

ORDINANCE NO. 2022-_____

AN ORDINANCE OF THE VILLAGE OF PINECREST, FLORIDA, AMENDING SECTION 8.1 OF THE VILLAGE CODE OF ORDINANCES TO MODIFY IMPACT FEES FOR PARKS AND RECREATION, POLICE SERVICES, MUNICIPAL FACILITIES, AND STORMWATER DRAINAGE; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, pursuant to Section 163.31801, Florida Statutes, the Village Council of the Village of Pinecrest (the "Village") currently collects impact fees to cover the cost of constructing or improving infrastructure and public facilities necessitated by new growth in the Village relating to parks and recreation, police services, municipal facilities, and stormwater drainage ("Impact Fees"); and

WHEREAS, Section 163.31801, Florida Statutes requires impact fees to be calculated based on the most recent and localized data; and

WHEREAS, Tischler Bise recently completed an Impact Fee Study dated July 25, 2022 (the "Study") for the Village; and

WHEREAS, based on the recommendations of the Study, the Village Council desires to amend Section 8.1 of the Village Code of Ordinances to adjust the Village's Impact Fee schedules as set forth herein; and

WHEREAS, the Village Council finds it to be in the best interest of the public, health, safety, and welfare of the citizens to adopt the Ordinance amending the Village's Code of Ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE VILLAGE COUNCIL OF THE VILLAGE OF PINECREST, FLORIDA, AS FOLLOWS:¹

Section 1. **Recitals.** That the above stated recitals are hereby adopted and confirmed.

Section 2. **Village Code Amended.** The Village Council of the Village of Pinecrest hereby amends Section 8.1 of Chapter 8, "Buildings and Building Regulations," of the Code of Ordinances as follows:

CHAPTER 8 - BUILDINGS AND BUILDING REGULATIONS

Section 8-1. - Fees.

(b) *Impact fees and administrative charge; periodic update of fee schedule.* The village manager shall annually adjust the village ~~impact fee and~~ administrative charge schedules by indexing the schedule to inflation as defined by the Consumer Price Index (CPI) - All Urban Consumers for the United States, published by the United States Department of Labor, Bureau of Labor Statistics. The first indexing calculation adjustment shall occur during the 2019-2020 budget year using the difference in Consumer Price Index figures for the period between January 1, 2019 and December 31, 2019. Unless otherwise directed by the village council, any adjustments to the impact fee, made pursuant to this section, shall be effective the first of October each calendar year. ~~The village manager shall periodically adjust the impact fee schedule provided by providing credit in the impact fee formula for any outstanding debt from general obligation bonds issued to finance capital projects which meet needs generated by population growth and development.~~

(1) *Parks and recreation impact fees.*

d. *Impact fees in general.*

¹ Coding: ~~Strikethrough~~ words are deletions to the existing words. Underlined words are additions to the existing words. Changes between first and second reading are indicated with **yellow highlight** and ~~double-strikethrough~~ or double underline.

1. Any application for building permit for residential development activity within the corporate limits of the village shall be subject to the assessment of a parks and recreation impact fee in the manner and amount set forth in this subsection. No such building permit shall be issued by the village until the applicant has paid the assessed impact fee as calculated pursuant to this subsection.
 2. Notwithstanding payment of the impact fees pursuant to this subsection, other state, county and village development regulations may limit the issuance of building permits for development activity.
 3. In the event impact fees are paid prior to, or, concurrently with, the issuance of a building permit and subsequently, the building permit is amended, the applicant shall pay the impact fee in effect at the time the amended building permit is issued with credit being given for the previous fees paid.
 4. In the case of change of use, redevelopment, or expansion or modification of an existing use on a site which requires the issuance of a building permit, the impact fee shall be based upon the net increase in the impact fee for the new use as compared to the most intense previous use. No refunds will be given for proposed development activity resulting in a negative fee calculation.
 5. If a building permit is canceled without development commencing, then the impact fee payer shall be entitled to a refund, without interest, of the impact fee paid except that the village shall retain the applicable administrative charge fee to offset a portion of the costs of collection and refund. The impact fee payer shall submit an application for such a refund to the village manager or his designee within thirty (30) days of the expiration of the order or permit, or thereafter shall be deemed to waive any right to a refund.
 6. Any funds not expended or encumbered by the end of the calendar quarter immediately following seven years from the date of collection of fee shall, upon application of the then current landowner, be returned to such landowner, without interest, provided that the landowner submits an application for a refund to the village manager or designee within 180 days of the expiration of the ten-year period. Any claim not so timely made shall be deemed waived.
 7. Funds shall be deemed expended for the purposes of this subsection when a contract or agreement encumbering all or a portion of the payment of said funds shall be approved by final village action.
- e. *Impact fee schedule.* Any person requesting a building permit for residential development activity shall pay the impact fee as follows:

PARKS AND RECREATION IMPACT FEE SCHEDULE¹

Single-Family Fee Per Unit	Multi-Family fee Per Unit
\$6,363	\$3,755

<u>Development Type</u>	<u>Fiscal Year 2023</u>	<u>Fiscal Year 2024</u>	<u>Fiscal Year 2025</u>	<u>Fiscal Year 2026 and Onward</u>
<u>Residential</u>				
<u>750 sq. ft. or less</u>	<u>\$3,814</u>	<u>\$3,814</u>	<u>\$3,814</u>	<u>\$3,814</u>
<u>751 to 1,000 sq. ft.</u>	<u>\$4,313</u>	<u>\$4,792</u>	<u>\$5,272</u>	<u>\$5,751</u>
<u>1,001 to 1,500 sq. ft.</u>	<u>\$4,313</u>	<u>\$4,792</u>	<u>\$5,272</u>	<u>\$5,751</u>
<u>1,501 to 2,000 sq. ft.</u>	<u>\$7,309</u>	<u>\$8,121</u>	<u>\$8,933</u>	<u>\$9,745</u>
<u>2,001 to 2,500 sq. ft.</u>	<u>\$7,309</u>	<u>\$8,121</u>	<u>\$8,933</u>	<u>\$9,745</u>
<u>2,501 to 3,000 sq. ft.</u>	<u>\$7,309</u>	<u>\$8,121</u>	<u>\$8,933</u>	<u>\$9,745</u>
<u>3,001 sq. ft. or more</u>	<u>\$7,309</u>	<u>\$8,121</u>	<u>\$8,933</u>	<u>\$9,745</u>

In addition to the open space fee and local park improvement fee as set forth above, each feepayer shall pay to the village a nonrefundable general administrative charge for the processing of all materials relating to improvements at a local park.

1. Note: For a more detailed explanation of the computation of this impact fee schedule, please refer to the "~~2019 Impact Fee Update~~ Impact Fee Study" ~~study and report~~, prepared by Tischler Bise, dated ~~August 19, 2019~~ July 25, 2022.

f. *Exemptions.*

1. Alteration, expansion or replacement of existing dwelling units where no additional ~~dwelling units are~~ square footage is created.
2. The construction of accessory buildings or structures which will not create additional dwelling units.
3. The issuance of a tie-down permit on a mobile home on which applicable park impact fee has previously been paid.
4. All development activity permitted by an existing development of regional impact order adopted pursuant to F.S. ch. 380, and approved prior to the effective date of this subsection shall be exempt.
5. An exemption must be claimed by the feepayer prior to paying the impact fee. Any exemption must be claimed by the feepayer at the time of the application for building permit. Any exemption not so claimed shall be deemed to have been waived by the feepayer.

(2) *Police services impact fees.*

d. *Impact fees; in general.*

1. Any application for building permit for development activity within the corporate limits of the village shall be subject to the assessment of a police services impact fee in the manner and amount set forth in this subsection. No building permit shall be issued by the village until the applicant has paid the assessed impact fees as calculated pursuant to this subsection.
2. Notwithstanding payment of the impact fees pursuant to this subsection, other state, county and village development regulations may limit the issuance of building permits for development activity.
3. In the event impact fees are paid prior to or concurrently with the issuance of a building permit and subsequently, the building permit is amended, the applicant shall pay the impact fee in effect at the time the amended building permit is issued with credit being given for the previous fees paid.
4. In the case of change of use, redevelopment, or expansion or modification of an existing use on a site which requires the issuance of a building permit, the impact fee shall be based upon the net increase in the impact fee for the new use as compared to the most intense previous use. If the type of activity within a proposed or current development is not specified, the village manager or his designee shall use the activity most nearly comparable in computing the fee. No refunds will be given for proposed development activity resulting in a negative fee calculation.
5. If a building permit is canceled without development commencing, then the impact feepayer shall be entitled to a refund, without interest, of the impact fee paid except that the village shall retain five percent of the fee to offset a portion of the costs of collection and refund. The impact feepayer shall submit an application for such a refund to the village manager or his designee within 30 days of the expiration of the order or permit, or thereafter shall be deemed to waive any right to a refund.
6. Any funds not expended or encumbered by the end of the calendar quarter immediately following seven years from the date of this subsection shall, upon application of the then current landowner, be returned to such landowner, without interest, provided that the landowner submits an application for a refund to the village manager or designee within 180 days of the expiration of the ten-year period. However, this section shall not apply to development of regional impact with phased or a long term build-out schedule. Any claim not so timely made shall be deemed waived.

