completed Building Permit Application Submitted between 4/1/26 and 3/31/27	Completed Building Permit Application Submitted on or after 4/1/27
Single Family Residential	Per Dwelling Unit	\$303.75	\$337.50	\$371.25	\$405.00
Multi-Family Residential	Per Dwelling Unit	\$303.75	\$337.50	\$371.25	\$405.00
Industrial/Warehousing	Per 1,000 Sq. Ft.	\$146.00	\$146.00	\$146.00	\$146.00
Hotel	Per Room	\$74.25	\$82.50	\$90.75	\$99.00
Recreational	Per 1,000 Sq. Ft.	\$225.00	\$250.00	\$275.00	\$300.00
Institutional	Per 1,000 Sq. Ft.	\$225.00	\$250.00	\$275.00	\$300.00
Office Building	Per 1,000 Sq. Ft.	\$225.00	\$250.00	\$275.00	\$300.00
Retail	Per 1,000 Sq. Ft.	\$225.00	\$250.00	\$275.00	\$300.00
Assisted Living Facility	Per Bed	\$194.00	\$214.00	\$234.00	\$254.00

(d) The land uses set forth in the rate schedule above are further described in the Fire/Rescue Impact Fee Study and as follows.

(1) Industrial/Manufacturing – Generally includes Light Industrial, Heavy Industrial, Manufacturing, Mini-warehousing, and Industrial Parks.

(2) Hotel – A place of lodging that provides sleeping accommodation. Includes suites hotel, motel, resort hotels, etc.

(3) Recreational – Generally includes cultural organization facilities, camps, clubs, lodges, union halls, tourist attractions, and exhibits.

(4) Institutional – Generally includes schools, daycares, religious facilities, medical clinics, medical office buildings, and hospitals.

(5) Office Building – This land use consists of various types of office building.

(6) Retail – Generally includes all types of retail establishments such as shopping centers, stand-alone stores, grocery stores, department stores, auto repair shops, restaurants, and several others.

(7) Assisted Living Facility – Generally consists of assisted living facilities including: senior adult housing, congregate care facilities, retirement homes, nursing homes, and similar land uses.

(e) Except as otherwise provided in this Article, the Fire/Rescue Impact Fee shall be paid directly to the City prior to the issuance of a Building Permit.

Section 3: Individual calculation of Fire/Rescue impact fees.

(a) In the event a Fire/Rescue Impact Construction involves a land use not contemplated under the Fire/Rescue Impact Fee Land Use Categories set forth in Section 2 of this Division, the Impact Fee Coordinator shall determine the impact to be generated by the proposed Fire/Rescue Impact Construction and shall calculate the appropriate Fire/Rescue Impact Fees utilizing the methodology contained in the Fire/Rescue Impact Fee Study. The Impact Fee Coordinator shall utilize as a standard in this determination the impact assumed in the most similar Fire/Rescue Impact Fee Land Use Category or any other generally accepted standard source of planning and cost impact analysis.

(a) In the event a Fire/Rescue Impact Construction involves mixed use or more than one Fire/Rescue Impact Fee Land Use Category, the Impact Fee Coordinator shall calculate the Fire/Rescue Impact Fees based upon the impact to be generated by each separate Fire/Rescue Impact Fee Land Use Category included in the proposed Fire/Rescue Impact Construction.

Section 4: Use of monies.

(a) The Council hereby creates a separate trust account for the Fire/Rescue Impact Fees, to be designated as the "Fire/Rescue Impact Fee Capital Projects Fund," which shall be established and maintained separate and apart from all other accounts of the City. All Fire/Rescue Impact Fees shall be deposited into such trust account immediately upon receipt.

(b) The monies deposited into the Fire/Rescue Impact Fee Capital Projects Fund, as established in paragraph (a) above, are hereby earmarked and shall be used solely for the purpose of acquiring, constructing or improving growth-necessitated Capital Facilities for the City Fire Department, including, but not limited to:

- (1) Land acquisition, including any cost of acquisition;
- (2) Fees for professional services, including but not limited to architecture, engineering, surveying, landscaping, soils and material testing, legal, appraisals, and construction management;
- (3) Design and construction documents;
- (4) Site development and on-site and off-site improvements incidental to construction thereto;
- (5) Any permitting or application fees necessary for the construction;

(6) Construction and design of new Fire Rescue Facilities, including related drainage facilities and relocation of utilities, and other related construction costs required to bring the facilities into service;

(7) Landscaping;

(8) Acquisition of apparatus, vehicles and equipment necessary to outfit the vehicles for their official use, or other capital equipment utilized by the City Fire Department;

(9) Repayment of monies borrowed from any budgetary fund of the City which were used to fund growth necessitated capital improvements to the Fire/Rescue Facilities as provided herein, subject to paragraph (c) below;

(10) Costs related to the administration, collection and implementation of the Fire/Rescue Impact Fee; and

(11) Payment of principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the City to provide funds to construct or acquire growth necessitated capital improvements or additions to the Fire/Rescue Facilities as provided herein, subject to paragraph (c) below; and

(12) Any other expenditures of the Fire/Rescue Impact Fee as allowed by law.

(c) Revenues generated by the Fire/Rescue Impact Fee shall not be used, in whole or in part, to pay existing debt for the Fire/Rescue Facilities or for previously approved projects related to the Fire/Rescue Facilities unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by Fire/Rescue Impact Construction.

(d) The monies deposited into the Fire/Rescue Impact Fee Capital Projects Fund shall be used solely to provide improvements or additions to the Fire/Rescue Facilities required to serve new growth as projected in the Fire/Rescue Impact Fee Study. Funds on deposit in the Fire/Rescue Impact Fee Capital Projects Fund shall not be used for any expenditure that would be classified as a maintenance or repair expense. A report will be prepared annually by the City reflecting the collection and expenditures of Fire/Rescue Impact Fees by the City during the previous year.

(e) Any Fire/Rescue Impact Fee Funds on deposit which are not immediately necessary for expenditure may be held in an interest-bearing account or invested by the City. All income derived from such interest on investments shall be deposited in the Fire/Rescue Impact Fee Capital Projects Fund and used as provided herein.

DIVISION 2. PARKS AND RECREATION IMPACT FEE

Section 1: Definitions.

In addition to the general definitions contained in Article I of this Chapter, the following terms shall have the following meanings in the application of the Parks and Recreation Impact Fee.

"Parks and Recreation Facilities" shall mean the City park, recreation and open space facilities provided by the City for use and enjoyment by the public including but not limited to active parks, passive parks, water access sites, and associated recreational facilities and buildings.

"Parks and Recreation Impact Construction" shall mean land construction designed or intended to permit a use of the land which will contain more Dwelling Units, Buildings or Square Footage than the existing use of land, or to otherwise change the use of the land in a manner that increases the impact upon the Parks and Recreation Facilities.

"Parks and Recreation Impact Fee" shall mean the Parks and Recreation Impact Fee imposed by the City pursuant to Section 2 of this Division.

"Parks and Recreation Impact Fee Land Use Category" shall mean those categories of land use incorporated in the Parks and Recreation Impact Fee Rate Schedule in Section 2 of this Division.

"Parks and Recreation Impact Fee Study" shall mean the 2023 Municipal Impact Fee Study dated June 19, 2023, prepared by Raffelis Financial Consultants, Inc. as such study may be amended and supplemented.

Section 2: Imposition.

(a) The data set forth in the Parks and Recreation Impact Fee Study which was employed in the calculation of the Parks and Recreation Impact Fee rates imposed herein is the most recent and localized data available for the Parks and Recreation Facilities.

(b) The Council specifically finds that the Parks and Recreation Facilities benefit all residents and residential properties within the City and, therefore, the Parks and Recreation Impact Fee shall be imposed on all Parks and Recreation Impact Construction in all incorporated areas of the City.

(c) All Parks and Recreation Impact Construction occurring within the City for which a completed Building Permit application is submitted shall pay the following Parks and Recreation Impact Fee rates:

PARKS AND RECREATION IMPACT FEE RATE SCHEDULE

<u>Land Use Category</u>	<u>Impact Unit</u>	Completed Building Permit Application Submitted between 4/1/24 and 3/31/25	Completed Building Permit Application Submitted between 4/1/25 and 3/31/26	Completed Building Permit Application Submitted between 4/1/26 and 3/31/27	Completed Building Permit Application Submitted on or after 4/1/27
Single Family Residential	Per Dwelling Unit	\$1,632.75	\$1,740.50	\$1,848.25	\$1,956.00
Mobile Home	Per Dwelling Unit	\$1,263.00	\$1,578.74	\$1,736.61	\$1,894.48
Townhomes and Duplexes	Per Dwelling Unit	\$1,452.50	\$1,467.00	\$1,467.00	\$1,467.00
Multi-Family Residential	Per Dwelling Unit	\$1,408.50	\$1,467.00	\$1,467.00	\$1,467.00

(d) The land uses set forth in the rate schedule above are further described in the Parks and Recreation Impact Fee Study.

(e) Except as otherwise provided in this Article, the Parks and Recreation Impact Fee shall be paid directly to the City on the date of and as a condition precedent to issuance of a Building Permit.

Section 3: Individual calculation of Parks and Recreation Impact Fees.

(a) In the event a Parks and Recreation Impact Construction involves a land use not contemplated under the Parks and Recreation Impact Fee Land Use Categories set forth in Section 2 of this Division, the Impact Fee Coordinator shall determine the impact to be generated by the proposed Parks and Recreation Impact Construction and shall calculate the appropriate Parks and Recreation Impact Fees utilizing the methodology contained in the Parks and Recreation Impact Fee Study. The Impact Fee Coordinator shall utilize as a standard in this determination the impact assumed in the most similar Parks and Recreation Impact Fee Land Use Category or any other generally accepted standard source of planning and cost impact analysis.

(b) In the event a Parks and Recreation Impact Construction involves mixed use or more than one Parks and Recreation Impact Fee Land Use Category, the Impact Fee Coordinator shall calculate the Parks and Recreation Impact Fees based upon the impact to be generated by each separate Parks and Recreation Impact Fee Land Use Category included in the proposed Parks and Recreation Impact Construction.

Section 4: Use of Monies.

(a) The Council hereby creates a separate trust account for the Parks and Recreation Impact Fees, to be designated as the "Parks and Recreation Impact Fee Fund," which shall be established and maintained separate and apart from all other accounts of the City. All Parks and Recreation Impact Fees shall be deposited into such trust account immediately upon receipt.

(b) The monies deposited into the Parks and Recreation Impact Fee Fund, as established in paragraph (a) above, are hereby earmarked and shall be used solely for the purpose of acquiring, constructing or improving growth-necessitated Capital Facilities related to parks, recreation and open space, including, but not limited to:

- (1) Land acquisition, including any cost of acquisition;
- (2) Fees for professional services, including but not limited to architecture, engineering, surveying, landscaping, soils and material testing, legal, appraisals, and construction management;
- (3) Design and construction documents;
- (4) Site development and on-site and off-site improvements incidental to construction thereto;
- (5) Any permitting or application fees necessary for the construction;
- (6) Construction and design of new Parks and Recreation Facilities, including related drainage facilities and relocation of utilities, and other related construction costs required to bring the facilities into service;
- (7) Landscaping;
- (8) Acquisition of apparatus, vehicles and equipment necessary to outfit the vehicles for their official use, or other capital equipment utilized by the City in providing Parks and Recreation Facilities;
- (9) Repayment of monies borrowed from any budgetary fund of the City which were used to fund growth necessitated capital improvements to the Parks and Recreation Facilities as provided herein, subject to paragraph (c) below;
- (10) Costs related to the administration, collection and implementation of the Parks and Recreation Impact Fee; and
- (11) Payment of principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the City to provide funds to construct or acquire growth necessitated capital improvements or additions to the Parks and Recreation Facilities System as provided herein, subject to paragraph (c) below; and
- (12) Any other expenditures of the Parks and Recreation Impact Fee as allowed by law.

(c) Revenues generated by the Parks and Recreation Impact Fee shall not be used, in whole or in part, to pay existing debt for the Parks and Recreation Facilities or for previously approved projects related to the Parks and Recreation Facilities unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by Parks and Recreation Impact Construction.

(d) The monies deposited into the Parks and Recreation Impact Fee Fund shall be used solely to provide improvements or additions to the Parks and Recreation Facilities required to serve new growth as projected in the Parks and Recreation Impact Fee Study. Funds on deposit in the Parks and Recreation Impact Fee Fund shall not be used for any expenditure that would be classified as a maintenance or repair expense. A report will be prepared annually by the City reflecting the collection and expenditures of Parks and Recreation Impact Fees by the City during the previous year.

(e) Any Parks and Recreation Impact Fee Funds on deposit which are not immediately necessary for expenditure may be held in an interest-bearing account or invested by the City. All income derived from such interest on investments shall be deposited in the Parks and Recreation Impact Fee Fund and used as provided herein.

DIVISION 3. POLICE IMPACT FEE

Section 1: Definitions.

In addition to the general definitions contained in Section 2 of Article I, the following terms shall have the following meanings in the application of the Police Impact Fee.

"Police Facilities" shall mean the Buildings, land, vehicles, apparatus and equipment used by the City Police Department in the apprehension, prevention or investigation of criminal violations or illegal actions within the City.

"Police Impact Construction" shall mean land construction designed or intended to permit a use of the land which will contain more Dwelling Units, Buildings or Square Footage than the existing use of land, or to otherwise change the use of the land in a manner that increases the impact upon the Police Facilities.

"Police Impact Fee" shall mean the Police Impact Fee imposed by the City pursuant to Section 2 of this Division.

"Police Impact Fee Land Use Category" shall mean those categories of land use incorporated in the Police Impact Fee Rate Schedule in Section 2 of this Division.

"Police Impact Fee Study" shall mean the 2023 Municipal Impact Fee Study dated June 19, 2023, prepared by Rafftelis Financial Consultants, Inc. as such study may be amended and supplemented.

Section 2: Imposition.

(a) The data set forth in the Police Impact Fee Study which was employed in the calculation of the City Police Impact Fee rates adopted herein is the most recent and localized data available for the Police Facilities.

(b) The Council specifically finds that the Police Facilities benefits all residents and businesses within the City and, therefore, the Police Impact Fee shall be imposed on all Police Impact Construction in all incorporated areas of the City.

(c) All Police Impact Construction occurring within the City for which a completed Building Permit application is submitted shall pay the following Police Impact Fee rates:

POLICE IMPACT FEE RATE SCHEDULE

<u>Land Use Category</u>	<u>Impact Unit</u>	Completed Building Permit Application Submitted between 4/1/24 and 3/31/25	Completed Building Permit Application Submitted between 4/1/25 and 3/31/26	Completed Building Permit Application Submitted between 4/1/26 and 3/31/27	Completed Building Permit Application Submitted on or after 4/1/27
Single Family Residential	Per Dwelling Unit	\$526.00	\$526.00	\$526.00	\$526.00
Multi-Family Residential	Per Dwelling Unit	\$393.00	\$393.00	\$393.00	\$393.00
Industrial/Warehousing	Per 1,000 Sq. Ft.	\$139.00	\$139.00	\$139.00	\$139.00
Hotel	Per Room	\$260.00	\$260.00	\$260.00	\$260.00
Recreational	Per 1,000 Sq. Ft.	\$395.00	\$395.00	\$395.00	\$395.00
Institutional	Per 1,000 Sq. Ft.	\$399.00	\$399.00	\$399.00	\$399.00
Office Building	Per 1,000 Sq. Ft.	\$317.00	\$317.00	\$317.00	\$317.00
Retail	Per 1,000 Sq. Ft.	\$727.00	\$727.00	\$727.00	\$727.00
Assisted Living Facility	Per Bed	\$241.00	\$241.00	\$241.00	\$241.00

(d) The land uses set forth in the rate schedule above are further described in the Police Impact Fee Study and as follows:

(1) Industrial/Manufacturing – Generally includes Light Industrial, Heavy Industrial, Manufacturing, Mini-warehousing, and Industrial Parks.

(2) Hotel – A place of lodging that provides sleeping accommodation. Includes suites hotel, motel, resort hotels, etc.

(3) Recreational – Generally includes cultural organization facilities, camps, clubs, lodges, union halls, tourist attractions, and exhibits.

(4) Institutional – Generally includes schools, daycares, religious facilities, medical clinics, medical office buildings, and hospitals.

(5) Office Building – This land use consists of various types of office building.

(6) Retail – Generally includes all types of retail establishments such as shopping centers, stand-alone stores, grocery stores, department stores, auto repair shops, restaurants, and several others.

(7) Assisted Living Facility – Generally consists of assisted living facilities including: senior adult housing, congregate care facilities, retirement homes, nursing homes, and similar land uses.

(e) Except as otherwise provided in this Article, the Police Impact Fee shall be paid directly to the City on the date of and as a condition precedent to issuance of a Building Permit.

Section 3: Individual calculation of police impact fees.

(a) In the event a Police Impact Construction involves a land use not contemplated under the Police Impact Fee Land Use Categories set forth in Section 2 of this Division, the Impact Fee Coordinator shall determine the impact to be generated by the proposed Police Impact Construction and shall calculate the appropriate Police Impact Fees utilizing the methodology contained in the Impact Fee Study. The Impact Fee Coordinator shall utilize as a standard in this determination the impact assumed in the most similar Police Impact Fee Land Use Category or any other generally accepted standard source of planning and cost impact analysis.

(b) In the event a Police Impact Construction involves more than one Police Impact Fee Land Use Category, the Impact Fee Coordinator shall calculate the Police Impact Fees based upon the impact to be generated by each separate Police Impact Fee Land Use Category included in the proposed Police Impact Construction.

Section 4: Use of monies.

(a) The Council hereby creates a separate trust account for the Police Impact Fees, to be designated as the "Police Impact Fee Capital Projects Fund," which shall be established and maintained separate and apart from all other accounts of the City. All Police Impact Fees shall be deposited into such trust account immediately upon receipt.

(b) The monies deposited into the Police Impact Fee Capital Projects Fund, as established in paragraph (a) above, are hereby earmarked and shall be used solely for the purpose of acquiring, constructing or improving growth-necessitated Capital Facilities for the City Police Department, including, but not limited to:

- (1) Land acquisition, including any cost of acquisition;
 - (2) Fees for professional services, including but not limited to architecture, engineering, surveying, landscaping, soils and material testing, legal, appraisals, and construction management;
 - (3) Design and construction documents;
 - (4) Site development and on-site and off-site improvements incidental to construction thereto;
 - (5) Any permitting or application fees necessary for the construction;
 - (6) Construction and design of new Police Facilities, including related drainage facilities and relocation of utilities, and other related construction costs required to bring the facilities into service;
 - (7) Landscaping;
 - (8) Acquisition of apparatus, vehicles and equipment necessary to outfit the vehicles for their official use, or other capital equipment utilized by the City Police Department;
 - (9) Repayment of monies borrowed from any budgetary fund of the City which were used to fund growth necessitated capital improvements to the Police Facilities as provided herein, subject to paragraph (c) below;
 - (10) Costs related to the administration, collection and implementation of the Police Impact Fee; and
 - (11) Payment of principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the City to provide funds to construct or acquire growth necessitated capital improvements or additions to the Police Facilities as provided herein, subject to paragraph (c) below; and
 - (12) Any other expenditures of the Police Impact Fee as allowed by law.
- (c) Revenues generated by the Police Impact Fee shall not be used, in whole or in part, to pay existing debt for the Police Facilities or for previously approved projects related to the Police Facilities unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by Police Impact Construction.
- (d) The monies deposited into the Police Impact Fee Capital Projects Fund shall be used solely to provide improvements or additions to the Police Facilities required to serve new growth as projected in the Police Impact Fee Study. Funds on deposit in the Police Impact Fee Capital Projects Fund shall not be used for any expenditure that would be classified as a maintenance or repair expense. A report will be prepared annually by the City reflecting the collection and expenditures of Police Impact Fees by the City during the previous year.

(e) Any Police Impact Fee Funds on deposit which are not immediately necessary for expenditure may be held in an interest-bearing account or invested by the City. All income derived from such investments shall be deposited in the Police Impact Fee Capital Projects Fund and used as provided herein.

DIVISION 4. TRANSPORTATION IMPACT FEE

Section 1: Definitions.

In addition to the general definitions contained in Section 2 of Article I, the following terms shall have the following meanings in the application of the Transportation Impact Fee.

"Transportation Facilities" shall mean the Capital Facilities related to the City's transportation infrastructure which may include but are not limited to rights of way, roads, through lanes, turn lanes, bridges, traffic signals, curbs, medians and shoulders.

"Transportation Impact Construction" shall mean land construction designed or intended to permit a use of the land which will contain more Dwelling Units, Buildings or Square Footage than the existing use of land, or to otherwise change the use of the land in a manner that increases the impact upon the Transportation Facilities.

"Transportation Impact Fee" shall mean the Transportation Impact Fee imposed by the City pursuant to Section 2 of this Division.

"Transportation Impact Fee Land Use Category" shall mean those categories of land use incorporated in the Transportation Impact Fee Rate Schedule in Section 2 of this Article.

"Transportation Impact Fee Study" shall mean the Transportation Impact Fee Study Update dated June 2023, prepared by Raffetis Financial Consultants, Inc., as may amended and supplemented from time to time.

Section 2: Imposition.

(a) The data set forth in the Transportation Impact Fee Study which was employed in the calculation of the Transportation Impact Fee rates imposed herein is the most recent and localized data available for the Capital Facilities related to the City's transportation infrastructure.

(b) The Council specifically finds that such Capital Facilities benefit all residents and businesses within the City and, therefore, the Transportation Impact Fee shall be imposed on all Transportation Impact Construction in all incorporated areas of the City.

(c) All Transportation Impact Construction occurring within the City for which a completed Building Permit application is submitted shall pay the following Transportation Impact Fee rates:

TRANSPORTATION IMPACT FEE RATE SCHEDULE

<u>Land Use Category</u>	<u>Impact Unit</u>	Completed Building Permit Application Submitted between 4/1/24 and 3/31/25	Completed Building Permit Application Submitted between 4/1/25 and 3/31/26	Completed Building Permit Application Submitted between 4/1/26 and 3/31/27	Completed Building Permit Application Submitted on or after 4/1/27
General Light Industrial	Per 1,000 Sq. Ft.	\$401.63	\$446.25	\$490.88	\$535.50
Industrial Park	Per 1,000 Sq. Ft.	\$415	\$415	\$415	\$415
Manufacturing	Per 1,000 Sq. Ft.	\$406.13	\$451.25	\$496.38	\$541.50
Warehousing	Per 1,000 Sq. Ft.	\$211	\$211	\$211	\$211
Mini-Warehouse	Per 1,000 Sq. Ft.	\$158.00	\$165	\$172	\$179
Single-Family Detached Housing	Per Dwelling Unit	\$992.26	\$1,082.51	\$1,172.77	\$1,263
Multifamily Housing (Low-Rise)	Per Dwelling Unit	\$724.43	\$783.87	\$843.30	\$903
Multifamily Housing (Mid-Rise)	Per Dwelling Unit	\$608	\$608	\$608	\$608
Multifamily Housing (High-Rise)	Per Dwelling Unit	\$608	\$608	\$608	\$608
		\$392.63	\$436.25	\$479.88	\$523.50
Low-Rise Residential with Ground-Floor Commercial	Gross Floor Area (1-25K Sq. Ft.)	\$452	\$461	\$461	\$461
Mid-Rise Residential with Ground-Floor Commercial	Gross Floor Area (1-25K Sq. Ft.)	\$461	\$461	\$461	\$461
High-Rise Residential with Ground-Floor Commercial	Gross Floor Area (1-25K Sq. Ft.)	\$461	\$461	\$461	\$461
Mobile Home Park	Per Dwelling Unit	\$393	\$436	\$480	\$524
Hotel	Per Room	\$676.25	\$687.50	\$698.75	\$710
Motel	Per Room	\$344	\$344	\$344	\$344
Campground/Recreational Vehicle Park	Per Site	\$311.75	\$328.50	\$345.25	\$362
Marina	Per Berth	\$323	\$323	\$323	\$323
Movie Theater	Per Screen	\$4,693.50	\$5,215.00	\$5,736.50	\$6,258
Health/Fitness Club	Per 1,000 Sq. Ft.	\$4,344	\$4,344	\$4,344	\$4,344

Place of Worship	Per 1,000 Sq. Ft.	\$591.75	\$657.50	\$723.25	\$789
Day Care Center	Per 1,000 Sq. Ft.	\$2,074.50	\$2,305	\$2,535.50	\$2,766
Hospital	Per 1,000 Sq. Ft.	\$1,180.37	\$1,267.75	\$1,355.12	\$1,442.50
Nursing Home/Assisted Living Facility	Per Bed	\$113.63	\$126.25	\$138.88	\$151.50
Clinic	Per 1,000 Sq. Ft.	\$5,036	\$5,036	\$5,036	\$5,036
Animal Hospital/Veterinary Clinic	Per 1,000 Sq. Ft.	\$988.88	\$1,098.75	\$1,208.63	\$1,318.50
General Office Building > 10K Sq. Ft.)	Per 1,000 Sq. Ft.	\$1,502	\$1,502	\$1,502	\$1,502
Small Office Building (≤10K Sq. Ft.)	Per 1,000 Sq. Ft.	\$1,987	\$1,987	\$1,987	\$1,987
Corporate Headquarters Bldg.	Per 1,000 Sq. Ft.	\$587.25	\$652.50	\$717.75	\$783
Medical-Dental Office Building	Per 1,000 Sq. Ft.	\$2,894.63	\$3,216.25	\$3,537.88	\$3,860
Office Park	Per 1,000 Sq. Ft.	\$1,513	\$1,529	\$1,529	\$1,529
Research Center	Per 1,000 Sq. Ft.	\$716.63	\$796.25	\$875.88	\$956
Business Park	Per 1,000 Sq. Ft.	\$1,530.50	\$1,662	\$1,662	\$1,662
Building Materials and Lumber Store	Per 1,000 Sq. Ft.	\$1,632	\$1,632	\$1,632	\$1,632
Hardware/Paint Store	Per 1,000 Sq. Ft.	\$772	\$772	\$772	\$772
Nursery (Garden Center)	Per 1,000 Sq. Ft.	\$6,517	\$6,517	\$6,517	\$6,517
Retail/Shopping Center (>150K Sq. Ft.)	Per 1,000 Sq. Ft.	\$2,380.66	\$2,544.32	\$2,707.98	\$2,872
Retail/Shopping Plaza (40-150K Sq. Ft.)	Per 1,000 Sq. Ft.	\$7,332	\$7,332	\$7,332	\$7,332
Retail/Strip Retail Plaza (<40K Sq. Ft.)	Per 1,000 Sq. Ft.	\$4,225	\$4,225	\$4,225	\$4,225
Automobile Sales (New)	Per 1,000 Sq. Ft.	\$2,227.54	\$2,421.08	\$2,614.62	\$2,808
Automobile Sales (Used)	Per 1,000 Sq. Ft.	\$2,207.87	\$2,381.74	\$2,555.62	\$2,729
Tire Superstore	Per 1,000 Sq. Ft.	\$1,099.13	\$1,221.25	\$1,343.38	\$1,466
Supermarket	Per 1,000 Sq. Ft.	\$2,421.00	\$2,690	\$2,959	\$3,228
Convenience Store (w/o gas station)	Per 1,000 Sq. Ft.	\$7,418.24	\$8,049.48	\$8,680.72	\$9,322
Home Improvement Superstore	Per 1,000 Sq. Ft.	\$1,433.25	\$1,592.50	\$1,751.75	\$1,911

Pharmacy/Drugstore without Drive-Through Window	Per 1,000 Sq. Ft.	\$3,774	\$3,774	\$3,774	\$3,774
Pharmacy/Drugstore with Drive-Through Window	Per 1,000 Sq. Ft.	\$1,568.25	\$1,742.50	\$1,916.75	\$2,091
Marijuana Dispensary	Per 1,000 Sq. Ft.	\$8,737	\$8,737	\$8,737	\$8,737
Furniture Store	Per 1,000 Sq. Ft.	\$280.13	\$311.25	\$342.38	\$374
Liquor Store	Per 1,000 Sq. Ft.	\$6,516	\$6,516	\$6,516	\$6,516
Walk-in Bank	Per 1,000 Sq. Ft.	\$3,416.63	\$3,796.25	\$4,175.88	\$4,555.50
Drive-in Bank	Per 1,000 Sq. Ft.	\$4,368	\$4,368	\$4,368	\$4,368
Fine Dining Restaurant	Per 1,000 Sq. Ft.	\$3,869.37	\$4,169.74	\$4,470.12	\$4,770
High-Turnover (Sit-Down) Restaurant	Per 1,000 Sq. Ft.	\$5,663.50	\$6,209	\$6,209	\$6,209
Fast-Food Restaurant without Drive-Through Window	Per 1,000 Sq. Ft.	\$10,863.81	\$11,788.63	\$12,713.44	\$13,638.25
Fast-Food Restaurant with Drive-Through Window	Per 1,000 Sq. Ft.	\$10,556	\$11,173	\$11,173	\$11,173
Fast-Food Restaurant with Drive-Through Window and No Indoor Seating	Per 1,000 Sq. Ft.	\$16,829	\$16,829	\$16,829	\$16,829
Coffee/Donut Shop without Drive-Through Window	Per 1,000 Sq. Ft.	\$3,245	\$3,245	\$3,245	\$3,245
Coffee/Donut Shop with Drive-Through Window	Per 1,000 Sq. Ft.	\$2,834	\$2,834	\$2,834	\$2,834
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	Per Lane	\$951	\$951	\$951	\$951
Quick Lubrication Vehicle Shop	Per Position	\$1,845	\$2,050	\$2,255	\$2,460
Gasoline/Service Station	Per Position	\$4,953	\$4,953	\$4,953	\$4,953
Convenience Store/Gas Station	Per Position	\$5,998.50	\$6,196	\$6,196	\$6,196
Self-Service Car Wash	Per Wash Stall	\$3,526	\$3,847	\$3,847	\$3,847
Automated Car Wash	Per 1,000 Sq. Ft.	\$12,487	\$12,487	\$12,487	\$12,487
Brewery Tap Room	Per 1,000 Sq. Ft.	\$4,787	\$4,787	\$4,787	\$4,787

Drinking Place	Per 1,000 Sq. Ft.	\$7,032.83	\$7,626.66	\$8,220.49	\$8,814
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(d) Except as otherwise provided in this Article, the Transportation Impact Fee shall be paid directly to the City on the date of and as a condition precedent to issuance of a Building Permit.

Section 3. Individual calculation of transportation impact fees.

(a) In the event a Transportation Impact Construction involves a land use not contemplated under the Transportation Impact Fee Land Use Categories set forth in Section 2 of this Division, the Impact Fee Coordinator shall determine the impact to be generated by the proposed Transportation Impact Construction and shall calculate the appropriate Transportation Impact Fees utilizing the methodology contained in the Transportation Impact Fee Study. The Impact Fee Coordinator shall utilize as a standard in this determination the impact assumed in the most similar Transportation Impact Fee Land Use Category or any other generally accepted standard source of planning and cost impact analysis.

(b) In the event a Transportation Impact Construction involves mixed use or more than one Transportation Impact Fee Land Use Category, the Impact Fee Coordinator shall calculate the Transportation Impact Fees based upon the impact to be generated by each separate Transportation Impact Fee Land Use Category included in the proposed Transportation Impact Construction.

Section 4: Use of monies.

(a) The Council hereby creates a separate trust account for the Transportation Impact Fees, to be designated as the "Transportation Impact Fee Capital Projects Fund," which shall be established and maintained separate and apart from all other accounts of the City. All Transportation Impact Fees shall be deposited into such trust account immediately upon receipt.

(b) The monies deposited into the Transportation Impact Fee Fund as established in paragraph (a) above, are hereby earmarked and shall be used solely for the purpose of acquiring, constructing or improving growth-necessitated Capital Facilities for the City's transportation infrastructure, including, but not limited to:

- (1) Land acquisition, including any cost of acquisition;
- (2) Fees for professional services, including but not limited to architecture, engineering, surveying, landscaping, soils and material testing, legal, appraisals, and construction management;
- (3) Design and construction documents;
- (4) Site development and on-site and off-site improvements incidental to construction thereto;
- (5) Any permitting or application fees necessary for the construction;

(6) Construction and design of new Transportation Facilities, including related drainage facilities and relocation of utilities, and other related construction costs required to bring the facilities into service;

(7) Landscaping;

(8) Acquisition of apparatus, vehicles and equipment necessary to outfit the vehicles for their official use, or other capital equipment utilized by the City in developing and providing transportation infrastructure;

(9) Repayment of monies borrowed from any budgetary fund of the City which were used to fund growth necessitated capital improvements to City transportation infrastructure as provided herein, subject to paragraph (c) below;

(10) Costs related to the administration, collection and implementation of the Transportation Rescue Impact Fee;

(11) Payment of principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the City to provide funds to construct or acquire growth necessitated capital improvements or additions to City transportation infrastructure as provided herein, subject to paragraph (c) below;

(12) Construction of new sidewalks, bikeways, trails and similar facilities along existing or new City roads when part of a capital improvement project adding new capacity to such road; and

(13) Any other expenditures of the Transportation Impact Fee as allowed by law.

(c) Revenues generated by the Transportation Impact Fee shall not be used, in whole or in part, to pay existing debt for transportation infrastructure or for previously approved projects related to transportation infrastructure unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by Transportation Impact Construction.

(d) The monies deposited into the Transportation Impact Fee Fund shall be used solely to provide improvements or additions to City transportation infrastructure required to serve new growth as projected in the Transportation Impact Fee Study. Funds on deposit in the Transportation Impact Fee Fund shall not be used for any expenditure that would be classified as a maintenance or repair expense. A report will be prepared annually by the City reflecting the collection and expenditures of Transportation Impact Fees by the City during the previous year.

(e) Any funds on deposit in the Transportation Impact Fee Fund which are not immediately necessary for expenditure may be held in an interest-bearing account or invested by the City. All income derived from such interest on

investments shall be deposited in the Transportation Impact Fee Fund and used as provided herein.

ARTICLE III: RESERVED

* * *

Section 2: Repeal of Ordinances in Conflict. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Section 3: Severability Clause. If any phrase, clause, sentence, paragraph or section of this ordinance shall be declared invalid or unconstitutional by the judgment or decree of a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs or sections of this ordinance.

Section 4: Inclusion in Code. The provisions of this Ordinance shall be included and incorporated in the Land Development Code of the City of Port Orange, as an addition or amendment thereto, and the sections of this Ordinance and of Chapter 21 of the Land Development Code may be renumbered to conform to the uniform numbering system of the Code and the amendments adopted by this Ordinance.

Section 5: Effective Date. This Ordinance shall take effect immediately upon adoption.

MAYOR DONALD O. BURNETTE

ATTEST:

Roblin L. Fenwick, MMC,
City Clerk

Passed on first reading on the ____ day of _____, 2023.

Passed and adopted on second and final reading on the ____ day of _____, 2023.

Reviewed and Approved: _____
Matthew J. Jones,
City Attorney

City of **Port Orange**

2023 Municipal Impact Fee Study

June 19, 2023 – Final



February 8, 2023

Mr. Jonathan McKinney
Director of Finance
City of Port Orange
100 City Center Circle
Port Orange, FL 32129

Subject: 2023 Municipal Impact Fee Study

Dear Mr. McKinney,

Enclosed is the 2023 municipal impact fee report for your use and reference. The report herein includes an executive summary followed by technical sections regarding the calculation of each of the updated impact fees and additional background information. If you should have any questions, please do not hesitate to contact us. We appreciate the opportunity to work with you and the City on this important project.

Respectfully Submitted,

Raftelis Financial Consultants, Inc.

A handwritten signature in blue ink that reads 'Henry L. Thomas'.

Henry Thomas
Vice President

A handwritten signature in blue ink that reads 'Joe Williams'.

Joe Williams
Senior Manager

A handwritten signature in blue ink that reads 'Tristen Townsend'.

Tristen Townsend
Associate Consultant

Table of Contents

EXECUTIVE SUMMARY	1
Introduction	1
Observations and Recommendations	3
SECTION 1 – INTRODUCTION	4
Introduction	4
Impact Fee Background	4
Summary of Report	5
SECTION 2 – SERVICE AREA AND FUNCTIONAL POPULATION.....	6
General	6
Population and Development Forecast	6
Functional Population Parameters	7
SECTION 3 – POLICE IMPACT FEE.....	11
Introduction	11
Existing Impact Fees	11
Existing Resources and Level of Service.....	11
Incremental Costs	12
Impact Fee Development	13
Police Impact Fee Comparisons	15
SECTION 4 – FIRE IMPACT FEE.....	16
Introduction	16
Existing Impact Fees	16
Incremental Costs	16
Impact Fee Development	18
Fire Impact Fee Comparisons	20
SECTION 5 – PARKS AND RECREATION IMPACT FEE	21
Introduction	21
Existing Impact Fees	21
Existing Recreational Facilities.....	21
Growth-Related Capital Improvements	22
Calculated Parks and Recreation Impact Fees	23
Parks and Recreation Impact Fee Comparisons	25

List of Tables

Table ES 1: Existing and Calculated Single Family Residential Impact Fees	1
Table ES 2: Proposed Police Impact Fees	1
Table ES 3: Proposed Fire Impact Fees	2
Table ES 4: Proposed Parks & Recreation Impact Fees	2
Figure 1: Single Family Municipal Impact Fee Comparison	2
Table 1: Single Family and Multi-family Persons Per Household	6
Table 2: Residential Functional Population	7
Table 3: Non-Residential Functional Population	8
Table 4: Residential Functional Population Growth	8
Table 5: Non-Residential Functional Population Growth	8
Table 6: Summary of Functional Population	9
Table 7: Functional Population Weighting Residential Hours	9
Table 8: Current Police Staffing	11
Table 9: Existing and Projected Sworn Officers	12
Table 10: Cost of Vehicles for New Officers	12
Table 11: Total Vehicle Costs	12
Table 12: Total Police Capital Costs	13
Table 13: Allocated Police Capital Costs	13
Table 14: Residential Police Fee Calculation	14
Table 15: Non-Residential Police Impact Fees	14
Figure 2: Police Impact Fee Comparison per Single Family Residential Unit	15
Table 16: Existing Fire Impact Fees	16
Table 17: Current Fire Vehicles	17
Table 18: Future Fire Vehicles	17
Table 19: Total Fire Capital Costs	17
Table 20: Allocated Fire Capital Costs	18
Table 21: Residential Fee Calculation	18
Table 22: Residential Fire Impact Fee Increase	18
Table 23: Calculated Non-Residential Fire Impact Fees	19
Table 24: Fire Impact Fee Increase	19
Figure 3: Fire Impact Fee Comparison per Single Family Residential Unit	20
Table 25: Existing Parks and Recreation Impact Fees	21
Table 26: Existing Parks and Facilities	21
Table 27: Parks and Recreation Capital Projects	23
Table 28: Parks and Recreation Impact Fee Calculation	23
Table 29: Calculated Parks and Recreation Impact Fee	24
Table 30: Parks and Recreation Impact Fee Increase	24
Figure 4: Parks and Recreational Impact Fee Comparison per Single Family Residential Unit	25

List of Exhibits

- Exhibit 1: Non-Residential Functional Population
- Exhibit 2: Forecasted Revenue

List of Appendices

- Appendix A: Chapter 163.31801 Florida Statutes

Executive Summary

Introduction

The City of Port Orange (City) has retained Raftelis Financial Consultants, Inc. (Raftelis) to review and update the City's fire, recreation, and transportation impact fees. Additionally, the City requested that Raftelis calculate Police impact fees for consideration since these are not currently assessed. The transportation impact fee analysis is provided through a separate report titled 'Transportation Impact Fee Study Update', as completed in conjunction with our subconsultant Kiefer Professional Services, Inc. Impact fees are important sources of revenue for municipalities to fund infrastructure investments related to serving growth. The impact fee calculations are based on the costs to provide infrastructure to address needs related to growth based on data specific to each service and related to the City's characteristics. The calculated impact fees set forth in this study reflect Florida case law, Florida Statutes, and generally acceptable impact fee methodologies, where applicable.