7. Funds shall be deemed expended for the purposes of this subsection when a contract or agreement encumbering all or a portion of the payment of said funds shall be approved by final village action.

e. *Impact fee computation formula.*

1. ~~The feepayer shall pay a police services impact fee amount based on the formula set forth below. The fee shall be collected by the building and planning department for all structures for which a building permit is issued. Such fee will be based on the capital costs required to serve the increased demand for police services resulting from the proposed new development activities, together with impact fee administrative costs. The formula used to calculate the police services impact fee shall be established as follows for each property development activity type:~~

~~The Village shall employ the following schedule to compute the amount of fee to be paid:~~

POLICE SERVICES IMPACT FEE SCHEDULE¹.

<u>Land Use/Occupancy Development Type</u>	<u>Cost per dwelling Unit or per Square Foot</u>
Single Family Residential	[\$150.20 10/1/2018] \$1,262 per Unit
Multi Family Residential	\$745 per unit
Industrial	\$0.131
Commercial	\$0.662
Institutional	0.342
Office and other	0.258

<u>Development Type</u>	<u>Fiscal Year 2023</u>	<u>Fiscal Year 2024</u>	<u>Fiscal Year 2025</u>	<u>Fiscal Year 2026 and Onward</u>
<u>Residential</u>				
<u>750 sq. ft. or less</u>	\$352	\$352	\$352	\$352
<u>751 to 1,000 sq. ft.</u>	\$605	\$605	\$605	\$605
<u>1,001 to 1,500 sq. ft.</u>	\$810	\$859	\$908	\$957
<u>1,501 to 2,000 sq. ft.</u>	\$1,209	\$1,209	\$1,209	\$1,209
<u>2,001 to 2,500 sq. ft.</u>	\$1,318	\$1,348	\$1,378	\$1,408
<u>2,501 to 3,000 sq. ft.</u>	\$1,358	\$1,427	\$1,497	\$1,566
<u>3,001 sq ft. or more</u>	\$1,392	\$1,495	\$1,598	\$1,701

Industrial	\$0.15 per sq. ft.	\$0.17 per sq. ft.	\$0.18 per sq. ft.	\$0.20 per sq. ft.
Commercial/Retail	\$0.76 per sq. ft.	\$0.85 per sq. ft.	\$0.93 per sq. ft.	\$1.01 per sq. ft.
Office and Other Services	\$0.30 per sq. ft.	\$0.33 per sq. ft.	\$0.36 per sq. ft.	\$0.39 per sq. ft.
Institutional	\$0.32 per sq. ft.	\$0.32 per sq. ft.	\$0.32 per sq. ft.	\$0.32 per sq. ft.

In addition to the police services impact fee as set forth above, each feepayer shall pay to the village a nonrefundable general administrative charge for the processing of all materials relating to improvements of police service facilities.

1. Note: For a more detailed explanation of the computation of this impact fee schedule, please refer to the "2019 Impact Fee Update Impact Fee Study" study and report, prepared by Tischler Bise, dated August 19, 2019 July 25, 2022.

2. ~~The fee per residential unit or fee per nonresidential square foot shall be multiplied by the feepayer's total number of units for residential property or total number of square feet for nonresidential property. The resulting total is the police services impact fee which shall be paid by the feepayer. In addition to the Police Services Impact fee as set forth above, each feepayer shall pay to the village a non-refundable general administrative charge.~~
3. ~~In the case of development activity involving a change of use or magnitude of use in which a building permit is required, the proposed development shall be required to pay an impact fee only for the increase in the development activity. The impact fee shall be the difference between the computed impact fee for the proposed development activity and the computed impact fee for the existing development activity. Any building permit which expires or is revoked after the effective date of this subsection and for which a fee has not previously been paid under this subsection shall be required to comply with the provisions herein. No refunds will be given for proposed development activity resulting in a negative fee calculation.~~
4. ~~If the type of activity within a proposed or current development is not specified, the village manager or his designee shall use the activity most nearly comparable in computing the fee.~~
5. ~~In determining existing development activity and the units or square feet of proposed or existing development, the building and planning department shall use the building permit and the certificate of use~~

~~information contained in the building or zoning records of Miami-Dade County or the village.~~

f. *Exemptions.*

1. Alteration, expansion or replacement of an existing building or unit where the use is not changed and the number of units or square footage is not increased shall not be subject to the impact fees. The burden of demonstrating the previous existence of a use or structure or previous payment of impact fees shall be upon the feepayer. In cases where there is an existing use, any additional fees shall be based upon the alteration to the existing use or structure.
2. Governmental or public facilities are exempt from the impact fee, including those parcels, grounds, building or structures owned by federal, state, county, village, the Miami-Dade County School Board, or the South Florida Water Management District, and related to the operation of those entities and used for governmental purposes including, but not limited to, governmental offices, police and fire stations, airports, seaports, parking facilities, equipment yards, sanitation facilities, water control structures, schools, parks, and similar facilities in or through which general government operations are conducted. It is provided, however, that the following shall not be considered governmental or public facilities and shall be subject to the provisions of this subsection:
 - A. Privately owned properties or facilities leased for governmental operations or activities; and
 - B. Public properties or facilities used for private residential, commercial or industrial activities.
3. The construction of accessory buildings or structures where the use is not changed, such that an additional impact does not result and the number of units or square footage is not materially increased, is exempt.
4. Parking garages are exempt from impact fees when the structure is accessory to a primary use structure.
5. An exemption must be claimed by the feepayer prior to paying the impact fee. Any exemption not so claimed shall be deemed to have been waived by feepayer.

(3) *Municipal facilities impact fees.*

d. *Impact fees in general.*

1. Any application for building permit for residential or non-residential development activity within the corporate limits of the village shall be subject to the assessment of a municipal facilities impact fee in the manner and amount set forth in this subsection. No such building permit shall be issued by the village until the applicant has paid the assessed impact fee as calculated pursuant to this subsection.
2. Notwithstanding payment of the impact fees pursuant to this subsection, other state, county and village development regulations may limit the issuance of building permits for development
3. In the event impact fees are paid prior to, or, concurrently with, the issuance of a building permit and subsequently, the building permit is amended, the applicant shall pay the impact fee in effect at the time the amended building permit is issued with credit being given for the previous fees paid.
4. In the case of change of use, redevelopment or expansion or modification of an existing use on a site which requires the issuance of a building permit the impact fee shall be based upon the net increase in the impact fee for the new use as compared to the most intense previous use. If the type of activity within a proposed or current development is not specified, the village manager or his designee shall use the activity most nearly comparable in computing the fee. No refunds will be given for proposed development activity resulting in a negative fee calculation.
5. If a building permit is canceled without development commencing, then the impact fee payer shall be entitled to a refund, without interest of the impact fee paid except that the village shall retain the applicable administrative charge to offset a portion of the costs of collection and refund. The impact fee payer shall submit an application for such a refund to the village manager or his designee within 30 days of the expiration of the order or permit or thereafter shall be deemed to waive any right to a refund.
6. Any funds not expended or encumbered by the end of the calendar quarter immediately following seven years from the date of collection of fee shall, upon application of the then current landowner, be returned to such landowner, without interest provided that the landowner submits an application for a refund to the village manager or designee within 180 days of the expiration of the ten-year period. Any claim not so timely made shall be deemed waived.
7. Funds shall be deemed expended for the purposes of this subsection when a contract or agreement encumbering all or a portion of the payment of said funds shall be approved by final village action.

e. *Impact fee schedule.* Any person requesting a building permit for residential development activity shall pay the impact fee as follows:

MUNICIPAL FACILITIES IMPACT FEE SCHEDULE¹.

Residential	Per Dwelling Unit
Single Family	\$833
Multi-Family	\$491

Nonresidential	Per Gross Square Foot
Industrial (Light Manufacturing)	\$0.265
Commercial/Retail	0.381
Institutional (Hospital)	\$0.151
Office and Other	\$0.484

<u>Development Type</u>	<u>Fiscal Year 2023</u>	<u>Fiscal Year 2024</u>	<u>Fiscal Year 2025</u>	<u>Fiscal Year 2026 and Onward</u>
<u>Residential</u>				
750 sq. ft. or less	\$252	\$252	\$252	\$252
751 to 1,000 sq. ft.	\$433	\$433	\$433	\$433
1,001 to 1,500 sq. ft.	\$547	\$593	\$639	\$685
1,501 to 2,000 sq. ft.	\$854	\$858	\$862	\$865
2,001 to 2,500 sq. ft.	\$890	\$929	\$968	\$1,007
2,501 to 3,000 sq. ft.	\$918	\$985	\$1,053	\$1,120
3,001 sq ft. or more	\$942	\$1,034	\$1,126	\$1,217
<u>Industrial</u>	\$0.28 per sq. ft.	\$0.29 per sq. ft.	\$0.30 per sq. ft.	\$0.31 per sq. ft.
<u>Commercial/Retail</u>	\$0.40 per sq. ft.	\$0.41 per sq. ft.	\$0.41 per sq. ft.	\$0.42 per sq. ft.
<u>Office and Other Services</u>	\$0.53 per sq. ft.	\$0.57 per sq. ft.	\$0.61 per sq. ft.	\$0.65 per sq. ft.
<u>Institutional</u>	\$0.17 per sq. ft.	\$0.19 per sq. ft.	\$0.21 per sq. ft.	\$0.23 per sq. ft.