The City has not updated the fire and recreation impact fees since 2005. Therefore, it is important the City establish appropriate impact fees to maintain a high level of service for the various services offered. With new development helping fund the infrastructure related to the services provided, it will allow the City to expand and keep up with new growth.

The report herein outlines the methodologies, assumptions, and considerations in the development of each impact fee calculation. The following tables summarize the City's existing residential municipal impact fees compared to the fully calculated impact fees based on the analysis in this report:

Table ES 1: Existing and Calculated Single Family Residential Impact Fees

Description	Existing	Calculated Fee	Difference	% Difference
Police	N/A	526.00	526.00	N/A
Fire	270.00	405.00	135.00	50.0%
Parks and Recreation	1,525.00	1,956.00	431.00	28.3%
Total	\$1,795.00	\$2,361.00	\$566.00	31.5%

As shown on the table above, the calculated impact fees for fire and parks & recreation services are greater than the existing fee levels. Pursuant to provisions of F.S. 163.31801 (6d) the City is limited to a maximum increase of 50% compared to existing fee levels. The fee for each land use is evaluated individually compared to the existing fee level to determine the percentage of increase and the phasing schedule required. F.S. 163.31801 indicates that increases less than 25% can be phased in over a two-year period and increases between 25% up to 50% can be phased in over a four-year period. More detailed analysis on the percentage increases for each land use can be found in each section of this report.

Table ES 2: Proposed Police Impact Fees

Land Use	Impact Unit	2023	2024	2025	2026
Single Family	Per Dwelling Unit	\$526.00	\$526.00	\$526.00	\$526.00
Multi-Family	Per Dwelling Unit	393.00	393.00	393.00	393.00
Industrial/Warehousing	Per 1,000 Sq. Ft	139.00	139.00	139.00	139.00
Hotel	Per Room	260.00	260.00	260.00	260.00
Recreational	Per 1,000 Sq. Ft	395.00	395.00	395.00	395.00
Institutional	Per 1,000 Sq. Ft	399.00	399.00	399.00	399.00
Office Building	Per 1,000 Sq. Ft	317.00	317.00	317.00	317.00
Retail	Per 1,000 Sq. Ft	727.00	727.00	727.00	727.00
ALF	Per Bed	241.00	241.00	241.00	241.00

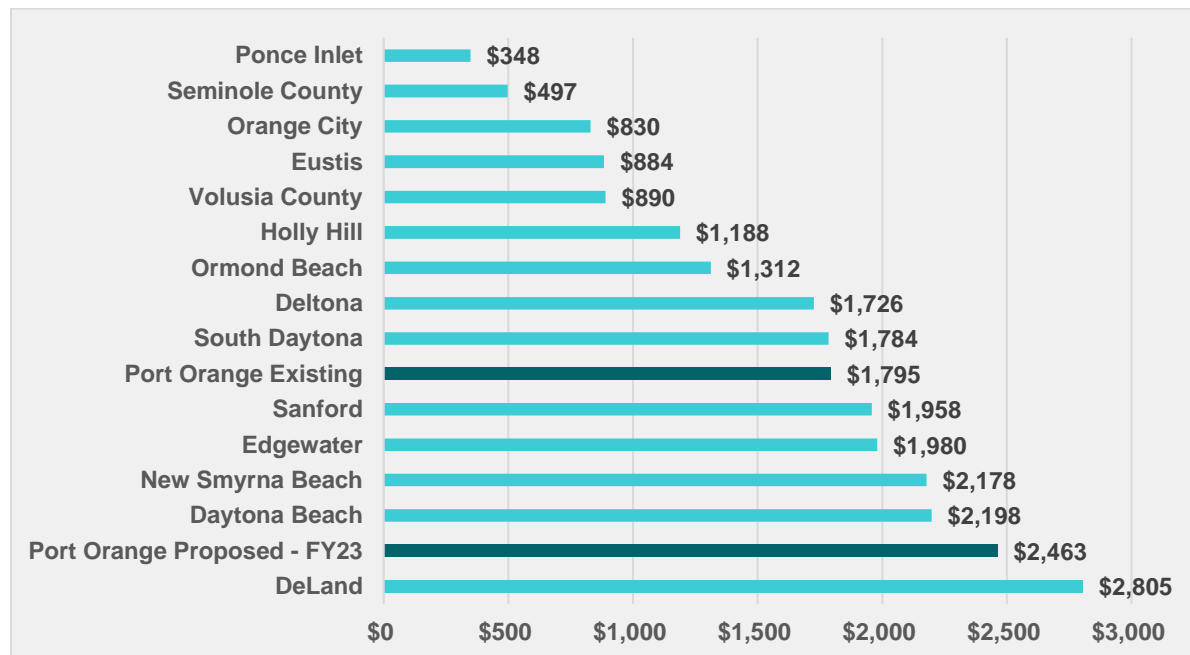
Table ES 3: Proposed Fire Impact Fees

Land Use	Impact Unit	2023	2024	2025	2026
Single Family	Per Dwelling Unit	\$303.75	\$337.50	\$371.25	\$405.00
Multi-Family	Per Dwelling Unit	303.75	337.50	371.25	405.00
Industrial/Warehousing	Per 1,000 Sq. Ft	146.00	146.00	146.00	146.00
Hotel	Per Room	74.25	82.50	90.75	99.00
Recreational	Per 1,000 Sq. Ft	225.00	250.00	275.00	300.00
Institutional	Per 1,000 Sq. Ft	225.00	250.00	275.00	300.00
Office Building	Per 1,000 Sq. Ft	225.00	250.00	275.00	300.00
Retail	Per 1,000 Sq. Ft	225.00	250.00	275.00	300.00
ALF	Per Bed	194.00	214.00	234.00	254.00

Table ES 4: Proposed Parks & Recreation Impact Fees

Land Use	Impact Unit	2023	2024	2025	2026
Single Family	Per Dwelling Unit	\$1,632.75	\$1,740.50	\$1,848.25	\$1,956.00
Townhomes/Duplexes	Per Dwelling Unit	1,452.50	1,467.00	1,467.00	1,467.00
Multi-Family	Per Dwelling Unit	1,408.50	1,467.00	1,467.00	1,467.00

A comparison of the City's existing and fully calculated fees with other municipalities are shown below for informational purposes:

Figure 1: Single Family Municipal Impact Fee Comparison

The City currently charges non-residential development a flat fee per square foot for fire. This report discusses the proposal of seven land-use categories.

Observations and Recommendations

The following is a summary of the observations and recommendations developed by Raftelis during our investigation, analyses, and preparation of this report:

1. The imposition of impact fees must satisfy the rational nexus requirements as determined by case law. The impact fees must be reasonably related to the capital cost of providing capital facilities/equipment needed to accommodate needs attributable to new growth. The impact fees collected must be used by the City to address the capital costs related to serving new development. Based on the information made available by the City, the proposed impact fees are designed in accordance with the requirements set forth in Florida Statutes Section 163.31801.
2. The fees developed within this report reflect recovery of identified costs and the City has discretion to phase-in or otherwise adopt less than the fully calculated fees, subject to meeting all provisions of F.S. 163.31801. However, the adoption of fees less than the fully calculated rates should be applied to all land uses equally to maintain the calculations herein in correct proportion. Adopting less than the calculated rates would increase the reliance on general fund and other revenue sources to meet the demands of growth.
3. In compliance with Florida Statutes the City should continue to collect and maintain revenue collected from each type of municipal impact fee in designated sub-accounts and use such fees on those facilities designated for each purpose.
4. The City should re-evaluate its municipal impact fees from time to time, generally within a four to five-year period to stay consistent with state statutes, that change and are updated over time, and to maintain fees based on recent and local data as inflation and other factors can significantly impact the cost of providing the necessary capital facilities and vehicles in a short period of time.
5. The City should provide 90 days notice prior to the implementation of increased fees levels pursuant to the requirements outlined in F.S. 163.31801.

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Section 1 – Introduction

Introduction

The City of Port Orange (the “City”) is located in Volusia County, on the east coast of Florida generally extending to the Halifax River, and has a total area of approximately 28.86 square miles. The City provides a full range of municipal services, including police and fire protection, as well as recreational facilities and activities. According to the University of Florida, Bureau of Economic & Business Research (BEBR), the City’s population is estimated at 64,230 as of 2022. Discussions with City staff and review of permit information for 2022 suggest the City will experience a modest amount of growth from 2022 through 2032 (Forecast Period). For purposes of this report, it is estimated that the population will be 70,950 by 2032, representing an average growth rate of 1.0% compounded annually.

Impact Fee Background

Impact fees are one-time charges established as a means to recover in whole or in part, the costs associated with infrastructure and capital equipment needed to accommodate the demands anticipated to be generated by new development. Such capital costs generally include the construction of facilities together with necessary land costs. However, recent changes to Florida Statutes governing impact fees require a minimum of five (5) year service life and therefore the impact fee calculations herein include only assets that meet this minimum. Historically, impact fees in Florida were a result of home rule powers with the requirements associated with the development, administration, accounting and expenditure governed by case law. However, in 2006, Section 163.31801 was added to the Florida Statutes, which placed specific requirements and limitations on that home rule authority. This statute has been amended several times since its initial adoption, including significant additional provisions in 2021 such as limiting the percentage increase for a change in impact fees. Appendix A at the end of the report includes the full Florida impact fee statute.

Although the statute provides specific impact fee criteria, certain precedents established by case law also constitute the legal requirements associated with impact fees. Case law precedent for impact fees in Florida was originally set in the landmark Florida Supreme Court decision, Contractors and Builders Association of Pinellas County vs. City of Dunedin, Florida. In the ruling, the court identified certain conditions as necessarily present in order to have a valid impact fee. In general, the court decision addressed the following:

1. The impact fee should be reasonably equitable to all parties; that is, the amount of the fee must bear a relationship to the amount of services requested;
2. The system of fees and charges should be set up so that there is not an intentional windfall to existing users;
3. The impact fee should, to the extent practical, only cover the capital cost of construction and related costs thereto (engineering, legal, financing, administrative, etc.) for increases in or expansions of capacity or capital requirements that are required solely due to growth. Therefore, expenses due to normal renewal and replacement of a facility (e.g., replacement of a capital asset) should be borne by all users of the facility or municipality. Similarly, increased expenses due to operation and maintenance of that facility should be borne by all users of the facility; and
4. The local government must adopt a revenue-producing ordinance that explicitly sets forth restrictions on revenues (uses thereof) that the imposition of the impact fee generates. Therefore, the funds collected from the impact fees should be retained in a separate account, and separate accounting must be made for those funds to ensure that they are used only for the lawful purposes described.

Based on the criteria provided above, the impact fees herein will: 1) include local current costs of improvements associated with the capacities needed to serve new growth; 2) not reflect costs of improvements associated with the renewal and replacement (R&R) of existing capital assets or deficiencies in level of service attributed to existing development; and 3) not include any costs of operation and maintenance of the capital improvements and equipment.

This section provides only a general background regarding impact fees. Certain circumstances and issues regarding the interpretation of specific statutes or case law should be addressed by qualified legal counsel.

Summary of Report

In addition to Section 1, this report has been subdivided into five other sections. The following is a brief discussion of the remaining sections included in this report.

Section 2 – Service Area and Functional Population. This section of the report provides a general discussion of the residential and non-residential land use characteristics, and development of functional population estimates for both existing and future development.

Section 3 – Police Impact Fee. This section discusses the calculation of the proposed impact fee for the capital requirements associated with providing police services, the methodology for the proposed fees, assumptions utilized in the design of the fees, and other factors associated with the fee determination.

Section 4 – Fire/Rescue Impact Fee. This section discusses the calculation of the proposed impact fee for the capital requirements associated with providing fire/rescue services, the methodology for the proposed fees, assumptions utilized in the design of the fees, and other factors associated with the fee determination.

Section 5 – Parks and Recreation Impact Fee. This section discusses the development of the proposed impact fee for the capital requirements associated with providing parks and recreation facilities, the methodology for the proposed fees, assumptions and other factors associated with the fee determination. Parks and recreation impact fees apply only to residential development.

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Section 2 – Service Area and Functional Population

General

This section provides a general discussion of the current service area, population, and functional population factors.

Population and Development Forecast

As mentioned in Section 1, using 2022 BEBR population estimates, the 2022 population is estimated to be 64,230. The City is projected to have a 2032 population of 70,950, resulting in an annual growth rate of 1%.

Property data was obtained from the Volusia County Property Appraiser, which provides details on the number of parcels, units, and square feet by land-use within City limits. In total, the data indicated there are 26,310 residential dwelling units (including single family, multi-family, and mobile homes) developed in the City along with 6,908,566 square feet (SF) of non-residential building space. Based on the 26,310 residential dwelling units and the 2022 population estimate of 64,230, there are on average 2.44 persons per residential dwelling unit.

To determine a potential difference in functional population for single family units versus multi-family units, certain data from the US Census was obtained. Table B25024 (provides the number of units by type of dwelling – single family versus multi-family) and Table B25033 (provides the population by number of units by type of dwelling) were summarized to determine the estimated persons per household in the City. These tables are estimates and based on the American Community Survey (ACS) 5-year estimates for 2020. Based on the data from these two tables, as demonstrated on the table below, it was determined that, on average, multi-family units had a ratio of 0.75 compared with single family. The result, after applying the 0.75, or 75%, multi-family factor to the current 2022 data as outlined in the paragraph above and demonstrated in Table 2 on the following page, is a persons per household figure of 2.56 persons per single family unit and 1.92 persons per multi-family unit.

Table 1: Single Family and Multi-family Persons Per Household

Classification	Units in Structure	Dwelling Units [1]	Population [2]	Persons Per Household [3]	% of Single Family [4]
Single Family	1, detached or attached	19,833	48,443	2.25	
	Mobile Home	4,916	7,155		
	Subtotal	24,749	55,598		
Multi-Family	2 to 4	1,328	2,357	1.68	75%
	5 or more	3,455	5,686		
	Subtotal	4,783	8,043		
Total		29,532	63,641		

[1] From ACS Table B25024, estimates for 2020.

[2] From ACS Table B25033, estimates for 2020.

[3] Persons per household calculation for 2020 estimates. Primarily used to develop the ratio of multi-family to single family.

[4] Multi-family persons per household 1.68 divided by Single Family persons per household 2.25 and rounded.

Functional Population Parameters

A goal of the impact fee study is to assign the costs associated with each service provided to new development or re-development requiring an increased level of services on an equivalent unit basis. Two primary methods of allocating costs include 1) actual service calls based on historical records; and 2) population figures weighted and adjusted for time spent at various land uses based on traffic and other data. This study uses a method that allocates costs using population figures weighted and adjusted for time spent at various land uses based on traffic and other data and is commonly referred to as “functional population”. The functional population analysis typically relies on trip data obtained through survey sources. Trip data is readily available from sources such as the Institute of Transportation Engineers (ITE) and is widely accepted for the purpose of identifying functional population by land use. This study uses the 11th Edition ITE trip generation manual. The trip data is applied to each land use along with other demographic data to establish a functional population by land use. Functional population measures the number of persons at a particular location measured over a 24-hour period. For example, for single family residential, a typical functional population would reflect a person at home 100 hours per week (e.g. 10-14 hours per day during weekdays and 20 -30 hours during the weekend). Based on 168 hours per week, this equates to 60% occupancy or 0.6 functional population per resident. Applying this factor to the average household size throughout the City of 2.44 persons equates to a 1.47 functional population per residential unit. As demonstrated on the table below, the residential category has been split between single family and multi-family dwellings. Table 2 summarizes the existing residential functional population based on these criteria:

Table 2: Residential Functional Population

Housing Type	2022 Population [1]	2022 Households [2]	Average Household Size [3]	Occupancy Factor [4]	Functional Population/ Unit	2022 Functional Population
		(a)	(b)	(c)	(b) x (c) = (d)	(a) x (d)
Single Family	54,864	21,432	2.56	60.0%	1.54	33,005
Multi-Family	9,366	4,878	1.92	60.0%	1.15	5,610
Total	64,230	26,310	2.44		1.47	38,615

[1] Population data estimated using the 2022 BEBR population estimates.

[2] Households obtained from property data from Volusia County Property Appraiser in July 2022.

[3] Persons per household calculation for 2022 estimates, using the 75% factor for multi-family developed on Table 1. Amounts different from Table 1 since Table 1 relies on estimated dwelling units from the US Census as compared to actual data obtained from the Volusia County Property Appraiser.

[4] Amount assumes 100 hours spent at home out of a 168-hour week.

For non-residential land uses, the functional population is determined through the process of applying the following attributes to each land use, typically measured per 1,000 square feet (i.e., per unit): 1) trips per unit and employees staffed per unit; 2) trip end adjustment; 3) hours worked by employees; 4) occupants per trip; 5) number of visitors, visitor hours, and visitor hours per week. Trip and employee data are primarily obtained from the ITE manual (11th Edition, 2021), and visitors and other data is obtained from sources including the 2017 National Household Travel Survey (U.S. Department of Transportation). Table 3 summarizes this process below:

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Table 3: Non-Residential Functional Population

Land Use	Bldg. SF	FP Factor [1]	2022 Functional Population
Industrial/Warehousing	1,502,375	0.43	649
Hotel [2]	101,574	0.81	249
Recreational	67,196	1.23	83
Institutional	843,699	1.24	1,046
Office Building	899,809	0.98	886
Retail	3,023,274	2.26	6,823
Assisted Living Facility [3]	470,639	0.75	405
Total	6,908,566		10,141

[1] Obtained from Exhibit 1 at the end of this report.

[2] Functional Population is calculated by converting the hotel square feet to an estimated number of rooms, using an average of 330 square feet per room¹.

[3] Functional Population is calculated by converting the assisted living square feet to an estimated number of beds, using an average of 870 square feet per bed².

Since impact fees are designed to recover the proportionate cost of new facilities attributed to growth, it is necessary to identify the existing and future development. Based on planned development data provided by City staff, there are approximately 1,231 residential dwelling units identified for construction in the coming years. Based on past development trends and a conservative outlook, it is expected that the City will experience growth of around 275 residential units per year. This results in a total 10-year growth of 2,753 units by 2032. Compared to the existing 26,310 residential units, the City is expected to grow to 29,063 residential units by 2032 representing a growth of approximately 1.0% annually. For forecasting purposes and appropriate allocation of certain major infrastructure improvements, it is assumed an additional 2,753 new residential units will be constructed between 2033 and 2042 (the 2nd 10-year period). The table below summarizes the expected residential growth in the City by year 2032, which will serve as the primary basis for cost allocations, future functional population, and impact fee levels.

Table 4: Residential Functional Population Growth

Housing Type	2022 Functional Population	Functional Population/Unit	2032 Households	2032 Functional Population
Single Family	33,005	1.54	23,674	36,458
Multi-Family	5,610	1.15	5,388	6,197
Total	38,615	1.47	29,063	42,655

As shown below, the 2022 non-residential functional population is 10,108 and is forecast to grow by 2,214 to 12,322 by 2032. The projected 2032 building square feet amount is based on applying the existing ratio of non-residential to residential square feet of 0.165 to the estimated residential square feet over the Forecast Period.

Table 5: Non-Residential Functional Population Growth

Year	Building Square Feet	Functional Population
2022	6,908,566	10,141
2032	8,421,503	12,322

¹ Based on the USA Today article dated November 4, 2015:

<https://www.usatoday.com/story/travel/roadwarriorvoices/2015/11/04/hotel-rooms-20-years-ago-were-twice-as-large-as-some-of-todays-offerings/83847338/>

² Square footage per bed is based unit data for assisted living facilities located within Port Orange, sourced from Florida Health Finder (Agency for Health Care Administration).

The following summarizes the existing and projected functional population:

Table 6: Summary of Functional Population

Land Use	2022 Functional Population	2032 Functional Population	Percent in 2032
Residential	38,615	42,655	77.5%
Non-Residential	10,141	12,362	22.5%
Total	48,756	55,017	100.0%

The functional population assumptions used from ITE are representative of national averages. In order to localize the functional population estimates, the data is weighted using the 2019 Inflow/Outflow Report from the US Census that is specific to the City. The Census Inflow/Outflow Analysis report shows how many residents work inside and outside of the city daily, as well as how many non-residents work inside the city. While the data lags slightly in updates, it is representative of the traffic patterns and is a reliable source for the purposes of this cost apportionment.

According to the Inflow/Outflow Report, there are 25,362 residents from the City in the work force. Of those, 3,550 work within the City and the other 21,812 work outside of the City. Using the 2019 population of 61,617, it can be assumed that 36,255 residents are not working. It is assumed that a resident not working would spend 20 hours at home and that residents working would spend 14 hours at home. This would give a total of 1,080,168 residential hours (hours spent at home).

Table 7: Functional Population Weighting Residential Hours

Description	Population	Hours Spent at Home	Residential Hours
	(a)	(b)	(c) = (a) x (b)
2019 Population [1]	61,617		
Residential			
Residents Not Working [2]	36,255	20.0	725,100
Residential Work Force			
Works Inside City [3]	3,550	14.0	49,700
Works Outside City [3]	21,812	14.0	305,368
Total Residential Hours			1,080,168
Residential Share of Person Hours			78.5%
Non-Residential			
Residents Not Working [2]	36,255	4.0	145,020
Jobs Located in City			
Residents Working in City [3]	3,550	10.0	35,500
Non-resident Workers (inflow commuters) [3]	11,450	10.0	114,500
Total Non-Resident Hours			295,020
Non-Residential Share of Person Hours			21.5%
Total Daily Hours Within the City			1,375,188

[1] Population estimate based on BEBR.

[2] Amount derived from subtracting the Residential Work Force from the 2019 Population

[3] Amount comes from US Census 2019 Inflow/Outflow Count of All Jobs Report

As shown on the table above, Residential Hours account for 78.5% (1,080,168 / 1,375,188) of total daily hours spent within the City and Non-residential accounts for 21.5% (295,020 / 1,375,188). These percentages are used to allocate the capital costs for police and fire impact fee calculations.

Below is a list of the non-residential land uses:

- Industrial/Manufacturing – Generally includes Light Industrial, Heavy Industrial, Manufacturing, Mini-warehousing, and Industrial Parks.
- Hotel – A place of lodging that provides sleeping accommodation. Includes suites hotel, motel, resort hotels, etc.
- Recreational – Generally includes cultural organization facilities, camps, clubs, lodges, union halls, tourist attractions, and exhibits.
- Institutional – Generally includes schools, daycares, religious facilities, medical clinics, medical office buildings, and hospitals.
- Office Building – This land use consists of various types of office building.
- Retail – Generally includes all types of retail establishments such as shopping centers, stand-alone stores, grocery stores, department stores, auto repair shops, restaurants, and several others.
- Assisted Living Facility – Generally consists of assisted living facilities including: senior adult housing, congregate care facilities, retirement homes, nursing homes, and similar land uses.

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Section 3 – Police Impact Fee

Introduction

The City maintains a Police Department to provide law enforcement services and ensure the safety and well-being of the community and residents of the City of Port Orange. The Police Department currently staffs 96 sworn officers and 21.5 civilian support positions to serve the City's existing population of 64,230. The Police Department operates out of a single station near the city center. In order to maintain appropriate staffing ratios, office space needs, and to provide the vehicles necessary to new officers, the Police Department will require infrastructure and capital investments.

Existing Impact Fees

The City does not currently charge Police Impact Fees for new development within the City limits.

Implementation of police impact fees will allow the City to charge development for their portion of impacts created on the police department, in terms of additional investments in facilities and additional vehicles for an expanded police force. This report uses the same methodology for both residential and non-residential development with the addition of various non-residential land uses presented in Section 2.

Existing Resources and Level of Service

The City currently staffs 96 sworn officers along with necessary support personnel. The staffing is as follows:

Table 8: Current Police Staffing

Position	Staffing
Chief	2.00
Patrol	70.00
Traffic	7.00
CID	13.00
Support Svc	4.00
F/T Civilian	21.00
P/T Civilian	0.50
Total	117.50

The City's Police Department currently consists of 117.50 full time equivalent positions. With 94 full time police personnel, after excluding the police chief and civilian staff, the current level of staffing achieves a Level of Service (LOS) of 1.46 officers per 1,000 population within the City's limits based on the 2022 population of 64,230. Additionally, since the impact fee methodology is based on functional population, the calculated LOS is 1.93 officers per 1,000 functional population based on the existing 48,756 functional population from on Table 6. While the police staffing uses a much more complex methodology based on demand, types of calls, large events and gatherings, growth expectations, area densities, types of developments, etc., the LOS is used for impact fee purposes to identify equitable allocations of the capital assets between existing and future development. The calculated impact fee will be designed to maintain the 1.93 officers per 1,000 functional population ratio. Therefore, an additional 12.07 officers would be added over the next ten years. The table below illustrates the total need for police officers and the LOS achieved.

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Table 9: Existing and Projected Sworn Officers

Description	Existing	Projected Through 2032	
		Additional	Total
Officers	94.00	12.07	106.07
Functional Population	48,756	6,261	55,017
LOS Achieved (Personnel per 1,000 FP)	1.93	1.93	1.93

Incremental Costs

Costs related to growth in the police force typically include a combination of equipping new officers with vehicles and providing the necessary facilities such as office space in police stations. Since eligible impact fees costs are limited to capital items, certain costs are excluded from the impact fee analysis including other initial investments required such as field equipment and protective gear, outside of what is necessary to fully equip a police car, as well as ongoing operating and maintenance costs (salaries and benefits, etc.). Items included in the impact fee calculation have a minimum of a five-year life and are not replaced frequently.

The City must provide vehicles for existing and new officers. The City's fixed asset listing as of September 30, 2022, indicates there are 100 vehicles in service for the 96 sworn officers, including the police chiefs. It is common practice for police departments to have spare vehicles since those vehicles are so necessary to perform the protection services they provide. After excluding the police chiefs and their respective vehicles, the vehicles per officer ratio is 1.06, which includes those spare vehicles. This ratio will be used to determine the number of future vehicles needed as additional officers are added to maintain the spare vehicle ratio. The value of the new fully equipped vehicle of \$65,000 is used. This value is based on using the current average cost of \$60,000 and assuming officers are hired in a balanced pattern over the 10-year forecast, with a 2.3% – 2.4% per year escalation factor³. The replacement cost of the existing vehicles is \$642,200, based on reviewing the Replacement Cost New Less Depreciation (RCNLD) value as derived from the fixed asset data. The RCNLD value is based on applying an inflationary value to the original purchase price of the building assets based on when they were purchased and then factoring in the percentage that each asset has been depreciated based on the unique service life of each asset. For those assets that have been fully depreciated, the RCNLD value is \$0. The cost of providing vehicles to new officers is identified on the following table.

Table 10: Cost of Vehicles for New Officers

Description	Amount
New Sworn Officers	12.07
Vehicles per Officer	1.06
Total Vehicles Needed	12.84
Cost per Vehicle	\$65,000
Total Vehicle Costs for New Officers	\$834,700

As shown above, the total cost of additional vehicles over the next ten years is estimated at \$834,700.

Table 11: Total Vehicle Costs

Description	Amount
Existing Vehicles	\$642,200
Additional Vehicles	834,700
Total Vehicle Costs	\$1,476,900

³ Escalation factors from Congressional Budget Office (CBO) report titled "The Budget and Economic Outlook: 2022 to 2032", published in May 2022.

In addition to vehicles, the Police Department is responsible for providing adequate building space to house and train the officers and support staff.

The Police Department has plans to upgrade the Police Range. These upgrades would include a shoot house, classrooms, a SWAT obstacle course, and emergency vehicle operations driving track. The total cost of the future police range, after accounting for cost escalation, is estimated at \$3,215,800. This range will be available to serve growth beyond the forecasted period of ten years, so a portion of the total cost of the new station is allocated to be funded by future growth beyond 2032. The portion of the new station included in the total police capital costs is \$2,894,220, or 90%. This allocation was determined based on the existing population of 64,230, growth of 6,720 persons through 2032, and then an additional growth of 6,720 persons through 2042 resulting in a total population of 77,670 in 2042. The projected population in 2032 (64,230 persons plus 6,720 persons, or 70,950 total) represents 91% of the total expected population in 2042, which was rounded to 90% for the purpose of this report.

Below is a summary of the costs used to calculate the police impact fee.

Table 12: Total Police Capital Costs

Description	Amount
Existing Vehicles	\$642,200
Future Vehicles	834,700
Existing Facilities	13,436,300
Police Range Upgrades	2,894,220
Other Capital Costs	768,800
Total Capital Costs	\$18,576,220

Impact Fee Development

In order to develop the impact fees, it is necessary to calculate the cost per functional unit. First, the total capital costs are allocated between residential and non-residential using the functional population weighted estimates in Section 2 (Table 7).

Table 13: Allocated Police Capital Costs

Description	Total Capital Costs	% Residential	% Non-residential	Residential Capital Costs	Non-residential Capital Costs
Capital Costs	\$18,576,220	78.55%	21.45%	\$14,591,051	\$3,985,169

The allocated capital costs are divided by the functional population as identified in Section 2 to get a fee functional population. Then, the residential amounts are translated back into a fee per dwelling unit.

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Table 14: Residential Police Fee Calculation

Description	Residential	Non-residential [1]
Capital Costs	\$14,591,100	\$3,985,200
2032 Functional Population	42,655	12,362
Fee per Functional Population [1]	\$342.07	\$322.38
Single Family FP per Unit	1.54	
Calculated Single Family Impact Fee per Unit	\$526.79	
Single Family Impact Fee per Unit	\$526.00	
Multi-Family FP per Unit	1.15	
Calculated Multi-Family Impact Fee per Unit	\$393.38	
Multi-Family Impact Fee per Unit	\$393.00	

[1] Non-residential fee per functional population is the basis for the non-residential fee as shown on Table 15.

In addition to the residential impact fees, a select number of non-residential land uses were identified in Section 2 with functional population factors. By applying these factors to the calculated police impact fee, the rate per unit of development for each land use is developed and provided on the table below.

Table 15: Non-Residential Police Impact Fees

Land Use	Impact Unit	FP Factor [1]	Impact Fee
Industrial/Warehousing	1,000 Sq Ft	0.43	\$139.00
Hotel	Rooms	0.81	260.00
Recreational	1,000 Sq Ft	1.23	395.00
Institutional	1,000 Sq Ft	1.24	399.00
Office Building	1,000 Sq Ft	0.98	317.00
Retail	1,000 Sq Ft	2.26	727.00
Assisted Living Facility	Beds	0.75	241.00

[1] Obtained from Exhibit 1.

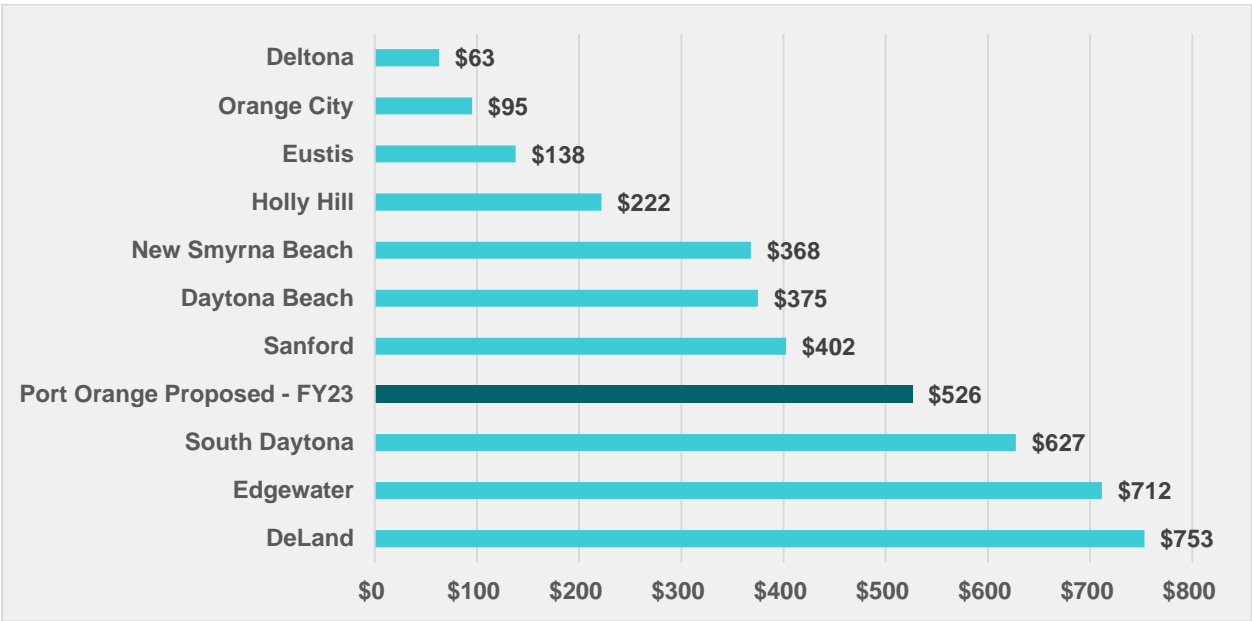
To meet the City's needs in terms of providing the necessary police related capital improvements, including expanding/upgrading existing facilities as required by growth, the City should consider adopting the fees to the maximum calculated amount as demonstrated on the tables above. Under the proposed/calculated impact fees growth would pay around \$2,093,000, as derived from Exhibit 2. If the City does not implement the maximum fees, then the City will not generate additional funds to offset the asset investments required to continue providing services to new development.

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Police Impact Fee Comparisons

The following figure compares the City’s existing and calculated police impact fees for residential land uses with those imposed in other nearby communities.

Figure 2: Police Impact Fee Comparison per Single Family Residential Unit



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Section 4 – Fire Impact Fee

Introduction

The City’s fire department is responsible for responding to all fire and medical emergencies within the City and its surrounding areas. Currently, the fire department is comprised of 65 total employees.

The City’s fire department is guided by standards published by the National Fire Protection Association (NFPA) in assessing its level of service needs. The fire department’s primary intent is to maintain staffing levels to be able to respond to service calls within a specified time period to all developed areas within the City limits.

As the residential and commercial development within the City increases, the potential demand for fire safety services may also increase causing a need for additional fire personnel, equipment, and vehicles. This section provides an analysis for the City’s consideration regarding the design of a fire impact fee based on the costs to meet demands from growth.

Existing Impact Fees

The City currently charges fire impact fees for new development within the City limits based on the classification of development of either residential or non-residential. The following table illustrates the fees charged:

Table 16: Existing Fire Impact Fees

Description	Impact Unit	Fire Impact Fee
Residential	Dwelling Unit	\$270.00
Non-Residential	Square Foot	\$0.20

These fees and the associated methodology were last put in place in 2005. Though growth is not projected to increased significantly, new development will still create impacts on the overall staffing and operations of the Fire Department. This report uses the same methodology for both residential and non-residential development with the addition of various non-residential land uses presented in Section 2.

Existing Resources and Level of Service

The City’s current operations for fire protection are based out of five fire stations. The current response time for emergency and non-emergency responses in the City is 6 minutes and 23 seconds. The Fire Department has an Insurance Services Offices (ISO) rating of 3 on a scale of 1 to 10, with 1 representing the highest level of fire protection. The Fire Department also has their own internal standards they strive to maintain as follows: first engine arrive on scene time of 240 seconds (4 minutes), initial full alarm (low and medium hazard) time of 480 seconds (8 minutes), and initial full alarm (high hazard/high-rise) time of 610 seconds (10 minutes and 10 seconds).

Incremental Costs

Costs related to the growth in the fire department typically include a combination of providing the necessary capital equipment including fire trucks, as fully equipped and ready to be put into service, and facilities. Since eligible impact fees costs are limited to capital items, certain costs are excluded from the impact fee analysis. The excluded costs are items such as uniforms, radios, and helmets. Items included in the impact fee calculation have a minimum of a five-year life. Since the City has plans to upgrade existing fire trucks and ambulances, the existing value of these assets are not included in the impact fee calculation in order to reflect the more current costs of providing these assets.

As discussed previously, the fire department utilizes five fire stations: Station 71, 72, 73, 74, and 75. The City has plans to rebuild Fire Station 73 with a new, upgraded, and expanded facility for a total inflated value of \$9,876,300. This new station has capacity to serve growth beyond the forecasted period of ten years, so a portion of the new

station included in the total fire capital costs is \$8,888,670, or 90%. This allocation was determined based on the existing population of 64,230, growth of 6,720 persons through 2032, and then an additional growth of 6,720 persons through 2042 resulting in a total population of 77,670. The projected population in 2032 (64,230 persons plus 6,720 persons, or 70,950 total) represents 91.3% of the total expected population in 2042, which was rounded to 90% for the purpose of this report.

The fire department has plans to upgrade one fire truck and two ambulances during the current fiscal year, as well as additional ongoing vehicle upgrades of pumpers, ambulances, and other trucks within the forecast period of ten years. Since these costs represent the most current and localized data for providing the necessary vehicles for the fire department, the costs of the future upgraded vehicles are included in the impact fee calculation, and the costs for the existing vehicles that will be replaced have been excluded. The total costs for the additional vehicles are shown on the table below:

Table 17: Current Fire Vehicles

Description
Fire Trucks
2003 Pierce Training Spare At 75
2004 Pierce Enforcer Backup #3
2010 Pierce Contender Backup #2
2012 Pierce Sabre Backup #1
2013 Pierce Sabre Pumper E-74
2014 Pierce Impel Ladder Quint Q-72
2015 Pierce Impel Rescue Pumper Sqe-75
2018 Pierce Impel Rescue Pumper E-71
2018 Pierce Impel 107' Ladder L-73
Brush Trucks
2008 Ford F550 4X4 Brush Br-72
2018 Ford F350 Brush Truck Br-74
Brush Truck BA-75
Ambulances
2016 Ram 4500 Ambulance M-73
2005 International 4300 Ambulance B-1

Table 18: Future Fire Vehicles

Description	Amount
Additional ALS Transport Units	\$829,100
Ambulance & Engine / Pumper	1,142,800
Vehicle Upgrade Program	2,530,300
Total	\$4,502,200

The table below summarizes all of the costs included in the impact fee calculation.

Table 19: Total Fire Capital Costs

Description	Amount
Existing Apparatus	\$1,189,800
Future Fire Vehicles	4,502,200
Existing Facilities and Land	5,214,300
FS 73 Upgrade & Station Alerting System	8,938,670
Total Capital Costs	\$19,844,970

Impact Fee Development

In order to develop the impact fees, it is necessary to calculate the cost per functional unit. First, the total capital costs are allocated between residential and non-residential using the functional population weighted estimates in Section 2 (Table 7).

Table 20: Allocated Fire Capital Costs

Description	Total Capital Costs	% Residential	% Non-residential	Residential Capital Costs	Non-residential Capital Costs
Capital Costs	\$19,582,870	78.55%	21.45%	\$15,381,700	\$4,201,100

The allocated capital costs are divided by the functional population to get a fee per functional population. Then, these amounts are translated back into a cost per dwelling unit for residential purposes using the functional population factors per dwelling unit as identified in Section 2.

Table 21: Residential Fee Calculation

Description	Residential	Non-residential [1]
Capital Costs	\$15,381,700	\$4,201,100
2032 Functional Population	42,655	12,362
Fee per Functional Population [1]	\$360.61	\$339.84
Single Family FP per Unit	1.54	
Calculated Single Family Impact Fee per Unit	\$555.34	
Single Family Impact Fee per Unit	\$555.00	
Multi-Family FP per Unit	1.15	
Calculated Multi-Family Impact Fee per Unit	\$414.70	
Multi-Family Impact Fee per Unit	\$414.00	

[1] Non-residential Fee per Functional Population is the basis for the Non-residential fee as shown on Table 23.

Table 22: Residential Fire Impact Fee Increase

Land Use	Existing Fee	Calculated Fee	Difference	% Difference
Single Family	\$270.00	\$555.00	\$285.00	105.6%
Multi-family	270.00	414.00	144.00	53.3%

As shown above, the calculated fees are significantly higher than the existing fees for fire. Based on the current provisions in F.S. 163.31801 regarding a maximum of a 50% fee increase and phasing provisions, we recommend the City implement a slightly rounded impact fee of \$405.00 for single family and multi-family residential units. This amount represents a \$135.00 increase or 50% over the existing \$270.00 fee per unit.

In addition to the residential impact fee, a select number of non-residential land uses were identified in Section 2 with functional population factors. By applying these factors to the calculated fire impact fee, the rate per unit of development for each land use is developed and provided on the table below.

Table 23: Calculated Non-Residential Fire Impact Fees

Land Use	Impact Unit	FP Factor	Existing Fee	Calculated Fee	Difference	% Difference
Industrial/Warehousing	1,000 Sq Ft	0.43	\$200.00	\$146.00	(\$54.00)	-27.0%
Hotel	Rooms	0.81	66.00	274.00	208.00	315.2%
Recreational	1,000 Sq Ft	1.23	200.00	417.00	217.00	108.5%
Institutional	1,000 Sq Ft	1.24	200.00	421.00	221.00	110.5%
Office Building	1,000 Sq Ft	0.98	200.00	334.00	134.00	67.0%
Retail	1,000 Sq Ft	2.26	200.00	766.00	566.00	283.0%
Assisted Living Facility	Beds	0.75	174.00	254.00	80.00	46.0%

As shown above, almost all of the calculated fees are significantly higher than the existing fees for fire, other than the industrial/warehousing land use. However, based on the current provisions in F.S. 163.31801 regarding a maximum of a 50% fee increase and phasing provisions, we recommend the City implement slightly rounded impact fees as shown in Table 24 below. These fees represent the maximum fee for each land use, as limited to a 50% increase per F.S. 163.31801.

Table 24: Fire Impact Fee Increase

Land Use	Impact Unit	Existing Fee	2023	2024	2025	2026
Single Family	Dwelling Unit	\$270.00	\$303.75	\$337.50	\$371.25	\$405.00
Multi-Family	Dwelling Unit	270.00	303.75	337.50	371.25	405.00
Industrial/Warehousing	1,000 Sq Ft	200.00	146.00	146.00	146.00	146.00
Hotel	Rooms	66.00	74.25	82.50	90.75	99.00
Recreational	1,000 Sq Ft	200.00	225.00	250.00	275.00	300.00
Institutional	1,000 Sq Ft	200.00	225.00	250.00	275.00	300.00
Office Building	1,000 Sq Ft	200.00	225.00	250.00	275.00	300.00
Retail	1,000 Sq Ft	200.00	225.00	250.00	275.00	300.00
ALF	Beds	174.00	194.00	214.00	234.00	254.00

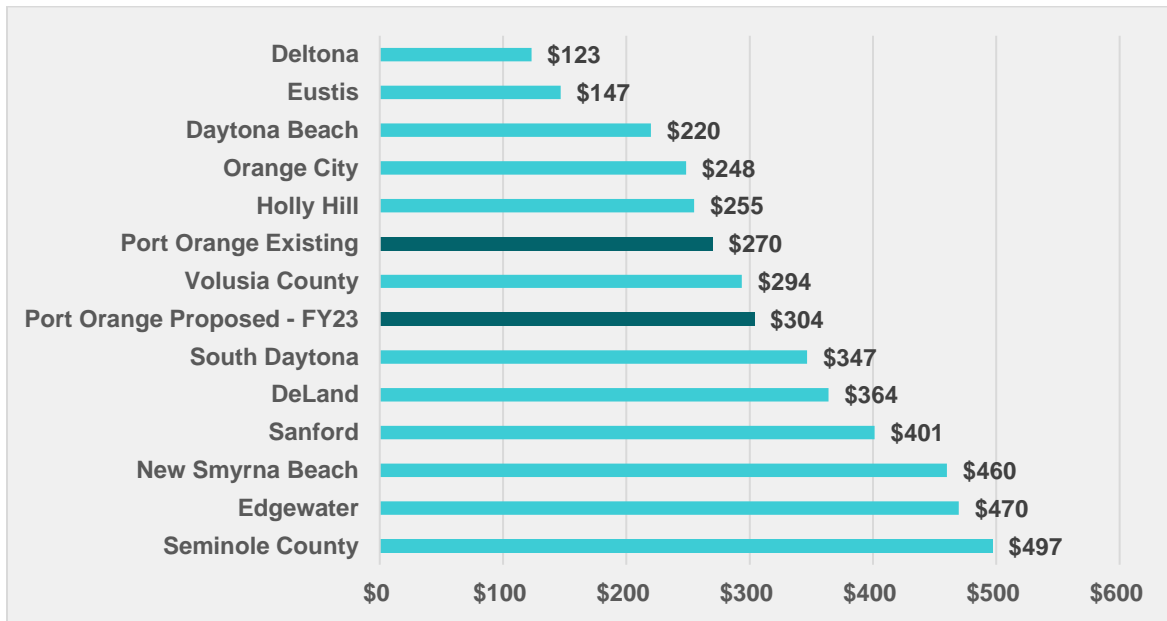
To meet the City's needs in terms of providing the necessary fire related capital improvements, including replacement/expansion of an existing fire station as required by growth, the City should increase the fees to the maximum allowable calculated amount as demonstrated on Table 24 above. Under the existing fire impact fees new development would pay around \$1,045,000 and under the proposed/calculated impact fees growth would pay around \$1,443,000, as derived from Exhibit 2. If the City does not implement the maximum fees, then growth will be underpaying their share of the capital improvements by approximately \$398,000, resulting in a funding shortfall to provide necessary improvements related to new growth.

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Fire Impact Fee Comparisons

The following figure compares the City's existing and calculated fire impact fees for residential land uses with those imposed in other nearby communities.

Figure 3: Fire Impact Fee Comparison per Single Family Residential Unit



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Section 5 – Parks and Recreation Impact Fee

Introduction

The City owns and maintains parks and recreation facilities for the use and benefit of its residents and visitors. As the City grows, additional facilities along with improvements to existing recreation amenities are necessary. This section provides an analysis for the City's updated parks and recreation impact fee based on the costs to meet demands from growth. This section relies on growth in residential population/development only.

Existing Impact Fees

The City currently charges a parks and recreation impact fee to be used for the expansion of parks and recreation related services that may be necessitated by growth. This fee is charged to all residential land uses. The following table provides the existing parks and recreation impact fees charged to new residential development:

Table 25: Existing Parks and Recreation Impact Fees

Description	Fee
Single Family	\$1,525.00
Townhomes/Duplex	\$1,438.00
Multi-Family	\$1,350.00

Existing Recreational Facilities

City staff provided a parks inventory that indicates that the City currently has 26 existing parks and recreation facilities encompassing approximately 472.10 total acres as summarized on Table 26. These parks are eligible for funding from impact fees due to demands from growth resulting in the need for expansion. The amenities provided throughout this network include playgrounds, boat ramps, tennis courts, softball fields, basketball courts, soccer fields, walking trails, an amphitheater, a community center, and a library. Each of the parks and facilities will also be available for use by future residents.

Table 26: Existing Parks and Facilities

Description	Total Acres	% Public Access	Public Acres
Adult Activity Center	5.10	0.0%	0.00
Airport Road Park	25.00	85.0%	21.25
Allen Green Center	8.00	0.0%	0.00
Buschman Park	25.00	85.0%	21.25
City Center Municipal Complex	11.00	85.0%	9.35
City Center Sports Complex	45.00	85.0%	38.25
Coraci Park	36.00	85.0%	30.60
Creekside Middle School	9.00	50.0%	4.50
Fredrick Street Park	5.00	85.0%	4.25
Golf Course at Cypress Head	129.95	85.0%	110.46
Ken Burn Park	5.00	85.0%	4.25
Kenneth W. Parker Amphitheater	1.10	85.0%	0.94
Lakeside Community Center	2.00	0.0%	0.00
Memorial Park	12.60	85.0%	10.71

Description	Total Acres	% Public Access	Public Acres
Port Orange Causeway Park	30.00	100.0%	30.00
Port Orange Gymnasium	2.65	85.0%	2.25
Port Orange Skate Park	0.63	85.0%	0.54
Port Orange Y.M.C.A	7.65	0.0%	0.00
Riverwalk Park	9.73	85.0%	8.27
Riverside Pavilion Park	2.45	0.0%	0.00
Russell Property	17.00	85.0%	14.45
Silver Sands Middle School	20.35	50.0%	10.18
Southwinds Soccer Complex	10.00	60.0%	6.00
Spruce Creek Recreational Facility	40.00	85.0%	34.00
Willow Run Park	10.00	85.0%	8.50
Dawnview Park	1.89	85.0%	1.61
Total	472.10		371.59

Level of service (LOS) for parks and recreational services is typically measured in terms of recreational acreage available per 1,000 population. This figure indicates whether the City has a sufficient amount of recreational acreage to serve its current residents. With a current population of 64,230, the LOS provided to existing residents is 7.35 acres of park and recreational lands per 1,000 residents, based on the 472.10 acres. The projected increase in City population from 64,230 to 70,950 by 2032 will reduce the LOS to 6.65 acres per 1,000 population, before the addition of additional park land.

Using RCNLD for facilities and current property values in the City for land, the City has invested \$41.89 million into the existing parks and recreation facilities. The City's investment in these facilities is largely anticipated to serve the increased population over the next 10-years and is included as a capital recoupment cost for impact fee determination.

Growth-Related Capital Improvements

The City has provided a Capital Improvement Plan (CIP) that identifies a range of projects including expansion, upgrade, and replacement of park land and facilities. This CIP has been reviewed with staff and updated based on the most current information available. All projects associated with replacement or refurbishment of existing facilities have been excluded from the impact fee calculations to maintain a conservative approach. All of the parks CIP projects are designed to serve growth beyond the forecasted period of ten years as the City begins to near buildout, so a portion of each of these projects are included in the park's capital costs for a total of \$12,339,900, or 90%. This allocation was determined based on the existing population of 64,230, growth of 6,720 persons through 2032, and then an additional growth of 6,720 persons through 2042 resulting in a total population of 77,670. The projected population in 2032 (64,230 persons plus 6,720 persons, or 70,950 total) represents 91.3% of the total population expected in 2042, which was rounded to 90% for the purpose of this report. The table below shows the CIP projects eligible for impact fee calculations and the portion included in the total capital costs.

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Table 27: Parks and Recreation Capital Projects

Description	Total Project Cost	% Allocated to Existing and 10-Yr Growth	Adjusted Amount
Coraci North	\$3,089,500	90%	\$2,780,550
Restroom/ Concession Facility	400,800	90%	360,720
Westside Community Center	6,277,400	90%	5,649,660
Land Acquisition on Spruce Creek [1]	2,200,500	90%	1,980,450
Floating Docks on South Side of Causeway Park	497,800	90%	448,020
Parks Office Building	1,089,000	90%	980,100
Willow Run Soccer Complex	60,000	90%	54,000
Day Dock Riverwalk	96,000	90%	86,400
Total	\$13,711,000		\$12,339,900

[1] It was assumed the City would acquire 15 acres at a cost of \$146,700 per acre. The cost per acre was determined based on recent vacant property sales in Port Orange from Zillow.

Calculated Parks and Recreation Impact Fees

As mentioned previously, approximately \$41.89 million has been invested into the existing park facilities and an additional \$12.34 million is planned to be invested over the next several years. Since both existing and future investments in the parks department benefit both existing and future residents, the total amount invested is divided by the 2032 projected population of 70,950. The table below provides the parks and recreation impact fee calculation:

Table 28: Parks and Recreation Impact Fee Calculation

Description	Amount
Existing Investment	\$41,892,132
Planned Investment	12,339,900
Total Cost Basis to Recover	\$54,232,032
2032 Population	70,950
Fee per Person	\$764.37
Single Family Persons per Unit	2.56
Calculated Single Family Impact Fee per Unit	\$1,956.72
Single Family Impact Fee per Unit	\$1,956.00
Multi-Family Persons per Unit	1.92
Calculated Multi-Family Impact Fee per Unit	\$1,467.63
Multi-Family Impact Fee per Unit	\$1,467.00

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Table 29: Calculated Parks and Recreation Impact Fee

Land Use	Existing Fee	Calculated Fee	Difference	% Difference
Single Family	\$1,525.00	\$1,956.00	\$431.00	28.3%
Townhomes/Duplexes	1,438.00	1,467.00	29.00	2.0%
Multi-Family	1,350.00	1,467.00	117.00	8.7%

As shown above, each of the calculated fees are higher than the existing fees for parks & recreation. Based on the current provisions in F.S. 163.31801 regarding fee increases and phasing provisions, we recommend the City implement slightly rounded impact fees as shown in Table 30 below. These fees represent a phase-in schedule for each land use, considering F.S. 163.31801 limitations.

Table 30: Parks and Recreation Impact Fee Increase

Land Use	Impact Unit	Existing Fee	2023	2024	2025	2026
Single Family	Dwelling Unit	\$1,525.00	\$1,632.75	\$1,740.50	\$1,848.25	\$1,956.00
Townhomes/Duplexes	Dwelling Unit	1,438.00	1,452.50	1,467.00	1,467.00	1,467.00
Multi-family	Dwelling Unit	1,350.00	1,408.50	1,467.00	1,467.00	1,467.00

We recommend the City implement a slightly rounded impact fee of \$1,956.00 per single family residential unit and \$1,467 per townhome/duplexes and multi-family residential units based on the analysis discussed above, phased-in as required by Florida Statutes and shown in Table 30. The existing parks and recreation impact fee per single family residential dwelling unit is \$1,525.00. The proposed impact fee of \$1,956.00 represents a \$431.00 increase from the existing fee level or 28.3%. The existing parks and recreation impact fee per townhome/duplex is \$1,438.00. The proposed impact fee of \$1,467.00 represents a \$29.00 increase from the existing fee level or 2.0%. The existing parks and recreation impact fee per multi-family residential dwelling unit is \$1,350.00. The proposed impact fee of \$1,467.00 represents a \$117.00 increase from the existing fee level or 8.7%.

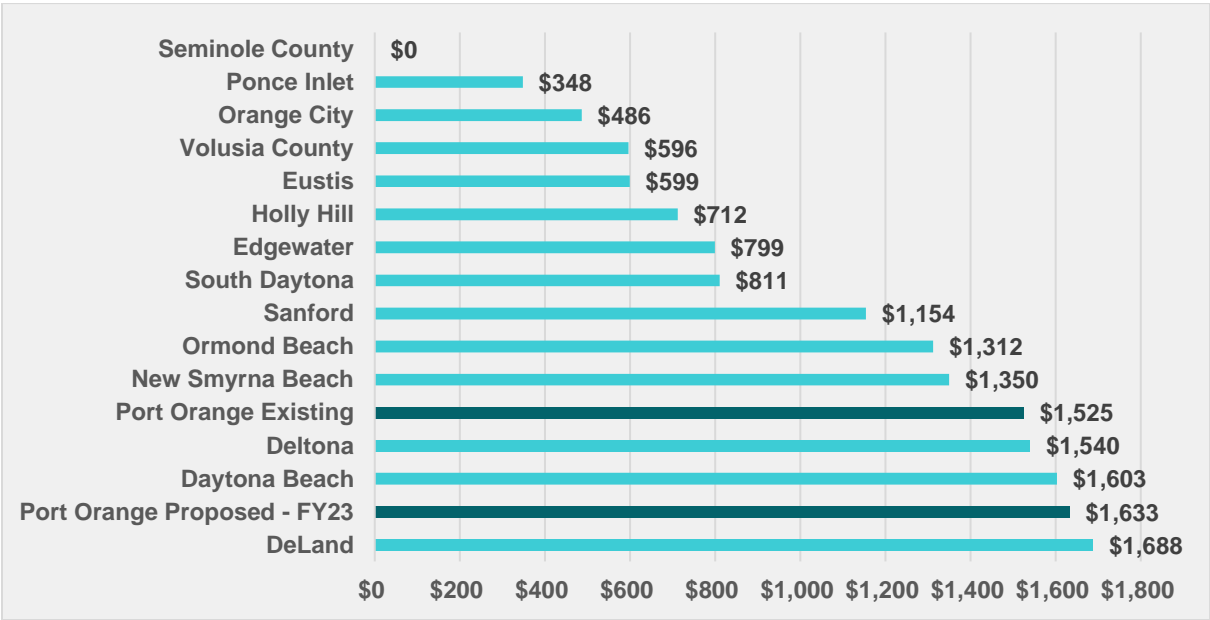
To meet the City's needs in terms of providing the necessary recreation related capital improvements, including purchasing additional land for parks and expanding/upgrading existing facilities as required by growth, the City should increase the fees to the maximum calculated amount as demonstrated on the tables above. As discussed in the Executive Summary, there are several factors causing an extraordinary circumstance for the City including recent large inflationary cost increases plus additional capital improvements based on a significant increase in population growth. Under the existing parks and recreation impact fees new development would pay around \$4,153,000 and under the proposed/calculated impact fees growth would pay around \$4,987,000, as derived from Exhibit 2. If the City does not implement the maximum fees, then growth will be underpaying their share of the capital improvements by approximately \$834,000, resulting in a funding shortfall to provide necessary improvements related to new growth.

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Parks and Recreation Impact Fee Comparisons

The figure below provides the comparison to other local municipalities.

Figure 4: Parks and Recreational Impact Fee Comparison per Single Family Residential Unit



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City of Port Orange
2023 Municipal Impact Fee Study
Exhibit 1: Non-Residential Functional Population

ITE	ITE CODE	Number of Parcels		Units	Bldg Sq Ft	Impact Unit	Occupants per Trip per Day		People per Unit per Day		Weekly Hours per Unit								Functional Pop. Coefficient	2022 Functional Population [1]	2032 Square Feet	2032 Functional Population
							Trips per Unit per Day	One Way Factor (50%)	Employees	Visitors	Employees	Visitors	Visitor hours per Trip	Business hours	Days per Week	Per Employee	Per Visitor	Total Hours				
					[a]		[b]	[c]	[d]	[e]	[f]	[g]	[h]	[i]	[j]	[k]	[l]	[m]	[n]	[o]		
Industrial/Warehousing	110	225	N/A		1,502,375	1,000 Sq Ft	4.87	2.44	1.00	1.75	1.57	1.51	0.25	9.00	5.00	70.69	1.89	72.58	0.43	649.00		
Hotel [1]	310	6	N/A		101,574	Rooms	7.99	4.00	1.00	1.75	0.56	6.02	1.00	24.00	7.00	93.61	42.11	135.72	0.81	249.00		
Recreational	495	23	N/A		67,196	1,000 Sq Ft	28.82	14.41	1.00	2.14	1.06	28.57	1.00	12.00	5.00	63.46	142.87	206.33	1.23	83.00		
Institutional	528	67	N/A		843,699	1,000 Sq Ft	14.37	7.19	1.00	1.77	2.83	7.71	1.00	12.00	5.00	169.72	38.55	208.28	1.24	1,046.00		
Office Building	710	598	N/A		899,809	1,000 Sq Ft	10.84	5.42	1.00	1.75	3.26	3.79	1.00	9.00	5.00	146.49	18.94	165.43	0.98	886.00		
Retail	820	387	N/A		3,023,274	1,000 Sq Ft	37.01	18.51	1.00	1.75	2.12	28.67	1.00	12.00	7.00	178.46	200.66	379.12	2.26	6,823.00		
Assisted Living Facility [2] [3]	253	8		541	470,639	Beds													0.75	405.00		
Total		1,314			6,908,566															10,141.00	8,421,503	12,362
		0			0																	

Footnotes:

[a] Summarized from property data obtained from the Volusia County Property Appraiser in July 2022

[b] From 11th Edition ITE Manual

[c] This factor is used to divide the trip rate in half which provides the basis for estimating visitors per day per impact unit

[d] Assumed one employee per trip

[e] From 2017 National Household Travel Survey, vehicle occupancy by trip purpose

[f] From 11th Edition ITE Manual per employee

[g] = ([c] - ([f]/[d]))*[e]

[h] Time assumption per visitor

[i] Time assumption per employee

[j] Time assumption

[k] = [f] * [i] * [j]

[l] = [g] * [h] * [j]

[m] = [k] + [l]

[n] = [m] / (24*7)

[o] = [n] * [a] / 1000

[1] Hotel functional population is based off the national average hotel room size of 330 square feet, based on the USA Today article dated November 4, 2015. Formula is [o] = [n] * [a] / 330

[2] Square footage per bed is based unit data on assisted living facilities located within Port Orange, sourced from Florida Health Finder (Agency for Health Care Administration)

[3] The functional population was determined by multiplying the functional population coefficient by the existing number of beds.
The Assisted Living Facility functional population coefficient is calculated as follows:

Res per Unit	1.00
Occupancy Rate	75.0%
Adjusted Res/Unit	0.75
Hours at Place	20.00
Workers/Unit	0.33
Work/hrs/day	9.00
Days/week	7.00
FP Factor	0.75

City of Port Orange
2023 Municipal Impact Fee Study
Exhibit 2: Revenue Forecast

Growth in Residential Units	2022 Households	2032 Households	Growth in Households	Annual Growth in Households
Single Family	21,432	23,674	2,242	224
Duplex/Triplex & Multi-Family	4,878	5,388	510	51
	26,310	29,062	2,753	275

Growth in Non-Residential Units/Sq. Ft.	2022 Units	Distribution	2032 Units	Growth	Unit	Growth in Units	Ann. Unit Growth
Industrial/Warehousing	1,502,375	21.7%	1,831,387	329,012	1,000 Sq Ft	329	33
Hotel	101,574	1.5%	123,818	22,244	Rooms	59	6
Recreational	67,196	1.0%	81,912	14,716	1,000 Sq Ft	15	1
Institutional	843,699	12.2%	1,028,464	184,765	1,000 Sq Ft	185	18
Office Building	899,809	13.0%	1,096,862	197,053	1,000 Sq Ft	197	20
Retail	3,023,274	43.8%	3,685,354	662,080	1,000 Sq Ft	662	66
Assisted Living Facility	470,639	6.8%	573,706	103,067	Beds	118	12
Total	6,908,566	100.0%	8,421,503	1,512,937			

Fire Impact Fees

Description	Units	Unit Growth	Existing Rate	Rev Forecast
Single Family	D.U.	2,242	\$270.00	\$605,411
Duplex/Triplex & Multi-Family	D.U.	510	\$270.00	137,794
				<u>\$743,204</u>
Industrial/Warehousing	1,000 Sq Ft	329	\$200.00	\$65,802
Hotel	Rooms	59	\$66.00	3,894
Recreational	1,000 Sq Ft	15	\$200.00	2,943
Institutional	1,000 Sq Ft	185	\$200.00	36,953
Office Building	1,000 Sq Ft	197	\$200.00	39,411
Retail	1,000 Sq Ft	662	\$200.00	132,416
Assisted Living Facility	Beds	118	\$174.00	20,532
				<u>\$301,951</u>
Total Fire Impact Fee Revenue				\$1,045,155
				<u>\$1,442,912</u>

Police Impact Fees

Description	Units	Unit Growth	Existing Rate	Rev Forecast
Single Family	D.U.	2,242	\$0.00	\$0
Duplex/Triplex & Multi-Family	D.U.	510	\$0.00	0
				\$0
Industrial/Warehousing	1,000 Sq Ft	329	\$0.00	\$0
Hotel	Rooms	59	\$0.00	0
Recreational	1,000 Sq Ft	15	\$0.00	0
Institutional	1,000 Sq Ft	185	\$0.00	0
Office Building	1,000 Sq Ft	197	\$0.00	0
Retail	1,000 Sq Ft	662	\$0.00	0
Assisted Living Facility	Beds	118	\$0.00	0
				\$0
Total Police Impact Fee Revenue				\$0
				\$2,092,838

Parks Impact Fees

[illegible]

Select Year: 2022 ▼ Go

The 2022 Florida Statutes (including 2022 Special Session A and 2023 Special Session B)

[Title XI](#)
COUNTY ORGANIZATION AND
INTERGOVERNMENTAL RELATIONS

[Chapter 163](#)
INTERGOVERNMENTAL
PROGRAMS

[View Entire
Chapter](#)

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) For purposes of this section, the term:
 - (a) “Infrastructure” means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency medical service vehicle, a sheriff’s office vehicle, a police department vehicle, a school bus as defined in s. [1006.25](#), and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s. [191.009](#)(4).
 - (b) “Public facilities” has the same meaning as in s. [163.3164](#) and includes emergency medical, fire, and law enforcement facilities.
- (4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:
 - (a) Ensure that the calculation of the impact fee is based on the most recent and localized data.
 - (b) Provide for accounting and reporting of impact fee collections and expenditures and account for the revenues and expenditures of such impact fee in a separate accounting fund.
 - (c) Limit administrative charges for the collection of impact fees to actual costs.
 - (d) Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government 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 a new or increased impact fee.
 - (e) Ensure that 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) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.

(g) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.

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

(i) Ensure that revenues generated by the impact fee are not 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 nonresidential construction.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district 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 facilities or infrastructure, including land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(b) If a local government or special district does not charge and collect an impact fee for the general category or class of public facilities or infrastructure contributed, a credit may not be applied under paragraph (a).

(6) A local government, school district, or special district may increase an impact fee only as provided in this subsection.

(a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.

(b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.

(c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.

(d) An impact fee increase may not exceed 50 percent of the current impact fee rate.

(e) An impact fee may not be increased more than once every 4 years.

(f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

(g) A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:

1. A demonstrated-need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.

2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).

3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.

(h) This subsection operates retroactively to January 1, 2021.

(7) If an impact fee is increased, 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.

(8) A local government, school district, or special district must submit with its annual financial report required under s. 218.32 or its financial audit report required under s. 218.39 a separate affidavit signed by its chief financial officer or, if there is no chief financial officer, its executive officer attesting, to the best of his or her knowledge, that all impact fees were collected and expended by the local government, school district, or special district, or were collected and expended on its behalf, in full compliance with the spending period provision in the

local ordinance or resolution, and that funds expended from each impact fee account were used only to acquire, construct, or improve specific infrastructure needs.

(9) 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. [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.

(10) 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 which receives benefits from the improvement or contribution that generated the credits. This subsection applies to all impact fee credits regardless of whether the credits were established before or after June 4, 2021.

(11) 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.

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

(13) In addition to the items that must be reported in the annual financial reports under s. [218.32](#), a local government, school district, or special district must report all of the following information 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.

History.—s. 9, ch. 2006-218; s. 1, ch. 2009-49; s. 5, ch. 2009-96; s. 5, ch. 2011-14; s. 1, ch. 2011-149; s. 1, ch. 2019-106; s. 5, ch. 2019-165; s. 5, ch. 2020-27; s. 1, ch. 2020-58; ss. 1, 2, ch. 2021-63.

CITY OF **Port Orange**

Transportation Impact Fee Study Update

June 2023
Revised



KIEFER PROFESSIONAL SERVICES, LLC

TABLE OF CONTENTS

INTRODUCTION	1
Methodology Overview	1
Transportation Impact Fee Overview	2
Legal Overview	2
Land Use Changes and Additions	6
LAND USE ASSUMPTIONS	8
Roadway Network	8
Existing and Future Land Use	23
Development Activity	27
Population and Employment	30
METHODOLOGY	32
Demand Component	32
Trip Generation	33
New Trip Factor	34
Average Trip Length	34
Local Adjustment Factor	35
Assessable Trip Length	37
Cost Component	38
Roadway Cost	38
Vehicle Miles of Capacity Per Lane Mile	43
Cost Per Vehicle Mile of Capacity	44
Net Cost Per Vehicle Mile of Capacity	45
Credit Component	45
Capital Improvement Credit	45
CALCULATED TRANSPORTATION IMPACT FEE SCHEDULE	50
APPENDIX A: FDOT Q/LOS – TABLE 1	61
APPENDIX B: LAND USE DEFINITIONS	63
APPENDIX C: FLORIDA STUDIES TRIP CHARACTERISTICS DATABASE	68
APPENDIX D: CALCULATED TRANSPORTATION IMPACT FEE SCHEDULE	73
APPENDIX E: HB 337 FEE INCREASE CAP CALCULATIONS	79

LIST OF TABLES

Table 1: Existing Major Roadway Network	10
Table 2: Traffic Volumes and Volume to Capacity Ratios (FDOT)	14
Table 3: Traffic Volumes and Volume to Capacity Ratios (City Roads)	18
Table 4: Traffic Volumes and Volume to Capacity Ratios (Volusia County Roads)	20
Table 5: Traffic Volumes and Volume to Capacity Ratios (State Roads)	22
Table 6: Development Activity	27
Table 7: Population Projections (Volusia County)	30
Table 8: Population Projections (City of Port Orange)	30
Table 9: Employment by Occupations	31
Table 10: NHTS Trends in Average Trip Length by Selected Trip Purposes	35
Table 11: Refined NHTS Data	36
Table 12: Localized Trip Length Ratios	36
Table 13: Land Use Category Trip Length Ratios	37
Table 14: Roadway Costs in TIP and CIP	40
Table 15: FDOT Cost Per Mile Models	41
Table 16: Other City Projects	41
Table 17: Port Orange Capacity Improvement Projects	42
Table 18: Capacity from Road Projects (Volusia County)	43
Table 19: Average Vehicle-Miles of Capacity (VMC) Added per Lane Mile	44
Table 20: Average Cost per Vehicle-Mile of Capacity Added	45
Table 21: CIP Transportation Projects	46
Table 22: Local Option Gas Tax Distributions	47
Table 23: Funding per Gallon	47
Table 24: Credit per VMT	49
Table 25: Net Cost per Service Unit	49
Table 26: Transportation Impact Fee Comparison	53
Table 28: Transportation Impact Fee	58
Table 29: Calculated Transportation Impact Fee Schedule	74

LIST OF FIGURES

Figure 1: Road Network Map (Maintenance)	11
Figure 2: Road Network Map (Functional Classification)	12
Figure 3: Road Network Map (Project Level of Service)	13
Figure 4: FDOT Monitoring Stations	16
Figure 5: Location of Redevelopment Areas.....	25
Figure 6: General Location of Commercial Nodes	26
Figure 7: Transportation Impact Fee Comparison per Single Family Residential Unit.....	54
Figure 8: Transportation Impact Fee Comparisons for Non-Residential	54

LIST OF APPENDICES

APPENDIX A: FDOT Q/LOS Table 1
APPENDIX B: Land Use Definitions
APPENDIX C: Florida Studies Trip Characteristics Database
APPENDIX D: Calculated Transportation Impact Fee Schedule
APPENDIX E: HB 337 Fee Increase Cap Calculations

Introduction

The City of Port Orange is located in Volusia County, north of New Smyrna Beach and south of South Daytona and Daytona Beach. The City comprises 26.79 square miles and provides an array of services to year-round and seasonal residents. Based on the published U.S. Census in 2020, the City's permanent population was 62,596. It is anticipated that the City will have modest growth over the next 20 years with the City's population projected to reach 66,051 by the year 2040. The City anticipates both residential and commercial development to continue to support existing and new residents. In order to meet this anticipated growth and development and to maintain current levels of service, the City will need to fund capital improvements to serve such development.

The City of Port Orange completed a transportation impact fee study in 2005, and adopted the transportation impact fee schedule in October, 2005. This study calculates new road impact fees based on current data and costs. It describes the existing impact fee rate, the basis for the fee, the rate methodology, the impact fee project list, and the recommended fee rate. The city recognizes the need to update the impact fee study to ensure the fees are based on most current and localized data.

The City of Port Orange has retained Raftelis Financial Consultants, Inc. with Kiefer Professional Services, LLC as a subconsultant, to prepare an update study to reflect changes to the cost, credit, and demand components since the last update study. The calculated fees represent the technically defensible level of impact fee that the city can charge; however, the City Council may choose to discount the fees as a policy decision.

Methodology Overview

In developing the impact fee program, a consumption-based impact fee methodology is utilized, which is commonly used throughout Florida. A consumption-based impact fee charges new development based upon the burden placed on services from each land use (demand). For transportation, vehicle-miles of travel is used as the demand component.

A consumption-based impact fee charges new growth the proportionate share of the cost of providing additional infrastructure available for use by new growth. Unlike a "needs-based" approach, the consumption-based approach ensures that the impact fee is set at a rate that does not generate sufficient revenues to correct existing deficiencies. As such, the City does not need to go through the process of estimating the portion of each capacity expansion project that may be related to existing deficiencies.

In addition, per legal requirements, a credit is subtracted from the total cost to account for the value of future tax contributions of new development toward any capacity expansion projects to ensure that the new development is not charged twice for the same service.

Transportation Impact Fee Overview

Transportation impact fees are collected to fund improvements that add capacity to the transportation system, accommodating the travel demand created by new development. A transportation impact fee is a fee assessed on new development for its impact on the city's transportation infrastructure. The fee is used to fund capital improvement projects for transportation infrastructure. New development brings additional traffic to local roads and impact fees can be imposed to fund a share of the needed improvements to the city's transportation infrastructure required by growth. The fee amounts are calculated to address a proportionate share of the cost of improvements to the City's transportation infrastructure necessary to serve new growth and development.

Impact fees allow local governments to finance construction improvements with a schedule in the government's comprehensive plan that ensures the improvements are in place to serve the service demands of new development. Thus, impact fees can support growth in some areas by assuring the construction of needed services. By planning for growth in advance, the City of Port Orange can avoid overburdening capital facilities to the point of slowing or halting development.

The City of Port Orange defines capital improvements as preliminary engineering design studies, land surveys, right-of-way acquisition, engineering, permitting and construction of all the necessary features for transportation projects including, but not limited to:

1. Construction of new through lanes;
2. Construction of new turn lanes;
3. Construction of new bridges;
4. Construction of new drainage facilities in conjunction with new roadway construction;
5. Purchase and installation of traffic signalization (including new and upgrading signalization);
6. Construction of curbs, medians, shoulders and sidewalks;
7. Relocating utilities to accommodate new roadway construction;
8. Transit facilities, including fixed guideway circulation systems.

Legal Overview

In Florida, legal requirements related to impact fees have primarily been established through case law since the 1980's. The "dual rational nexus" test is the most commonly cited legal justification for impact fees. Impact fees must comply with this test, which requires that they be supported by a study demonstrating that the fees are proportionate in amount to the need created by new development paying the fee; and be spent in a manner that directs a proportionate benefit to new development. This is typically accomplished through establishment of benefit districts (if needed) and a list of capacity adding projects included in the Capital Improvement Plan (CIP), Capital Improvement Element (CIE), or another planning document. Based on the City of Port Orange's historical practice and the size of the community, this study does not designate, or recommend establishment of, impact fee benefit districts.

Florida Impact Fee Act. The “Florida Impact Fee Act,” was passed by the Florida Legislature in 2006, which recognized impact fees as “an outgrowth of home rule power of a local government to provide certain services within its jurisdiction.”

§163.31801(2), Florida Statute. The statute, concerned with mostly procedural and methodological limitations, did not expressly allow or disallow any particular public facility type from being funded with impact fees. The Act did specify procedural and methodological prerequisites, such as the requirement of the fee being based on most recent and localized data, a 90-day requirement for fee changes, and other similar requirements, most of which were common to the practice already.

More recent legislation further affected the impact fee framework in Florida, including the following:

- **HB 227 in 2009:** The Florida legislation statutorily clarified that in any action challenging an impact fee, the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee meets the requirements of state legal precedent or the Impact Fee Act and that the court may not use a deferential standard.
- **SB 360 in 2009:** Allowed fees to be decreased without the 90-day notice period required to increase the fees and purported to change the standard of legal review associated with impact fees. SB 360 also required the Florida Department of Community Affairs (now the Department of Economic Opportunity) and Florida Department of Transportation (FDOT) to conduct studies on “mobility fees,” which were completed in 2010.
- **HB 7207 in 2011:** Required a dollar-for-dollar credit, for purposes of concurrency compliance, for impact fees paid and other concurrency mitigation required.
- **HB 319 in 2013:** Applied mostly to concurrency management authorities, but also encouraged local governments to adopt alternative mobility systems using a series of tools identified in section 163.31801 (5)(f), Florida Statutes.
- **HB 207 in 2019:** Included the following changes to the Impact Fee Act along with additional clarifying language:
 - » Impact fees cannot be collected prior to building permit issuance; and
 - » Impact fee revenues cannot be used to pay debt service 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 and commercial construction.
- **HB 7103 in 2019:** Addressed multiple issues related to affordable housing/linkage fees, impact fees, and building services fees. In terms of impact fees, the bill required that when local governments increase their impact fees, the outstanding impact fee credits for developer contributions should also be increased.

This requirement will operate prospectively. HB 337, however, signed in 2021, deleted this clause and making all outstanding credits available for this adjustment. This bill also allowed local governments to waive/reduce impact fees for affordable housing projects without having to offset the associated revenue loss.

- **SB 1066 in 2020:** Added language allowing impact fee credits to be assignable and transferable at any time after establishment from one development or parcel to another that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or district within the same local government jurisdiction. In addition, added language indicating any new/increased impact fee not being applicable to current or pending permit applications submitted prior to the effective date of an ordinance or resolution imposing new/increased fees.
- **HB 1339 in 2020:** Requires reporting of various impact fee related data items within the annual financial audit report submitted to the Department of Financial Services.
- **HB 337 in 2021:** Placed limits on the amount and frequency of fee increases, but also included a clause to exceed these restrictions if the local governments can demonstrate extraordinary circumstances, hold two public workshops discussing these circumstances and the increases are approved by two-thirds of the governing body. This act is retroactive to January 1, 2021

The following paragraphs provide further detail on the generally applicable legal standards for this study.

Impact Fee Definition

- An impact fee is a one-time capital charge levied against new development.
- An impact fee is designed to cover the portion of the capital costs of infrastructure capacity consumed by new development.
- The principal purpose of an impact fee is to assist in funding the implementation of projects identified in the Capital Improvements Element (CIE) and other capital improvement programs for the respective facility/service categories.

Impact Fee vs. Tax

- An impact fee is generally regarded as a regulatory function established based upon the specific benefit to the user related to a given infrastructure type and is not established for the primary purpose of generating revenue for the general benefit of the community, as are taxes.
- Impact fee expenditures must convey a proportional benefit to the fee payer. This is accomplished through the establishment of benefit districts as needed, where fees collected in a benefit district are spent in the same benefit district. As previously stated, this study does not designate or recommend benefit districts for the City.
- An impact fee must be tied to a proportional need for new infrastructure capacity created by new development.

This report has been prepared to support legal compliance with existing case law and statutory requirements and documents the methodology used for impact fee calculations for each fee in the following sections, including an evaluation of the inventory, service area, level of service (LOS), cost, credit, and demand components.