In addition to the municipal facilities fee as set forth above, each feepayer shall pay to the village a non-refundable general administrative charge for the processing of all materials relating to improvements of municipal facilities.

1. Note: For a more detailed explanation of the computation of this impact fee schedule, please refer to the "~~2019 Impact Fee Update~~ Impact Fee Study" study ~~and report~~, prepared by Tischler Bise, dated ~~August 19, 2019~~ July 25, 2022.

f. *Exemptions.*

1. Alteration, expansion or replacement of existing dwelling units where no additional dwelling units are created.
2. The construction of accessory buildings or structures which will not create additional dwelling units.
3. The issuance of a tie-down permit on a mobile home on which applicable park impact fee has previously been paid.
4. All development activity permitted by an existing development of regional impact order adopted pursuant to F.S. ch. 380, and approved prior to the effective date of this subsection shall be exempt.
5. An exemption must be claimed by the feepayer prior to paying the impact fee. Any exemption must be claimed by the feepayer at the time of the application for building permit Any exemption not so claimed shall be deemed to have been waived by the feepayer.

(4) *Stormwater drainage impact fees.*

d. *Impact fees in general.*

1. Any application for building permit for residential or non-residential development activity within the corporate limits of the village shall be subject to the assessment of a stormwater drainage impact fee in the manner and amount set forth in this subsection. No such building permit shall be issued by the village until the applicant has paid the assessed impact fee as calculated pursuant to this subsection.
2. Notwithstanding payment of the impact fees pursuant to this subsection, other state, county and village development regulations may limit the issuance of building permits for development activity.

3. In the event impact fees are paid prior to, or, concurrently with, the issuance of a building permit and subsequently, the building permit is amended, the applicant shall pay the impact fee in effect at the time the amended building permit is issued with credit being given for the previous fees paid.
 4. In the case of change of use, redevelopment, or expansion or modification of an existing use on a site which requires the issuance of a building permit, the impact fee shall be based upon the net increase in the impact fee for the new use as compared to the most intense previous use. If the type of activity within a proposed or current development is not specified, the village manager or his designee shall use the activity most nearly comparable in computing the fee. No refunds will be given for proposed development activity resulting in a negative fee calculation.
 5. If a building permit is canceled without development commencing, then the impact fee payer shall be entitled to a refund, without interest, of the impact fee paid except that the village shall retain the applicable administrative charge to offset a portion of the costs of collection and refund. The impact fee payer shall submit an application for such a refund to the village manager or his designee within 30 days of the expiration of the order or permit, or thereafter shall be deemed to waive any right to a refund.
 6. Any funds not expended or encumbered by the end of the calendar quarter immediately following seven years from the date of collection of fee shall, upon application of the then current landowner, be returned to such landowner, without interest, provided that the landowner submits an application for a refund to the village manager or designee within 180 days of the expiration of the ten-year period. Any claim not so timely made shall be deemed waived.
 7. Funds shall be deemed expended for the purposes of this subsection when a contract or agreement encumbering all or a portion of the payment of said funds shall be approved by final village action.
- e. *Impact fee schedule.* Any person requesting a building permit for residential or non-residential development activity shall pay the impact fee as follows:

STORMWATER DRAINAGE IMPACT FEE SCHEDULE^{1,2}

Impervious Coverage	Per Square Foot or Portion Thereof
---------------------	------------------------------------

Residential	\$0.1559
Commercial/Shopping Center	\$0.2252
Business	\$0.3049
Public Service	\$0.2252
Parks	\$0.2252
Transportation	\$0.3465
Inland Water	\$0.0866

Note: Ten percent of any driveway or parking area constructed of open cell unit pavers (turf block) and two percent of any driveway or parking area constructed of brick pavers with a sand and/or gravel sub base or underlayment may be excluded from stormwater drainage impact fee computations.

<u>Development Type</u>	<u>Fiscal Year 2023</u>	<u>Fiscal Year 2024</u>	<u>Fiscal Year 2025</u>	<u>Fiscal Year 2026 and Onward</u>
<u>Residential</u>	<u>\$0.164 per sq. ft.</u>	<u>\$0.168 per sq. ft.</u>	<u>\$0.173 per sq. ft.</u>	<u>\$0.178 per sq. ft.</u>
<u>Commercial/Retail</u>	<u>\$0.237 per sq. ft.</u>	<u>\$0.243 per sq. ft.</u>	<u>\$0.250 per sq. ft.</u>	<u>\$0.257 per sq. ft.</u>
<u>Business</u>	<u>\$0.320 per sq. ft.</u>	<u>\$0.329 per sq. ft.</u>	<u>\$0.338 per sq. ft.</u>	<u>\$0.347 per sq. ft.</u>
<u>Public Service</u>	<u>\$0.237 per sq. ft.</u>	<u>\$0.243 per sq. ft.</u>	<u>\$0.250 per sq. ft.</u>	<u>\$0.257 per sq. ft.</u>
<u>Parks</u>	<u>\$0.237 per sq. ft.</u>	<u>\$0.243 per sq. ft.</u>	<u>\$0.250 per sq. ft.</u>	<u>\$0.257 per sq. ft.</u>
<u>Transportation</u>	<u>\$0.364 per sq. ft.</u>	<u>\$0.374 per sq. ft.</u>	<u>\$0.384 per sq. ft.</u>	<u>\$0.395 per sq. ft.</u>
<u>Inland Water</u>	<u>\$0.091 per sq. ft.</u>	<u>\$0.094 per sq. ft.</u>	<u>\$0.096 per sq. ft.</u>	<u>\$0.099 per sq. ft.</u>

In addition to the stormwater drainage fee as set forth above, each feepayer shall pay to the village a nonrefundable general administrative charge for the processing of all materials relating to improvements of stormwater drainage facilities.

¹ Note: For a more detailed explanation of the computation of this impact fee schedule, please refer to the "*2019 Impact Fee Update Impact Fee Study*" study and report, prepared by Tischler Bise, dated August 19, 2019 July 25, 2022.

² Note: Ten percent of any driveway or parking area constructed of open cell unit pavers (turf block) and two percent of any driveway or parking area constructed of brick pavers with a sand and/or gravel sub base or underlayment may be excluded from stormwater drainage impact fee computations.

f. *Exemptions.*

1. Alteration or replacement of an existing building or dwelling unit where the area of impervious surface coverage is not increased shall not be subject to the impact fees.
- ~~2. The construction of accessory buildings or structures which will not create additional dwelling units.~~
- ~~3~~ 2. The issuance of a tie-down permit on a mobile home on which applicable park impact fee has previously been paid.
- ~~4~~ 3. All development activity permitted by an existing development of regional impact order adopted pursuant to F.S. ch. 380, and approved prior to the effective date of this subsection shall be exempt.
- ~~5~~ 4. An exemption must be claimed by the feepayer prior to paying the impact fee. Any exemption must be claimed by the feepayer at the time of the application for building permit Any exemption not so claimed shall be deemed to have been waived by the feepayer.

(6) *Administrative Charge*.¹

- a. *Administrative charge.* An administrative charge to offset the actual costs of administration of the impact fee program shall be paid at the time of issuance of a building permit for which an impact fee is assessed. Any application for a building permit for residential or non-residential development activity within the corporate limits of the village shall be subject to the assessment of an administrative charge in the manner and amount set forth in this subsection. No such building permit shall be issued by the village until the applicant has paid the assessed administrative charge as follows:

Single-Family:	\$108.98 per dwelling unit
Multi-Family:	\$64.32 per dwelling unit
<u>Residential</u>	
<u>750 square feet or less</u>	<u>\$46.00 per dwelling unit</u>
<u>751 to 1,000 square feet</u>	<u>\$79.00 per dwelling unit</u>
<u>1,001 to 1,500 square feet</u>	<u>\$127.00 per dwelling unit</u>
<u>1,501 to 2,000 square feet</u>	<u>\$161.00 per dwelling unit</u>
<u>2,001 to 2,500 square feet</u>	<u>\$186.00 per dwelling unit</u>
<u>2,501 to 3,000 square feet</u>	<u>\$208.00 per dwelling unit</u>
<u>Over 3,001 square feet</u>	<u>\$226.00 per dwelling unit</u>

Industrial:	\$.07156 <u>\$0.05</u> per square foot of built space
Commercial:	\$.10273 <u>\$0.07</u> per square foot of built space
Institutional:	\$.04083 <u>\$0.11</u> per square foot of built space
Office and Other:	\$.13038 <u>\$0.10</u> per square foot of built space

* * *

Section 3. Severability. The provisions of this Ordinance are declared to be severable and if any section, sentence, clause or phrase of this Ordinance shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance but they shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

Section 4. Conflict. All Sections or parts of Sections of the Code of Ordinances, all ordinances or parts of ordinances, and all Resolutions, or parts of Resolutions, in conflict with this Ordinance are repealed to the extent of such conflict.