Rational Nexus

To ensure a rational nexus, transportation impact fees must be spent only on growth related capital improvement projects directly benefiting developments from which fees were collected. The two core principles of the dual rational nexus test are Need and Benefit.

Need Test: In order to meet the rational demands upheld by courts, local governments must demonstrate that the new development creates a need for additional transportation facilities. Florida Statutes Chapter 163.3177 consists of required and optional elements for comprehensive plans. It establishes the requirement for a plan to incorporate a Capital Improvement Element which is designed to “consider the need for and the location of public facilities”¹. Comprehensive planning legislation has made it mandatory that all communities must plan for growth, and communities like Port Orange that are trying to manage growth must realize the need for growth to help pay for itself.

Growth creates a strain on the existing transportation network due to the increase in locally produced traffic. Impact fees are often adopted by communities experiencing rapid growth to manage this strain on the local road network. Growth can create the need for capacity expanding road improvements. Impact fees are designed in such a way that new developments pay a proportional share of those capacity needs. Also due to this growth, all features of the transportation network will be under strain including sidewalks and current traffic control devices which will soon be inadequate.

Benefit Test: In order to be legally sufficient in providing a benefit, an impact fee must have four characteristics required by Florida case law:

- (1) An impact fee must be imposed only on new development or new expansion of an existing development; and
- (2) An impact fee must be a one-time only charge; and
- (3) Revenues from impact fees must be allocated for capital expenses only, operating costs are excluded; and
- (4) The fee must represent a proportional share of the cost of the new facility needed to serve the new development.

¹ 163.3177(3)(a), Florida Statutes

Land Use Changes and Additions

As part of this update study, the following land uses were revised/added (listed alphabetically) to the City of Port Orange transportation impact fee schedule to reflect the most recent data on demand variables:

- **Airport Hanger** – this land use was removed from the impact fee schedule due to lack of data. There is no listed ITE LUC for this use.
- **Auto Care/Detailing** – land use removed as it conflicts with related land uses and is supported by only one study from the ITE 10th Edition.
- **Brewery Tap Room** – land use added to account for possible developments of this type. This is a new land use, incorporated by the ITE 11th Edition. A brewery tap room is a designated area found in conjunction with a brewery in which customers can try samples of a brewery's products. These rooms are typically located on-site and can be used as a way to sell beer or related products directly to the customer.
- **Car Wash** – land use removed and updated with separate ITE 11th Edition land use codes for Self-Service Car Wash and Automated Car Wash.
- **CBD Sandwich Shop**: The CBD Sandwich Shop is a more specific land use than anything in the list, and thus was combined with restaurant.
- **Clinic** – land use added to reflect the provision of this service in communities. A clinic is any facility that provides limited diagnostic and outpatient care but is unable to provide prolonged in-house medical and surgical care. Clinics commonly have lab facilities, supporting pharmacies, and a wide range of services (compared to the medical office, which may only have specialized or individual physicians).
- **Coffee/Donut Shop** – land use added with ITE 11th Edition tiering, similar to fast food restaurant land use.
- **Convenience Store w/Gas and Fast Food** – land use was removed as it overlaps with another land use and not consistent with ITE 11th Edition.
- **Convenience Store/Gas Station** – land use tiered based on ITE 11th Edition realignment, charged per 1,000 sq. ft.:
 - Convenience Store/Gas Station 2,000 – 4,000 GFA
 - Convenience Store/Gas Station 4,500 – 5,000 GFA
 - Convenience Store/Gas Station 5,500 – 10,000 GFA
- **Fast Food Restaurant** – land use updated to ITE 11th Edition for fast food restaurants with and without a drive-thru, and no indoor seating.
- **Gas Station/Service Station** – land use was added to the schedule to reflect the service without additives.
- **General Office** – land use square footage tiering was removed. ITE 11th Edition indicates an office building (LUC 710) houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (LUC 712).
- **General Recreation** – this land use was removed from the impact fee schedule due to lack of data. There is no listed ITE Land Use Code (LUC) for this use.
- **Health/Fitness Club** – land use added to reflect current lifestyle trend.

- **Liquor Store** – land use added to account for this specific type of sales. A liquor store specializes in the sale of repackaged alcoholic beverages intended to be consumed off the store’s premises.
- **Local Park:** The park land use was removed from the impact fee list, as municipal projects do not generally pay impact fees and trips are calculated by acre and not building square footages.
- **Major Sport Facility** – this land use was removed from the impact fee schedule due to lack of data. There is no listed ITE LUC for this particular use. There is a LUC 462 for Professional Baseball Stadium but it is only for baseball and the number of ITE studies is limited to only two.
- **Marijuana Dispensary** – land use added to reflect new legislation regarding this substance. A marijuana dispensary is a stand-alone facility where cannabis is sold to patients or retail consumers in a legal manner.
- **Medical-Dental Office Building** – land use added to the schedule (charged per 1,000 sq ft).
- **Multi-Family Low-Rise, Mid-Rise, High-Rise** – Based on ITE 11th Edition, the apartment and condo/townhouse land uses were combined into a single “multi-family” category that is tiered based on the number of floors (charged per dwelling unit). These two tiers replace the current “multi-family” land use. The Residential Condominium/Townhouse and Apartment land use was subsequently removed from the schedule and replaced with the updated land use descriptions.
- **New and Used Car Sales** – land use removed and replaced with distinctive land uses codes for New Car Sales and Used Car Sales.
- **Nursery (Garden Center)** – land use added as a residential and commercial support land use. A nursery or garden center is a free-standing building with an outside storage area for planting or landscape stock. The nurseries surveyed primarily serve the general public. Some have large greenhouses and offer landscaping services.
- **Pharmacy/Drugstore without Drive-Through Window** – land use added as per ITE 11th Edition, related to similar land use with drive-through window.
- **Residential with Ground Floor Commercial** – this land use was added to reflect current trends of mixed-use development. The category is tiered based on the number of floors.
- **Retail/Shopping Center** – previous land use square footage tiering was removed. ITE 11th Edition split retail into three separate land uses based on square footage. The current tiering was replaced with this ITE version of tiering for shopping center (>150K SF), shopping plaza (40-150K SF), strip retail plaza (<40K SF)
- **Single-family Residential:** The ITE 11th Edition has added a “single-family attached” land use, which removes duplex / townhome uses (shared walls, but not shared floor/ceilings) from the multi-family land use. The single-family residential land use thus covers both attached and detached single-family homes.
- **Small Office** – land use was added to reflect a general office building less than 10,000 square feet.
- **Tire Store/Auto Repair** – land use updated with ITE 11th Edition description, Tire Superstore. A tire superstore is a warehouse-like facility with the primary function of selling and installing tires for automobiles and small trucks. Other services provided may include automotive maintenance functions such as wheel alignment or shock and brake service and customer services. A tire display, customer waiting lounge, restroom facilities, staff office space, and significant storage area are also provided

Land Use Assumptions

Before calculating transportation impact fees, it was first necessary to evaluate the road network of Port Orange and gather information about the existing and proposed future land uses. Population and employment data were also reviewed. This section contains a summary of the land use assumptions and other demographic information about Port Orange.

Roadway Network

The City has been successful at creating a well-connected, relatively compact urban form and walkable transportation system. The older east side of the city features a tightly gridded network of streets which disperses traffic enough to be safely walkable without sidewalks. The areas developed after 1970 are more loosely gridded, but are built with sidewalks on both sides of each street to accommodate walking. The City's arterial and collector roads feature extra-wide sidewalks that are used by pedestrians and cyclists alike. Timely investments in roadway capacity have ensured that the state, county, and local roadways running through the City are mostly free of congestion. The major corridors are also served by transit, including a "super stop" transfer point for five different routes. Overall, the City has been progressive with its planning and access management, especially along Dunlawton Avenue.

The City utilizes a Transportation Concurrency Exception Area (TCEA) within its central core redevelopment area, known as Port Orange Town Center. State-mandated transportation concurrency requirements are utilized outside of the TCEA as an important tool to maintain transportation mobility. The TCEA in the Port Orange Town Center allows the City to focus on other mobility strategies instead of road-widening, with the goal of reducing urban sprawl.

The City has adopted the Dunlawton Corridor Plan, which is a detailed plan covering approximately 640 acres along Dunlawton Avenue. The plan details all aspects of development from infrastructure coordination to architectural and urban design controls. Since the Plan's creation in 1989, the majority of the property along the Dunlawton corridor has been built out. The City intends to update the Plan to account for the development activity since that time and to include additional lands west of Williamson Boulevard planned for future development. The City also intends to create new Corridor Plans for its other major arterial corridors.

In the western half of the city, much of the land has been developed at low densities, with relatively few roadway connections. Although the infrastructure exists to support additional development and redevelopment, connecting this development to the residential areas will be difficult because of the manner in which the road network and lots have been laid out. Physical constraints in the west side of the City include the reliance upon a small number of major roads to handle most of the traffic; a curvilinear street pattern with few interconnections; low densities to support transit and other modes; and I-95, which itself constricts movement between the east and west portions of the city.

Based on the long-term projections, the City may need to consider designating additional roadway segments as constrained facilities, since they likely will not be widened beyond what is currently planned or programmed.

The following tables and maps show the overall layout and conditions of Port Orange roadways.

Table 1 shows the major roadway network, including street names, the associated segment, FDOT functional classification, and the estimated length in miles. The miles were estimated by measuring distance in a GIS map. The remainder of roadways located in the City of Port Orange boundary are classified as local roads.

Figure 1, Figure 2, and Figure 3 depict the roadway network as it relates to jurisdictional maintenance, roadway functional classification, and prior and projected roadway level of service for the year 2025. The maps are from the City's 2009 Comprehensive Plan (currently being updated) and illustrate the development of new roadway links and future LOS concerns.

Table 2 and Figure 4: FDOT Monitoring Stations, show daily traffic volumes and Volume-to-Capacity (V/C) ratios for State roadways located in the City. Based on this information, segments of South Williamson Boulevard and Taylor Road have a V/C ratio greater than 1.0 (or 100%), which indicates it is failing. This is consistent with the project LOS on the City's maps from the Comprehensive Plan.

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Table 1: Existing Major Roadway Network

Street Name	From	To	Classification	Length (Miles) ¹
Isabelle Ave.	Ridgewood Ave.	Nova Rd.	Collector	1.15
Spruce Creek Rd.	Canal View Blvd.	Dunlawton Ave.	Collector	0.10
Spruce Creek Rd.	Dunlawton Ave.	Commonwealth Blvd.	Minor Arterial	1.05
Spruce Creek Rd.	Commonwealth Blvd	Nova Rd	Minor Arterial	0.49
Spruce Creek Rd	Nova Rd.	Taylor Rd.	Minor Arterial	0.70
Spruce Creek Rd.	Taylor Rd.	Central Park Blvd.	Collector	1.01
Spruce Creek Rd.	Central Park Blvd.	South city limit	Collector	1.07
Madeline Ave	McDonald Rd.	Nova Rd.	Minor Arterial	0.61
Madeline Ave	Nova Rd.	Clyde Morris Blvd.	Minor Arterial	1.25
Herbert St.	Halifax Dr.	5th St.	Collector	0.76
Herbert St.	5th St.	S. Nova Rd.	Collector	0.82
Herbert St.	S. Nova Rd..	Clyde Morris Blvd.	Collector	1.12
Willow Run Blvd.	Clyde Morris Blvd.	West city limit	Collector	1.21
Hensel Rd.	Taylor Rd.	South terminus	Collector	1.33
Country Ln.	Village Tr.	Taylor Rd.	Collector	1.06
Central Park Blvd.	Spruce Creek Rd.	Hensel Rd.	Collector	1.04
Central Park Blvd.	Spruce Creek Rd.	Nash Lane	Collector	0.34
Oak St.	Dunlawton Ave.	Ridgewood Ave.	Collector	0.095
Oak St.	Dunlawton Ave.	Jackson St..	Collector	0.033
Canal View Blvd.	Nova Rd.	Spruce Creek Rd.	Collector	0.75
Charles St.	McDonald Rd.	Ridgewood Ave.	Collector	0.75
Jackson St.	Spruce Creek Rd.	Madeline Ave.	Collector	1.89
Victoria Gardens Blvd.	Clyde Morris Blvd.	Dunlawton Ave.	Collector	0.51
Village Tr.	Dunlawton Ave.	Nova Rd.	Collector	0.66
Yorktowne Blvd.	Dunlawton Ave.	Hidden Lake Dr.	Collector	0.85
Yorktowne Blvd.	Dunlawton Ave.	Taylor Rd.	Collector	0.49
City Center	Dunlawton Ave.	Herbert St./Clyde Morris Blvd.	Collector	Note (1)
City Center Drive	City Center Circle	Herbert St.	Collector	0.30
City Center Circle	N/A	N/A	Collector	0.48
City Center Blvd.	City Center Circle	S. Clyde Morris Blvd.	Collector	0.20
City Center Pkwy	City Center Circle	Dunlawton Ave.	Collector	0.47
		Total Estimated Miles:		22.59

Note (1): City Center defined in smaller segments.

¹ Length estimated (map survey)

Figure 1: Road Network Map (Maintenance)

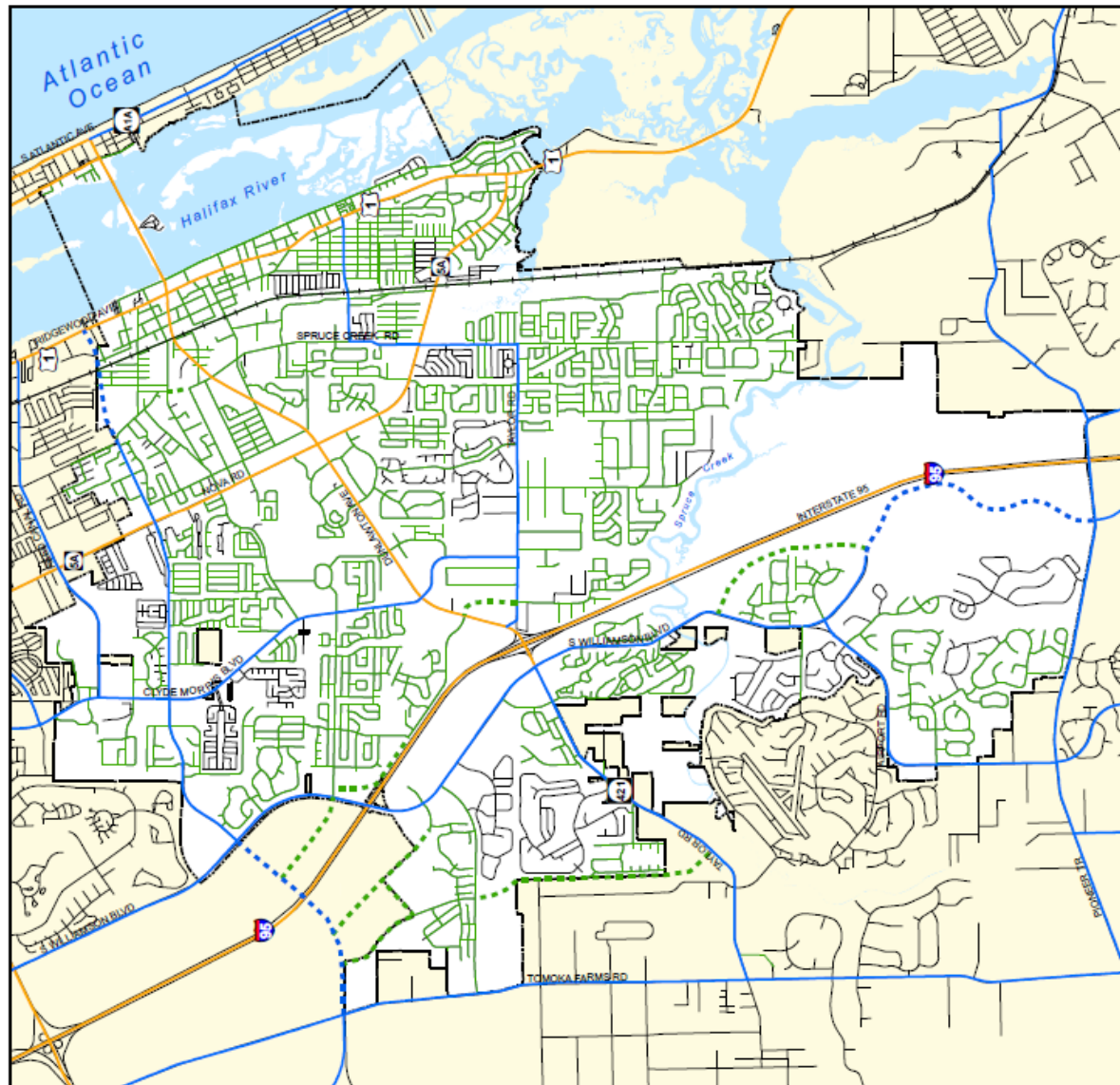


FIGURE 2 - 2

Roadway Maintenance

Existing (2009) & Proposed (2025)

Legend

- State Maintained
- County Maintained
- Proposed County Maintained
- City Maintained
- Proposed City Maintained
- ++ FEC Railroad
- City Boundary

City of Port Orange

COMPREHENSIVE PLAN UPDATE 2010

SOURCE: City of Port Orange Community Development
July 2010

Figure 2: Road Network Map (Functional Classification)

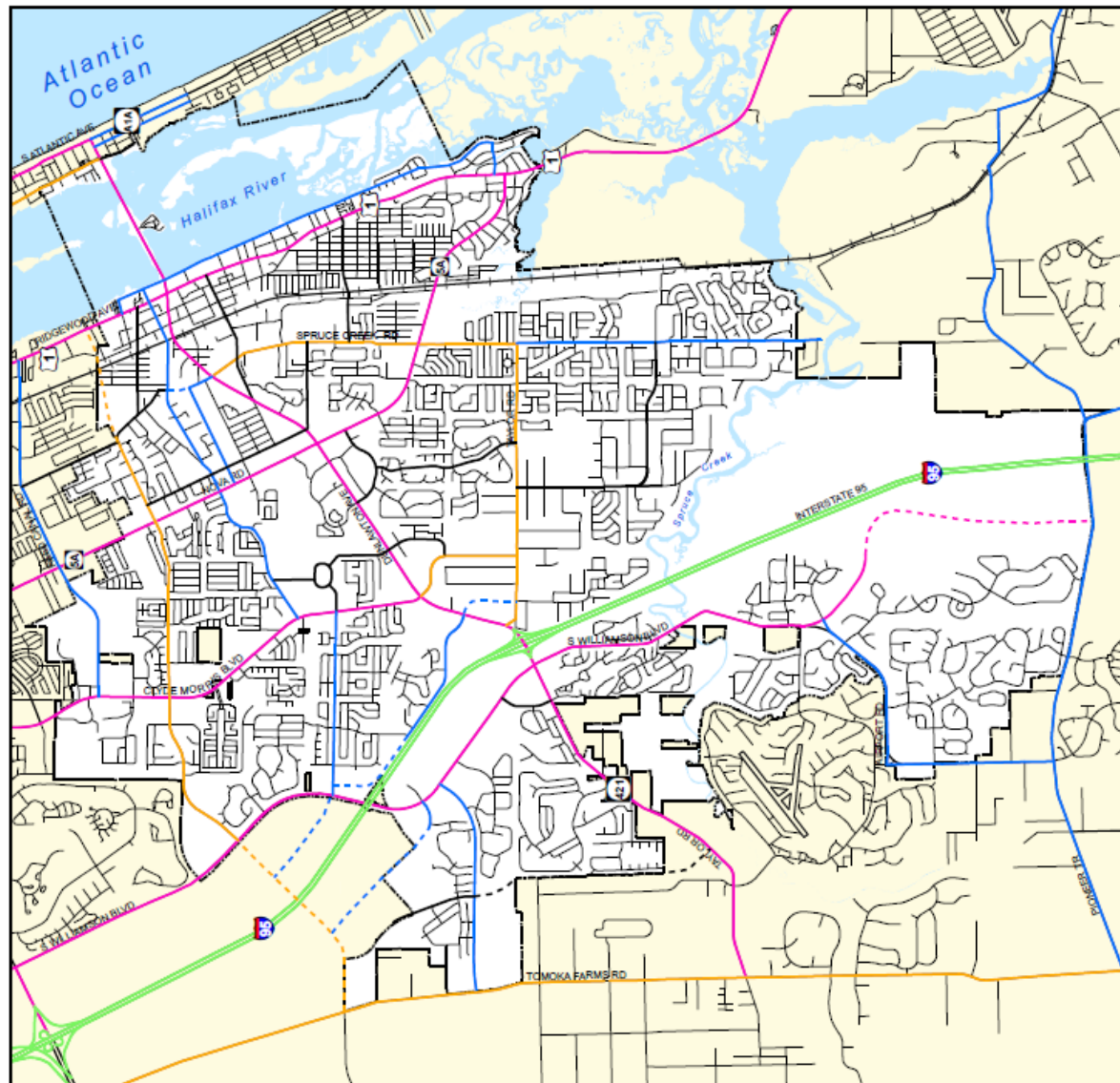


FIGURE 2 - 1

Roadway Functional Classification

Existing (2009) & Proposed (2025)

Legend

- Principal Arterial - Limited Access
- Urban Principal Arterial
- - - Proposed - Urban Principal Arterial
- Urban Minor Arterial
- - - Proposed - Urban Minor Arterial
- Urban Collector
- - - Proposed - Urban Collector
- Urban Local Collector
- - - Proposed - Urban Local Collector
- + + + FEC Railroad
- City Boundary

City of Port Orange

COMPREHENSIVE PLAN UPDATE 2010

SOURCE: City of Port Orange Community Development
July 2010

Figure 3: Road Network Map (Project Level of Service)

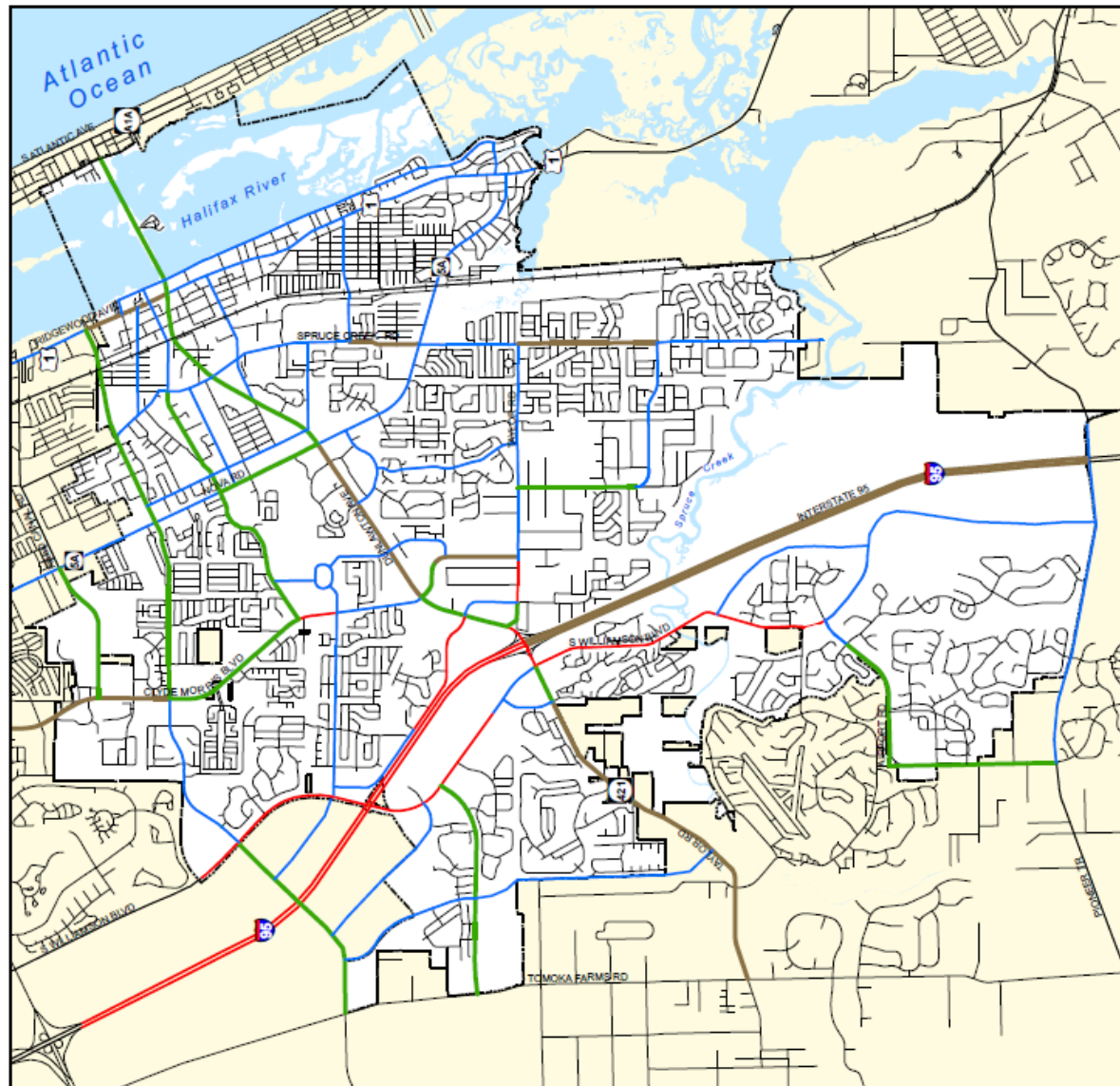


FIGURE 2 - 10

Roadway Level of Service (2025)

Legend

Level of Service

- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

City of Port Orange
COMPREHENSIVE PLAN UPDATE 2010

SOURCE: City of Port Orange Community Development
July 2010

Table 2: Traffic Volumes and Volume to Capacity Ratios (FDOT)

Station	Location	Segment	AADT	No. of Lanes	Undivided / Divided	MSV at LOS D	MSV Adjustment Factor ¹	MSV	V/C
798094	Reed Canal Rd	Reed Canal Rd, E of Clyde Morris Blvd	6,700	2	Undivided	13,300	5%	13,965	48%
797090	Clyde Morris Blvd	Clyde Morris Blvd, 0.22 Mi N of Madeline Ave	25,000	4	Divided	35,500	5%	37,275	67%
798146	S Williamson Blvd	Williamson Blvd (S), N of SR-421/Taylor Rd	17,300	4	Divided	35,500	0%	35,500	49%
797081	S Williamson Blvd	On S Williamson Blvd., 1.25 Miles North of I-95	17,900	2	Divided	16,200	0%	15,390	116%
790213	Ridgewood Ave	On US-1, 0.619 Mi. N of A1A (Dunlawton Ave.)	24,000	6	Divided	53,500	5%	56,175	43%
797096	Charles St	Charles St, 0.43 Mi W of US-1/Ridgewood Ave	2,300	2	Undivided	13,300	0%	12,635	18%
798116	Halifax Dr	Halifax Dr/Ocean Ave, N of Sr-A1A/Dunlawton	600	2	Undivided	13,300	0%	12,635	5%
798098	Herbert St	Herbert St, E of Clyde Morris Blvd	7,100	2	Undivided	13,300	0%	12,635	56%
798099	Canalview Blvd	Canal View/Spruce Creek, E of SR-5A/Nova Rd	8,200	2	Undivided	13,300	0%	13,300	62%
791017	Nova Rd	On SR-5A (Nova Rd), 0.442 Mi. N of SR-421	18,000	4	Divided	35,500	0%	35,500	51%
790458	Nova Rd	On SR-5A, 1.194 Mi. N of US-1	18,200	4	Divided	35,500	0%	35,500	51%
798220	Willow Run Blvd	Willow Run, 800' E of Williamson Blvd	7,300	2	Undivided	13,300	0%	13,300	55%
798165	Tomoka Farms Rd	Tomoka Farms Rd, N of Taylor Rd	9,900	2	Undivided	16,200	0%	16,200	61%
798219	Town West Blvd	County Town W Blvd, 900' W of Williamson Ave	8,000	2	Divided	13,300	5%	13,965	57%
797075	Taylor Rd	Taylor Rd, 0.17 Mi W of S Williamson Blvd.	15,300	2	Undivided	16,200	5%	17,010	90%
790517	Dunlawton Ave	On SR-421, 0.394 Mi. NE of I-95	52,000	6	Divided	53,500	5%	56,175	93%
791014	Dunlawton Ave	On SR-421, 0.252 Mi. W Of SR-5A	39,000	6	Divided	53,500	5%	56,175	69%
791015	Dunlawton Ave	On SR-421, 0.4385 Mi. E of SR-5A	32,000	4	Divided	35,500	5%	37,275	86%
795181	Dunlawton Ave	On SR-421, 0.804 Mi. W of SR-5	25,500	4	Divided	35,500	5%	37,275	68%
790427	Dunlawton Ave	On SR A1A, 0.38 Mi. E of US-1	24,500	4	Divided	35,500	0%	35,500	69%

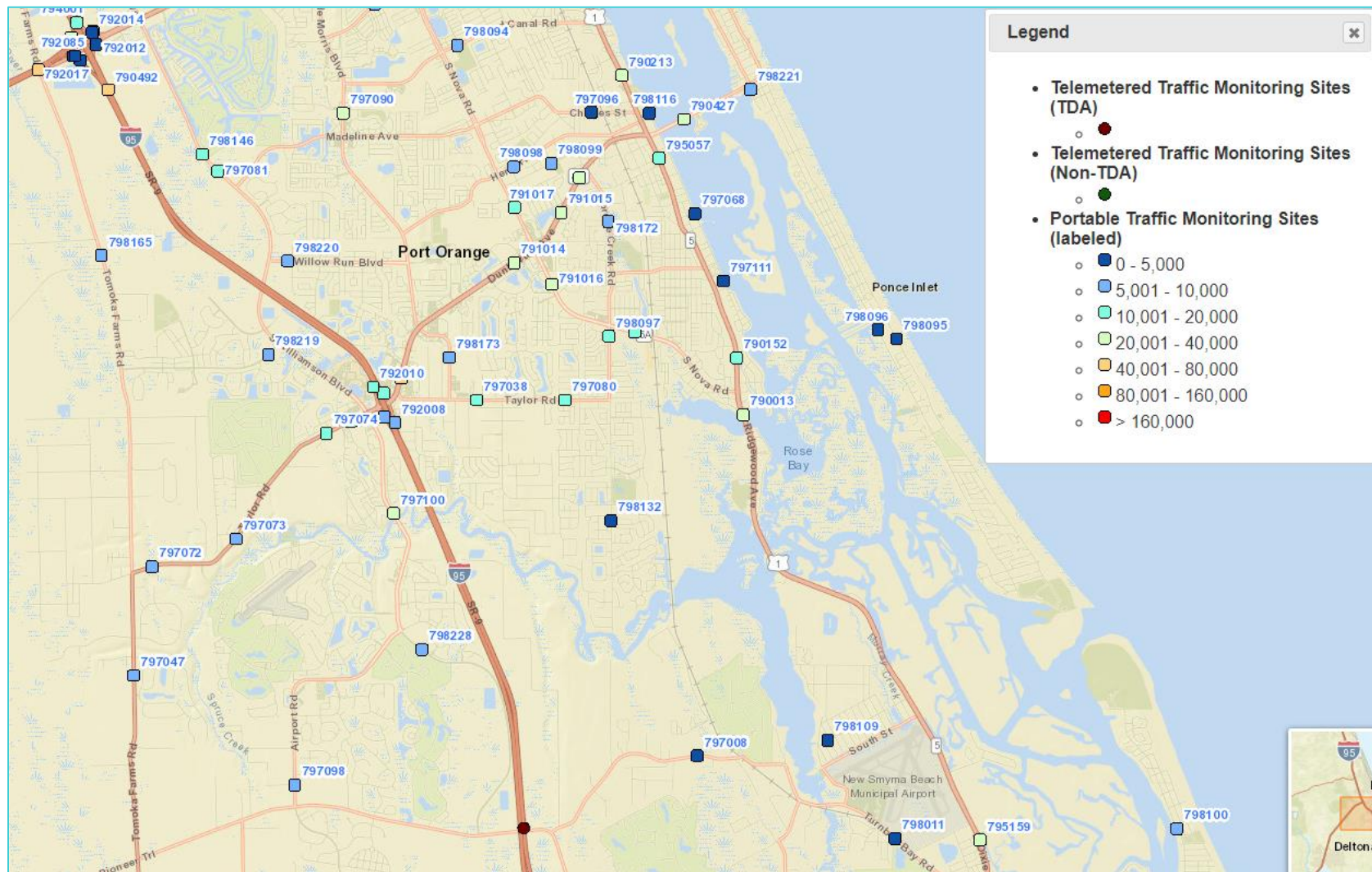
¹ Median & Turn Lane Adjustments

Table 2 (Continued)

Station	Location	Segment	AADT	No. of Lanes	Undivided / Divided	MSV at LOS D	MSV Adjustment Factor ¹	MSV	V/C
798221	S Peninsula Dr	S Peninsula Dr/Demotte Ave 300' S of Dunlawton Ave	5,700	2	Undivided	13,300	0%	13,300	43%
797068	Riverside Dr	Halifax Dr, 0.85 Mi S of Dunlawton Ave	1,000	2	Undivided	13,300	0%	13,300	8%
797111	Riverside Dr	Halifax/Riverside, 1.52 Mi S of Dunlawton Ave	750	2	Undivided	13,300	0%	13,300	6%
795057	Ridgewood Ave	On US-1, 0.246 Mi. S of SR-A1A	17,600	4	Divided	35,500	0%	35,500	50%
790152	Ridgewood Ave	On US-1, 0.684 Mi. N of SR-5A (Nova Rd)	15,700	4	Divided	35,500	0%	35,500	44%
790013	US-1	On US-1, 0.23 Mi. S of SR-5A (Nova Rd)	23,500	4	Divided	35,500	0%	35,500	66%
798172	Spruce Creek Rd	Spruce Creek Rd, N of Commonwealth Ave	6,100	2	Undivided	13,300	0%	13,300	46%
798097	Spruce Creek Rd	Spruce Creek/Commonwealth, N of Taylor Rd	14,400	4	Divided	35,500	0%	35,500	41%
797080	Taylor Rd (SR 421)	Taylor Road, 0.43 Mi W of Spruce Creek Rd	12,400	4	Divided	35,500	0%	35,500	35%
797038	Taylor Rd (SR 421)	Taylor Road, Dunlawton Avenue/SR-421 to Spruce Creek Road	18,500	2	Undivided	13,300	0%	13,300	139%
798132	Spruce Creek Rd	Spruce Creek Rd, N of Hewitt Dr	400	2	Undivided	13,300	0%	13,300	3%
797100	S Williamson Blvd	S Williamson Blvd, 1.01 Mi S of Taylor Rd	21,500	4	Divided	35,500	0%	35,500	61%
798228	S Williamson Blvd	S. Williamson Blvd, S of Pioneer Trail	5,400	4	Divided	35,500	0%	35,500	15%

Source: FDOT Florida Traffic Online

Figure 4: FDOT Monitoring Stations



Source: Florida Traffic Online

Traffic Volume Data

The City of Port Orange Annual Count Program is to monitor and present the traffic volumes on the city's roadway network. The most recent 2022 count program is comprised of thirty (30) count stations, which include thirty (30) State roadway segments and seventeen (17) roadways within the City of Port Orange. The traffic volumes presented in this Annual Count Program are the result of tube counts collected by Traffic Engineering Data Solutions, Inc.

Similarly, Volusia County collects traffic count data as a means of monitoring roadway level of service characteristics. The most recent available data is for the year 2021.

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Table 3: Traffic Volumes and Volume to Capacity Ratios (City Roads)

Roadway	Segment	Count Station	Number of Lanes	Functional Class	Adopted LOS Standard	LOS Capacity	2021 AADT	2022 AADT	Existing LOS	% Change	V/C Ratio
Canal View Blvd.*	Nova Rd. to Spruce Creek Rd.	201	2	CO	E	12,744	2,050	1,229	B	-40.05%	9.64%
Central Park Blvd.	Hensel Rd. to Spruce Creek Rd.	2201	2	Local	E	12,744	2,449	2,822	B	15.23%	22.14%
Charles St.	Ridgewood Ave. to FEC Railroad	301	2	Local	E	12,744	1,408	1,615	B	14.70%	12.67%
Charles St.	FEC Railroad to McDonald Rd.	302	2	Local	E	12,744	2,158	2,239	B	3.75%	17.57%
City Center Pkwy.	Dunlawton Ave. to City Center Cir.	2401	2	Local	E	12,744	4,341	5,157	B	18.80%	40.47%
City Center Blvd.	Clyde Morris to City Center Cir.	2402	2	Local	E	12,744	3,875	4,534	B	17.01%	35.58%
City Center Dr.	Herbert St. to City Center Cir.	2403	2	Local	E	12,744	2,210	2,335	B	5.66%	18.32%
Country Ln.	Village Trail to Smokerise Blvd.	601	2	Local	E	12,744	5,394	5,535	B	2.61%	43.43%
Country Ln.	Smokerise Blvd. to Taylor Rd.	602	2	Local	E	12,744	4,212	4,357	B	3.44%	34.19%
Hensel Rd.	Taylor Rd. to Central Park Blvd.	1001	2	local	E	12,744	6,268	6,757	B	7.80%	53.02%
Herbert St.	Ridgewood Ave. to Nova Rd.	903	2	CO	E	12,744	6,403	7,050	C	10.10%	55.32%
Herbert St.	Nova Rd. to City Center Dr.	904	2	CO	E	12,744	8,159	8,385	C	2.77%	65.80%
Herbert St.	City Center Dr. to Clyde Morris	905	2	CO	E	12,744	7,129	8,183	C	14.78%	64.21%
McDonald Rd.	Charles St. to Madeline Ave.	1201	2	Local	E	12,744	2,924	2,979	B	1.88%	23.38%
Madeline Ave.	Sauls Rd. to Nova Rd.	1164/1301	2	MA	E	14,040	4,414	5,059	B	14.61%	36.03%
Madeline Ave.	Nova Rd. to Clyde Morris Blvd.	1163/1303	2	MA	E	14,040	9,033	9,319	C	3.17%	66.37%
Madeline Ave.	Clyde Morris Blvd. to Williamson	1161/1304	2	MA	E	14,040	12,233	13,943	D	13.98%	99.31%

Table 3 (Continued)

Roadway	Segment	Count Station	Number of Lanes	Functional Class ¹	Adopted LOS Standard	LOS Capacity	2021 AADT	2022 AADT	Existing LOS	% Change	V/C Ratio
Spruce Creek Rd.	Central Park Blvd. to Merrimac Dr.	1701	2	CO	E	12,744	5,839	6,384	B	9.33%	50.09%
Spruce Creek Rd.	Merrimac Dr. to Taylor Rd.	1702	2	CO	E	12,744	9,773	10,938	C	11.92%	85.83%
Spruce Creek Rd.	Merrimac Dr. to Taylor Rd.	1702	2	CO	E	12,744	9,773	10,938	C	11.92%	85.83%
Spruce Creek Rd.*	Dunlawton to Canal View Blvd.	1708	2	CO	E	13,640	2,535	1,519	B	-40.08%	11.14%
Town West Blvd.	Williamson Blvd. to Coraci Blvd.	100	2	CO	E	17,900	7,909	8,022	B	1.43%	44.82%
Town West Blvd.	Coraci Blvd. to Tomoka Farms Rd.	110	2	CO	E	17,900	3,973	4,298	B	8.18%	24.01%
Victoria Gardens Blvd.	S. of Dunlawton Ave.	2501	2	Local	E	15,930	3,255	3,342	B	2.67%	20.98%
Victoria Gardens Blvd.	E. of Clyde Morris Blvd.	2502	2	Local	E	15,930	2,232	2,391	B	7.12%	15.01%
Village Trail	Dunlawton Ave. to Country Ln.	1901	2	Local	E	15,930	6,597	7,081	B	7.34%	44.45%
Village Trail	Country Ln. to Nova Rd.	1902	2	Local	E	15,930	7,782	7,965	B	2.35%	50.00%
Willow Run	Clyde Morris Blvd. to Hidden Lakes	2013	3	CO	E	30,420	10,243	10,480	B	2.31%	34.45%
Willow Run	Hidden Lakes Dr. to Williamson Blvd.	2010	2	CO	E	14,040	7,502	7,797	C	3.93%	55.53%
Yorktowne Blvd.	North of Dunlawton Ave.	2080	2	CO	E	17,050	3,334	3,921	B	17.61%	23.00%

*Canal View Blvd. was closed during 2022 traffic counts to local traffic only

Source: City of Port Orange (Data derived from Traffic Engineering Data Solutions, Inc., 2022)

¹ UPA = Urban Principal Arterial, MA = Minor Arterial, CO/UCO = Collector/Urban Collector (TPO and/or City Sources)

Table 4: Traffic Volumes and Volume to Capacity Ratios (Volusia County Roads)

Roadway	Segment	Count Station	Number of Lanes	Functional Class	Adopted LOS Standard	LOS Capacity	2020 AADT	2021 AADT	Existing LOS	% Change	V/C Ratio
Airport Road	Pioneer Trail-Williamson	64	2	CO	E	32,600	6,260	7,310	B	16.77%	22.42%
Clyde Morris Blvd.	N. City Limits to Madeline Ave.	335	4	UPA	E	37,970	21,160	21,520	C	1.70%	56.68%
Clyde Morris Blvd.	Madeline Ave. to Willow Run	333	4	UPA	E	37,970	18,820	23,390	C	0.24	61.60%
Clyde Morris Blvd.	Willow Run Blvd. to Dunlawton Ave.	332	4	UPA	E	37,970	16,850	19,360	C	14.90%	50.99%
Clyde Morris Blvd.	Dunlawton Ave. to Taylor Rd.	330	2	UMA	E	17,050	8,210	9,150	C	11.45%	53.67%
Commonwealth	Spruce Creek Rd. to FEC Railroad	360	2	MA	E	13,640	5,260	5,510	C	4.75%	40.40%
Commonwealth	FEC Railroad to Ridgewood Ave.	361	2	MA	E	13,640	3,850	3,830	C	-0.52%	28.08%
Pioneer Trail	Airport-Turnbull Bay Rd.	1465	2	UC	E	13,640	6,320	7,380	C	16.77%	54.11%
Reed Canal Rd.	Nova Rd-Clyde Morris Rd.	1561	2	UC	E	13,640	6,350	6,460	D	1.73%	47.36%
Spruce Creek Rd.	Taylor Rd. to Nova Rd.	1751	4	UMA	E	37,970	13,180	14,740	C	11.84%	38.82%
Spruce Creek Rd.	Commonwealth to Dunlawton Ave.	1755	2	MA	E	13,640	No Data	No Data	D	-	-
Taylor Rd.	Hensel Rd. to Spruce Creek Road	1826	4	MA	E	37,970	14,760	14,800	C	0.27%	38.98%
Taylor Rd.	Clyde Morris Blvd. to Hensel Rd.	1824	4	MA	E	37,970	16,970	16,970	C	0.00%	44.69%
Taylor Rd.	Dunlawton Av. to Clyde Morris Blvd.	1823	2	MA	E	14,040	14,710	12,780	D	-13.12%	91.03%
Taylor Rd.	Williamson Blvd. to I-95	1814	5	UPA	E	47,560	48,950	44,340	D	-9.42%	93.23%
Taylor Rd.	Summer Trees Rd. to Williamson Blvd.	1813	4	UPA	E	37,970	17,200	18,120	C	5.35%	47.72%
Taylor Rd.	Crane Lakes Blvd. to Summer Trees Rd.	1812	2	UPA	E	17,050	15,000	14,840	C	-1.07%	87.04%

Table 4 (Continued)

Roadway	Segment	Count Station	Number of Lanes	Functional Class ¹	Adopted LOS Standard	LOS Capacity	2020 AADT	2021 AADT	Existing LOS	% Change	V/C Ratio
Williamson Blvd.	N. City Limits to Madeline Ave.	1993	2	UPA	E	17,050	15,200	14,430	D	-5.07%	84.63%
Williamson Blvd.	Madeline Ave. to Willow Run Blvd.	1992	2	UPA	E	17,050	15,200	14,840	D	-2.37%	87.04%
Williamson Blvd.	Willow Run Blvd. to Town West	1991	2	UPA	E	17,050	15,880	17,140	F	7.93%	100.53%
Williamson Blvd.	Town West Blvd. to Taylor Rd.	1990	2	UPA	E	37,970	18,330	19,440	C	6.06%	51.20%
Williamson Blvd.	Taylor Rd. to Spruce Creek Bridge	66	4	UPA	E	37,970	20,920	25,040	C	19.69%	65.95%
Williamson Blvd.	Spruce Creek Bridge to Airport Rd.	65	4	UPA	D	37,970	20,130	22,550	C	12.02%	59.39%
Williamson Blvd.	Airport Rd. to Pioneer Trail	1989	4	UPA	D	37,970	5,940	6,100	C	2.69%	16.07%

Source: City of Port Orange (Data derived from Volusia County Traffic Engineering, 2021)

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¹ UPA = Urban Principal Arterial, MA = Minor Arterial, CO/UCO = Collector/Urban Collector (TPO and/or City Sources)

Table 5: Traffic Volumes and Volume to Capacity Ratios (State Roads)

Roadway	Segment	Count Station	Number of Lanes	Functional Class ¹	Adopted LOS Standard	LOS Capacity	2020 AADT	2021 AADT	Existing LOS	% Change	V/C Ratio
Dunlawton Ave.	Peninsula Dr. to Ridgewood Ave.	427	4	PA	D	32,400	24,500	24,500	D	0%	75.62%
Dunlawton Ave.	Ridgewood to Spruce Creek Rd.	5181	4	PA	D	39,800	25,500	25,500	C	0%	64.07%
Dunlawton Ave.	Spruce Creek Rd. to Nova Rd.	1015	4	PA	D	39,800	32,000	32,000	C	0%	80.40%
Dunlawton Ave.	Nova Rd. to Clyde Morris Blvd.	1014	6	PA	D	59,900	39,000	39,000	C	0%	65.11%
Dunlawton Ave.	Clyde Morris Blvd. to I-95	517	6	PA	D	59,900	52,000	52,000	C	0%	86.81%
Nova Rd.	Madeline Ave. to Dunlawton Ave.	1017	4	UPA	D	39,800	18,000	18,000	C	0%	45.23%
Nova Rd.	Dunlawton to Spruce Creek Rd.	1016	4	UPA	D	39,800	27,000	27,000	C	0%	67.84%
Nova Rd.	Spruce Creek Rd. to Ridgewood Av.	458	4	UPA	D	39,800	20,500	18,200	C	-11.22%	45.73%
Ridgewood Ave.	N. City Limits to Dunlawton Ave.	213	4	UPA	D	39,800	24,000	24,000	C	0%	60.30%
Ridgewood Ave.	Dunlawton Ave. to Oak St.	5057	4	UPA	D	39,800	20,200	17,600	C	-12.87%	44.22%
Ridgewood Ave.	Oak St. to Nova Rd.	152	4	UPA	D	39,800	15,500	15,700	C	1.29%	39.45%
Ridgewood Ave.	Nova Rd. to S. City Limits	13	4	UPA	D	65,600	23,500	23,500	B	0%	35.82%
I-95	Beville Rd. to Dunlawton Ave.	492	4	SIS	D	111,800	58,000	81,500	C	40.52%	72.90%
I-95	Dunlawton Ave. to SR 44	133	4	SIS	D	111,800	43,036	50,700	B	17.81%	45.35%

Source: City of Port Orange (Data derived from Volusia County Traffic Engineering, 2021)

¹ UPA = Urban Principal Arterial, PA = Principle Arterial, SIS = Strategic Intermodal System

Existing and Future Land Use

The City of Port Orange is an incorporated municipality with a year-round residential population estimated at 62,596 persons in 2021 ¹. Located in Volusia County (County) north of New Smyrna Beach and south of South Daytona/Daytona Beach, the City comprises 26.79 square miles and provides an array of services to year-round and seasonal residents.

The strategies of the past 20 years have served the City well in realizing its vision of becoming a progressive, high-quality community. Consequently, the community has pivoted its focus from growth to sustainability. Realizing the vision of sustainability will take a continued effort over the next 20 years to achieve, the City is employing the strategies listed below, which are organized into five categories that form the foundation of the sustainable city: land use, mobility, people, energy, and the environment.

Land Use:

- Integration of land uses to bring people closer to their destinations and reduce trip lengths.
- Increasing the supply of non-residential land and square footage for shopping, services, and employment.
- Designing new centers and retrofitting existing according to urban design principles.
- Providing incentives and removing regulatory barriers to guide new growth to areas where appropriate while reinvesting in older areas of the City and infill parcels.
- Encouraging small-scale agricultural uses to provide a portion of the local food supply.

Mobility:

- Designing future transportation improvements to increase mobility, access, and choice.
- Enhancing the City's "complete streets" to better accommodate the travel modes.
- Guiding density and intensity into mixed-use centers along designated transit corridors to increase ridership.
- Where appropriate, reducing the parking requirements.
- Utilizing urban design principles appropriate to each part of the City that make the best use of available travel modes, corridors, and opportunities.
- Increasing the connectivity between places to reduce travel distance and make walking and cycling more convenient.

People:

- Increasing the City's jobs/housing balance to reduce travel to another city for meaningful employment.
- Embracing "place-making" as a design principle in new development and redevelopment.
- Allowing residential areas to include the variety of housing types needed by people at all stages in their lives.
- Designing civic buildings, parks, and the public realm so that they add character, build value, promote security, support cultural activities, and help residents feel proud of their community.
- Providing more opportunities for citizens to enjoy healthy, active living.

¹ US Census Bureau

Energy:

- Enabling and encouraging home and business owners to achieve greater energy independence by removing regulatory barriers, providing incentives, and creating guidelines to maximize the use and efficiency of private renewable energy systems.
- Increase the amount of energy the City government generates for its own needs from renewable sources.
- Striving to reduce the City's contribution to global climate change.
- Employing methods to reduce vehicle miles traveled (VMTs) and greenhouse gas (GHG) emissions.
- Promoting energy conservation techniques that incorporate Federal Energy Star Standards, as consistent with the requirements of the Florida Building Code.

Environment:

- Creating, protecting and managing systems of green infrastructure (e.g., urban forests, parks and open spaces).
- Protecting floodplains, wetland and stream corridors, critical wildlife habitat, and other environmentally sensitive ecosystems.
- Minimizing property damage caused by hurricanes and flooding by building in appropriate areas and removing or raising structures from low-lying areas.
- Providing incentives to create new usable, useful open space, such as allowing community gardens and green roofs to count toward the required open space on any development site.
- Reducing the amount of potable water consumption city-wide through conservation, greater efficiency, and Florida-friendly landscaping. Increase the percentage of water used from renewable sources (rainfall and stormwater runoff).

The Future Land Use Map (FLUM) for Port Orange is currently being updated in conjunction with the Comprehensive Plan update. The existing maps that illustrate the redevelopment areas and general locations of commercial nodes may be the same or similar as a result of the update, as the city is near build-out and, as previously discussed, is focused on sustainability.

Nevertheless, development continues to occur throughout the City and it is being managed consistent with the strategies listed above for land use, mobility, people, energy, and the environment. Table 6: Development Activity, provided in the next section, describes the various development activities currently underway.

Figure 5 shows the location of redevelopment areas.

Figure 6 shows the general location of commercial nodes.

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Figure 5: Location of Redevelopment Areas

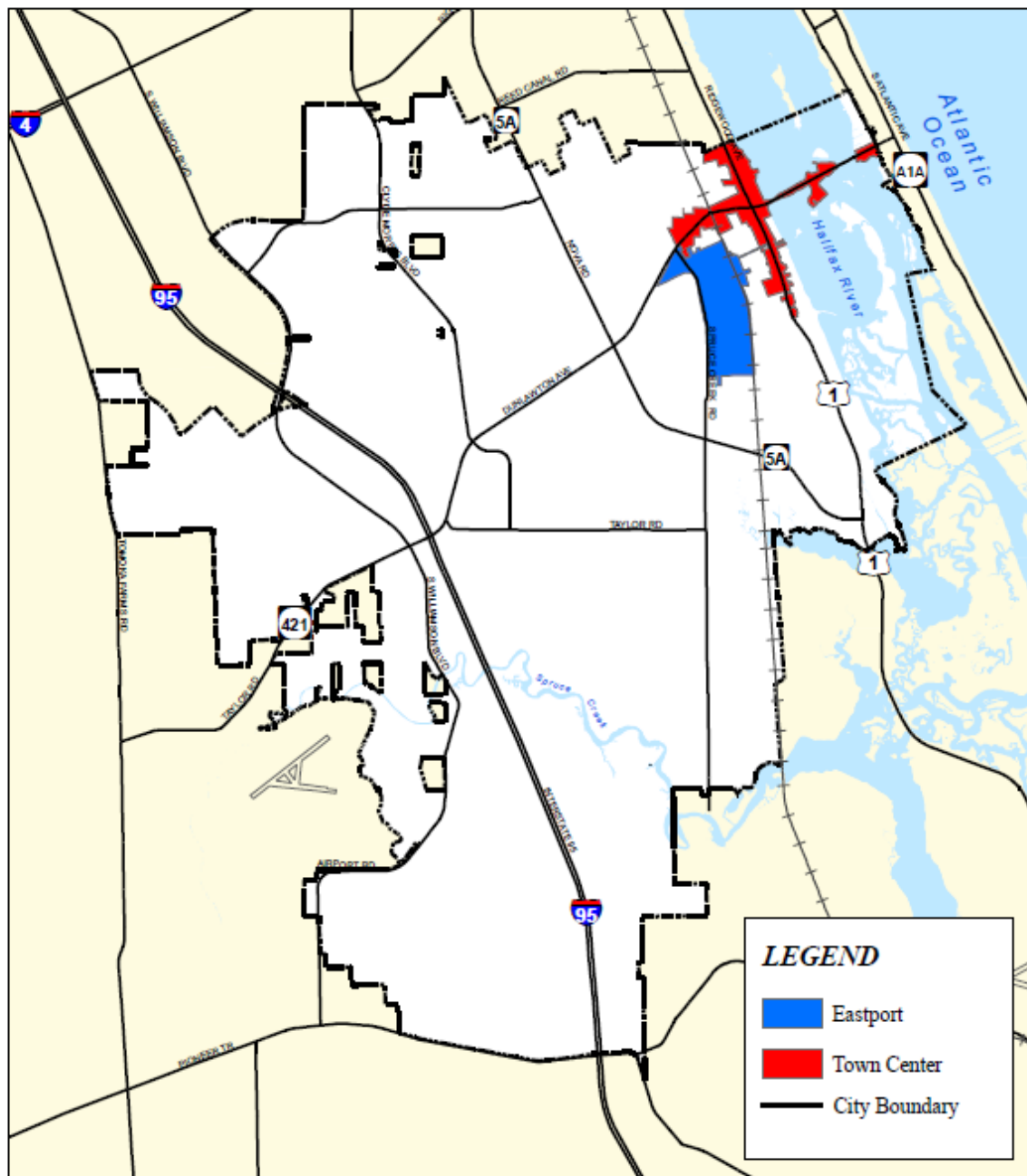


FIGURE 1 - 7

Location of Redevelopment Areas

CITY OF PORT ORANGE

COMPREHENSIVE PLAN UPDATE 2010

SOURCE: City of Port Orange Community Development
July 2010



0 6,000 12,000

1 inch equals 6,000 feet

Figure 6: General Location of Commercial Nodes

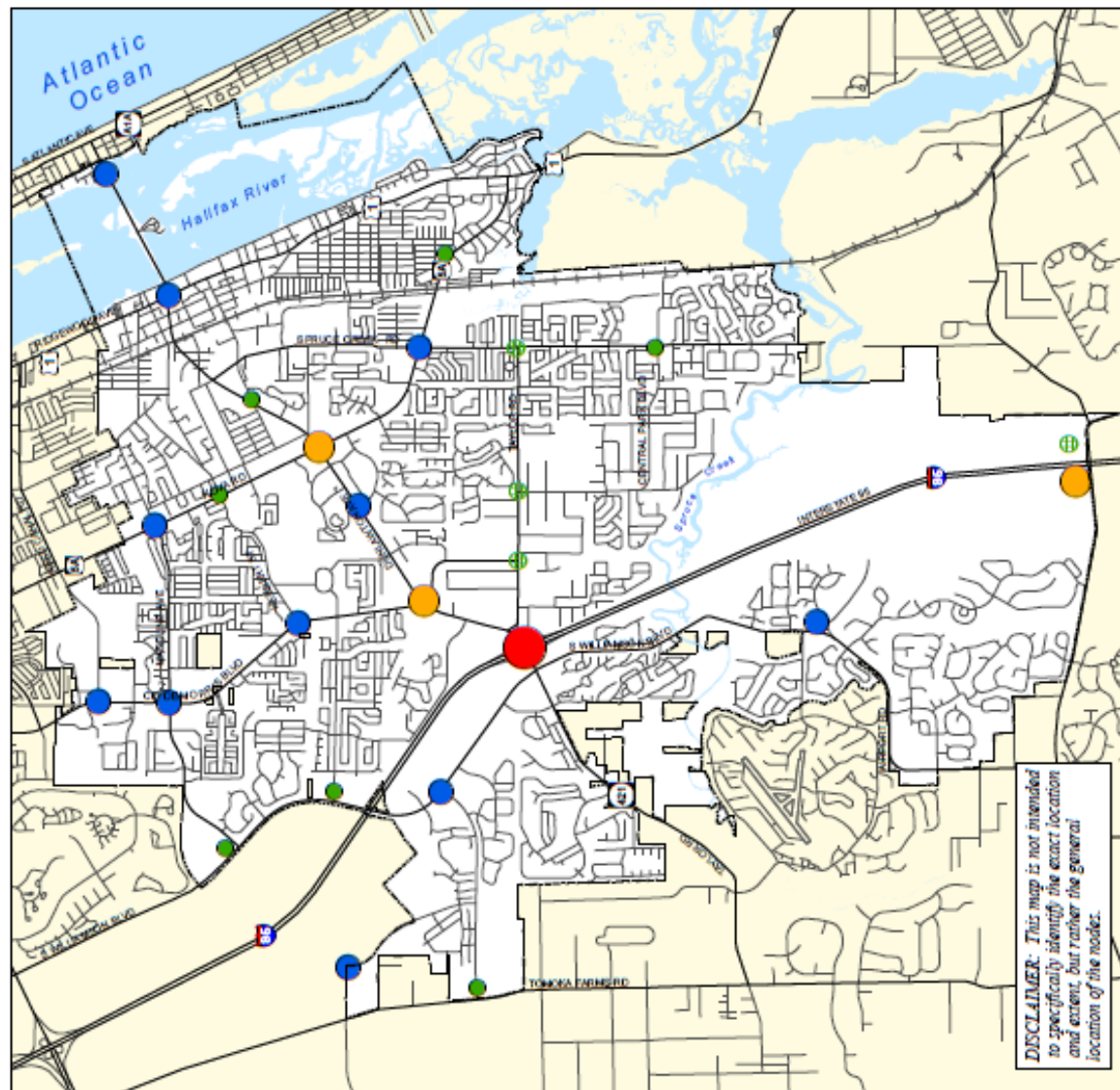


FIGURE 1 - 9

General Location of Commercial Nodes

Legend

- Potential Future Neighborhood Commercial Node
- Neighborhood Commercial Node
- Community Commercial Node
- Sub-Regional Commercial Node
- Regional Commercial Node
- City Boundary

City of Port Orange COMPREHENSIVE PLAN UPDATE 2010

SOURCE: City of Port Orange Community Development
July 2010

DEVELOPMENT ACTIVITY

The official website for the City of Port Orange (port-orange.org) includes a development activity dashboard that shows geographic locations of project activity; including, residential, non-residential, roadway projects, and public hearings. The following table provides current information (October 2022) regarding projects in these categories, demonstrating the continued growth and redevelopment of the city.

Table 6: Development Activity

Type	Project Name	Status	Description
Non-Residential	Advent Health Port Orange	Under Construction	Construction of the Advent Health Port Orange project in two phases. Phase one includes the previously approved Emergency Department building, stormwater improvements, access driveways, and associated landscaping and parking. Phase two includes the construction of the previously approved two-story medical office building with an increased building footprint and remaining associated site improvements.
Non-Residential	Astro Roofing	Under Review	Construction of a 2,100 square foot construction and home improvement contractor building and yard, including associated site improvements.
Non-Residential	Catfish Commons Retail Building	Under Review	Construction of a 6,404 square-foot multi-tenant commercial building, along with associated site improvements.
Non-Residential	Christ The King Community Church	Under Review	Construction of a ±9,111 square foot Church with associated site improvements, including but not limited to site utilities, sidewalks, parking, and storm water retention.
Non-Residential	Clean Machine Port Orange	Under Construction	Construction of a 3,683 square-foot automated car wash facility including a single drive-through tunnel, 26 self-service vacuum stalls, and associated site improvements.
Non-Residential	Conviva (New Port Lot 4)	Under Construction	Construction of a +/- 9,000 square-foot medical office building and associated site improvements.
Non-Residential	Crane Lakes Depot	Under Construction	A phased development that includes a 37,809 square-foot 2-story climate-controlled storage facility, seven (7) 1-story self-storage buildings (22,173 square feet total), an RV and boat storage parking area as part of Phase I; a 6,082 square-foot office/retail building as part of Phase II; and associated site improvements.
Non-Residential	Eastport Lot 9B Site Plan	Under Construction	Construction of a 14,505 SF building with associated site improvements.
Non-Residential	Eddin Medical Office	Under Construction	Construction of an 1,800 square-foot medical office building with associated site improvements.
Non-Residential	Eddin Retail	Under Review	Construction of a one-story 2,880 square-foot multi-tenant commercial building with associated site improvements.
Non-Residential	Extra Space Storage	Under Review	Construction of a 3-story, 96,873 square-foot climate-controlled storage facility building, three mini-storage buildings totaling 12,455 square-foot, a 1,344 square foot leasing office, 11 covered vehicle and boat storage spaces, and associated site improvements.
Non-Residential	Halifax Health at Oakwater	Under Review	Modification of an approved site plan for a ± 7,000 square foot Halifax Health Emergency Room medical clinic, a ± 13,775 square-foot medical office, and ± 8,961 square-foot multi-tenant medical office/retail/restaurant building, along with associated site improvements, on 5.85 acres, located at the north east corner of S. Williamson Boulevard and Oakwater Lane.
Non-Residential	Hampton Manor	Under Review	Construction of an 88 bed (83,374 square-foot) assisted living facility development including associated site improvements.

Type	Project Name	Status	Description
Non-Residential	Holiday Inn Express	Under Construction	Construction of a 5-story hotel with 80 rooms on ±2 acres, along with associated site improvements.
Non-Residential	Millie's Landing	Under Review	A site plan for a riverfront restaurant with live entertainment. The redevelopment plan includes maintaining the existing thatched pavilion for outdoor seating, constructing a new kitchen from shipping containers, constructing new shared bathroom for Millie's Landing and Two Jerks Seafood within the existing Two Jerk's Seafood building, and parking modifications to increase the number of parking spaces and improvement to layout. The redevelopment plan also includes maintaining the Two Jerks Seafood business located in the building at the northwest corner of the site. The subject property is located under the Dunlawton Avenue bridge, between Jimmy Hula's and the Halifax River, in the Down Under area of the Port Orange Town Center (POTC) Community Redevelopment Area (CRA).
Non-Residential	Mister Car Wash Site Plan Modification	Under Review	A site plan modification of the existing Mister Car Wash development including changes to the parking lot layout, reconfiguration of the pay station lanes, additional vacuum stations, and relocation of the dumpster enclosure.
Non-Residential	O2B Kids - New Port Lot 5	Under Review	A proposed site plan for an 11,050 square foot O2B Kids child care facility development including associated site improvements.
Non-Residential	Oak Street Industrial Park	Under Construction	Construction of an office/warehouse complex with 19 buildings on 11.92 acres along with associated site improvements.
Non-Residential	Olson Custom Homes Site Plan	Under Review	A site plan for a 5,165 square-foot office building and a 4,800 square-foot office and storage building, including associated site improvements.
Non-Residential	Paytas Office Building	Under Construction	Construction of one (1) +/- 11,032 square-foot office building and design center for Paytas Homes with associated site improvements on ± 1.15 acres.
Non-Residential	Port Orange Field Operations Facility	Under Review	Construction of a 11,398 square-foot office building and a 16,674 square-foot warehouse, with associated site improvements.
Non-Residential	Port Orange Neighborhood Storage	Under Construction	Construction of a +/- 790 unit mini-storage facility on a 2.26-acre site with associated site improvements.
Non-Residential	Port Orange Recreation Center Remodel	Under Construction	Remodel and expand the existing Port Orange Recreation Center along with associated site improvements.
Non-Residential	Riverwalk Fysh Bar and Grill	Under Construction	Construction of a 456-seat restaurant, parking lot on the west side of the Riverwalk Public Trail & Park, and associated site and landscape improvements.
Non-Residential	Shoppes at Summer Trees	Under Review	Construction of 20,260 square-foot grocery store and 2,350 square-foot empty shell expansion space, 7,770 square-foot multi-tenant building, and a vacant future commercial outparcel with associated site improvements.
Non-Residential	Store-It Self Storage	Under Construction	Construction of a 104,552 square-foot storage (94,052 square feet) and retail (10,500 square feet) development with associated on-site and off-site improvements.
Non-Residential	Thompson Pump	Under Review	Proposed construction of one +/- 125,141 square-foot building, one +/- 38,000 square-foot building, a future out parcel, and associated site improvements on +/- 15.45 acres.

Type	Project Name	Status	Description
Non-Residential	Thrive Community Church	Under Review	Phase 2 of the Thrive Community Church development, to construct a new house of worship and associated site improvements.
Non-Residential	Town West Final Plat and Plans	Under Construction	Subdivision of +/- 12.4 acres into two lots.
Non-Residential	Town West Senior Living Apartments	Under Construction	Construction of a 117-unit senior living facility and future commercial outparcel.
Non-Residential	Woodspring Suites	Under Review	Construction of a 122-room (±50,032 square feet) hotel with associated site improvements.
Public Hearing	Crystal Lake PUD	Under Review	An amendment to the Crystal Lake PUD Master Development Agreement to add the mini-warehouse use to Lots 13-53 through 13-84.
Public Hearing	Flagship Commons Plat	Under Review	A subdivision plat to create a 2-lot commercial subdivision at 950 Madeline Avenue.
Public Hearing	Leila's Hammock	Under Review	Subdivision Plat & Plans, located at Old Hammock Road.
Public Hearing	Madeline Commons Subdivision	Under Review	A subdivision plat and plan have been submitted to create a 149 single-family lot subdivision, with associated on-site and off-site subdivision improvements.
Public Hearing	Port Orange Christian Church	Under Review	Rezoning +/-3.2 acres from Community Commercial (CC) to Government Public Use (GPU) to allow the church to remain in its current location and expand the existing building.
Residential	Country Apartments	Under Construction	Conversion of an abandoned ±10,585 square-foot Assisted Living Facility into a 14-unit apartment building with associated site improvements.
Residential	Eden at Crystal Lake Apartments	Under Construction	Construction of a 288-unit apartment complex with clubhouse and pool amenity, along with associated site improvements. Formerly known as Lazul at Crystal Lake.
Residential	Hawks Mill Apartments	Under Construction	Construction of a 360-unit apartment complex along with associated site improvements. Formerly known as Osprey Pointe.
Residential	King's Landing Subdivision	Under Construction	Phase 2 includes subdivision of ±41-acres into 45 single-family lots (13 one-acre lots and 32 - 20,000 square foot lots), along with tracts of land for common area, tree preservation, and stormwater.
Residential	Leila's Hammock Subdivision	Under Review	Subdivision Plat & Plans with proposal by the applicant to subdivide 1.84 acres into 6 single family lots.
Residential	Madeline Commons Subdivision	Under Review	A subdivision plat and plan have been submitted to create a 149 single-family lot subdivision, along with associated on-site and off-site subdivision improvements.
Residential	Villa Nova	Under Review	Proposed construction of a 100-unit multi-family residential development consisting of 2- and 3-story townhouse units.
Residential	Woodhaven Subdivision	Under Construction	Construction (Phase 2) of a residential subdivision with 175 single-family lots and 100 townhomes, along with associated subdivision improvements.
Roadway	Pioneer Trail Interchange	90% plans under review by City staff	Interchange at Pioneer Trail and I-95; FDOT Jurisdiction

Population and Employment

The City of Port Orange and Volusia County have both experienced increases in population from 2010 to 2020. From the year 2000 to 2015, Port Orange's population grew in excess of 20% and continued to grow, after a decrease of population in 2016, in small increments of 1% to 2% per year.

Volusia County's population grew dramatically at a rate of approximately 12% from 2010 to 2020 ¹. Population projections for the years following 2025 to 2050 were then estimated using the results from the BEBR estimates, showing an average 3% increase from the medium estimate. Table 7 shows the results of a population growth analysis from 2010 through 2050. The City of Port Orange and Volusia County have experienced growth and development from market demand, which has increased but fluctuated over the years. Port Orange is approaching a build out condition with limited availability of vacant land. Consequently, if market demand continues, the County will continue to grow at a larger rate than Port Orange. The linear growth projection for Port Orange population is 2% per period.

Table 7: Population Projections (Volusia County)

	2010	2020	2025	2030	2035	2040	2045	2050
Census Data	494,593	553,543						
Low ²			562,500	567,400	566,200	561,900	556,200	550,300
Medium ²			592,100	620,100	641,500	659,100	674,200	687,900
High ²			621,700	672,800	716,900	756,300	792,200	825,500
% Change		12%	7%	5%	3%	3%	2%	2%

Table 8: Population Projections (City of Port Orange)

Year	Population ³	Percent Change	Projected Population
2040		2%	66,051
2030		2%	64,756
2020	62,596	2%	
2019	61,617	1%	
2018	61,009	2%	
2017	59,625	1%	
2016	59,315	-14%	
2015	68,656	22%	
2010	56,048	21%	
2000	46,283		

¹ US Census (Years 2010, 2020)

² University of Florida, Bureau of Economic and Business Research (BEBR), (2025-2050)

³ US Census (2000 thru 2020)

The economy of Port Orange, FL employs 29.6 thousand people. The largest industries in Port Orange are Health Care & Social Assistance (4,660 people), Retail Trade (4,004 people), and Accommodation & Food Services (2,855 people), and the highest paying industries are Information, Finance & Insurance, and Construction.

From 2019 to 2020, employment in Port Orange grew at a rate of 6.42%, from 27.8 thousand employees to 29.6 thousand employees. The most common job groups, by number of people living in Port Orange are Office & Administrative Support Occupations (4,245 people), Sales & Related Occupations (4,234 people), and Management Occupations (2,232 people). ¹ One of the larger businesses in Port Orange is Thompson Pump and Manufacturing. The following Table 9 illustrates the share breakdown of the primary jobs held by residents.

Table 9: Employment by Occupations

Occupation	People in Workforce	Percent	Margin of Error
Office and Administrative Support	4,425	14.30%	± 688
Sales and Related	4,234	14.30%	± 635
Management	2,232	7.53%	± 463
Food Preparation and Serving	2,137	7.21%	± 452
Health Diagnosing & Treating Practitioners & Other Technical	1,938	6.54%	± 625
Education Instruction & Library	1,908	6.44%	± 432
Business & Financial Operations	1,305	4.40%	± 301
Building & Grounds Cleaning & Maintenance	1,303	4.40%	± 473
Installation, Maintenance & Repair	1,189	4.01%	± 286
Construction & Extraction	1,125	3.80%	± 291
Production	1,058	3.57%	± 341
Personal Care & Service	812	2.74%	± 246
Health Technologists & Technicians	780	2.63%	± 406
Healthcare Support	746	2.52%	± 218
Transportation	688	2.32%	± 209
Material Moving	669	2.26%	± 230
Fire Fighting & Prevention, & Other Protective Service Workers	539	1.92%	± 236
Law Enforcement Workers	531	1.79%	± 247
Computer & Mathematical	518	1.75%	± 200
Architecture & Engineering	467	1.58%	± 163
Arts, Design, Entertainment, Sports, & Media	414	1.40%	± 173
Community & Social Service	218	0.97%	± 120
Legal	257	0.87%	± 134
Life, Physical & Social Science	197	0.66%	± 106

Source: Data from the 2020 Census Bureau ACS 5-year Estimate.

¹ <https://datausa.io/profile/geo/port-orange-fl/>

Methodology

The methodology used for the road impact fee study continues to follow a consumption-based impact fee approach in which new development is charged based upon the proportion of vehicle-miles of travel (VMT) that each unit of new development is expected to consume of a lane mile of roadway network.

Included in this document is the necessary support material used in the calculation of the road impact fee. The general equation used to compute the impact fee for a given land use is:

$$(\text{Demand} \times \text{Cost}) - \text{Credit} = \text{Fee}$$

The “demand” for vehicular travel placed on a transportation system is expressed in units of Vehicle-Miles of Travel (daily vehicle-trip generation rate x the trip length x the percent new trips [of total trips]) for each land use contained in the impact fee schedule. Trip generation represents the average daily rates since new development consumes trips on a daily basis.

The “cost” of building new capacity typically is expressed in units of dollars per vehicle-mile of roadway capacity. Construction costs are derived from the latest averages from the Florida Department of Transportation (FDOT) and recent construction projects in Florida. Similar to trip generation information, construction costs collected statewide and FDOT district wide for various types of transportation projects represent the most robust and appropriate data for analysis.

The “credit” component is an estimate of future non-impact fee revenues generated by new development that are allocated to provide roadway capacity expansion. The impact fee is considered to be an “up front” payment for a portion of the cost of building a vehicle-mile of capacity that is directly related to the amount of capacity consumed by each unit of land use contained in the impact fee schedule, that is not paid for by future tax revenues generated by the new development activity. These credits are required under the supporting case law for the calculation of impact fees where a new development activity must be reasonably assured that they are not being charged twice for the same level of service. More specifically, the input variables used in the fee equation are as follows:

Demand Component

The impact of new development on the roadway network, or demand for facility capacity, is defined and measured in terms of the number of estimated vehicle-miles-traveled for each unit of new development. 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.

The demand is calculated based on the following demand variables:

- Trip Generation by Land Use;
- Percentage of New Trips; and
- Average Trip Length / Assessed Trip Length

TRIP GENERATION

Trip generation information for the average weekday was based on data published in the Trip Generation Manual, 11th Edition by the Institute of Transportation Engineers (ITE), the most recent edition, as well as the associated pass-by tables. Data contained in this publication is generally accepted for use in studies by transportation engineers throughout the nation.

Trip generation rates represent trip ends, or driveway crossings. It is the proportion of travel that is new travel, rather than travel that is already traveling on the road system and is captured by the new development. A one-way trip from home to work counts as one trip end for the residence and one trip end for the workplace, for a total of two trip ends. To avoid over-counting, all trip rates are then divided by two. This splits the travel demand equally between the origin and destination of the trip, and avoids double-charging.

The trip characteristics variables were primarily obtained from three sources: (1) similar studies conducted throughout Florida (Florida Studies Database)¹ and (2) the Institute of Transportation Engineers' (ITE) Trip Generation reference report (11th Edition), and (3) the 2017 National Household Travel Survey (NHTS).

The Florida Studies Database is included in Appendix C. The data in the database is based on actual land use studies and was collected throughout Florida using machine traffic counts and site-specific land use origin-destination surveys. The database was used in this update to refine some of the ITE trip generation rates and percent new trips, when necessary, by including studies specific to Florida.

Kiefer Professional Services estimates trip generation rates for all land uses in an impact fee schedule using the ITE Trip Generation reference report (11th edition) and data from studies in the Florida Studies Database. In instances when both ITE Trip Generation reference report and Florida Studies trip generation rate data are available for a particular land use, the data may be blended together to increase the sample size and provide a more valid estimate of the average number of trips generated per unit of development. If no Florida Studies data is available, only data from the ITE reference report is used in the fee calculation.

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¹ Tindale Oliver and Associates, Inc.

NEW TRIP FACTOR

The actual "traffic impact" of a specific site for impact fee purposes is based on the amount of traffic added to the street system as a result of new development. To accurately estimate new trips generated, adjustments must be made to trip generation rates and equations to account for pass-by trips. The added traffic is adjusted so that each development is assigned only for a portion of trips associated with a specific development and thus reducing the possibility of over-counting by counting only primary trips generated.

Trip rates need to be adjusted by a "new trip factor" to exclude pass-by 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.

Commercial and retail land uses generally attract a portion of their trips from vehicles already on the roadway network. Pass-by trips are defined as trips that already exist on the roadway network visit the land use as part of a larger trip, rather than the land use being the origin or destination. As pass-by trips are already on the roadway network, they are excluded from the calculation of impact fees. The 2021 ITE Trip Generation Pass-by Tables, 11th Edition, was used to determine the pass-by rate, and by extension, the new trip percentage for each land use. Additional input from the Florida Studies Database was also used in some instances.

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 trips utilized in this study were drawn from the ITE manual and a summary of Florida origin and destination studies. Raftelis acknowledges the definition and recommended practice of treating diverted linked trips as primary trips, unless otherwise defined through a local, site-specific individual assessment.

AVERAGE TRIP LENGTH

The average trip length is the most difficult travel demand factor to determine. In the context of a transportation impact fee analysis using a consumption-based methodology, the relevant input is the average length of a trip on the major roadway system. The starting point is national data on average trip lengths for specific land uses and trip purposes. While these average trip lengths provide reasonable estimates of relative magnitudes associated with different land use types, the actual distances are likely to be unrepresentative of travel on a city's major roadway system.

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LOCAL ADJUSTMENT FACTOR

The local adjustment factor is used to scale the national trends to the local characteristics. The national averages are referenced to develop a reasonable trip length for the city by applying percentages to associated land use types.

The most recent National Household Travel Survey (NHTS) of 2017 provides an inventory of daily travel in the United States (US) and its major Census Divisions, and add-on areas. It is the only source of national-level statistics on personal travel in the US. The survey series (conducted since 1969) includes demographic data on households, people, vehicles, and detailed information on daily travel by all modes of transportation and for all purposes.

The 2017 NHTS was conducted with major changes in sampling strategy (an address-based sample compared to previous land-line random-digit sample) and methodology (Web-based self-reports compared to previous computer-aided interviewing). General observations can be made from this data as it pertains to trip lengths associated with trip purposes.

Table 10: NHTS Trends in Average Trip Length by Selected Trip Purposes

	Average Vehicle Trip Length						
	A	B	C	D	E	F	G
Trip Purpose:	Work	School/ Daycare/ Religious Activity	Medical/ Dental Services	Shopping	Social/ Recreational	Meals	All
Average Trip Length	11.98	9.11	10.14	7.08	12.6	7.49	9.55

Source: 2017 National Household Travel Survey (Website Query), U.S. Department of Transportation, Federal Highway Administration, 2017 National Household Travel Survey. URL: <http://nhts.ornl.gov>.