Section 5. Codification. It is the intention of the Village Council, and it is hereby ordained that the provisions of this Ordinance shall become and made a part of the Code of the Village of Pinecrest; that the sections of this Ordinance may be renumbered or re-lettered to accomplish such intention; and that the word "Ordinance" shall be changed to "Section" or other appropriate word.

Section 6. **Effective Date.** This Ordinance shall be effective ninety-one (91) days after adoption on second reading.

PASSED on first reading this 11th day of October, 2022.

PASSED AND ADOPTED on second reading this 1st day November, 2022.

Joseph M. Corradino, Mayor

ATTEST:

Priscilla Torres, CMC
Village Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

Mitchell Bierman
Village Attorney



Stephen R. Olmsted, AICP
Planning Director
planning@pinecrest-fl.gov

MEMORANDUM

Department of Building and Planning

DATE: October 3, 2022

TO: Yocelyn Galiano, ICMA-CM, LEED-GA
Village Manager

FROM: Stephen R. Olmsted, AICP, LEED-GA
Planning Director

RE: Tischler Bise - Impact Fee Study

Since the Village of Pinecrest incorporated as a municipality in 1996, it has adopted a schedule of impact fees to pay for a portion of the costs of Police, Parks and Recreation, Stormwater Drainage, and Municipal Facilities infrastructure. Impact fees are one-time payments used to construct system improvements needed to accommodate new development and the fees represent new growth's proportionate share of capital facility needs.

The Village's adopted Impact Fee ordinance has historically allowed for annual adjustments of impact fees based on changes in the Consumer Price Index (CPI). However, in 2021, the Florida Legislature passed HB 337 that limits any increases to once every 4 years, or sooner, if based on recommendations of a current impact fee study. Florida HB 337 requires an adopted increase in impact fees of 25 percent or less to be phased over two years. Increases between 25 and 50 percent must be phased over four years, and no increase can exceed 50 percent. These restrictions can be bypassed if the jurisdiction complies with the impact fee rational nexus test; holds two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the limitations; and if the increase is approved by no less than two-thirds vote of the governing body.

Rather than waiting to the year 2025 to adjust the Village's schedule of impact fees, and given the substantial increases in the CPI over the course of the past year, the Village Council approved completion of an impact fee study in 2022 to serve as the basis for adjustment of the current schedule based on recommendations of the completed study.

Tischler Bise, Inc. has completed an impact fee study including a study of current demographic trends, growth and development that is projected to occur, and an evaluation of necessary capital expenditures. The completed study and comprehensive analysis include an evaluation of existing impact fees, and recommended adjustments.



In its recent study, Tischler Bise analyzed two different methods of assessing impact fees. The Village currently assesses residential impact fees on a per unit basis for the entire dwelling unit irrespective of size. In addition to an analysis that considers this method of impact fee assessment, Tischler Bise has also considered the proportionate assessment of impact fees based on the size of a dwelling unit or the area of a subsequent building addition. Staff recommends assessment based on this proportionate basis as it assesses fees based on a sliding scale depending on the degree of impact. Projected revenues derived from new residences would be 1.5% to 2% less using this method, but overall impact fee revenues would be greater when accounting for building additions that would not be assessed an impact fee under the current ordinance. A copy of each of the Tischler Bise Impact Fee Studies is attached for the Village Council's review and consideration. Mr. Carson Bise will be available at the scheduled Village Council meeting to present the findings and recommendations of the completed study.

Calculated increases in the Village's schedule of impact fees based on projected capital costs would be approximately 21% for the Municipal Facilities fee, 12% for the Police Services fee, and 140% for the Parks and Recreation fee. Limiting the Parks and Recreation fee increase to 50% and spreading the increase over 4 years would result in an increase in the fee from \$6,497 to \$9,745 over the course of 4 years. An increase of 140% would otherwise result in a Parks and Recreation impact fee of \$15,572, require the scheduling of two workshop meetings dedicated to the extraordinary circumstances necessitating the need to exceed the limitations of HB 337, and require approval of no less than two-thirds of the Village Council.

The Village Attorney has prepared an ordinance for the Village Council's consideration at first reading that would adopt the proposed impact fee adjustments for Police, Municipal Facilities, and Stormwater Improvements; limit the Parks and Recreation Impact Fee to 50% of the maximum potential fee; base all future residential impact fees on the square-footage area of a building or building addition; and phase in all increases over the course of four years.

If you have questions or require additional information, please let me know.

MEMORANDUM

TO: Stephen Olmstead, AICP, Planning Director
Village of Pinecrest

FROM: Carson Bise, AICP, President
TischlerBise, Inc.

DATE: September 26, 2022

RE: Recommended Impact Fee Amounts

TischlerBise was retained by the Village of Pinecrest to prepare an update to the Village’s impact fees. The maximum supportable impact fee amounts (not including stormwater) are shown below in Figure 1.

Figure 1: Maximum Supportable Impact Fees (not including stormwater)

Residential Fees per Unit				
Development Type	Municipal Facilities	Parks and Recreation	Police Services	Total
750 or less	\$252	\$3,814	\$352	\$4,418
751 to 1,000	\$433	\$6,552	\$605	\$7,589
1,001 to 1,500	\$685	\$10,366	\$957	\$12,007
1,501 to 2,000	\$865	\$13,105	\$1,209	\$15,180
2,001 to 2,500	\$1,007	\$15,256	\$1,408	\$17,672
2,501 to 3,000	\$1,120	\$16,967	\$1,566	\$19,653
3,001 or more	\$1,217	\$18,434	\$1,701	\$21,353

Nonresidential Fees per Square Foot				
Development Type	Municipal Facilities	Parks and Recreation	Police Services	Total
Industrial	\$0.31	\$0.00	\$0.22	\$0.53
Commercial	\$0.42	\$0.00	\$1.10	\$1.52
Office & Other Services	\$0.65	\$0.00	\$0.49	\$1.14
Institutional	\$0.57	\$0.00	\$0.32	\$0.89

Maximum supportable impact fees for stormwater are shown in Figure 2 below.

Figure 2: Maximum Supportable Stormwater Impact Fees

Stormwater Fees	
Development Type	Proposed Fees per Square Foot
Residential	\$0.1776
Commercial/Shopping Center	\$0.2566
Business	\$0.3473
Public Service	\$0.2566
Parks	\$0.2566
Transportation	\$0.3947
Inland Water	\$0.0987

As you are aware, the Florida Impact Fee Act was recently revised to phase in fee increases. Increases of 25% or less are to be phased in over two equal annual increments, and increases between 26% and 50% are to be phased in over four equal annual increments. Increases greater than 50% of the current fee amounts can only be implemented by demonstrating “extraordinary circumstances,” which requires two public meetings and a two-thirds vote of the Village Council. The parks and recreation impact fee is the only fee category with an across the board increase greater than 50%. However, rather than exercise the ‘extraordinary circumstances’ provision, the Village has opted to “cap” the parks and recreation impact fees at 50%, and increase in equal annual increments over four years. For the impact fee categories that had maximum supportable increases less than 25%, the Village will also increase in four equal annual increments rather than the two equal annual increments allowed by law. Below are the recommended fee amounts and the 4-year phasing schedule for these fees. For residential fees 750 square feet or less, 751 square feet to 1,000 square feet, and 1,001 square feet to 1,500 square feet are compared against the current multi-family impact fee and 1,501 square feet to 2,000 square feet, 2,001 square feet to 2,500 square feet, 2,501 square feet to 3,000 square feet and 3,001 or more square feet are compared against the current single-family impact fee.

Figure 3: Recommended Municipal Facilities Impact Fees

Residential Municipal Facilities Impact Fee Per Unit							
Development Type	Current Impact Fee	Maximum Supportable Impact Fee	Recommended Impact Fee	Year 1 Fee	Year 2 Fee	Year 3 Fee	Year 4 Fee
750 or less	\$501	\$252	\$252	\$252	\$252	\$252	\$252
751 to 1,000	\$501	\$433	\$433	\$433	\$433	\$433	\$433
1,001 to 1,500	\$501	\$685	\$685	\$547	\$593	\$639	\$685
1,501 to 2,000	\$850	\$865	\$865	\$854	\$858	\$862	\$865
2,001 to 2,500	\$850	\$1,007	\$1,007	\$890	\$929	\$968	\$1,007
2,501 to 3,000	\$850	\$1,120	\$1,120	\$918	\$985	\$1,053	\$1,120
3,001 or more	\$850	\$1,217	\$1,217	\$942	\$1,034	\$1,126	\$1,217

Nonresidential Municipal Facilities Impact Fee Per Square Foot							
Development Type	Current Impact Fee	Maximum Supportable Impact Fee	Recommended Impact Fee	Year 1 Fee	Year 2 Fee	Year 3 Fee	Year 4 Fee
Industrial	\$0.27	\$0.31	\$0.31	\$0.28	\$0.29	\$0.30	\$0.31
Commercial / Retail	\$0.39	\$0.42	\$0.42	\$0.40	\$0.41	\$0.41	\$0.42
Office & Other Services	\$0.49	\$0.65	\$0.65	\$0.53	\$0.57	\$0.61	\$0.65
Institutional	\$0.15	\$0.57	\$0.23	\$0.17	\$0.19	\$0.21	\$0.23

Figure 4: Recommended Parks and Recreation Impact Fees

Residential Parks and Recreation Impact Fee Per Unit							
Development Type	Current Impact Fee	Maximum Supportable Impact Fee	Recommended Impact Fee	Year 1 Fee	Year 2 Fee	Year 3 Fee	Year 4 Fee
750 or less	\$3,834	\$3,814	\$3,814	\$3,814	\$3,814	\$3,814	\$3,814
751 to 1,000	\$3,834	\$6,552	\$5,751	\$4,313	\$4,792	\$5,272	\$5,751
1,001 to 1,500	\$3,834	\$10,366	\$5,751	\$4,313	\$4,792	\$5,272	\$5,751
1,501 to 2,000	\$6,497	\$13,105	\$9,745	\$7,309	\$8,121	\$8,933	\$9,745
2,001 to 2,500	\$6,497	\$15,256	\$9,745	\$7,309	\$8,121	\$8,933	\$9,745
2,501 to 3,000	\$6,497	\$16,967	\$9,745	\$7,309	\$8,121	\$8,933	\$9,745
3,001 or more	\$6,497	\$18,434	\$9,745	\$7,309	\$8,121	\$8,933	\$9,745

Figure 5: Recommended Police Impact Fees

Residential Police Impact Fee Per Unit							
Development Type	Current Impact Fee	Maximum Supportable Impact Fee	Recommended Impact Fee	Year 1 Fee	Year 2 Fee	Year 3 Fee	Year 4 Fee
750 or less	\$761	\$352	\$352	\$352	\$352	\$352	\$352
751 to 1,000	\$761	\$605	\$605	\$605	\$605	\$605	\$605
1,001 to 1,500	\$761	\$957	\$957	\$810	\$859	\$908	\$957
1,501 to 2,000	\$1,289	\$1,209	\$1,209	\$1,209	\$1,209	\$1,209	\$1,209
2,001 to 2,500	\$1,289	\$1,408	\$1,408	\$1,318	\$1,348	\$1,378	\$1,408
2,501 to 3,000	\$1,289	\$1,566	\$1,566	\$1,358	\$1,427	\$1,497	\$1,566
3,001 or more	\$1,289	\$1,701	\$1,701	\$1,392	\$1,495	\$1,598	\$1,701

Nonresidential Police Impact Fee Per Square Foot							
Development Type	Current Impact Fee	Maximum Supportable Impact Fee	Recommended Impact Fee	Year 1 Fee	Year 2 Fee	Year 3 Fee	Year 4 Fee
Industrial	\$0.13	\$0.22	\$0.20	\$0.15	\$0.17	\$0.18	\$0.20
Commercial / Retail	\$0.68	\$1.10	\$1.01	\$0.76	\$0.85	\$0.93	\$1.01
Office & Other Services	\$0.26	\$0.49	\$0.39	\$0.30	\$0.33	\$0.36	\$0.39
Institutional	\$0.35	\$0.32	\$0.32	\$0.32	\$0.32	\$0.32	\$0.32

Figure 6: Recommended Stormwater Impact Fees

Stormwater Impact Fees Per Square Foot							
Development Type	Current Impact Fee	Maximum Supportable Impact Fee	Recommended Impact Fee	Year 1 Fee	Year 2 Fee	Year 3 Fee	Year 4 Fee
Residential	\$0.159	\$0.178	\$0.178	\$0.164	\$0.168	\$0.173	\$0.178
Commercial/Shopping Center	\$0.230	\$0.257	\$0.257	\$0.237	\$0.243	\$0.250	\$0.257
Business	\$0.311	\$0.347	\$0.347	\$0.320	\$0.329	\$0.338	\$0.347
Public Service	\$0.230	\$0.257	\$0.257	\$0.237	\$0.243	\$0.250	\$0.257
Parks	\$0.230	\$0.257	\$0.257	\$0.237	\$0.243	\$0.250	\$0.257
Transportation	\$0.354	\$0.395	\$0.395	\$0.364	\$0.374	\$0.384	\$0.395
Inland Water	\$0.088	\$0.099	\$0.099	\$0.091	\$0.094	\$0.096	\$0.099

DRAFT
Impact Fee Study

Prepared for:
Pinecrest Village, Florida

July 25, 2022



**4701 Sangamore Road
Suite S240
Bethesda, MD 20816
301.320.6900
www.TischlerBise.com**

[PAGE INTENTIONALLY LEFT BLANK]

TABLE OF CONTENTS

EXECUTIVE SUMMARY.....	1
Florida Impact Fee Enabling Legislation.....	1
Conceptual Development Fee Calculation.....	2
General Methodologies.....	3
Evaluation of Credits.....	5
Impact Fee Components.....	5
Proposed Impact Fees.....	6
Current Impact Fees.....	7
POLICE IMPACT FEES.....	8
Methodology.....	8
Service Area.....	8
Proportionate Share.....	9
Level-of-Service Analysis.....	10
Police Facilities – Incremental Expansion.....	10
Police Vehicles – Incremental Expansion.....	11
Projected Demand for Services and Costs.....	12
Police Facilities – Incremental Expansion.....	12
Police Vehicles – Incremental Expansion.....	13
Credits.....	14
Police Impact Fees.....	14
Police Impact Fee Revenue.....	15
PARK AND RECREATION IMPACT FEES.....	16
Methodology.....	16
Service Area.....	16
Proportionate Share.....	16
Level-of-Service Analysis.....	17
Park Land – Incremental Expansion.....	17
Park Amenities – Incremental Expansion.....	18
Park Facilities – Incremental Expansion.....	20
Park Vehicles – Incremental Expansion.....	21
Projected Demand for Services and Costs.....	22
Park Land – Incremental Expansion.....	22
Park Amenities – Incremental Expansion.....	23
Park Facilities – Incremental Expansion.....	24
Park Vehicles – Incremental Expansion.....	25
Credits.....	26
Park and Recreation Impact Fees.....	26
Park and Recreation Impact Fee Revenue.....	27
MUNICIPAL IMPACT FEES.....	28
Methodology.....	28
Service Area.....	28
Proportionate Share.....	29
Level-of-Service Analysis.....	30
Municipal Facilities – Incremental Expansion.....	30
Municipal Vehicles – Incremental Expansion.....	31

- Projected Demand for Services and Costs 32
 - Municipal Facilities – Incremental Expansion..... 32
 - Municipal Vehicles – Incremental Expansion 33
- Credits 34
- Municipal Impact Fees 34
- Municipal Impact Fee Revenue 35
- STORMWATER IMPACT FEE 36**
 - Capital Improvement Plan..... 36
 - Credit Evaluation..... 36
 - Stormwater Impact Fee 37
- ADMINISTRATIVE CHARGE 38**
- APPENDIX A: LAND USE DEFINITIONS 39**
 - Residential Development..... 39
 - Nonresidential Development 40
- APPENDIX B: LAND USE ASSUMPTIONS 41**
 - Summary of Growth Indicators..... 42
 - Residential Development..... 43
 - Recent Residential Construction 43
 - Housing Unit Size 44
 - Persons by Bedroom Range..... 45
 - Persons by Square Feet of Living Area 46
 - Residential Estimates 47
 - Residential Projections 47
 - Nonresidential Development 48
 - Nonresidential Demand Units 48
 - Nonresidential Estimates 49
 - Nonresidential Projections 50
 - Average Weekday Vehicle Trips 51
 - Nonresidential Demand Units 51
 - Trip Rate Adjustments 52
 - Adjustment for Pass-By Trips..... 52
 - Average Weekday Vehicle Trips 52
 - Development Projections..... 53
 - Functional Population 55

EXECUTIVE SUMMARY

Pinecrest Village, Florida, contracted with TischlerBise to update its impact fees pursuant to Florida Statutes § 163.31801. Cities in Florida may assess impact fees to offset infrastructure costs necessitated by future growth. Impact fees are one-time payments used to construct system improvements needed to accommodate future development. The fee represents future development’s proportionate share of infrastructure costs. Impact fees may be used for infrastructure improvements or debt service for growth-related infrastructure. In contrast to general taxes, impact fees may not be used for operations, maintenance, replacement, or correcting existing deficiencies.

FLORIDA IMPACT FEE ENABLING LEGISLATION

The authority for Florida counties to adopt and collect impact fees to offset the demands future development creates for new infrastructure is well established. *St. Johns County v. Northeast Florida Builders Association* (583 So. 2d 635, 638 Fla. 1991) states, “The use of impact fees has become an accepted method of paying for public improvements that must be constructed to serve new growth.”¹ State statutes specifically “encourage the use of innovative land development regulations which include provisions such as [...] impact fees,” and Florida courts have upheld local government’s authority to adopt fees under general home rule and police power theories.²

In 2006, the Florida legislature passed the “Florida Impact Fee Act,” which recognized impact fees as “an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction.” § 163.31801(2), Fla. Stat. The statute – concerned mostly with 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, most of which were common to the practice already. Subsequent amendments to the Act, in 2009, removed prior notice requirements for impact fee reductions (but not increases) and purported to elevate the standard of judicial review. Under Florida law, impact fees must comply with the “dual rational nexus” test, which requires “a reasonable connection, or rational nexus, between the need for additional capital facilities and the growth in service units generated by new development. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision,” *St. Johns County*, 583 So.2d at 637 (quoting *Hollywood, Inc.* 431 So. 2d at 611-12). Impact fee calculation studies, generally speaking, establish the pro rata, or proportionate, “need” for new infrastructure and implementing ordinances to ensure that new growth paying the fees receive a pro rata “benefit” from their expenditure.