Localized Data

Further investigation of the NHTS raw data reveals trip lengths for specific trip purposes. As a means of developing localized data, the data was refined to show only those trip lengths for the State of Florida of only ten (10) miles or less in length. Table 11 shows the data and subsequent average trip lengths.

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Table 11: Refined NHTS Data

Trip Purpose	Trip Length	Number of Trips	Average Trip Length
Buy Goods	3,743	1,276	2.93
Buy Services	651	220	2.96
Buy Meals	1,880	633	2.97
Errands	555	233	2.38
Recreation	755	244	3.09
Exercise	814	329	2.47
Visit Friends	816	268	3.04
Healthcare	467	128	3.65
Religious - Community	619	158	3.92
Other	71	22	3.23
Regular Home Activities	7,877	2,574	3.06
Work from Home (Paid)	197	76	2.59
Work	1,995	535	3.73
Work Related	228	72	3.17
Volunteer	222	69	3.22
Drop Off / Pickup	1,285	421	3.05
Change Transportation	123	44	2.80
School	497	147	3.38
Childcare	55	15	3.67
Adult care	9	3	3.00
Totals:	22,859	7,467	
Average Trip Length:			3.06

Then selected trip purpose data was then organized in accordance with the published NHTS trip purpose categories to determine the average trip lengths for those categories.

Table 12: Localized Trip Length Ratios

	Average Vehicle Trip Length						
	A	B	C	D	E	F	G
Trip Purpose:	Work	School/ Daycare/ Religious Activity	Medical/ Dental Services	Shopping	Social/ Recreational	Meals	All
	3.73	3.38	3.65	2.93	3.04	2.97	3.06
	3.17	3.67	2.47	2.96	3.09	-	-
	-	3.92	-	-	-	-	-
Average	3.45	3.66	3.06	2.95	3.07	2.97	3.06

The average trip lengths shown in Table 12 are then applied to the ITE Land Use Categories listed in Table 13.

Table 13: Land Use Category Trip Length Ratios

ITE LUC Range	ITE Land Use Category	Trip Purpose	Trip Length	Assessable Trip Length
000-099	Port and Terminal	All	3.06	0.58
100-199	Industrial	All	3.06	0.58
200-299	Residential	All	3.06	0.58
300-399	Lodging	Social/Recreational	3.07	0.58
400-499	Recreational	Social/Recreational	3.07	0.58
500-599	Institutional	School/Daycare/ Religious Activity	3.66	0.69
600-699	Medical	Medical-Dental Services	3.06	0.58
700-799	Office	Work	3.45	0.65
800-899	Retail	Shopping	2.95	0.56
900-999	Services	All	2.96	0.56
Exception:	Dining	75% of All	2.30	0.44
Exception:	Banking	50% of All	1.53	0.29
Exception:	Service Station	50% of All	1.53	0.29
Exception:	Convenience Store	40% of All	1.22	0.23
Exception:	Fast Food	40% of All	1.22	0.23

While the average trip length should be representative for most commercial land uses, lower figures are recognized as more accurate for certain convenience retail and service uses. The Urban Land Institute (ULI) estimates that neighborhood centers typically have an average trip length radius of about 2 miles in urban areas. Convenience stores are determined to have even shorter average trip lengths. In the methodology for Port Orange, the average trip length was reduced for selected land uses that capture trips within close proximity to neighborhoods. The reductions amount to 75, 40, and 50 percent of the average trip length. These are shown as exceptions to ITE Services Land Use Category for dining, banking, service stations, convenience stores, and fast-food restaurants.

ASSESSABLE TRIP LENGTH

The City of Port Orange impact fees are calculated to address needed capacity improvements on City roadways, which is the City's responsibility. State and federal funds are available to pay for improvements on the interstate highways, and Volusia County collects impact fees within the City of Port Orange that can be used to fund projects on County roadways within the City.

The Vehicle Miles of Travel (VMT) for the city is based upon the report generated by FDOT. The Certified Public Mileage (CPM) of 319.68 submitted by the city, minus the 37.196 functionally classified roads above "local", shows local roads centerline mileage 282.484. Based on the rural urban size of one (1) and the 2021 estimated count of 684, the daily VMT for local roads within Port Orange's city limits is 193,013 or 19 percent (19%) of the VMT that occurs within the City of Port Orange. The rest of the VMT (81%) occurs on County/State/Federal roadways which are not the responsibility of the City even though they are located within the City limits.

Thus, the assessed trip length used in the proposed impact fees for the City of Port Orange is 19% of the 3.06-mile average trip length, or 0.58 miles. As shown on Table 13: Land Use Category Trip Length Ratios, the assessable trip length is allocated by percentage to each ITE land use category.

Downtown TCEA

The Downtown Transportation Concurrency Exception Area (TCEA) is not exempt from impact fees. In accordance with Policy 1.2.1 of the Comprehensive Plan, Capital Improvements Element (CIE), the “*City will continue to collect impact fees from development projects to pay for the provision of public facilities and services required by those projects*”.

Cost Component

Recent comparable roadway projects in Volusia County constructed or programmed for construction in the next five (5) years by the County and the State, in conjunction with other information, were reviewed to develop a cost per lane-mile of capacity compared to the capacity of a lane-mile to determine the cost per vehicle-mile of travel.

ROADWAY COST

One of the key inputs into the road impact fee formula is the cost per lane-mile to construct new roadway capacity. While the most obvious component of roadway construction is the physical roadway itself, other elements are involved. All components add to the cost to the project. Other components include professional services (planning and design), actual construction costs, right-of-way (land) costs, environmental mitigation costs and utility relocation costs.

In a demand-driven impact fee system, roadway construction costs are entered into the formula as an average cost for providing new roadway capacity. Using this method, assuming there are no dramatic changes to the type of construction contemplated, it is not necessary to revisit impact fees each time that the capital improvement program changes.

Roadway costs were estimated from new roadway and roadway widening projects in the River to Sea Transportation Planning Organization (TPO) Transportation Improvement Program and the Volusia County Capital Improvement Plan, which provided design, right-of-way, and construction costs for projects with funds committed between FY 2021/22 – FY 2025/26. As the Port Orange impact fees can only be applied to capacity projects on local roadways, the projects analyzed were limited to roadways with no more than four (4) lanes.

Additionally, the FDOT Cost Per Mile Models for Long Range Estimating (LRE) and recently completed construction data from roadway projects in other Florida cities were used to assist in the verification of average costs. Road capacity projects listed in the City’s Capital Improvement Program (CIP) were also reviewed.

Cost per Mile

Based on a review of the aforementioned capacity improvement projects, as shown in Table 14: Roadway Costs in TIP and CIP, a construction cost of \$5.0 million per lane mile for city roads (curb & gutter) is utilized for the transportation impact fee calculation. This is consistent with the FDOT Cost Models and other city projects.

FDOT Models

The FDOT Cost Per Mile Models for Long Range Planning, shown in Table 15, further validate the estimate of construction costs for urban roadways. The average cost per mile is approximately \$5.0 million.

Other City Local Roadway Construction Costs

Recent capacity improvements from other cities throughout Florida, listed in Table 16, were reviewed to increase the sample size and consider construction costs of urban road widening projects. The weighted average cost per lane mile for these projects is \$4.7 million.

City of Port Orange Construction Costs

The City's current FY23-28 Capital Improvement Element (CIE) Program contains capacity improvement projects that include intersection improvements, adding turn lanes, road extensions, and widening of existing roadways. The description of each project often includes the length of the project in miles. When unavailable, a map survey was conducted to measure and estimate the proposed project length(s). For this analysis, only road widening and extension projects were included to estimate the lane cost per mile. Averaging only \$1.5 million, the cost per lane mile is comparatively much lower than the other estimates. This may be due to the lower right-of-way expenditures associated with the city projects.

The capacity improvement projects from the CIE are shown in Table 17.

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Table 14: Roadway Costs in TIP and CIP

Road	Segment	Feature	Length (Miles)	Lanes Added	Lane Miles Added	Construction Cost	Cost per Lane Mile (\$)	Source
SR 40	SR 15/US 17 to SR 11	2 Lanes to 4 Lanes	6.376	2	12.752	\$60,431,767	\$4,739,003	River to Sea TIP
SR 40	W of SR 11 to W of Cone Road	2 Lanes to 4 Lanes	7.640	2	15.280	\$64,827,812	\$4,242,658	River to Sea TIP
SR 15 (US 17)	DeLeon Springs to SR 40	2 Lanes to 4 Lanes	6.848	2	13.696	\$83,987,940	\$6,132,297	River to Sea TIP
SR15 (US17)	South of Spring St to Lake Winona Rd	2 Lanes to 4 Lanes	1.550	2	3.100	\$32,607,028	\$10,518,396	River to Sea TIP
Beresford Avenue	Blue Lake Avenue to MLK Jr Beltway	New 2 Lane	0.880	2	1.760	\$3,709,305	\$2,107,560	Volusia CIP
Blue Lake Extension	Blue Lake to SR 472	New 2 Lane	0.330	2	0.660	\$3,862,721	\$5,852,608	Volusia CIP
Orange Camp Road	Widening MLK Blvd to I-4	2 Lanes to 4 Lanes	1.510	2	3.020	\$13,001,748	\$4,305,215	Volusia CIP
Williamson Boulevard	Strickland Range to Hand Avenue	2 Lanes to 4 Lanes	1.120	2	2.240	\$8,230,506	\$3,674,333	Volusia CIP
			26.254		52.508	\$33,832,353	\$5,196,509	
					Weighted Average:		\$5,154,621	

Table 15: FDOT Cost Per Mile Models

Description	Cost Per Mile
Add 2 Lanes to Existing 2 Lane Undivided Arterial (1 Lane Each Side), with 4' Bike Lanes	\$4,884,813
Widen 2 Lane Urban Arterial to 4 Lane Divided with 22' Median, 4' Bike Lanes	\$5,480,586
Add 2 Lanes to Existing 3 Lane Undivided Arterial (1 Lane Each Side with Center Turn Lane and 4' Bike Lanes	\$5,038,671
Widen 4 Lane Urban Divided Arterial to 6 Lane Urban Divided with 22' Median and 4' Bike Lanes	\$4,954,842
Average:	\$5,089,728

Source: FDOT

Table 16: Other City Projects

City	Road	From	To	Feature	Length	Lanes Added	Lane Miles Added	Cost	Cost per Lane Mile (\$)
Lakeland	Lakeland Park Drive	Carpenters Way	Interstate 4	New 2 Lane	0.379	2	0.758	\$6,309,598	\$8,328,669
Lakeland	North Wabash Avenue Extension	W. 10th Street	W. Bella Vista Street	New 2 Lane	0.850	2	1.700	\$5,100,000	\$3,000,000
Orlando	Narcoossee Road	Central Florida Greenway (SR.417)	Beachline Expressway (SR 528)	4 Lanes to 6 Lanes	3.770	2	7.540	\$31,775,775	\$4,214,294
Plant City	Sam Allen Road	Paul Buchman Highway (SR 39A)	Park Road	2 Lanes to 4 Lanes	2.000	2	4.000	\$23,200,000	\$5,800,000
Lakeland	West Pipkin Road	Medulla Road	S. Florida Avenue (SR 37)	2 Lanes to 4 Lanes	3.800	2	7.600	\$45,462,576	\$5,981,918
Jacksonville	Collins Road	Rampart Road	Old Middleburg Road	2 Lanes to 4 Lanes	3.380	2	6.760	\$21,300,000	\$3,150,888
Totals:					14.179		28.358	Weighted Average:	\$4,695,252

Table 17: Port Orange Capacity Improvement Projects

Project	Road	Description	Length	Lanes Added	Lane Miles Added	Cost	Cost per Lane Mile (\$)
200905	Williamson Blvd. North of Pavilion	Project involves adding 2 lanes to the existing 2 lane Williamson Blvd. roadway from the north boundary of the Pavilion project north to Townwest Blvd., a 0.53-mile section.	0.53	2	1.06	\$2,680,935	\$2,529,184
200907	Coraci Blvd. Extension	Project involves construction of a 1/2 mile 2-lane divided roadway extending Coraci Blvd. 2600' from Forest Lakes subdivision (Carmody Lake Drive) to Sanctuary at Westport Apartment within the existing undeveloped right-of way. This roadway is indicated as a future collector road in the Comprehensive Plan.	0.50	2	1.00	\$2,407,000	\$2,407,000
201008	Yorktowne Blvd North Section	Project is proposed as either a 2-lane or 4-lane divided curb and gutter road designed to major collector street standards. This improvement is required to complete the Yorktowne Blvd. connection between Hidden Lakes Dr. and Willow Run Blvd.	0.64	2	1.29	\$2,044,250	\$1,587,397
201015	Willow Run Boulevard Widening	A 1/4-mile segment of Willow Run east of Williamson Boulevard to the proposed intersection of the Yorktowne Boulevard extension will need to be improved to accommodate future traffic flows diverted from Williamson Boulevard and future traffic on the new Yorktowne north extension. A signalized intersection, traffic circle, or other feasible improvements at the Willow Run/Yorktowne intersection will be considered as part of the design.	1.31	2	2.62	\$1,325,000	\$505,725
New 002	Madeline Ave Widening between Clyde Morris and Nova Rd	Project consists of widening the current vehicle travel lanes on Madeline Avenue between Clyde Morris and Nova Road. The proposed improvements are anticipated to be constructed within the existing right-of-way of Madeline Avenue; additional right-of-way is not anticipated to be requested for this project.	1.27	2	2.54	\$1,360,000	\$535,433
		Totals:	4.25		8.51	Average:	\$1,512,948

VEHICLE MILES OF CAPACITY PER LANE MILE

A lane-mile of roadway is capable of carrying a set capacity of vehicles in one day. This is similar to the maximum service volume for that road on a mile basis. Capacity can vary depending on the road type (e.g., highway versus arterial) and location (e.g., urban versus rural). Most transportation impact fees are determined by calculating the amount of added capacity that would result by making all of the improvements in the capital improvements plan.

The average capacity per lane mile for each road project listed in Table 14: Roadway Costs in TIP and CIP was calculated using existing and proposed roadway capacities from Table 1 in the Florida Department of Transportation (FDOT) Quality / Level-of-Service Handbook, as shown in Appendix A.

Table 18: Capacity from Road Projects (Volusia County)

Road	Segment	Feature	Length (Miles)	Existing Capacity	Proposed Capacity	New Capacity Lane Miles
SR 40	SR 15/US 17 to SR 11	2 - 4 Lanes	6.376	17,700	39,800	140,910
SR 40	W of SR 11 to W of Cone Road	2 - 4 Lanes	7.640	17,700	39,800	168,844
SR 15 (US 17)	DeLeon Springs to SR 40	2 - 4 Lanes	6.848	17,700	39,800	151,341
SR15 (US17)	South of Spring St to Lake Winona Rd	2 - 4 Lanes	1.550	17,700	39,800	34,255
Beresford Avenue	Blue Lake Avenue to MLK Jr Beltway	New 2 Lane	0.880	0	15,600	13,728
Blue Lake Extension	Blue Lake to SR 472	New 2 Lane	0.330	0	15,600	5,148
Orange Camp Road	Widening MLK Blvd to I-4	2 - 4 Lanes	1.510	17,700	39,800	33,371
Williamson Boulevard	Strickland Range to Hand Avenue	2 - 4 Lanes	1.120	17,700	39,800	24,752
			26.25			572,348
	TOTALS:	X2	52.51			572,348

Dividing the new capacity lane miles of 572,348 by twice the length of the improvements, totaling 52.51 miles (to account for one lane in both directions), the average capacity per lane mile of construction is 10,900.

$$572,348 / 52.51 = 10,900 \text{ (rounded from 10,899.79)}$$

A survey of recent transportation impact fees studies performed in Florida was conducted to consider the average Vehicle-Miles of Capacity (VMC) per lane mile, revealing an average added capacity to be about 10,000 vehicle miles. Table 19 shows the average capacity per lane calculations from previous studies.

Table 19: Average Vehicle-Miles of Capacity (VMC) Added per Lane Mile

Note	Source	VMC Added per Lane Mile
1	St. Lucie County, FL	9,600
2	Palm Beach County, FL	9,967
3	Volusia County, FL	10,100
4	Palm Beach County, FL	14,000
5	Indian River County, FL	8,600
6	Hernando County, FL	11,200
7	Orange County, FL	9,000
	Average:	10,352

Note 1: Benesch Road Impact Fee Study (St. Lucie County) – March 2022 – 9,600

Note 2: Benesch Impact Fee Update Study (Palm Beach County) – March 2022 – 9,967

Note 3: Benesch Impact Fee Update Study (Volusia County) – July 2022 – 10,100

Note 4: Benesch Impact Fee Update Study (Palm Beach County) – July 2022 – 14,000

Note 5: Tindale Oliver Impact Fee Study Update (Indian River County) – February 2020 – 8,600

Note 6: Tindale Oliver Roads Impact Fee Study (Hernando County) – May 2020 – 11,200

Note 7: Tindale Oliver Transportation Impact Fee Study (Orange County) – September 2020 – 9,000

The analysis of road projects from the TPO and Volusia County TIP, coupled with the review of previous studies in Florida, validate the average Vehicle Miles of Capacity (VMC) per lane mile from each (10,900 and 10,352) to be approximately 10,626.

To be conservative, 10,500 VMC added per lane mile will be used for this study.

COST PER VEHICLE MILE OF CAPACITY

The cost per VMC figure is used in the road impact fee calculation to determine the total cost per unit of development based on vehicle-miles of travel consumed. For each vehicle-mile of travel that is added to the city roadway system, approximately \$476 of capacity is consumed. The average cost per additional VMC is shown in Table 20.

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Table 20: Average Cost per Vehicle-Mile of Capacity Added

Source	Cost per Lane Mile ¹	Average VMC Added per Lane Mile ²	Cost per VMC ³
Blend of Road Projects	\$5,000,000	10,500	\$476.19

¹ Source: Roadway Cost Section

² Source: Table 19 and Table 19

³ VMC added per lane mile (Item 2) divided by cost per lane mile (Item 1)

NET COST PER VEHICLE MILE OF CAPACITY

When calculating the impact of new development on infrastructure costs, credit is given for revenue generated by new development that will be used to pay for capacity-related capital improvements. In Port Orange, capacity-expanding road improvements for local roads are funded almost exclusively with road impact fees, local option fuel taxes, and developer contributions (for which impact fee credits are provided).

Credit Component

CAPITAL IMPROVEMENT CREDIT

To avoid overcharging new development for the public facilities impact fees, a review of the capital funding program was completed. The purpose of this review was to determine any potential revenue credits generated by new development that are being used for expansion of capital facilities and land included in the inventory. It should be noted that the credit component does not include any capital renovation, maintenance, or operations expenses, as these types of expenditures cannot be funded with impact fee revenue.

An analysis was completed to determine the current transportation funding sources for the City of Port Orange based on the FY 2023 – 2028 City of Port Orange Capital Improvement Program (CIP). The City has an average of \$3,391,124 per year programmed for roadway transportation improvements. The CIP contains numerous projects consisting of roadway widening, intersection improvements, and additional turning lanes. All but one of the projects are funded via the Transportation Impact Fee Fund and the Transportation Planning Organization (TPO) Grant funding. The CIP currently has 12 transportation projects.

A breakdown of transportation projects and funding sources is shown in Table 21.

Table 21: CIP Transportation Projects

Project Title	Project Type	Funding Source		
		Property Taxes	TPO Grant	Transportation Fund
Willow Run Blvd. Widening	Capacity		X	X
Willow Run Blvd. Sidewalk (South)	New Sidewalk		X	X
Madeline Ave. (East) and Bruner Rd. Trail/Sidewalks	New Sidewalk		X	X
Madeline Avenue (West) Sidewalk/Trail	New Sidewalk		X	X
Taylor Rd/Williamson Blvd. Intersection Improvements	Reconstruct / Ped Improve / Safety		X	X
Taylor Rd./Clyde Morris Blvd. Intersection Improvements	Capacity		X	X
Williamson Blvd. and Willow Run Blvd. Sidewalk	New Sidewalk		X	X
Yorktowne Boulevard Northbound & Southbound Turn Lanes	Capacity / Ped Improvements		X	X
Widening of Madeline Avenue Between Clyde Morris Blvd & Nova Road	Capacity		X	X
Spruce Creek Road Sidewalks Gaps and Curb Ramp Replacement	Pedestrian Improvements		X	X
Dunlawton and Yorktowne Turn Lanes Bundle	Capacity	X	X	
Sidewalk Gap Bundle	New Sidewalk		X	X

Gasoline Tax Equivalent Credit

The present value of the portion of non-impact fee funding generated by new development over a 25-year period that is expected to be expended on capacity expansion projects was credited against the cost of the system consumed by travel associated with new development. In order to provide a connection to the demand component, which is measured in terms of travel, the non-impact fee dollars were converted to a fuel tax equivalency.

Methodology

The amount of gas-tax-supported funding for capacity expanding road improvements that can be anticipated over the long-term is estimated based on recent City of Port Orange gas tax revenue history. Pursuant to the interlocal agreement entered into between the County and municipalities within the County representing a majority of the incorporated area population within the County, the proceeds of the taxes are divided and distributed by the State Department of Revenue to the County and eligible municipalities. The proportion distributed to the City of Port Orange is 5.017 percent.¹ Table 22 shows the actual revenues over the past five (5) years.

¹ Florida Department of Revenue, Office of Tax Research

Table 22: Local Option Gas Tax Distributions

Tax ¹	FY 2017-2018	FY 2018-2019	FY 2019-2020	FY 2020-2021	FY 2021-2022 ²
5 Cent	\$ 572,440	\$ 566,641	\$ 576,562	\$ 566,787	\$ 524,716
6 Cent	\$ 786,856	\$ 765,741	\$ 776,303	\$ 771,714	\$ 731,399
Totals:	\$ 1,341,296	\$ 1,332,382	\$ 1,352,865	\$ 1,338,501	\$ 1,256,115

¹ City of Port Orange, Finance Department

² For FY22: 10 months received; 2 months estimated

In addition to the amount distributed to the city, the amount of gallons sold is necessary for the credit computation. The gallons sold in Volusia County is derived from the Florida Department of Revenue, “Certificate of Taxable Gallons, Fiscal Year 2020-2021, and is subsequently extrapolated to determine the same for Port Orange. Data attributed to Fiscal Year 2020-2021 will be used for this study.

Table 23: Funding per Gallon

Entity		FY 2020-2021
Volusia County ¹		
	Total Funding	\$ 14,861,036
1	Annual Gallons Sold	266,017,688
	Annual Funding per Gallon	\$ 0.0558
City of Port Orange		
	Total Funding	\$ 1,338,501
	Annual Gallons Sold ²	24,000,000
	Annual Funding per Gallon	\$ 0.0558

¹ Florida Department of Revenue, “Certificate of Taxable Gallons, Fiscal Year 2020-2021”

² Extrapolated

City

The City does not have a history of spending locally allocated gas tax revenues on capacity expansion projects in recent years. However, with anticipated continued growth and development, as well as the need for capacity improvements, a gas tax credit is given.

County

Based on a review of the Volusia County CIP, it was determined that the County has not programmed any funds to be spent on capacity expansion projects in the City of Port Orange. There are roadway and bridge projects but none providing capacity improvements. As such, no credit is given for gas tax revenues received by the County and spent in the city.

The other inputs to the Gas Tax Credit are:

- Average fuel efficiency,
- Effective days per year, and
- Net Present Value (NPV) of the annual funding per daily vehicle miles.

Fuel Efficiency

According to the U.S. Department of Transportation, Bureau of Transportation Statistics ¹, the average U.S. light duty vehicle fuel efficiency in miles per gallon (mpg) is 22.9 mpg. The most recent data is for the year 2020.

Effective Days per Year

An effective 365 days per year of operation was assumed for all land uses in the proposed fee. However, this will not be the case for all land uses since some uses operate only on weekdays (e.g., office buildings) and/or only seasonally (e.g., schools). The use of 365 days per year, therefore, provides a conservative estimate, ensuring that gasoline taxes are adequately credited against the fee.

Net Present Value

The NPV variables are facility life and interest rate. The roadway facility life used in the analysis is 25 years, which represents the reasonable life of a roadway. The interest rate is the discount rate at which gasoline tax revenues might be bonded. It is used to compute the present value of the gasoline taxes generated by new development. At the time of this analysis, the national average interest rate on 20-year AAA municipal bonds and AA municipal bonds varies from 3.35 to 3.75 percent. ² The discount rate of 3.5 percent is close to the average and was used in the calculation. Table 24 shows the calculations based on the previously mentioned assumptions.

Present Value

Present Value = calculation of the present value of a uniform series of cash flows, gas tax payments in this case, given an interest rate, “*i*,” and a number of periods, “*n*,” for 3.50% interest and a 25-year facility life, the uniform series present worth factor is 16.13. The present value factor is the factor that is used to indicate the present value of cash to be received in the future and is based on the time value of money. This PV factor is a number that is always less than one and is calculated by one divided by one plus the rate of interest to the power, i.e., the number of periods over which payments are to be made. Solving for Uniform Series Present Worth (USPW) factor. Where; *i* = interest rate and *n* = number of periods.

$$\text{USPW} = \frac{(1 + i)^n - 1}{i(1 + i)^n} = \frac{(1 + .037)^{25} - 1}{.037(1 + .037)^{25}} = \frac{2.48 - 1}{0.037 * 2.48} = \frac{1.48}{0.09176} = 16.13$$

¹ <https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles>

² fmsbonds.com/market-yields

Table 24: Credit per VMT

Total Annual Gas Tax Funding	\$ 1,338,501
÷ Annual Gallons Sold	24,000,000
Annual Funding per Gallon	\$ 0.0558
÷ Average Fuel Efficiency (mpg)	22.9
Funding per Daily Vehicle Mile	\$ 0.0024
x Days per Year	365
Annual Funding per Daily Vehicle-Mile	\$ 0.89
x Net Present Value Factor (25 Years)	\$ 16.13
Gas Tax Funding Credit per VMT	\$ 14.34

Assuming that road improvements in Port Orange continue to receive a similar amount of County local option gas tax revenues over the long term, new development will generate the present value equivalent of \$14.34 in capacity funding per VMT over the next 25 years. This is the amount of credit that should be applied against the cost of accommodating the transportation demands of new development. The net cost per Vehicle Mile of Capacity (VMC) is \$461.85, as shown in Table 25.

Table 25: Net Cost per Service Unit

Road Cost per VMT	\$ 476.19
- Gas Tax Credit per VMT	\$ (14.34)
Net Road Cost per VMT	\$ 461.85

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CALCULATED TRANSPORTATION IMPACT FEE SCHEDULE

Detailed impact fee calculations for each land use are included in Appendix D, which includes the major land use categories and the impact fees for the individual land uses contained in each of the major categories. For each land use, Appendix D illustrates the following:

- Demand component variables (trip rate, trip length, and percent of new trips);
- Total impact fee cost;
- Annual gas tax credit;
- Present value of the gas tax credit; and
- Net transportation impact fee.
- Current City of Port Orange transportation impact fee
- Percent difference between the calculated impact fee and current adopted impact fee

It should be noted that the net impact fee shown in Appendix D is not necessarily a recommended fee, but instead represents the technically calculated impact fee per unit of land use that could be charged in the City of Port Orange.

In order to ensure comprehension of the Transportation Impact Fee calculation, a step-by-step sample calculation is presented. The following example is for the Single Family Residential (Detached) land use category (ITE Land Use Code 210), using information from the impact fee schedules included in Appendix D.

Step 1: VMT = Trip Rate x Trip Length x Percent New Trips

Trip Rate = 9.43

Trip Length = 0.58 miles

Percent of New Trips = 100%

$$\text{VMT} = (9.43 \times 0.58 \times 100\%) = \mathbf{5.47}$$

Step 2: Daily VMT per Land Use = VMT / 2

VMT = 5.47

$$\text{Daily VMT} = 5.47 / 2 = \mathbf{2.73}$$

Step 3: Cost per VMT = Cost per lane mile / added capacity per lane mile

Total Cost per lane mile: \$5,000,000

Added capacity per lane mile = 10,500

$$\text{Cost per VMT} = \$5,000,000 / 10,500 = \mathbf{\$476.19}$$

Step 4: Total impact cost = Daily VMT per Land Use x Cost per VMT

Daily VMT for Single Family Residential= 2.73
Cost per VMT = \$476.19

Total Impact Cost = 6.41 x \$587.50= **\$1,302.24**

**Step 5: Credit per VMT= (\$/gallon used for capital improvements / Fuel Efficiency) x Effective Days per year
(365) x Present value of gas tax payments**

\$/Gallon used for capital improvements = \$.0558 Credit per VMT = ((\$.0558 / 22.90) x 365) x \$16.13 = **\$14.34**
Fuel Efficiency = 22.90 mpg
Effective days per year = 365
Present Value of Gas Tax Payments= \$16.13

Step 6: Gas Credit = Daily VMT per Land Use x Credit per VMT

Daily VMT for Single Family Residential = 2.73
Credit per VMT = \$14.34

Gas Credit = (2.73 x \$14.34) = **\$39.22**

Step 7: Net Impact Fee = Total Impact cost – Gas Credit

Total Impact Cost for Single Family Residential = \$1,302.24
Gas Credit for Single Family Residential = \$39.22

Net Impact Fee = (\$1,302.24 - \$39.22) = **\$1,263.02 (at 100%)**

Rounded = \$1,263

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Transportation Impact Fee Comparison

As part of the effort in developing the City of Port Orange transportation impact fee program, a comparison of calculated fees to road/transportation impact fee schedules adopted in other jurisdictions was completed, as shown in Table 26. Note that differences in fee levels for a given land use can be caused by several factors, including the year of the technical study, adoption percentage, study methodology including variation in costs, credits, and travel demand, land use categories included in the fee schedule, etc.

This table includes ten (10) land uses with single family detached as the residential land use, and nine (9) non-residential land uses. The impact fees for the peer cities are then summarized, leading to the highest, lowest, and average for the ten land use categories. The fees associated with Orange City are, in many cases, significantly lower than the rest and were subsequently eliminated from the averaging to reduce potential skewing of the data. The City of New Smyrna Beach has the lowest fees in all land use categories, compared to the other cities, which will slightly skew the analysis.

Figure 7 and Figure 8 provide charts to visualize the position of Port Orange in comparison to the peer cities.

Although there is some variation, it is not recommended that Port Orange's calculated fees be modified overall to match the averages derived from the city samples. The updated transportation impact fees for the various land use categories are shown in Table 27.

The detailed fee schedule that includes the calculations shown above for all land uses is presented in Appendix D. It should be noted that in all cases where the proposed impact fee is less than the current fee, the Trip Generation Rate (TGR) applied in the previous study was for some reason significantly higher than the ITE TGR.

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Table 26: Transportation Impact Fee Comparison

Land Use	Unit of Measure	Port Orange (Existing)	Port Orange (Proposed)	Palm Coast	Deltona	Ocoee	New Smyrna Beach	Orange City	Apopka
Fee Schedule Date		2005	2023	2022	2017	2022	2019	2019	2022
Assessed Portion of Calculated Fee		100%	100%	100%	100%	100%	100%	100%	100%
Residential:									
Single Family Detached	Du	\$ 902	\$ 1,263	\$ 3,139	\$ 1,044	\$ 3,944	\$ 1,143	\$ 622	\$ 3,101
Non-Residential:									
General Light Industrial	1,000 sf	\$ 357	\$ 600	\$ 1,773	\$ 1,308	\$ 2,497	\$ 833	\$ 340	\$ 2,633
Warehousing	1,000 sf	\$ 451	\$ 211	\$ 1,773	\$ 449	\$ 1,776	\$ 597	\$ 260	\$ 1,877
Hotel	1,000 sf	\$ 665	\$ 710	\$ 1,852	\$ 1,029	\$ 2,668	\$ 830	\$ 362	\$ 3,212
Day Care Center	1,000 sf	\$ 1,844	\$ 4,249	\$ 5,119	\$ 2,416	\$ 8,324	\$ 2,335	\$ 1,220	\$ 6,045
Place of Worship	1,000 sf	\$ 526	\$ 1,090	\$ 2,268	\$ 698	\$ 3,230	\$ 667	\$ 340	\$ 2,969
General Office	1,000 sf	\$ 1,646	\$ 1,502	\$ 3,798	\$ 1,638	\$ 4,753	\$ 2,085	\$ 1,210	\$ 4,995
Shopping Center (>150ksf)	1,000 sf	\$ 2,217	\$ 2,872	\$ 6,936	\$ 2,075	\$ 4,847	\$ 1,380	\$ 880	\$ 10,686
Bank (Drive-through)	1,000 sf	\$ 5,925	\$ 4,368	\$ 12,289	\$ 7,005	\$ 9,608	\$ 7,503	\$ 8,710	\$ 20,225
Fast Food w/Drive Thru	1,000 sf	\$ 9,939	\$ 11,173	\$ 23,042	\$ 41,461	\$ 23,156	\$ 12,585	\$ 6,450	\$ 24,423

¹ Represents that portion of the maximum calculated fee for each city/county that is actually charged. Does not account for moratoriums/suspension.

² du = dwelling units

³ Source: Appendix D

⁴ Source: City of Palm Coast, FL Summary of Application and Impact Fees (December 21, 2021) (Note: Fast Food w/Drive Thru unit is Lanes)

⁵ Source: City of Deltona, Planning and Development Services

⁶ Source: City of Ocoee, Florida – Impact Fee Schedule

⁷ Source: City of New Smyrna Beach, Florida – Impact Fees

⁸ Source: City of Orange City, Development Services Department

⁹ Source: City of Apopka, Community Development Department, Engineering Division

Figure 7: Transportation Impact Fee Comparison per Single Family Residential Unit

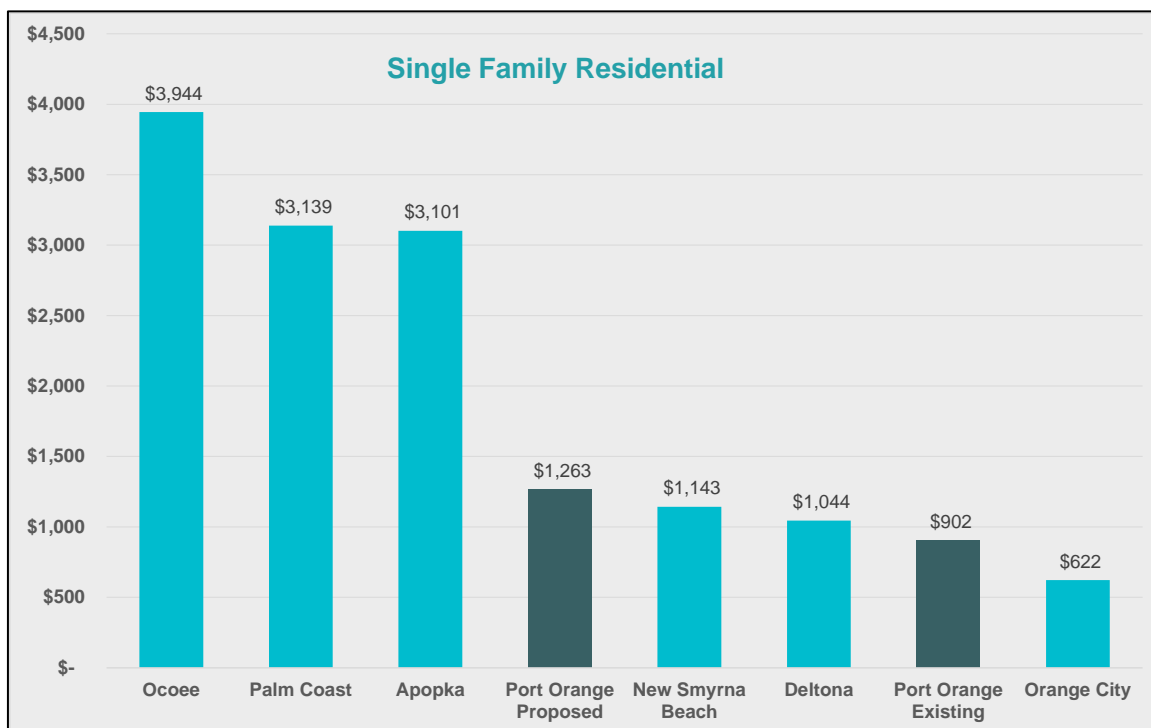
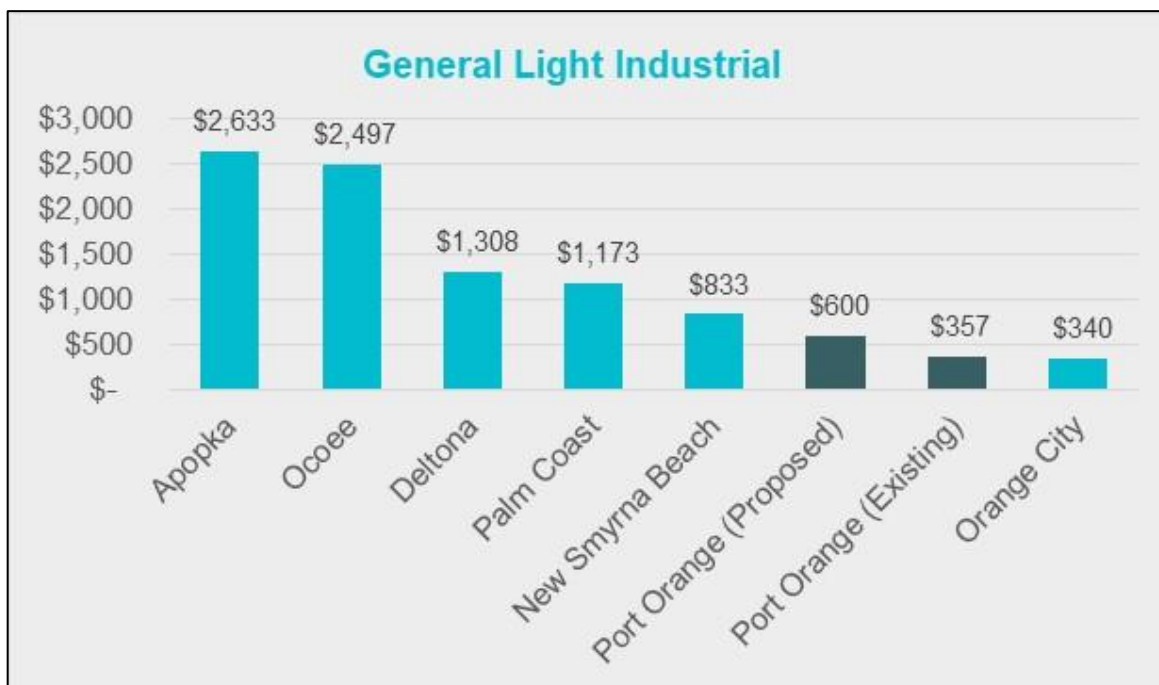
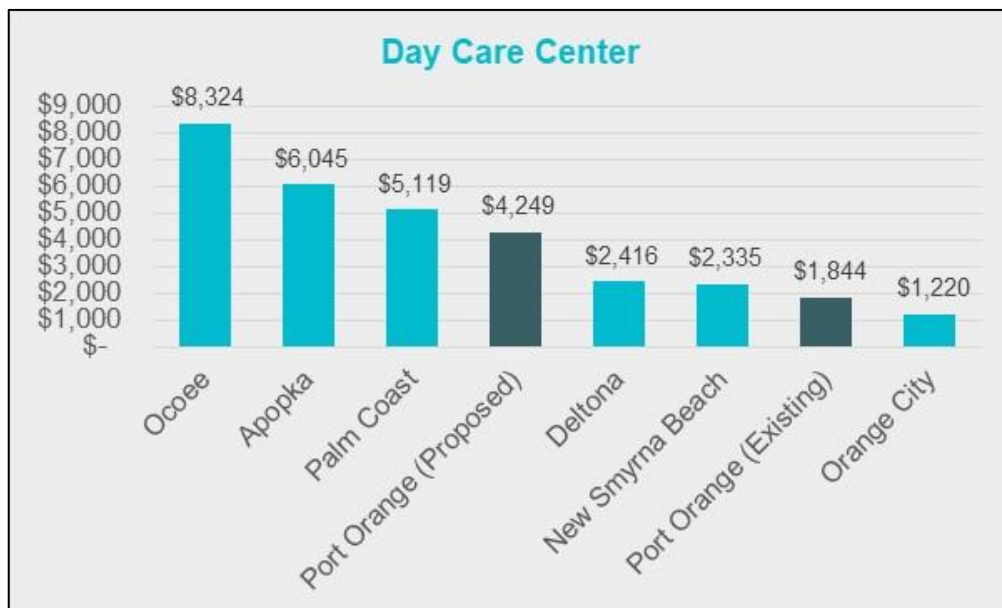
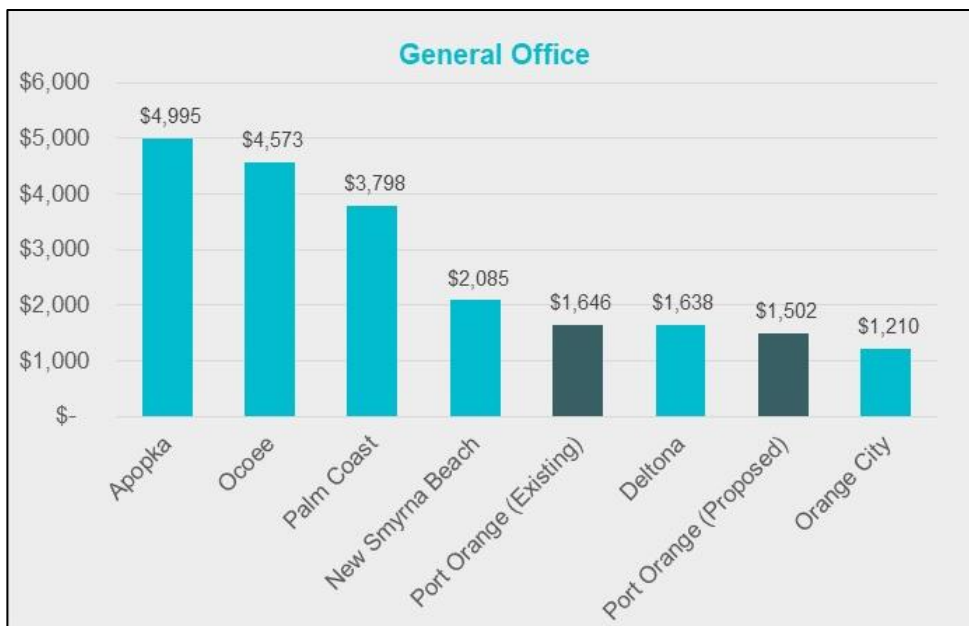
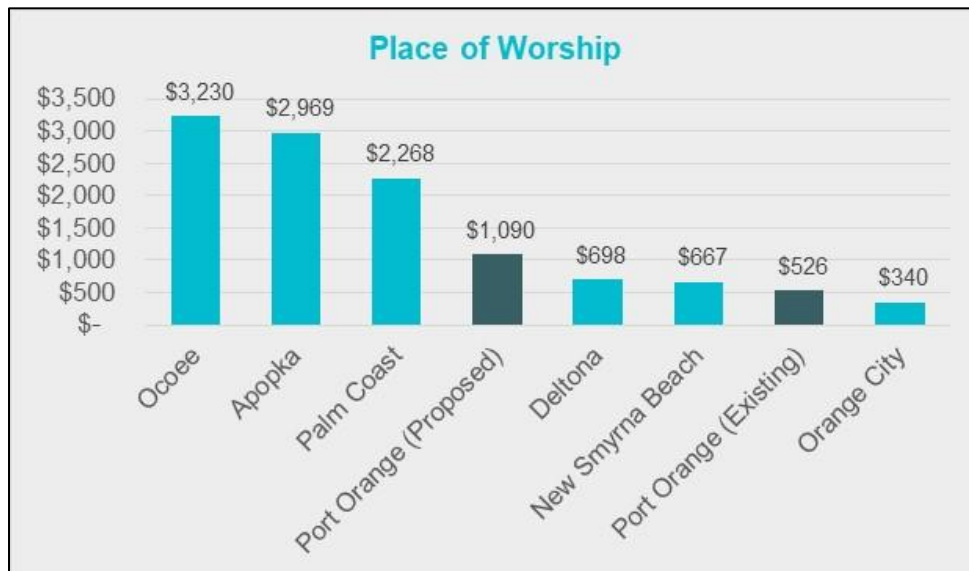