In the most recent amendments to the Florida Impact Fee Act, House Bill 750 (2021) specified that impact fees can only be used for fixed capital expenditures, revised requirements for crediting contributions against the collection of impact fees, and restricted impact fee increases. Among the increase restrictions, an adopted increase of 25 percent or less must be phased over two years; increases between 25-50 percent must be phased over four years; no increase can exceed 50 percent; and impact fees cannot be

¹ Citing *Home Builders & Contractors Association v. Palm Beach City.*, 446 So.2d 140 (Fla. 4th DCA 1984); *Hollywood, Inc. v. Broward County*, 431 So.2d 606 (Fla. 4th DCA 1983).

² See §163.3202(3), Fla. Stat.; see also *Home Builders & Contractors Association*, 446 So.2d 140.

increased more than once every four years. The restrictions can be bypassed if the jurisdiction complies with the impact fee rational nexus test; can demonstrate extraordinary circumstances; and the jurisdiction hold two publicly noticed workshops the need to exceed the limitations; and the increase is approved by no less than two-thirds vote of the governing body.

Pinecrest Village is updating its impact fees related to police, parks and recreation, municipal facilities, stormwater, and administrative charge in order to fund capital facilities needed to meet the demand created by future development. The need for these services, and the infrastructure necessary to provide them, is driven by development; therefore, as vacant lands within Pinecrest Village develop, or as existing uses expand, the demand imposed upon Pinecrest Village for additional capital facilities increases proportionately.

The need for additional capacity for future development is further shown through an established level-of-service standard and Pinecrest Village's existing capital improvement plan. *Hollywood, Inc.*, 431 So.2d at 611 (holding that a plan for providing facilities at a reasonable level of service demonstrates "a reasonable connection between the need for additional park facilities and the growth in population"). Capital facilities necessary to provide this infrastructure have been provided by Pinecrest Village to date; however, Pinecrest Village will need to provide new residents and visitors with the same levels of service. The expenditures required to maintain existing levels of service are not necessitated by existing development, but rather by future development.

Furthermore, through the implementation of Pinecrest Village's capital improvement plans, future development paying impact fees will receive a pro rata benefit from new facilities built with those fees. In addition, Pinecrest Village's impact fee ordinance, including any amendments necessary to implement the fees recommended in this study, earmarks impact fees solely for capital facilities necessary to accommodate future development.

Finally, there are several steps Pinecrest Village will take to ensure ongoing compliance with applicable Florida laws related to impact fees. First, it will continue to update and implement plans for expending impact fee revenues on the types of facilities TischlerBise has used to develop the fees in this study. In Florida, this is typically satisfied through the Capital Improvement Plan (CIP) and Capital Improvements Element (CIE) framework. Also, Pinecrest Village will update its existing impact fee ordinance to ensure compliance with the approach used here and any developments in statutory and case law since Pinecrest Village's fees were last updated. This update will address, among other things, earmarking of impact fee revenues, limitations on the use of revenues, revisions related to developer credits, and ongoing compliance with other city and state law requirements.

CONCEPTUAL DEVELOPMENT FEE CALCULATION

In contrast to project-level improvements, impact fees fund growth-related infrastructure that will benefit multiple development projects, or the entire service area (usually referred to as system improvements). The first step is to determine an appropriate demand indicator for the particular type of infrastructure. The demand indicator measures the number of service units for each unit of development. For example, an appropriate indicator of the demand for parks is population growth and the increase in population can be estimated from the average number of persons per housing unit. The second step in the impact fee

formula is to determine infrastructure improvement units per service unit, typically called level-of-service (LOS) standards. In keeping with the park example, a common LOS standard is improved park acres per person. The third step in the impact fee formula is the cost of various infrastructure units. To complete the park example, this part of the formula would establish a cost per acre for land acquisition and/or park improvements.

GENERAL METHODOLOGIES

Impact fees for the capital improvements made necessary by new development must be based on the same level of service provided to existing development in the service area. There are three basic methodologies used to calculate impact fees that examine the past, present, and future status of infrastructure. The objective of evaluating these different methodologies is to determine the best measure of the demand created by new development for additional infrastructure capacity. Each methodology has advantages and disadvantages in a particular situation and can be used simultaneously for different capital improvements.

Reduced to its simplest terms, the process of calculating impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities within the designated service area. The following paragraphs discuss basic methodologies for calculating impact fees and how those methodologies can be applied.

- **Cost Recovery** (past improvements) - The rationale for recoupment, often called cost recovery, is that new development is paying for its share of the useful life and remaining capacity of facilities already built, or land already purchased, from which new development will benefit. This methodology is often used for utility systems that must provide adequate capacity before new development can take place.
- **Incremental Expansion** (concurrent improvements) - The incremental expansion methodology documents current LOS standards for each type of public facility, using both quantitative and qualitative measures. This approach assumes there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. Revenue will be used to expand or provide additional facilities, as needed, to accommodate new development. An incremental expansion methodology is best suited for public facilities that will be expanded in regular increments to keep pace with development.
- **Plan-Based** (future improvements) - The plan-based methodology allocates costs for a specified set of improvements to a specified amount of development. Improvements are typically identified in a long-range facility plan and development potential is identified by a land use plan. There are two basic options for determining the cost per demand unit: (1) total cost of a public facility can be divided by total demand units (average cost), or (2) the growth-share of the public facility cost can be divided by the net increase in demand units over the planning timeframe (marginal cost).

Evaluation of Credits

Regardless of the methodology, a consideration of credits is integral to the development of a legally defensible impact fee. There are two types of credits that should be addressed in impact fee studies and ordinances. The first is a revenue credit due to possible double payment situations, which could occur when other revenues may contribute to the capital costs of infrastructure covered by the impact fee. This type of credit is integrated into the fee calculation, thus reducing the fee amount. The second is a site-specific credit or developer reimbursement for dedication of land or construction of system improvements. This type of credit is addressed in the administration and implementation of the impact fee program. For ease of administration, TischlerBise normally recommends developer reimbursements for system improvements.

IMPACT FEE COMPONENTS

Figure 1 summarizes service areas, methodologies, and infrastructure components for each fee category. There is a single, citywide service area for all impact fees.

Figure 1: Proposed Impact Fee Service Areas, Methodologies, and Cost Components

Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
Administrative Charge	Citywide	N/A	Administrative Costs	N/A	Population, Jobs
Municipal Facilities	Citywide	N/A	Facilities, Vehicles	N/A	Population, Jobs
Parks and Recreation	Citywide	N/A	Amenities, Facilities, Vehicles, Land	N/A	Population
Police Services	Citywide	N/A	Police Stations, Vehicles & Equipment	N/A	Population, Vehicle Trips
Stormwater Drainage	Citywide	N/A	N/A	Stormwater Facilities	Acres

PROPOSED IMPACT FEES

Impact fees for residential development will be assessed per dwelling unit, based on the size of unit, and nonresidential fees will be assessed per square foot of floor area, based on the land use. Pinecrest Village may adopt fees that are less than the maximum allowable fees shown below; however, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital improvements, and/or a decrease in Pinecrest Village’s LOS standards. All costs in the Impact Fee Study are in current dollars with no assumed inflation rate over time.

Figure 2: Proposed Impact Fees

Residential Fees per Unit					
Development Type	Administrative Charge	Municipal Facilities	Parks and Recreation	Police Services	Total
750 or less	\$46	\$249	\$3,765	\$348	\$4,361
751 to 1,000	\$79	\$429	\$6,503	\$600	\$7,533
1,001 to 1,500	\$127	\$688	\$10,415	\$961	\$12,064
1,501 to 2,000	\$161	\$869	\$13,153	\$1,214	\$15,236
2,001 to 2,500	\$186	\$1,007	\$15,256	\$1,408	\$17,672
2,501 to 3,000	\$208	\$1,124	\$17,016	\$1,571	\$19,710
3,001 or more	\$226	\$1,221	\$18,483	\$1,706	\$21,409

Nonresidential Fees per Square Foot					
Development Type	Administrative Charge	Municipal Facilities	Parks and Recreation	Police Services	Total
Industrial	\$0.05	\$0.31	\$0.00	\$0.22	\$0.53
Commercial	\$0.07	\$0.42	\$0.00	\$1.10	\$1.52
Office & Other Services	\$0.11	\$0.65	\$0.00	\$0.49	\$1.14
Institutional	\$0.10	\$0.57	\$0.00	\$0.32	\$0.89

Stormwater Fees	
Development Type	Proposed Fees per Square Foot
Residential	\$0.1776
Commercial/Shopping Center	\$0.2566
Business	\$0.3473
Public Service	\$0.2566
Parks	\$0.2566
Transportation	\$0.3947
Inland Water	\$0.0987

CURRENT IMPACT FEES

Current impact fees for residential development are assessed per dwelling unit, based on the type of unit, and nonresidential fees are assessed per square foot of floor area, based on the land use.