Figure 8: Transportation Impact Fee Comparisons for Non-Residential







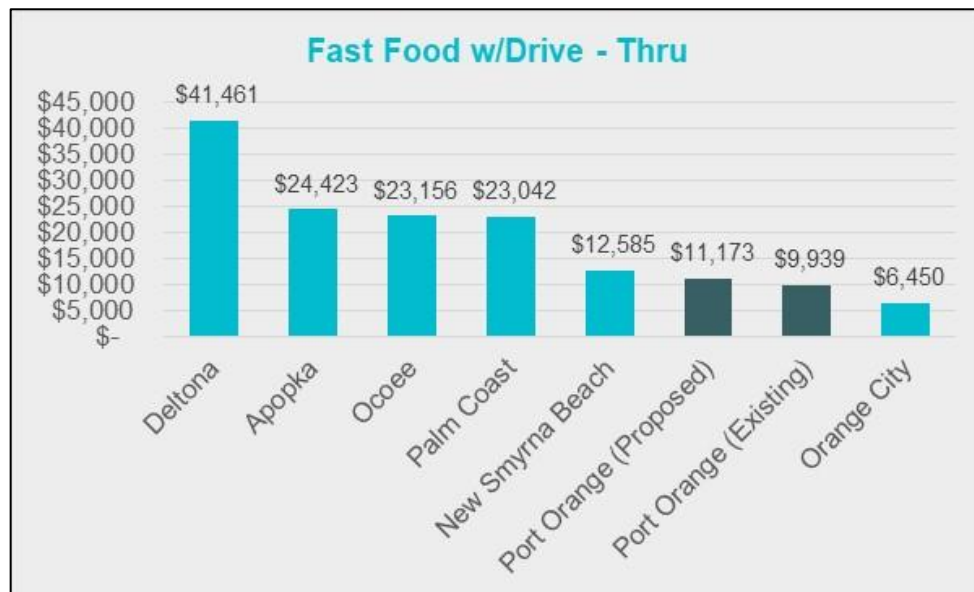


Table 27: Transportation Impact Fee

Land Use	ITE LUC	Unit of Measure	Year 2023	Year 2024	Year 2025	Year 2026 and Onward
INDUSTRIAL						
General Light Industrial	110	1,000 SF	\$ 402	\$ 446	\$ 491	\$ 536
Industrial Park	130	1,000 SF	\$ 415	\$ 415	\$ 415	\$ 415
Manufacturing	140	1,000 SF	\$ 406	\$ 451	\$ 496	\$ 542
Warehousing	150	1,000 SF	\$ 211	\$ 211	\$ 211	\$ 211
Mini-Warehouse	151	1,000 SF	\$ 165	\$ 179	\$ 179	\$ 179
RESIDENTIAL						
Single-Family Detached Housing	210	DU	\$ 992	\$ 1,083	\$ 1,173	\$ 1,263
Multifamily Housing (Low-Rise)	220	DU	\$ 724	\$ 784	\$ 843	\$ 903
Multifamily Housing (Mid-Rise)	221	DU	\$ 608	\$ 608	\$ 608	\$ 608
Multifamily Housing (High-Rise)	222	DU	\$ 608	\$ 608	\$ 608	\$ 608
Low-Rise Residential with Ground-Floor Commercial	230	GFA (1-25K)	\$ 452	\$ 461	\$ 461	\$ 461
Mid-Rise Residential with Ground-Floor Commercial	231	GFA (1-25K)	\$ 461	\$ 461	\$ 461	\$ 461
High-Rise Residential with Ground-Floor Commercial	232	GFA (1-25K)	\$ 461	\$ 461	\$ 461	\$ 461
Mobile Home Park	240	DU	\$ 393	\$ 436	\$ 480	\$ 524
LODGING						
Hotel	310	Rooms	\$ 687	\$ 710	\$ 710	\$ 710
Motel	320	Rooms	\$ 344	\$ 344	\$ 344	\$ 344
RECREATIONAL						
Campground/Recreational Vehicle Park	416	Sites	\$ 328	\$ 362	\$ 362	\$ 362
Marina	420	Berths	\$ 323	\$ 323	\$ 323	\$ 323
Movie Theater	445	Screens	\$ 4,694	\$ 5,215	\$ 5,737	\$ 6,258
Health/Fitness Club	492	1,000 SF	\$ 4,344	\$ 4,344	\$ 4,344	\$ 4,344
INSTITUTIONAL						
Place of Worship	560	1,000 SF	\$ 592	\$ 658	\$ 723	\$ 789
Day Care Center	565	1,000 SF	\$ 2,075	\$ 2,305	\$ 2,536	\$ 2,766
MEDICAL						
Hospital	610	1,000 SF	\$ 1,180	\$ 1,268	\$ 1,355	\$ 1,442
Nursing Home	620	Beds	\$ 114	\$ 126	\$ 139	\$ 152
Clinic	630	1,000 SF	\$ 5,036	\$ 5,036	\$ 5,036	\$ 5,036
Animal Hospital/Veterinary Clinic	640	1,000 SF	\$ 989	\$ 1,099	\$ 1,209	\$ 1,319
OFFICE						
General Office Building	710	1,000 SF	\$ 1,502	\$ 1,502	\$ 1,502	\$ 1,502
Small Office Building	712	1,000 SF	\$ 1,987	\$ 1,987	\$ 1,987	\$ 1,987
Corporate Headquarters Building	714	1,000 SF	\$ 587	\$ 653	\$ 718	\$ 783
Medical-Dental Office Building	720	1,000 SF	\$ 2,895	\$ 3,216	\$ 3,538	\$ 3,860
Office Park	750	1,000 SF	\$ 1,513	\$ 1,529	\$ 1,529	\$ 1,529
Research Center	760	1,000 SF	\$ 717	\$ 796	\$ 876	\$ 956
Business Park	770	1,000 SF	\$ 1,530	\$ 1,662	\$ 1,662	\$ 1,662

Land Use	ITE LUC	Unit of Measure	Year 2023	Year 2024	Year 2025	Year 2026 and Onward
RETAIL						
Building Materials and Lumber Store	812	1,000 SF	\$ 1,632	\$ 1,632	\$ 1,632	\$ 1,632
Hardware/Paint Store	816	1,000 SF	\$ 772	\$ 772	\$ 772	\$ 772
Nursery (Garden Center)	817	1,000 SF	\$ 6,517	\$ 6,517	\$ 6,517	\$ 6,517
Shopping Center (>150k)	820	1,000 SF	\$ 2,381	\$ 2,544	\$ 2,708	\$ 2,872
Shopping Plaza (40-150k)	821	1,000 SF	\$ 7,332	\$ 7,332	\$ 7,332	\$ 7,332
Strip Retail Plaza (<40k)	822	1,000 SF	\$ 4,225	\$ 4,225	\$ 4,225	\$ 4,225
Automobile Sales (New)	840	1,000 SF	\$ 2,228	\$ 2,421	\$ 2,615	\$ 2,808
Automobile Sales (Used)	841	1,000 SF	\$ 2,208	\$ 2,382	\$ 2,556	\$ 2,729
Tire Superstore	849	1,000 SF	\$ 1,099	\$ 1,221	\$ 1,343	\$ 1,466
Supermarket	850	1,000 SF	\$ 2,421	\$ 2,690	\$ 2,959	\$ 3,228
Convenience Store (w/o gas station)	851	1,000 SF	\$ 7,418	\$ 8,049	\$ 8,681	\$ 9,312
Home Improvement Superstore	862	1,000 SF	\$ 1,433	\$ 1,593	\$ 1,752	\$ 1,911
Pharmacy/Drugstore without Drive-Through Window	880	1,000 SF	\$ 3,774	\$ 3,774	\$ 3,774	\$ 3,774
Pharmacy/Drugstore with Drive-Through Window	881	1,000 SF	\$ 1,568	\$ 1,743	\$ 1,917	\$ 2,091
Marijuana Dispensary	882	1,000 SF	\$ 8,737	\$ 8,737	\$ 8,737	\$ 8,737
Furniture Store	890	1,000 SF	\$ 280	\$ 311	\$ 342	\$ 374
Liquor Store	899	1,000 SF	\$ 6,516	\$ 6,516	\$ 6,516	\$ 6,516
SERVICES						
Walk-in Bank	911	1,000 SF	\$ 3,417	\$ 3,796	\$ 4,176	\$ 4,556
Drive-in Bank	912	1,000 SF	\$ 4,368	\$ 4,368	\$ 4,368	\$ 4,368
Fine Dining Restaurant	931	1,000 SF	\$ 3,869	\$ 4,170	\$ 4,470	\$ 4,770
High-Turnover (Sit-Down) Restaurant	932	1,000 SF	\$ 5,663	\$ 6,209	\$ 6,209	\$ 6,209
Fast-Food Restaurant without Drive-Through Window	933	1,000 SF	\$ 10,864	\$ 11,789	\$ 12,713	\$ 13,638
Fast-Food Restaurant with Drive-Through Window	934	1,000 SF	\$ 10,556	\$ 11,173	\$ 11,173	\$ 11,173
Fast-Food Restaurant with Drive-Through Window and No Indoor Seating	935	1,000 SF	\$ 16,829	\$ 16,829	\$ 16,829	\$ 16,829
Coffee/Donut Shop without Drive-Through Window	936	1,000 SF	\$ 3,245	\$ 3,245	\$ 3,245	\$ 3,245
Coffee/Donut Shop with Drive-Through Window	937	1,000 SF	\$ 2,834	\$ 2,834	\$ 2,834	\$ 2,834
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	938	Lanes	\$ 951	\$ 951	\$ 951	\$ 951
Quick Lubrication Vehicle Shop	941	Positions	\$ 1,845	\$ 2,050	\$ 2,255	\$ 2,460
Gasoline/Service Station	944	Positions	\$ 4,953	\$ 4,953	\$ 4,953	\$ 4,953
Convenience Store/Gas Station	945	Positions	\$ 5,998	\$ 6,196	\$ 6,196	\$ 6,196
Self-Service Car Wash	947	Wash Stalls	\$ 3,526	\$ 3,847	\$ 3,847	\$ 3,847
Automated Car Wash	948	1,000 SF	\$ 12,487	\$ 12,487	\$ 12,487	\$ 12,487
Brewery Tap Room	971	1,000 SF	\$ 4,787	\$ 4,787	\$ 4,787	\$ 4,787
Drinking Place	975	1,000 SF	\$ 7,033	\$ 7,627	\$ 8,220	\$ 8,814

APPENDIX A:

FDOT Q/LOS TABLE 1

TABLE 1

Generalized Annual Average Daily Volumes for Florida's
Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
-	-	-	Yes	+5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE²

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage

	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE²

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)³

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,600	66,400	83,200	87,300
6	70,100	97,800	123,600	131,200
8	92,200	128,900	164,200	174,700
10	115,300	158,900	203,600	218,600
12	136,500	192,400	246,200	272,900

Urbanized

Lanes	B	C	D	E
4	45,900	62,700	75,600	85,400
6	68,900	93,900	113,600	128,100
8	91,900	125,200	151,300	170,900
10	115,000	156,800	189,300	213,600

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 20,000

Ramp Metering + 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	11,700	18,000	24,200	32,600
4	Divided	36,300	52,600	66,200	75,300
6	Divided	54,600	78,800	99,400	113,100

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection designs, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
<https://www.fltda.com/fleet-services/>

APPENDIX B:

LAND USE DEFINITIONS

Appendix B: Land Use Definitions

Residential

Single-Family Detached - Any single-family detached home on an individual lot is included in this category. A typical example of this land use is a home in a suburban subdivision. Also included are duplex residential units and other residential land uses not specified above.

Multi-Family - This land use includes both low-rise ("walk-up" dwellings) and high-rise multifamily apartments. An apartment is defined as a dwelling unit that is located within the same building with three or more dwelling units. Also included in this land use are residential condominiums, townhomes, triplex and quadplex units. Residential condominiums and townhomes are defined as single-family units that have at least one other single-family unit within the same building structure.

Independent Senior Living Facility - Retirement communities - restricted to adults or senior citizens - contain residential units like apartments or condominiums and are usually self-contained villages. They may also contain special services such as medical facilities, dining facilities, and some limited supporting retail facilities.

Office (Service)

General Office Building - A general office building houses one or more tenants and is the location where affairs of a business, commercial or industrial organization, and professional activity are conducted. The building or buildings may be limited to one tenant or contain a mixture of tenants including professional services, insurance companies, investment brokers, company headquarters, and services for the tenants such as a bank or savings and loan, a restaurant or cafeteria, and several retail facilities. Also included in this category are office parks, and other office uses not specified above.

Medical Office Building - A building that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility.

Commercial/Retail

Retail/Shopping Center - This includes a variety of land uses that include shopping centers, home improvement stores, hardware stores selling a complete assortment of food, household goods and materials, apparel, servicing items. A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. It is related to its market area in terms of size, location, and type of store. Shopping centers provide on-site parking facilities. Some centers may include non-merchandising uses such as small office professional services, post offices, banks, health clubs, video rentals, and recreational facilities such as ice-skating rinks or video arcades.

Restaurant - This land use consists of sit-down eating establishments. Quality and high-turnover (sit-down) restaurants are included in this category. Quality restaurants usually have a turnover rate of at least one hour or longer. The turnover rate for a high-turnover (sit-down) restaurant is usually less than one hour.

Fast Food Restaurant - This category includes fast food restaurants with or without drive-through windows, such as McDonalds, Burger King, Dunkin Donuts, and Taco Bell. Some establishments may include an indoor or outdoor playground.

Convenience Store/Gas Station - Any convenience market that sells convenience foods, newspapers, magazines, and often, beer and wine and may have gasoline pumps. Gas stations generally are located at intersections or freeway interchanges and may include facilities for servicing, repairing, fueling motor vehicles and may have convenience stores. Convenience stores/gas stations that have a fast-food restaurant contained within should be calculated on a separate basis based on the appropriate independent variable.

Grocery/Super Market – A free-standing retail store selling a complete assortment of food, food preparation, and wrapping materials and household cleaning items. Supermarkets may also contain the following products and services: ATMs, automobile supplies, bakeries, books and magazines, floral arrangements, photo center, video rental and pharmacy.

Discount Club – A discount club is a discount store or warehouse where shoppers pay a membership fee in order to take advantage of discounted prices on a wide variety of items such as food, clothing, tires, and appliances; many items are sold in large quantities or bulk.

Bank - This land use includes walk-in and drive-in banks. Walk-in banks are generally freestanding buildings with their own parking lots. These banks do not have drive-in windows. Drive-in banks provide banking facilities for the motorist while in a vehicle; many also serve patrons who walk into the building. Savings and loan companies should also be included in this category.

Pharmacy/Drugstore with Drive-Through – Pharmacies/drugstores are retail facilities that primarily sell prescription and non-prescription drugs. These facilities may also sell cosmetics, toiletries, medications, stationery, personal care products, limited food products and general merchandise. These facilities may or may-not contain drive-through windows.

Movie Theater - This land use consists of a movie or live theater and contains audience seating, single or multiple auditoriums, lobby, offices, and refreshment stands.

Furniture and Appliance Sales - A store specializing in the sale of furniture, household appliances and goods and often, carpeting.

Hotel/Motel – A place of lodging that provides sleeping accommodations, small restaurants, lounges, and meeting spaces. Some hotels or motels may provide banquet rooms or other retail and service shops. Also included in this category are extended stay hotels and business hotels.

Quick Lube Shop – A quick lubrication vehicle shop is a business where the primary activity is to perform oil change services for vehicles. Other ancillary services provided may include preventative maintenance, such as fluid and filter changes. Automobile repair service is generally not provided.

Car Wash – Facilities that allow for the cleaning of vehicles by providing stalls to park and wash the vehicles. Automated facilities may also be provided. Manual cleaning and car detailing may also take place at these facilities.

Mini-Warehouse/ Self-Storage Facilities - A self-serve storage unit or vault that is rented for the storage of goods. Each unit is physically separated from other units and access is usually provided through an overhead door or other common access point.

Golf Course – Public or privately owned golf course facilities. Some sites may have a golf driving range, pro-shop or clubhouse, restaurant and lounge, and banquet facilities.

Golf Driving Range – Outdoor facilities containing driving tees for golfers to practice. These facilities may also provide individual or small group lessons. Some may have pro-shop and/or small refreshment facilities.

Health/Fitness Club – Health and fitness clubs are privately owned facilities that may include weightlifting and gymnastics equipment, swimming pools, whirlpools, saunas, racquetball and handball courts, exercise classes and locker rooms.

Industrial (Basic)

General Industrial – General industrial includes a variety of land uses such as light industrial, manufacturing, salvage, facilities for preparation/assembly and warehouse/distribution of goods. Other uses include materials testing laboratories, high-tech facilities and assemblers of technical equipment. Most facilities are free standing and devoted to a single use. Also included in this category are any other industrial uses not specified above.

Industrial Park – Industrial parks contain a number of industrial or related facilities. They are characterized by a mix of light manufacturing, high-tech assembly, service, and minimal warehousing. Many parks contain highly diversified facilities-some with a large number of small businesses and others with one or two dominant industries.

Manufacturing – Facilities where the primary activity is the conversion or fabrication of raw materials to finished products. In addition to production of goods, manufacturing facilities may also have ancillary office, warehouse and associated functions.

Warehousing – These facilities are primarily devoted to the storage of materials. These facilities differ from mini warehouse in that they are generally not self-service in nature.

Institutional

Private School - Private schools serve students between the kindergarten and middle school or high school levels. Private schools are usually centrally located in residential communities in order to facilitate student access and have no student drivers.

Community College - Community college provides two and four-year advanced degrees. Vocational and technical schools are other uses that may fall under this category.

Day Care Center - A day care center is a facility where care for pre-school age children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas, and playgrounds. Some centers also provide after-school care for older children.

Hospital - A hospital is any institution where medical or surgical care is given to non-ambulatory and ambulatory patients, and overnight accommodations are provided.

Nursing Home - A nursing home is any facility whose primary purpose is to care for persons who are unable to care for themselves. The term applies to rest homes, chronic care, and convalescent homes.

Religious Facilities – Churches, synagogues or houses of worship that provide public worship services, and generally house an assembly hall or sanctuary, meeting rooms, classrooms, and occasionally dining, catering, or party facilities.

Activity Centers – A recreational center or private club such as a YMCA that may offer classes and clubs for adults and children; a day care or a nursery school, meeting rooms, swimming pools and whirlpools; saunas, tennis, racquetball and handball courts, exercise classes, weightlifting equipment and locker rooms. Some may offer a small restaurant or snack bar within.

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APPENDIX C:
FLORIDA STUDIES

Appendix C: Florida Studies Trip Characteristics Database

The Florida Studies Trip Characteristics Database includes over 200 studies on 40 different residential and non-residential land uses collected over the last 25 years. Data from these studies include trip generation, trip length, and percent new trips for each land use. This information has been used in the development of impact fees and the creation of land use plan category trip characteristics for communities throughout Florida and the U.S.

Originally developed by Tindale Oliver and Associates, the historical database estimates trip generation rates for all land uses in a roadway impact fee schedule using data from studies in the Florida Studies Database and the Institute of Transportation Engineers' (ITE) Trip Generation reference report (11th edition). In those cases when both ITE Trip Generation reference report (11th edition) and Florida Studies trip generation rate (TGR) data are available for a particular land use, the data is typically blended to increase the sample size and provide a more valid estimate of the average number of trips generated per unit of development. If no Florida Studies data is available, only TGR data from the ITE reference report is used in the fee calculation. Similarly, when using the current TGR, the database is also used as a means of estimating percent new trips.

The trip generation rate for each respective land use is calculated using machine counts that record daily traffic into and out of the site studied. The traffic count hoses are set at entrances to residential subdivisions for the residential land uses and at all access points for non-residential land uses.

The trip length information is obtained through origin-destination surveys that ask respondents where they came from prior to arriving at the site and where they intended to go after leaving the site. The results of these surveys were used to estimate average trip length by land use.

The percent new trip variable is based on assigning each trip collected through the origin-destination survey process a trip type (primary, secondary, diverted, and captured). The percent new trip variable is then calculated as 1 minus the percentage of trips that are captured.

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Hotel (ITE LUC 310)										
Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	174	Aug-89	134	106	12.50	7-11a/3-7p	6.30	79.0	62.21	Tindale-Oliver & Associates
Pinellas Co, FL	114	Oct-89	30	14	7.30	12-7p	6.20	47.0	21.27	Tindale-Oliver & Associates
Orange Co, FL	123	1997	-	-	6.32	-	-	-	-	Orange County
Orange Co, FL	120	1997	-	-	5.27	-	-	-	-	Orange County
Orange Co, FL	146	1997	-	-	7.61	-	-	-	-	Orange County
Orange Co, FL	252	1997	-	-	5.63	-	-	-	-	Orange County
Orange Co, FL	172	1997	-	-	6.36	-	-	-	-	Orange County
Orange Co, FL	170	1997	-	-	6.06	-	-	-	-	Orange County
Orange Co, FL	128	1997	-	-	6.10	-	-	-	-	Orange County
Orange Co, FL	200	1997	-	-	4.56	-	-	-	-	Orange County
Orange Co, FL	112	1998	-	-	2.78	-	-	-	-	Orange County
Orange Co, FL	130	1998	-	-	9.12	-	-	-	-	Orange County
Orange Co, FL	106	1998	-	-	7.34	-	-	-	-	Orange County
Orange Co, FL	98	1998	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	120	1998	-	-	5.57	-	-	-	-	Orange County
Orange Co, FL	70	1999	-	-	1.85	-	-	-	-	Orange County
Orange Co, FL	123	1999	-	-	4.81	-	-	-	-	Orange County
Orange Co, FL	123	1999	-	-	3.70	-	-	-	-	Orange County
Orange Co, FL	211	2000	-	-	2.23	-	-	-	-	Orange County
Orange Co, FL	144	2000	-	-	7.32	-	-	-	-	Orange County
Orange Co, FL	105	2001	-	-	5.25	-	-	-	-	Orange County
Orange Co, FL	891	2005	-	-	5.69	-	-	-	-	Orange County
Orange Co, FL	1,584	2005	-	-	5.88	-	-	-	-	Orange County
Orange Co, FL	210	2006	-	-	4.88	-	-	-	-	Orange County
Orange Co, FL	1499	2006	-	-	4.69	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	4.74	-	-	-	-	Orange County
Orange Co, FL	148	-	-	-	7.61	-	-	-	-	Orange County
Orange Co, FL	160	-	-	-	6.19	-	-	-	-	Orange County
Orange Co, FL	130	-	-	-	4.29	-	-	-	-	Orange County
Orange Co, FL	130	-	-	-	3.40	-	-	-	-	Orange County
Orange Co, FL	144	-	-	-	7.66	-	-	-	-	Orange County
Orange Co, FL	100	-	-	-	7.37	-	-	-	-	Orange County
Orange Co, FL	190	-	-	-	4.71	-	-	-	-	Orange County
Orange Co, FL	1501	2011	-	-	3.50	-	-	-	-	Tindale-Oliver & Associates
Orange Co, FL	174	2011	-	-	7.03	-	-	-	-	Tindale-Oliver & Associates
Orange Co, FL	238	2014	-	-	4.05	-	-	-	-	Tindale-Oliver & Associates
Total Size	10,184	36	164	Average Trip Length:			6.25			
ITE	1,036	7		Weighted Average Trip Length:			6.26			
Blended total	11,220			Weighted Percent New Trip Average:			66.33			
				Weighted Average Trip Generation Rate:					5.31	
				ITE Average Trip Generation Rate:					7.99	
				Blend of Size or Units to Florida Studies and ITE Average Trip Generation Rate:					5.56	

Motel (ITE LUC 320)										
Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	48	Oct-89	46	24	-	10a-2p	2.80	65.0	-	Tindale-Oliver & Associates
Pinellas Co, FL	54	Oct-89	32	22	-	12p-7p	3.80	69.0	-	Tindale-Oliver & Associates
Pinellas Co, FL	120	Oct-89	26	22	-	2p-7p	5.20	84.6	-	Tindale-Oliver & Associates
			104	Average Trip Length:			3.93			
				Weighted Average Trip Length:			4.34			
				Weighted Percent New Trip Average:			76.57			

Movie Theater (ITE LUC 445)										
Location	Size (Screens)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	8	Oct-89	151	116	113.10	2p-8p	2.70	77.0	235.13	Tindale-Oliver & Associates
Pinellas Co, FL	12	Sep-89	122	116	63.40	2p-8p	1.90	95.0	114.44	Tindale-Oliver & Associates
Total Size	20.0	2	273	Average Trip Length:			2.30			
ITE	6.0	1		Weighted Average Trip Length:			2.22			
Blended total	26.0			Weighted Percent New Trip Average:			87.80			
				Weighted Average Trip Generation Rate:					83.28	
				ITE Average Trip Generation Rate:					220.00	
				Blend of Size or Units to Florida Studies and ITE Average Trip Generation Rate:					114.83	

Nursing Home (ITE LUC 620)										
Location	Size (Beds)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Lakeland, FL	120	Mar-90	74	66	2.86	11a-4p	2.59	89.0	6.59	Tindale-Oliver & Associates
Total Size	120.0	1	74	Average Trip Length:			2.59			
ITE	480.0	3		Weighted Average Trip Length:			2.59			
Blended total	600.0			Weighted Percent New Trip Average:				89.00		
							Weighted Average Trip Generation Rate:			2.86
							ITE Average Trip Generation Rate:			3.06
				Blend of Size or Units to Florida Studies and ITE Average Trip Generation Rate:						3.02

Animal Hospital / Veterinary Clinic (ITE LUC 640)										
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
St. Petersburg, FL	4.0	-	-	-	21.5	-	-	-	-	Tindale-Oliver & Associates
Clearwater, FL	3.0	Sep-89			44.0		1.9	70.0	-	Tindale-Oliver & Associates
Clearwater, FL	2.0	Aug-89	-	-	-	-	1.9	70.0	-	Tindale-Oliver & Associates
Total Size	7.0	3	0	Average Trip Length:			1.90			
ITE	18.0	3		Weighted Average Trip Length:			1.90			
Blended total	25.0			Weighted Percent New Trip Average:			70.00			
							Weighted Average Trip Generation Rate:			31.14
							ITE Average Trip Generation Rate:			21.50
				Blend of Size or Units to Florida Studies and ITE Average Trip Generation Rate:						24.20

General Office Building (ITE LUC 710)										
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VTM	Source
Sarasota Co, FL	14.3	Jun-93	14	14	46.85	-	11.30	-	529.41	Sarasota County
Gwinnett Co, GA	98.0	Dec-92	-	-	4.30	-	5.40	-	-	Street Smarts
Gwinnett Co, GA	180.0	Dec-92	-	-	3.60	-	5.90	-	-	Street Smarts
Pinellas Co, FL	187.0	Oct-89	431	388	18.49	7a-5p	6.30	90.0	104.84	Tindale-Oliver & Associates
St. Petersburg, FL	262.8	Sep-89	291	274	-	7a-5p	3.40	94.0	-	Tindale-Oliver & Associates
			722	Average Trip Length:			6.46			
				Weighted Average Trip Length:			5.15			
				Weighted Percent New Trip Average:			92.34			

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Medical-Dental Office Building (ITE LUC 720)										
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	33	26	-	-	6.00	79.0	-	Kimley-Horn & Associates
Palm Harbor, FL	14.6	Oct-89	104	76	33.98	9a-5p	6.30	73.0	156.27	Tindale-Oliver & Associates
St. Petersburg, FL	-	Nov-89	34	30	57.20	9a-4p	1.20	88.0	-	Tindale-Oliver & Associates
Hernando Co, FL	58.4	May-96	390	349	28.52	9a-6p	6.47	89.5	165.09	Tindale-Oliver & Associates
Hernando Co, FL	28.0	May-96	202	189	49.75	9a-6p	6.06	93.8	282.64	Tindale-Oliver & Associates
Charlotte Co, FL	11.0	Oct-97	-	186	49.50	9a-5p	4.60	92.1	209.67	Tindale-Oliver & Associates
Charlotte Co, FL	28.0	Oct-97	-	186	31.00	9a-5p	3.60	81.6	91.04	Tindale-Oliver & Associates
Charlotte Co, FL	30.4	Oct-97	-	324	39.80	9a-5p	3.30	83.5	109.68	Tindale-Oliver & Associates
Citrus Co, FL	38.9	Oct-03	-	168	32.26	8-6p	6.80	97.1	213.03	Tindale-Oliver & Associates
Citrus Co, FL	10.0	Nov-03	-	340	40.56	8-630p	6.20	92.4	232.33	Tindale-Oliver & Associates
Citrus Co, FL	5.3	Dec-03	-	20	29.36	8-5p	5.25	95.2	146.78	Tindale-Oliver & Associates
Orange Co, FL	50.6	-	-	-	26.72	-	-	-	-	Orange County
Orange Co, FL	23.5	-	-	-	16.58	-	-	-	-	Orange County
Total Size	298.7	13	763	Average Trip Length:			5.07			
ITE	270.0	18		Weighted Average Trip Length:			5.55			
Blended total	568.7			Weighted Percent New Trip Average:			88.9			
							Weighted Average Trip Generation Rate:			32.59
							ITE Average Trip Generation Rate:			36.00
Blend of Size or Units to Florida Studies and ITE Average Trip Generation Rate:										34.21

Business Park (ITE LUC 770)										
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Collier County, FL	14.1	May-99	-	55	33.48	8a-6p	3.60	72.7	87.62	Tindale-Oliver & Associates
Collier County, FL	66.0	May-99	-	43	11.53	8a-6p	5.70	79.0	51.92	Tindale-Oliver & Associates
Collier County, FL	211.1	May-99	-	284	17.91	8a-6p	5.40	93.0	89.84	Tindale-Oliver & Associates
				Average Trip Length:			4.90			
				Weighted Average Trip Length:			5.38			
				Weighted Percent New Trip Average:				88.8		

New/Used Automobile Sales (ITE LUC 840/841)										
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
St.Petersburg, FL	43.0	Oct-89	152	120	-	9a-5p	4.70	79.0	-	Tindale-Oliver & Associates
Clearwater, FL	43.0	Oct-89	136	106	29.40	9a-5p	4.50	78.0	103.19	Tindale-Oliver & Associates
Orange Co, FL	13.8	1997	-	-	35.75	-	-	-	-	Orange County
Orange Co, FL	34.4	1998	-	-	23.45	-	-	-	-	Orange County
Orange Co, FL	66.3	2001	-	-	28.50	-	-	-	-	Orange County
Orange Co, FL	39.1	2002	-	-	10.48	-	-	-	-	Orange County
Orange Co, FL	116.7	2003	-	-	22.18	-	-	-	-	Orange County
Orange Co, FL	51.7	2007	-	-	40.34	-	-	-	-	L-TEC
Orange Co, FL	36.6	-	-	-	15.17	-	-	-	-	Orange County
Orange Co, FL	216.4	2008	-	-	13.45	-	-	-	-	Orange County
Total Size	618.00	17	288	Average Trip Length:			4.60			
ITE LUC 840	648.0	18		Weighted Average Trip Length:			4.60			
ITE LUC 841	28.0			Weighted Percent New Trip Average:				78.50		
Blended total	1,294.00						Weighted Average Trip Generation Rate:			21.04
							ITE Average Trip Generation Rate (LUC 840):			27.84
							ITE Average Trip Generation Rate (LUC 841):			27.06
				Blend of Size or Units to Florida Studies and ITE Average Trip Generation Rate:						24.58

Pharmacy/Drugstore with and without Drive-Thru (ITE LUC 880/881)										
Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pasco Co, FL	11.1	Apr-02	138	38	88.97	-	2.05	27.5	50.23	Tindale-Oliver & Associates
Pasco Co, FL	12.0	Apr-02	212	90	122.16	-	2.04	42.5	105.79	Tindale-Oliver & Associates
Pasco Co, FL	15.1	Apr-02	1192	54	97.96	-	2.13	28.1	58.69	Tindale-Oliver & Associates
Total Size	38.20	3	1542	Average Trip Length:			2.07			
ITE LUC 880	66.0	6		Weighted Average Trip Length:			2.08			
ITE LUC 881	208.0	16		Weighted Percent New Trip Average:				32.4		
Blended total	312.20						Weighted Average Trip Generation Rate:			102.95
							ITE Average Trip Generation Rate (LUC 880):			90.08
							ITE Average Trip Generation Rate (LUC 881):			108.40
				Blend of Size or Units to Florida Studies and ITE Average Trip Generation Rate:						103.86

Self-Service Car Wash (ITE LUC 947)										
Location	Size (Bays)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	10	Nov-89	111	84	-	8am-5pm	2.00	76.0	-	Tindale-Oliver & Associates
Clearwater, FL	-	Nov-89	177	108	-	10am-5pm	1.30	61.0	-	Tindale-Oliver & Associates
Collier, FL	11	Dec-09	304	-	30.24	-	2.50	57.0	-	Tindale-Oliver & Associates
Collier, FL	8	Jan-09	186	-	22.75	-	1.96	72.0	-	Tindale-Oliver & Associates
Total Size	29.00	3	778	Average Trip Length:			1.94			
ITE	5.0	1		Weighted Average Trip Length:			2.18			
Blended total	34.00			Weighted Percent New Trip Average:				67.7		
							Weighted Average Trip Generation Rate:			27.09
Total Size (TGR)	19.00						ITE Average Trip Generation Rate:			108.00
Blended total	24.00			Blend of Size or Units to Florida Studies and ITE Average Trip Generation Rate:						43.94

APPENDIX D:

**CALCULATED
TRANSPORTATION IMPACT FEE
SCHEDULE**

Appendix D: Calculated Transportation Impact Fee Schedule

This Appendix presents the detailed fee calculations for each land use in the City of Port Orange transportation impact fee schedule.