Figure 3: Current Impact Fees

Residential Fees per Unit					
Development Type	Administrative Charge	Municipal Facilities	Parks and Recreation	Police Services	Total
Single Family	\$111	\$850	\$6,497	\$1,289	\$8,636
Multi-Family	\$66	\$501	\$3,834	\$761	\$5,096

Nonresidential Fees per Square Foot					
Development Type	Administrative Charge	Municipal Facilities	Parks and Recreation	Police Services	Total
Industrial	\$0.07	\$0.27	\$0.00	\$0.13	\$0.41
Commercial	\$0.10	\$0.39	\$0.00	\$0.68	\$1.07
Office & Other Services	\$0.04	\$0.15	\$0.00	\$0.35	\$0.50
Institutional	\$0.13	\$0.49	\$0.00	\$0.26	\$0.76

Stormwater Fees	
Development Type	Current Fees per Square Foot
Residential	\$0.1592
Commercial/Shopping Center	\$0.2299
Business	\$0.3113
Public Service	\$0.2299
Parks	\$0.2299
Transportation	\$0.3538
Inland Water	\$0.0884

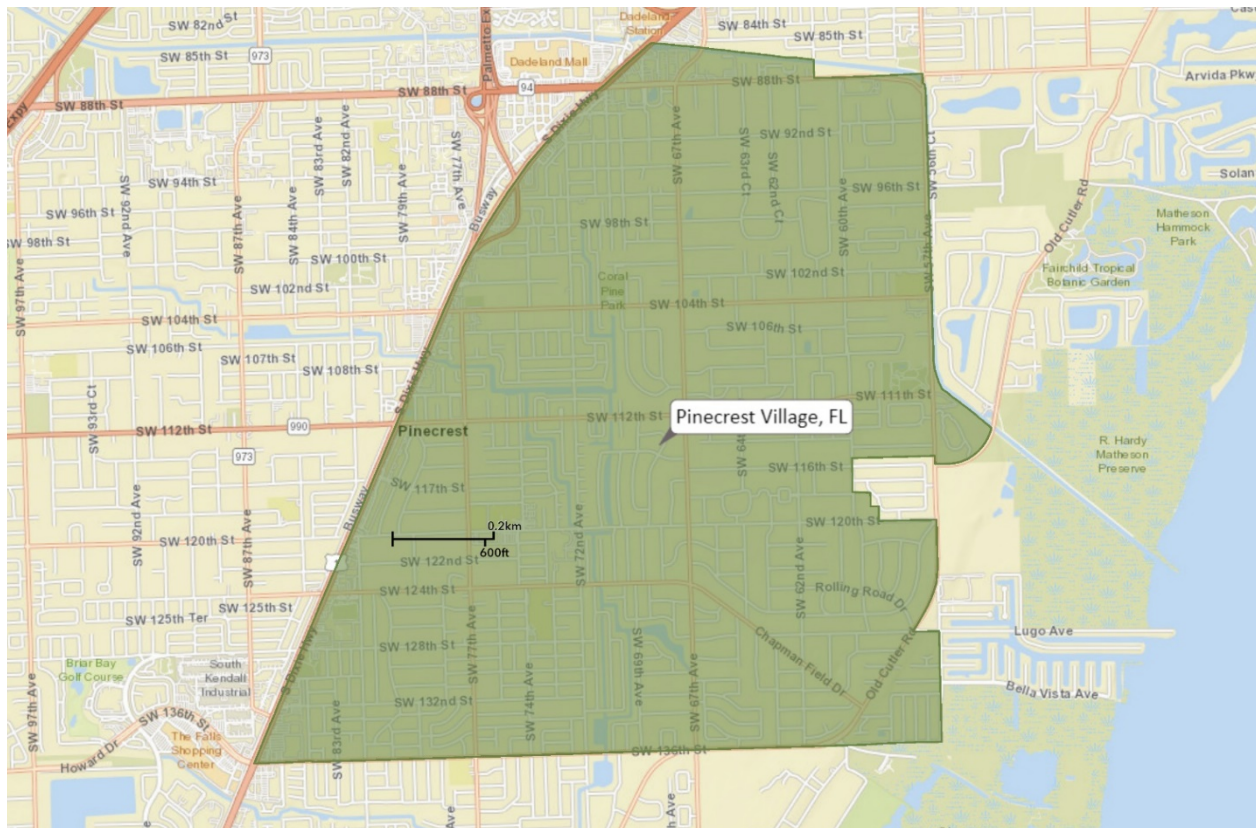
POLICE IMPACT FEES

METHODOLOGY

The police impact fees include components for police facilities and police vehicles. The incremental expansion methodology is used for all components.

SERVICE AREA

Pinecrest Village plans to provide a uniform level of service citywide; therefore, the police impact fees will be assessed in a citywide service area.



PROPORTIONATE SHARE

Impact fees should not exceed a proportionate share of the capital cost needed to provide capital facilities to the development. The police impact fees allocate the cost of capital facilities between residential and nonresidential development using functional population. Based on 2019 estimates from the U.S. Census Bureau’s OnTheMap web application, residential development accounts for approximately 78 percent of functional population and nonresidential development accounts for the remaining 22 percent.

Figure P1: Proportionate Share

Demand Units in 2019				
Residential				
Population	19,227		Demand Hours/Day	Person Hours
Residents Not Working	11,870		20	237,400
Employed Residents	7,357			
Employed in Pinecrest Village	402		14	5,628
Employed outside Pinecrest Village	6,955		14	97,370
			Residential Subtotal	340,398
			Residential Share	78%
Nonresidential				
Non-working Residents	11,870		4	47,480
Jobs Located in Pinecrest Village	4,924			
Residents Employed in Pinecrest Village	402		10	4,020
Non-Resident Workers (inflow commuters)	4,522		10	45,220
			Nonresidential Subtotal	96,720
			Nonresidential Share	22%
			Total	437,118

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, Version 6.8 (employment).

The proportionate share of costs attributable to residential development will be allocated to population and then converted to an appropriate amount by type of housing unit, based on housing unit type. Since nonresidential calls for service were unavailable by specific nonresidential use (i.e., retail, office, industrial, etc.), TischlerBise recommends using average weekday nonresidential vehicle trips as the best demand indicator for police impact fees. Trip generation rates are highest for commercial development, such as a shopping center, and lowest for industrial development. Office and institutional trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for police services from nonresidential development. Other possible nonresidential demand indicators, such as employment or floor area, do not accurately reflect the demand for police services. If the analysis used employees per 1,000 square feet of floor area as the demand indicator, police impact fees would be too high for office and institutional development.

LEVEL-OF-SERVICE ANALYSIS

Police Facilities – Incremental Expansion

Future development in Pinecrest Village will maintain current levels of service by incrementally expanding police facilities. Pinecrest Village’s existing inventory includes 16,300 square feet of police facilities. To allocate the proportionate share of demand to residential and nonresidential development, this analysis uses daytime population outlined in Figure P1. Pinecrest Village’s existing level of service for residential development is 0.6822 square feet per person (16,300 square feet X 78 percent residential share / 18,636 persons). For nonresidential development, the existing LOS is 0.1363 square feet per vehicle trip (16,300 square feet X 22 percent nonresidential share / 26,317 vehicle trips).

Based on construction estimates, this analysis uses a construction cost of \$520 per square foot. For police facilities, the cost is \$354.77 per person (0.6822 square feet per person X \$520 per square foot) and \$70.86 per vehicle trip (0.1363 square feet per vehicle trip X \$520 per square foot).

Figure P2: Existing Level of Service

Description	Square Feet
Main Station	16,300

Cost Factors	
Cost per Square Foot	\$520

Level-of-Service (LOS) Standards	
Existing Square Feet	16,300
Residential	
Residential Share	78%
2022 Population	18,636
Square Feet per Person	0.6822
Cost per Person	\$354.77
Nonresidential	
Nonresidential Share	22%
2022 Vehicle Trips	26,317
Square Feet per Vehicle Trip	0.1363
Cost per Vehicle Trip	\$70.86

Source: Pinecrest Village Police Department

Police Vehicles – Incremental Expansion

Future development in Pinecrest Village will maintain current levels of service by incrementally expanding its existing fleet of 42 police vehicles. To allocate the proportionate share of demand to residential and nonresidential development, this analysis uses daytime population outlined in Figure P1. Pinecrest Village’s existing level of service for residential development is 0.0018 units per person (42 units X 78 percent residential share / 18,636 persons). For nonresidential development, the existing LOS is 0.0004 units per vehicle trip (42 units X 22 percent nonresidential share / 26,317 vehicle trips).

Based on inflated costs from the 2019 impact fee study, the weighted average cost of the existing fleet is \$54,910 per vehicle – this includes the cost of the vehicle and any equipment needed to place the vehicle into service (i.e., decals, lights, radios, computers, etc.). For police vehicles, the cost is \$96.53 per person (0.0018 units per person X \$54,910 per unit) and \$19.28 per vehicle trip (0.0004 units per vehicle trip X \$54,910 per unit).