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Table 28: Calculated Transportation Impact Fee Schedule

<div><div>Gasoline Tax</div><div>\$\$ per Gallon to Capital: \$0.0558</div><div>Facility Life (Years): 25</div><div>Interest Rate: 3.50%</div><div>Credit: \$14.34</div></div>												Unit Cost per Lane Mile: \$5,000,000				
												Average VMC per Lane: 10,500				
												Fuel Efficiency: 22.9				
												Effective Days per Year: 365				
Columns:		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
ITE LUC	Land Use	Unit	ITE Trip Rate	Recommended Trip Rate	Trip Rate Source	Total Trip Length	Assessable Trip Length	% New Trips	% New Trips Source	VMT ⁽¹⁾	Cost Per VMT	Total Impact Cost	Gas Credit	Net Impact Fee	Current Impact Fee	% Change
										(C x F x G)/2		I x J	\$14.34 x I	K - L		
INDUSTRIAL																
110	General Light Industrial	1,000 Sq. Ft. GFA	4.87	4.87	ITE 11th Edition	3.06	0.58	92%	Same as LUC 710	1.30	\$ 476.19	\$ 618.72	\$ 18.63	\$ 600	\$ 357	68%
130	Industrial Park	1,000 Sq. Ft. GFA	3.37	3.37	ITE 11th Edition	3.06	0.58	92%	Same as LUC 710	0.90	\$ 476.19	\$ 428.15	\$ 12.89	\$ 415	\$ 819	-49%
140	Manufacturing	1,000 Sq. Ft. GFA	4.75	4.75	ITE 11th Edition	3.06	0.58	92%	Same as LUC 710	1.27	\$ 476.19	\$ 603.48	\$ 18.17	\$ 585	\$ 361	62%
150	Warehousing	1,000 Sq. Ft. GFA	1.71	1.71	ITE 11th Edition	3.06	0.58	92%	Same as LUC 710	0.46	\$ 476.19	\$ 217.25	\$ 6.54	\$ 211	\$ 451	-53%
151	Mini-Warehouse	1,000 Sq. Ft. GFA	1.45	1.45	ITE 11th Edition	3.06	0.58	92%	Same as LUC 710	0.39	\$ 476.19	\$ 184.22	\$ 5.55	\$ 179	\$ 151	18%
RESIDENTIAL																
210	Single-Family Detached Housing	DU	9.43	9.43	ITE 11th Edition	3.06	0.58	100%	N/A	2.73	\$ 476.19	\$ 1,302.24	\$ 39.22	\$ 1,263	\$ 902.00	40%
220	Multifamily Housing (Low-Rise)	DU	6.74	6.74	ITE 11th Edition	3.06	0.58	100%	N/A	1.95	\$ 476.19	\$ 930.76	\$ 28.03	\$ 903	\$ 665	36%
221	Multifamily Housing (Mid-Rise)	DU	4.54	4.54	ITE 11th Edition	3.06	0.58	100%	N/A	1.32	\$ 476.19	\$ 626.95	\$ 18.88	\$ 608	-	N/A
222	Multifamily Housing (High-Rise)	DU	4.54	4.54	ITE 11th Edition	3.06	0.58	100%	N/A	1.32	\$ 476.19	\$ 626.95	\$ 18.88	\$ 608	-	N/A
230	Low-Rise Residential with Ground-Floor Commercial	GFA (1-25K)	3.44	3.44	ITE 11th Edition	3.06	0.58	100%	N/A	1.00	\$ 476.19	\$ 475.05	\$ 14.31	\$ 461	\$ 443	4%
231	Mid-Rise Residential with Ground-Floor Commercial	GFA (1-25K)	3.44	3.44	ITE 10th Edition	3.06	0.58	100%	N/A	1.00	\$ 476.19	\$ 475.05	\$ 14.31	\$ 461	-	N/A
232	High-Rise Residential with Ground-Floor Commercial	GFA (1-25K)	3.44	3.44	Same as LUC 231	3.06	0.58	100%	N/A	1.00	\$ 476.19	\$ 475.05	\$ 14.31	\$ 461	-	N/A
240	Mobile Home Park	DU	7.12	7.12	ITE 11th Edition	3.06	0.58	100%	N/A	2.06	\$ 476.19	\$ 983.24	\$ 29.61	\$ 954	\$ 349	173%
LODGING																
310	Hotel	Rooms	7.99	7.99	ITE 11th Edition	3.07	0.58	66%	FL Studies	1.54	\$ 476.19	\$ 731.87	\$ 22.04	\$ 710	\$ 665.00	7%
320	Motel	Rooms	3.35	3.35	ITE 11th Edition	3.07	0.58	77%	FL Studies	0.74	\$ 476.19	\$ 354.23	\$ 10.67	\$ 344	\$ 365.00	-6%
RECREATIONAL																
416	Campground/Recreational Vehicle Park ^{(2) (3)}	Sites	0.27 PM Peak	2.7	ITE 11th Edition (Adjusted)	3.07	0.58	100%	N/A	0.78	\$ 476.19	\$ 372.86	\$ 11.23	\$ 362	\$ 295.00	23%
420	Marina	Berths	2.41	2.41	ITE 11th Edition	3.07	0.58	100%	N/A	0.70	\$ 476.19	\$ 332.81	\$ 10.02	\$ 323	\$ 351	-8%
445	Movie Theater	Screens	220.00	114.83	Blend FL Studies & ITE 11th Edition	3.07	0.58	88%	FL Studies	29.24	\$ 476.19	\$ 13,922.85	\$ 419.27	\$ 13,504	\$ 4,172	224%
492	Health/Fitness Club ⁽²⁾	1,000 Sq. Ft. GFA	3.45 PM Peak	34.50	ITE 11th Edition	3.07	0.58	94%	FL Studies	9.40	\$ 476.19	\$ 4,478.42	\$ 134.86	\$ 4,344	-	N/A

<div>Gasoline Tax \$\$ per Gallon to Capital: \$0.0558 Facility Life (Years): 25 Interest Rate: 3.50% Credit: \$14.34</div>												<div>Unit Cost per Lane Mile: \$5,000,000 Average VMC per Lane: 10,500 Fuel Efficiency: 22.9 Effective Days per Year: 365</div>				
Columns:		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
ITE LUC	Land Use	Unit	ITE Trip Rate	Recommended Trip Rate	Trip Rate Source	Total Trip Length	Assessable Trip Length	% New Trips	% New Trips Source	VMT ⁽¹⁾	Cost Per VMT	Total Impact Cost	Gas Credit	Net Impact Fee	Current Impact Fee	% Change
										(C x F x G)/2		I x J	\$14.34 x I	K - L		
INSTITUTIONAL																
560	Place of Worship	1,000 Sq. Ft. GFA	7.60	7.60	ITE 11th Edition	3.66	0.69	90%	Based on LUC 710	2.36	\$ 476.19	\$ 1,123.71	\$ 33.84	\$ 1,090	\$ 526	107%
565	Day Care Center	1,000 Sq. Ft. GFA	47.62	47.62	ITE 11th Edition	3.66	0.69	56%	ITE Tables	9.20	\$ 476.19	\$ 4,381.04	\$ 131.93	\$ 4,249	\$ 1,844	130%
MEDICAL																
610	Hospital	1,000 Sq. Ft. GFA	10.77	10.77	ITE 11th Edition	3.06	0.58	100%	N/A	3.12	\$ 476.19	\$ 1,487.28	\$ 44.79	\$ 1,442	\$ 1,093	32%
620	Nursing Home	Beds	3.06	3.06	ITE 11th Edition	3.06	0.58	89%	FL Studies	0.79	\$ 476.19	\$ 376.09	\$ 11.33	\$ 365	\$ 101	261%
630	Clinic	1,000 Sq. Ft. GFA	37.60	37.60	ITE 11th Edition	3.06	0.58	100%	N/A	10.90	\$ 476.19	\$ 5,192.38	\$ 156.36	\$ 5,036	-	N/A
640	Animal Hospital/Veterinary Clinic	1,000 Sq. Ft. GFA	21.50	21.50	ITE 11th Edition	3.06	0.58	70%	FL Studies	4.36	\$ 476.19	\$ 2,078.33	\$ 62.59	\$ 2,016	\$ 879	129%
OFFICE																
710	General Office Building	1,000 Sq. Ft. GFA	10.84	10.84	ITE 11th Edition	3.45	0.65	92%	FL Studies	3.25	\$ 476.19	\$ 1,549.11	\$ 46.65	\$ 1,502	\$ 1,646	-9%
712	Small Office Building	1,000 Sq. Ft. GFA	14.39	14.39	ITE 11th Edition	3.45	0.65	92%	Same as LUC 710	4.30	\$ 476.19	\$ 2,048.86	\$ 61.70	\$ 1,987	-	N/A
714	Corporate Headquarters Building	1,000 Sq. Ft. GFA	7.95	7.95	ITE 11th Edition	3.45	0.65	92%	Same as LUC 710	2.38	\$ 476.19	\$ 1,131.93	\$ 34.09	\$ 1,098	\$ 522	110%
720	Medical-Dental Office Building	1,000 Sq. Ft. GFA	36.00	36.00	ITE 11th Edition	3.45	0.65	89%	FL Studies	10.40	\$ 476.19	\$ 4,953.00	\$ 149.15	\$ 4,804	\$ 2,573	87%
750	Office Park	1,000 Sq. Ft. GFA	11.07	11.07	ITE 11th Edition	3.45	0.65	92%	Same as LUC 710	3.31	\$ 476.19	\$ 1,576.16	\$ 47.46	\$ 1,529	\$ 1,498	2%
760	Research Center	1,000 Sq. Ft. GFA	11.08	11.08	ITE 11th Edition	3.45	0.65	92%	Same as LUC 710	3.31	\$ 476.19	\$ 1,577.58	\$ 47.51	\$ 1,530	\$ 637	140%
770	Business Park	1,000 Sq. Ft. GFA	12.44	12.44	ITE 11th Edition	3.45	0.65	89%	FL Studies	3.60	\$ 476.19	\$ 1,713.46	\$ 51.60	\$ 1,662	\$ 1,399	19%
RETAIL																
812	Building Materials and Lumber Store	1,000 Sq. Ft. GFA	17.05	17.05	ITE 11th Edition	2.95	0.56	74%	Same as LUC 816	3.53	\$ 476.19	\$ 1,682.26	\$ 50.66	\$ 1,632	\$ 2,064	-21%
816	Hardware/Paint Store	1,000 Sq. Ft. GFA	8.07	8.07	ITE 11th Edition	2.95	0.56	74%	ITE Tables	1.67	\$ 476.19	\$ 796.24	\$ 23.98	\$ 772	\$ 5,381	-86%
817	Nursery (Garden Center)	1,000 Sq. Ft. GFA	68.10	68.10	ITE 11th Edition	2.95	0.56	74%	Same as LUC 816	14.11	\$ 476.19	\$ 6,719.19	\$ 202.34	\$ 6,517	-	N/A
820	Shopping Center (>150k)	1,000 Sq. Ft. GFA	37.01	37.01	ITE 11th Edition	2.95	0.56	60%	Same as LUC 821	6.22	\$ 476.19	\$ 2,960.80	\$ 89.16	\$ 2,872	\$ 2,217	30%
821	Shopping Plaza (40-150k)	1,000 Sq. Ft. GFA	94.49	94.49	ITE 11th Edition	2.95	0.56	60%	ITE Tables	15.87	\$ 476.19	\$ 7,559.19	\$ 227.64	\$ 7,332	-	N/A
822	Strip Retail Plaza (<40k)	1,000 Sq. Ft. GFA	54.45	54.45	ITE 11th Edition	2.95	0.56	60%	Same as LUC 821	9.15	\$ 476.19	\$ 4,356.00	\$ 131.18	\$ 4,225	-	N/A
840	Automobile Sales (New)	1,000 Sq. Ft. GFA	27.84	27.84	ITE 11th Edition	2.95	0.56	78%	FL Studies	6.08	\$ 476.19	\$ 2,895.36	\$ 87.19	\$ 2,808	\$ 2,034	38%
841	Automobile Sales (Used)	1,000 Sq. Ft. GFA	27.06	27.06	ITE 11th Edition	2.95	0.56	78%	FL Studies	5.91	\$ 476.19	\$ 2,814.24	\$ 84.75	\$ 2,729	\$ 2,034	34%

<div><div>Gasoline Tax</div><div>\$\$ per Gallon to Capital: \$0.0558</div><div>Facility Life (Years): 25</div><div>Interest Rate: 3.50%</div><div>Credit: \$14.34</div></div> <div><div>Unit Cost per Lane Mile: \$5,000,000</div><div>Average VMC per Lane: 10,500</div><div>Fuel Efficiency: 22.9</div><div>Effective Days per Year: 365</div></div>																	
Columns:		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	
ITE LUC	Land Use	Unit	ITE Trip Rate	Recommended Trip Rate	Trip Rate Source	Total Trip Length	Assessable Trip Length	% New Trips	% New Trips Source	VMT ⁽¹⁾	Cost Per VMT	Total Impact Cost	Gas Credit	Net Impact Fee	Current Impact Fee	% Change	
										(C x F x G)/2		I x J	\$14.34 x I	K - L			
849	Tire Superstore	1,000 Sq. Ft. GFA	20.37	30.55	ITE 11th Edition	2.95	0.56	79%	Same as LUC 840	6.76	\$ 476.19	\$ 3,217.93	\$ 96.90	\$ 3,121	\$ 977	219%	
850	Supermarket	1,000 Sq. Ft. GFA	93.84	93.84	ITE 11th Edition	2.95	0.56	74%	ITE Tables	19.44	\$ 476.19	\$ 9,258.87	\$ 278.82	\$ 8,980	\$ 2,152	317%	
851	Convenience Store (w/o gas station)	1,000 Sq. Ft. GFA	762.28	762.28	ITE 11th Edition	1.22	0.23	23%	Same as LUC 944	20.16	\$ 476.19	\$ 9,601.09	\$ 289.13	\$ 9,312	\$ 6,787	37%	
862	Home Improvement Superstore	1,000 Sq. Ft. GFA	30.74	30.74	ITE 11th Edition	2.95	0.56	58%	ITE Tables	4.99	\$ 476.19	\$ 2,377.22	\$ 71.59	\$ 2,306	\$ 1,274	81%	
880	Pharmacy/Drugstore without Drive-Through Window	1,000 Sq. Ft. GFA	90.08	90.08	ITE 11th Edition	2.95	0.56	32%	FL Studies	8.17	\$ 476.19	\$ 3,891.45	\$ 117.19	\$ 3,774	-	N/A	
881	Pharmacy/Drugstore with Drive-Through Window	1,000 Sq. Ft. GFA	108.40	108.40	ITE 11th Edition	2.95	0.56	32%	FL Studies	9.83	\$ 476.19	\$ 4,682.88	\$ 141.02	\$ 4,542	\$ 1,394	226%	
882	Marijuana Dispensary	1,000 Sq. Ft. GFA	211.12	211.12	ITE 11th Edition	2.95	0.56	32%	Same as LUC 880 & LUC 881	18.92	\$ 476.19	\$ 9,007.78	\$ 271.26	\$ 8,737	-	N/A	
890	Furniture Store	1,000 Sq. Ft. GFA	6.30	6.30	ITE 11th Edition	2.95	0.56	47%	ITE	0.83	\$ 476.19	\$ 394.80	\$ 11.89	\$ 383	\$ 249	54%	
899	Liquor Store	1,000 Sq. Ft. GFA	107.21	107.21	ITE 11th Edition	2.95	0.56	47%	Same as LUC 890	14.11	\$ 476.19	\$ 6,718.49	\$ 202.32	\$ 6,516	-	N/A	
SERVICES																	
911	Walk-in Bank ⁽²⁾	1,000 Sq. Ft. GFA	12.13 PM Peak	121.30	11th Edition (Adjusted)	1.53	0.29	65%	Same as LUC 912	11.43	\$ 476.19	\$ 5,444.05	\$ 163.94	\$ 5,280	\$ 3,037	74%	
912	Drive-in Bank	1,000 Sq. Ft. GFA	100.35	100.35	ITE 11 Edition	1.53	0.29	65%	ITE Tables	9.46	\$ 476.19	\$ 4,503.80	\$ 135.63	\$ 4,368	\$ 5,925	-26%	
931	Fine Dining Restaurant	1,000 Sq. Ft. GFA	83.84	83.84	ITE 11th Edition	2.3	0.44	56%	ITE Tables	10.33	\$ 476.19	\$ 4,918.61	\$ 148.12	\$ 4,770	\$ 3,569	34%	
932	High-Turnover (Sit-Down) Restaurant	1,000 Sq. Ft. GFA	107.20	107.2	ITE 11th Edition	2.3	0.44	57%	ITE Tables	13.44	\$ 476.19	\$ 6,401.37	\$ 192.77	\$ 6,209	\$ 5,118	21%	
933	Fast-Food Restaurant without Drive-Through Window	1,000 Sq. Ft. GFA	450.49	450.49	ITE 11th Edition	1.22	0.23	57%	Same as LUC 934	29.53	\$ 476.19	\$ 14,061.71	\$ 423.45	\$ 13,638	\$ 9,939	37%	
934	Fast-Food Restaurant with Drive-Through Window	1,000 Sq. Ft. GFA	467.48	467.48	ITE 11th Edition	1.22	0.23	45%	ITE Tables	24.19	\$ 476.19	\$ 11,520.03	\$ 346.91	\$ 11,173	\$ 9,939	12%	
935	Fast-Food Restaurant with Drive-Through Window and No Indoor Seating	1,000 Sq. Ft. GFA	459.20	459.20	ITE 10th Edition	1.22	0.23	69%	ITE Tables	36.44	\$ 476.19	\$ 17,351.18	\$ 522.51	\$ 16,829	-	N/A	
936	Coffee/Donut Shop without Drive-Through Window	1,000 Sq. Ft. GFA	32.39 PM Peak	107.20	Same as LUC 932	1.22	0.23	57%	Same as LUC 932	7.03	\$ 476.19	\$ 3,346.17	\$ 100.77	\$ 3,245	-	N/A	
937	Coffee/Donut Shop with Drive-Through Window	1,000 Sq. Ft. GFA	533.57	533.57	ITE 11th Edition	1.22	0.23	10%	Same as LUC 938	6.14	\$ 476.19	\$ 2,921.93	\$ 87.99	\$ 2,834	-	N/A	
938	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	Drive-Through Lanes	179.00	179.00	ITE 11th Edition	1.22	0.23	10%	ITE Tables	2.06	\$ 476.19	\$ 980.24	\$ 29.52	\$ 951	-	N/A	

<div><div>Gasoline Tax</div><div>\$\$ per Gallon to Capital: \$0.0558</div><div>Facility Life (Years): 25</div><div>Interest Rate: 3.50%</div><div>Credit: \$14.34</div></div>												<div>Unit Cost per Lane Mile: \$5,000,000</div> <div>Average VMC per Lane: 10,500</div> <div>Fuel Efficiency: 22.9</div> <div>Effective Days per Year: 365</div>				
Columns:		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
ITE LUC	Land Use	Unit	ITE Trip Rate	Recommended Trip Rate	Trip Rate Source	Total Trip Length	Assessable Trip Length	% New Trips	% New Trips Source	VMT ⁽¹⁾	Cost Per VMT	Total Impact Cost	Gas Credit	Net Impact Fee	Current Impact Fee	% Change
										(C x F x G)/2		I x J	\$14.34 x I	K - L		
941	Quick Lubrication Vehicle Shop	Servicing Positions	40.00	40.00	ITE 11th Edition	2.96	0.56	68%	Same as LUC 947	7.62	\$ 476.19	\$ 3,626.66	\$ 109.21	\$ 3,517	\$ 1,640	114%
944	Gasoline/Service Station	Vehicle Fueling Positions	172.01	172.01	ITE 11th Edition	1.53	0.29	43%	ITE Tables	10.72	\$ 476.19	\$ 5,107.05	\$ 153.79	\$ 4,953	-	N/A
945	Convenience Store/Gas Station	Vehicle Fueling Positions	265.12	265.12	ITE 11th Edition	1.22	0.23	44%	ITE Tables	13.42	\$ 476.19	\$ 6,388.12	\$ 192.37	\$ 6,196	\$ 5,801	7%
947	Self-Service Car Wash	Wash Stalls	108.00	43.94	Blend FL Studies & ITE 11th Edition	2.96	0.56	68%	FL Studies	8.33	\$ 476.19	\$ 3,966.31	\$ 119.44	\$ 3,847	\$ 3,205	20%
948	Automated Car Wash ⁽²⁾	1,000 Sq. Ft. GFA	14.2 PM Peak	142.00	ITE 11 Edition (Adjusted)	2.96	0.56	68%	Same as LUC 947	27.04	\$ 476.19	\$ 12,874.65	\$ 387.71	\$ 12,487	-	N/A
971	Brewery Tap Room	1,000 Sq. Ft. GFA	61.69	61.69	ITE 11th Edition	2.96	0.56	60%	Same as LUC 820	10.36	\$ 476.19	\$ 4,935.20	\$ 148.62	\$ 4,787	-	N/A
975	Drinking Place ⁽²⁾	1,000 Sq. Ft. GFA	11.36	113.60	ITE 11th Edition (Adjusted)	2.96	0.56	60%	Same as LUC 820	19.08	\$ 476.19	\$ 9,087.99	\$ 273.68	\$ 8,814	\$ 6,439	37%

Notes:

- (1) Net VMT calculated as ((Trip Generation Rate* Trip Length* % New Trips)/2). This reflects the unit of vehicle miles of capacity consumed per unit of development and is multiplied by the cost per vehicle.
- (2) The ITE 11th Edition trip generation rate for PM Peak Hour of Adjacent Street Traffic was adjusted by a factor of 10 to approximate Daily Trip Generation Rate (TGR).
- (3) The ITE 11th Edition trip generation rate was adjusted to reflect an average occupancy rate of 60 percent based on data provided by the Florida Association of Parks and Campgrounds.

APPENDIX E:

HB 337 FEE INCREASE CAP CALCULATIONS

Appendix E: HB 337 Fee Increase Cap Calculations

This Appendix presents the detailed calculations for those land use categories with an increased fee amount in the transportation impact fee schedule.

The following table summarizes the 50% cap on each fee amount increase or the actual percentage increase, if less than 50%. Accordingly, the number of installments (2 or 4) for capped increases are highlighted. The fee amount is also highlighted (calculated net impact fee or capped impact fee increase).

The impact fee schedule is summarized in Table 27: Transportation Impact Fee.

Excerpt from HB 337:

- (b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.
- (c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with 133 the date the increased fee is adopted.
- (d) An impact fee increase may not exceed 50 percent of the current impact fee rate.
- (e) An impact fee may not be increased more than once every 4 years.
- (f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

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Land Use	ITE LUC	Unit of Measure	Calculated Net Impact Fee	Current Impact Fee	% Change	HB 337 Capped Impact Fee	% Increase	Increase Amount	2 or 4 Years	Increase Amount per Year	Year 2023	Year 2024	Year 2025	Year 2026
INDUSTRIAL														
General Light Industrial	110	1,000 SF	\$ 600	\$ 357	68%	\$ 536	50%	\$ 179	4	\$ 45	\$ 402	\$ 446	\$ 491	\$ 536
Industrial Park	130	1,000 SF	\$ 415	\$ 819	-49%	N/A	Decrease	N/A	N/A	N/A	\$ 415	\$ 415	\$ 415	\$ 415
Manufacturing	140	1,000 SF	\$ 585	\$ 361	62%	\$ 542	50%	\$ 181	4	\$ 45	\$ 406	\$ 451	\$ 496	\$ 542
Warehousing	150	1,000 SF	\$ 211	\$ 451	-53%	N/A	Decrease	N/A	N/A	N/A	\$ 211	\$ 211	\$ 211	\$ 211
Mini-Warehouse	151	1,000 SF	\$ 179	\$ 151	18%	\$ 227	18%	\$ 28	2	\$ 14	\$ 165	\$ 179	\$ 179	\$ 179
RESIDENTIAL														
Single-Family Detached Housing	210	DU	\$ 1,263	\$ 902	40%	\$ 1,353	40%	\$ 361	4	\$ 90	\$ 992	\$ 1,083	\$ 1,173	\$ 1,263
Multifamily Housing (Low-Rise)	220	DU	\$ 903	\$ 665	36%	\$ 998	36%	\$ 238	4	\$ 59	\$ 724	\$ 784	\$ 843	\$ 903
Multifamily Housing (Mid-Rise)	221	DU	\$ 608	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 608	\$ 608	\$ 608	\$ 608
Multifamily Housing (High-Rise)	222	DU	\$ 608	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 608	\$ 608	\$ 608	\$ 608
Low-Rise Residential with Ground-Floor Commercial	230	GFA (1-25K)	\$ 461	\$ 443	4%	\$ 665	4%	\$ 18	2	\$ 9	\$ 452	\$ 461	\$ 461	\$ 461
Mid-Rise Residential with Ground-Floor Commercial	231	GFA (1-25K)	\$ 461	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 461	\$ 461	\$ 461	\$ 461
High-Rise Residential with Ground-Floor Commercial	232	GFA (1-25K)	\$ 461	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 461	\$ 461	\$ 461	\$ 461
Mobile Home Park	240	DU	\$ 954	\$ 349	173%	\$ 524	50%	\$ 175	4	\$ 44	\$ 393	\$ 436	\$ 480	\$ 524
LODGING														
Hotel	310	Rooms	\$ 710	\$ 665	7%	\$ 998	7%	\$ 45	2	\$ 22	\$ 687	\$ 710	\$ 710	\$ 710
Motel	320	Rooms	\$ 344	\$ 365	-6%	N/A	Decrease	N/A	N/A	N/A	\$ 344	\$ 344	\$ 344	\$ 344
RECREATIONAL														
Campground/Recreational Vehicle Park	416	Sites	\$ 362	\$ 295	23%	\$ 443	23%	\$ 67	2	\$ 33	\$ 328	\$ 362	\$ 362	\$ 362
Marina	420	Berths	\$ 323	\$ 351	-8%	N/A	Decrease	N/A	N/A	N/A	\$ 323	\$ 323	\$ 323	\$ 323
Movie Theater	445	Screens	\$ 13,504	\$ 4,172	224%	\$ 6,258	50%	\$ 2,086	4	\$ 522	\$ 4,694	\$ 5,215	\$ 5,737	\$ 6,258
Health/Fitness Club	492	1,000 SF	\$ 4,344	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 4,344	\$ 4,344	\$ 4,344	\$ 4,344
INSTITUTIONAL														
Place of Worship	560	1,000 SF	\$ 1,090	\$ 526	107%	\$ 789	50%	\$ 263	4	\$ 66	\$ 592	\$ 658	\$ 723	\$ 789
Day Care Center	565	1,000 SF	\$ 4,249	\$ 1,844	130%	\$ 2,766	50%	\$ 922	4	\$ 231	\$ 2,075	\$ 2,305	\$ 2,536	\$ 2,766
MEDICAL														
Hospital	610	1,000 SF	\$ 1,442	\$ 1,093	32%	\$ 1,640	32%	\$ 349	4	\$ 87	\$ 1,180	\$ 1,268	\$ 1,355	\$ 1,442
Nursing Home	620	Beds	\$ 365	\$ 101	261%	\$ 152	50%	\$ 51	4	\$ 13	\$ 114	\$ 126	\$ 139	\$ 152
Clinic	630	1,000 SF	\$ 5,036	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 5,036	\$ 5,036	\$ 5,036	\$ 5,036
Animal Hospital/Veterinary Clinic	640	1,000 SF	\$ 2,016	\$ 879	129%	\$ 1,319	50%	\$ 440	4	\$ 110	\$ 989	\$ 1,099	\$ 1,209	\$ 1,319

Land Use	ITE LUC	Unit of Measure	Calculated Net Impact Fee	Current Impact Fee	% Change	HB 337 Capped Impact Fee	% Increase	Increase Amount	2 or 4 Years	Increase Amount per Year	Year 2023	Year 2024	Year 2025	Year 2026
OFFICE														
General Office Building	710	1,000 SF	\$ 1,502	\$ 1,646	-9%	N/A	Decrease	N/A	N/A	N/A	\$ 1,502	\$ 1,502	\$ 1,502	\$ 1,502
Small Office Building	712	1,000 SF	\$ 1,987	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 1,987	\$ 1,987	\$ 1,987	\$ 1,987
Corporate Headquarters Building	714	1,000 SF	\$ 1,098	\$ 522	110%	\$ 783	50%	\$ 261	4	\$ 65	\$ 587	\$ 653	\$ 718	\$ 783
Medical-Dental Office Building	720	1,000 SF	\$ 4,804	\$ 2,573	87%	\$ 3,860	50%	\$ 1,287	4	\$ 322	\$ 2,895	\$ 3,216	\$ 3,538	\$ 3,860
Office Park	750	1,000 SF	\$ 1,529	\$ 1,498	2%	\$ 2,247	2%	\$ 31	2	\$ 15	\$ 1,513	\$ 1,529	\$ 1,529	\$ 1,529
Research Center	760	1,000 SF	\$ 1,530	\$ 637	140%	\$ 956	50%	\$ 319	4	\$ 80	\$ 717	\$ 796	\$ 876	\$ 956
Business Park	770	1,000 SF	\$ 1,662	\$ 1,399	19%	\$ 2,099	19%	\$ 263	2	\$ 131	\$ 1,530	\$ 1,662	\$ 1,662	\$ 1,662
RETAIL														
Building Materials and Lumber Store	812	1,000 SF	\$ 1,632	\$ 2,064	-21%	N/A	Decrease	N/A	N/A	N/A	\$ 1,632	\$ 1,632	\$ 1,632	\$ 1,632
Hardware/Paint Store	816	1,000 SF	\$ 772	\$ 5,381	-86%	N/A	Decrease	N/A	N/A	N/A	\$ 772	\$ 772	\$ 772	\$ 772
Nursery (Garden Center)	817	1,000 SF	\$ 6,517	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 6,517	\$ 6,517	\$ 6,517	\$ 6,517
Shopping Center (>150k)	820	1,000 SF	\$ 2,872	\$ 2,217	30%	\$ 3,326	30%	\$ 655	4	\$ 164	\$ 2,381	\$ 2,544	\$ 2,708	\$ 2,872
Shopping Plaza (40-150k)	821	1,000 SF	\$ 7,332	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 7,332	\$ 7,332	\$ 7,332	\$ 7,332
Strip Retail Plaza (<40k)	822	1,000 SF	\$ 4,225	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 4,225	\$ 4,225	\$ 4,225	\$ 4,225
Automobile Sales (New)	840	1,000 SF	\$ 2,808	\$ 2,034	38%	\$ 3,051	38%	\$ 774	4	\$ 194	\$ 2,228	\$ 2,421	\$ 2,615	\$ 2,808
Automobile Sales (Used)	841	1,000 SF	\$ 2,729	\$ 2,034	34%	\$ 3,051	34%	\$ 695	4	\$ 174	\$ 2,208	\$ 2,382	\$ 2,556	\$ 2,729
Tire Superstore	849	1,000 SF	\$ 3,121	\$ 977	219%	\$ 1,466	50%	\$ 489	4	\$ 122	\$ 1,099	\$ 1,221	\$ 1,343	\$ 1,466
Supermarket	850	1,000 SF	\$ 8,980	\$ 2,152	317%	\$ 3,228	50%	\$ 1,076	4	\$ 269	\$ 2,421	\$ 2,690	\$ 2,959	\$ 3,228
Convenience Store (w/o gas station)	851	1,000 SF	\$ 9,312	\$ 6,787	37%	\$ 10,181	37%	\$ 2,525	4	\$ 631	\$ 7,418	\$ 8,049	\$ 8,681	\$ 9,312
Home Improvement Superstore	862	1,000 SF	\$ 2,306	\$ 1,274	81%	\$ 1,911	50%	\$ 637	4	\$ 159	\$ 1,433	\$ 1,593	\$ 1,752	\$ 1,911
Pharmacy/Drugstore without Drive-Through Window	880	1,000 SF	\$ 3,774	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 3,774	\$ 3,774	\$ 3,774	\$ 3,774
Pharmacy/Drugstore with Drive-Through Window	881	1,000 SF	\$ 4,542	\$ 1,394	226%	\$ 2,091	50%	\$ 697	4	\$ 174	\$ 1,568	\$ 1,743	\$ 1,917	\$ 2,091
Marijuana Dispensary	882	1,000 SF	\$ 8,737	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 8,737	\$ 8,737	\$ 8,737	\$ 8,737
Furniture Store	890	1,000 SF	\$ 383	\$ 249	54%	\$ 374	50%	\$ 125	4	\$ 31	\$ 280	\$ 311	\$ 342	\$ 374
Liquor Store	899	1,000 SF	\$ 6,516	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 6,516	\$ 6,516	\$ 6,516	\$ 6,516

Land Use	ITE LUC	Unit of Measure	Calculated Net Impact Fee	Current Impact Fee	% Change	HB 337 Capped Impact Fee	% Increase	Increase Amount	2 or 4 Years	Increase Amount per Year	Year 2023	Year 2024	Year 2025	Year 2026
SERVICES														
Walk-in Bank	911	1,000 SF	\$ 5,280	\$ 3,037	74%	\$ 4,556	50%	\$ 1,519	4	\$ 380	\$ 3,417	\$ 3,796	\$ 4,176	\$ 4,556
Drive-in Bank	912	1,000 SF	\$ 4,368	\$ 5,925	-26%	N/A	Decrease	N/A	N/A	N/A	\$ 4,368	\$ 4,368	\$ 4,368	\$ 4,368
Fine Dining Restaurant	931	1,000 SF	\$ 4,770	\$ 3,569	34%	\$ 5,354	34%	\$ 1,201	4	\$ 300	\$ 3,869	\$ 4,170	\$ 4,470	\$ 4,770
High-Turnover (Sit-Down) Restaurant	932	1,000 SF	\$ 6,209	\$ 5,118	21%	\$ 7,677	21%	\$ 1,091	2	\$ 545	\$ 5,663	\$ 6,209	\$ 6,209	\$ 6,209
Fast-Food Restaurant without Drive-Through Window	933	1,000 SF	\$ 13,638	\$ 9,939	37%	\$ 14,909	37%	\$ 3,699	4	\$ 925	\$ 10,864	\$ 11,789	\$ 12,713	\$ 13,638
Fast-Food Restaurant with Drive-Through Window	934	1,000 SF	\$ 11,173	\$ 9,939	12%	\$ 14,909	12%	\$ 1,234	2	\$ 617	\$ 10,556	\$ 11,173	\$ 11,173	\$ 11,173
Fast-Food Restaurant with Drive-Through Window and No Indoor Seating	935	1,000 SF	\$ 16,829	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 16,829	\$ 16,829	\$ 16,829	\$ 16,829
Coffee/Donut Shop without Drive-Through Window	936	1,000 SF	\$ 3,245	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 3,245	\$ 3,245	\$ 3,245	\$ 3,245
Coffee/Donut Shop with Drive-Through Window	937	1,000 SF	\$ 2,834	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 2,834	\$ 2,834	\$ 2,834	\$ 2,834
Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	938	Lanes	\$ 951	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 951	\$ 951	\$ 951	\$ 951
Quick Lubrication Vehicle Shop	941	Positions	\$ 3,517	\$ 1,640	114%	\$ 2,460	50%	\$ 820	4	\$ 205	\$ 1,845	\$ 2,050	\$ 2,255	\$ 2,460
Gasoline/Service Station	944	Positions	\$ 4,953	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 4,953	\$ 4,953	\$ 4,953	\$ 4,953
Convenience Store/Gas Station	945	Positions	\$ 6,196	\$ 5,801	7%	\$ 8,702	7%	\$ 395	2	\$ 197	\$ 5,998	\$ 6,196	\$ 6,196	\$ 6,196
Self-Service Car Wash	947	Wash Stalls	\$ 3,847	\$ 3,205	20%	\$ 4,808	20%	\$ 642	2	\$ 321	\$ 3,526	\$ 3,847	\$ 3,847	\$ 3,847
Automated Car Wash	948	1,000 SF	\$ 12,487	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 12,487	\$ 12,487	\$ 12,487	\$ 12,487
Brewery Tap Room	971	1,000 SF	\$ 4,787	None	N/A	N/A	N/A	N/A	N/A	N/A	\$ 4,787	\$ 4,787	\$ 4,787	\$ 4,787
Drinking Place	975	1,000 SF	\$ 8,814	\$ 6,439	37%	\$ 9,659	37%	\$ 2,375	4	\$ 594	\$ 7,033	\$ 7,627	\$ 8,220	\$ 8,814

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Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the City's website by the time notice of the proposed ordinance is published.

Proposed ordinance's title/reference:

Ordinance No. 2023-16 - Land Development Code Amendment/Chapter 21 - Update to City Impact Fees

This Business Impact Estimate is provided in accordance with Section 166.041(4), Florida Statutes. If one or more boxes are checked below, this means the City is of the view that a business impact estimate is **not** required by state law¹ for the proposed ordinance, but the City is implementing the procedure required by statutory law to ensure that no inadvertent procedural issue could impact the enactment of the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

- ☐ The proposed ordinance is required for compliance with Federal or State law or regulation;
- ☐ The proposed ordinance relates to the issuance or refinancing of debt;
- ☒ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
- ☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant, or other financial assistance accepted by the municipal government;
- ☐ The proposed ordinance is an emergency ordinance;
- ☐ The proposed ordinance relates to procurement; or
- ☒ The proposed ordinance is enacted to implement the following:
 - a. Part II of Chapter 163, *Florida Statutes*, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements and development permits;
 - b. Sections 190.005 and 190.046, *Florida Statutes*, regarding community development districts;
 - c. Section 553.73, *Florida Statutes*, relating to the *Florida Building Code*; or
 - d. Section 633.202, *Florida Statutes*, relating to the *Florida Fire Prevention Code*.

¹ See Section 166.041(4)(c), Florida Statutes.

In accordance with the provisions of controlling law, even notwithstanding the fact that, an exemption noted above may apply, the City hereby publishes the following information:

1. Summary of the proposed ordinance (must include statement of the public purpose, such as serving the public health, safety, morals, and welfare):

At its February 28, 2023, workshop, the City Council directed staff to proceed with the steps necessary to adjust the City Impact Fees based on the rates proposed in the Municipal Impact Fee Studies prepared by Raftelis Financial Consultants, Inc. (Raftelis). The Raftelis studies serve as the data and analysis for the LDC Code Amendment to implement the changes to the current Fire, Transportation, and Parks and Recreation Impact Fees and to create a Police Impact Fee. Impact fees are charges assessed on new development to help pay for public infrastructure required to accommodate the new development. Impact fees are either charged at the issuance of a building permit or before the issuance of the Certificate of Occupancy for a building. The Fire, Transportation, and Parks and Recreation Impact Fees were last updated in 2005/2006.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City, if any:

(a) An estimate of direct compliance costs that businesses may reasonably incur:

Fees in Ordinance No. 2023-16 would only apply to development by businesses.

(b) Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible:

A new business or expanding existing business would be responsible for paying the required impact fees. Since 2005, all new or expanding businesses have paid impact fees. Ord. No 2023-16 updates the existing fees.

(c) An estimate of the City's regulatory costs, including estimated revenues from any new charges or fees to cover such costs:

Fees will be based on what uses are developed in the future. Ordinance No. 2023-16 includes the fees that a new business will need to pay. Since 2005, all new or expanding businesses have paid impact fees. Ord. No 2023-16 updates the existing impact fees.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

Only those businesses that initiate development will pay an impact fee.

4. Additional information the governing body deems useful² (if any):

Impact fees are charges assessed on new development and expanding existing businesses to help pay for public infrastructure required to accommodate the new development. The updated City Impact Fees are based on the rates proposed in the Municipal Impact Fee Studies prepared by Raftelis Financial Consultants, Inc. (Raftelis).

² You may wish to include in this section the methodology or data used to prepare the Business Impact Estimate. For example: City staff solicited comments from businesses in the City as to the potential impact of the proposed ordinance by contacting the local Chamber of Commerce, social media posting, direct mail or direct email, posting on City website, public workshop, etc. You may also wish to include efforts made to reduce the potential fiscal impact on businesses. You may also wish to state here that the proposed ordinance is a generally applicable ordinance that applies to all persons similarly situated (individuals as well as businesses) and, therefore, the proposed ordinance does not affect only businesses.