Figure P3: Existing Level of Service

Description	Vehicles	Unit Cost	Total Cost
Crown Victoria	1	\$54,910	\$54,910
Explorer Interceptor	20	\$54,910	\$1,098,208
Taurus Interceptor	13	\$54,910	\$713,835
Fusion	4	\$54,910	\$219,642
Accord	1	\$54,910	\$54,910
Frontier	2	\$54,910	\$109,821
Cross Trek	1	\$54,910	\$54,910
Total	42	\$54,910	\$2,306,236

Cost Factors	
Weighted Average per Vehicle	\$54,910

Level-of-Service (LOS) Standards	
Existing Vehicles	42
Residential	
Residential Share	78%
2022 Population	18,636
Vehicles per Person	0.0018
Cost per Person	\$96.53
Nonresidential	
Nonresidential Share	22%
2022 Vehicle Trips	26,317
Vehicles per Vehicle Trip	0.0004
Cost per Vehicle Trip	\$19.28

Source: Pinecrest Village Police Department

PROJECTED DEMAND FOR SERVICES AND COSTS

Police Facilities – Incremental Expansion

Pinecrest Village plans to maintain its existing level of service for police facilities over the next 10 years. Based on a projected population increase of 1,592 persons, future residential development demands approximately 1,086.4 square feet of police facilities (1,592 additional persons X 0.6822 square feet per person). With projected nonresidential vehicle trip growth of 2,592 vehicle trips, future nonresidential development demands approximately 344.6 square feet of police facilities (2,529 additional vehicle trips X 0.1363 square feet per vehicle trip). Future development demands approximately 1,430.9 square feet of police facilities at a cost of \$744,076 (1,430.9 square feet X \$520 per square foot).

Figure P4: Projected Demand for Police Facilities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Sq Ft
Police Facilities	0.6822 Square Feet	per Person	\$520
	0.1363 Square Feet	per Vehicle Trip	

Demand for Police Facilities					
Year	Population	Vehicle Trips	Square Feet		
			Residential	Nonresidential	Total
2022	18,636	26,317	12,714.0	3,586.0	16,300.0
2023	18,795	26,559	12,822.6	3,619.1	16,441.7
2024	18,954	26,804	12,931.3	3,652.4	16,583.7
2025	19,113	27,051	13,039.9	3,686.1	16,726.0
2026	19,272	27,300	13,148.5	3,720.0	16,868.6
2027	19,432	27,552	13,257.2	3,754.3	17,011.5
2028	19,591	27,806	13,365.8	3,788.9	17,154.7
2029	19,750	28,062	13,474.5	3,823.8	17,298.3
2030	19,909	28,321	13,583.1	3,859.1	17,442.2
2031	20,069	28,582	13,691.7	3,894.7	17,586.4
2032	20,228	28,845	13,800.4	3,930.6	17,730.9
10-Yr Increase	1,592	2,529	1,086.4	344.6	1,430.9

Growth-Related Expenditures	\$564,908	\$179,168	\$744,076
-----------------------------	-----------	-----------	-----------

Police Vehicles – Incremental Expansion

Pinecrest Village plans to maintain its existing level of service for police vehicles over the next 10 years. Based on a projected population increase of 1,592 persons, future residential development demands approximately 2.8 police vehicles (1,592 additional persons X 0.0018 units per person). With projected nonresidential vehicle trip growth of 2,529 vehicle trips, future nonresidential development demands approximately 0.9 police vehicles (2,529 additional vehicle trips X 0.0004 units per vehicle trip). Future development demands approximately 3.7 police vehicles at a cost of \$202,456 (3.7 units X \$54,910 per unit).

Figure P5: Projected Demand for Police Vehicles

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Police Vehicles	0.0018 Vehicles	per Person	\$54,910
	0.0004 Vehicles	per Vehicle Trip	

Demand for Police Vehicles					
Year	Population	Vehicle Trips	Vehicles		
			Residential	Nonresidential	Total
2022	18,636	26,317	32.8	9.2	42.0
2023	18,795	26,559	33.0	9.3	42.4
2024	18,954	26,804	33.3	9.4	42.7
2025	19,113	27,051	33.6	9.5	43.1
2026	19,272	27,300	33.9	9.6	43.5
2027	19,432	27,552	34.2	9.7	43.8
2028	19,591	27,806	34.4	9.8	44.2
2029	19,750	28,062	34.7	9.9	44.6
2030	19,909	28,321	35.0	9.9	44.9
2031	20,069	28,582	35.3	10.0	45.3
2032	20,228	28,845	35.6	10.1	45.7
10-Yr Increase	1,592	2,529	2.8	0.9	3.7

Growth-Related Expenditures	\$153,706	\$48,750	\$202,456
-----------------------------	-----------	----------	-----------

CREDITS

A credit is not necessary for police impact fees.

POLICE IMPACT FEES

Infrastructure components and cost factors for police impact fees are summarized in the upper portion of Figure P6. The cost for police impact fees is \$451.30 per person and \$90.14 per vehicle trip.

Police impact fees for residential development are assessed according to the number of persons per housing unit. For example, the 2,001 square feet to 2,500 square feet fee of \$1,408 is calculated using a cost of \$451.30 per person multiplied by 3.12 persons per unit.

Police impact fees for nonresidential development are assessed according to the number of vehicle trips generated per 1,000 square feet of floor area. The industrial fee of \$0.22 per square foot is calculated using a cost of \$90.14 per vehicle trip multiplied by 2.44 vehicle trips per 1,000 square feet of industrial development divided by 1,000.

Figure P6: Schedule of Police Impact Fees

Fee Component	Cost per Person	Cost per Trip
Police Facilities	\$354.77	\$70.86
Police Vehicles	\$96.53	\$19.28
Total	\$451.30	\$90.14

Residential Fees per Unit				
Development Type	Persons per Housing Unit ¹	Proposed Fees	Current Fees	Difference
750 or less	0.77	\$348	\$761	(\$413)
751 to 1,000	1.33	\$600	\$761	(\$160)
1,001 to 1,500	2.13	\$961	\$761	\$201
1,501 to 2,000	2.69	\$1,214	\$1,289	(\$75)
2,001 to 2,500	3.12	\$1,408	\$1,289	\$120
2,501 to 3,000	3.48	\$1,571	\$1,289	\$282
3,001 or more	3.78	\$1,706	\$1,289	\$417

Nonresidential Fees per Square Foot				
Development Type	Avg Weekday Vehicle Trips ¹	Proposed Fees	Current Fees	Difference
Industrial	2.44	\$0.22	\$0.13	\$0.09
Commercial	12.21	\$1.10	\$0.68	\$0.42
Office & Other Services	5.42	\$0.49	\$0.35	\$0.14
Institutional	3.55	\$0.32	\$0.26	\$0.06

1. See Land Use Assumptions

POLICE IMPACT FEE REVENUE

Projected fee revenue shown below is based on the development projections in Appendix B and the updated police impact fees shown on the previous page. To estimate single family revue the 2,001 square feet to 2,500 square feet fee is used, and for multi-family the 1,001 square feet to 1,500 square feet fee is used. If development occurs at a more rapid rate than projected, the demand for infrastructure will increase and impact fee revenue will increase at a corresponding rate. If development occurs at a slower rate than projected, the demand for infrastructure will also decrease, along with impact fee revenue. Over the next 10 years, projected impact fee revenues equal \$931,939 and projected expenditures equal \$946,532. Based on the actual mix of future residential construction, the projected police fee revenue shown below may change.

Figure P7: Projected Police Impact Fee Revenue

Fee Component	Growth Share	Existing Share	Total
Police Facilities	\$744,076	\$0	\$744,076
Police Vehicles	\$202,456	\$0	\$202,456
Total	\$946,532	\$0	\$946,532

		Single Family \$1,408 per unit	Multi-Family \$1,214 per unit	Industrial \$0.22 per sq ft	Commercial \$1.10 per sq ft	Office & Other \$0.49 per sq ft	Institutional \$0.32 per sq ft
Year		Hsg Unit	Hsg Unit	KSF	KSF	KSF	KSF
Base	2021	5,113	1,203	401	1,459	1,128	396
Year 1	2022	5,163	1,203	405	1,472	1,139	400
Year 2	2023	5,213	1,203	408	1,486	1,149	403
Year 3	2024	5,263	1,203	412	1,499	1,160	407
Year 4	2025	5,313	1,203	416	1,513	1,171	411
Year 5	2026	5,363	1,203	420	1,527	1,181	415
Year 6	2027	5,413	1,203	424	1,541	1,192	418
Year 7	2028	5,463	1,203	427	1,556	1,203	422
Year 8	2029	5,513	1,203	431	1,570	1,214	426
Year 9	2030	5,563	1,203	435	1,584	1,226	430
Year 10	2031	5,613	1,203	439	1,599	1,237	434
10-Year Increase		500	0	39	140	108	38
Projected Revenue		\$704,028	\$0	\$8,454	\$154,309	\$52,974	\$12,174

Projected Fee Revenue	\$931,939
Total Expenditures	\$946,532

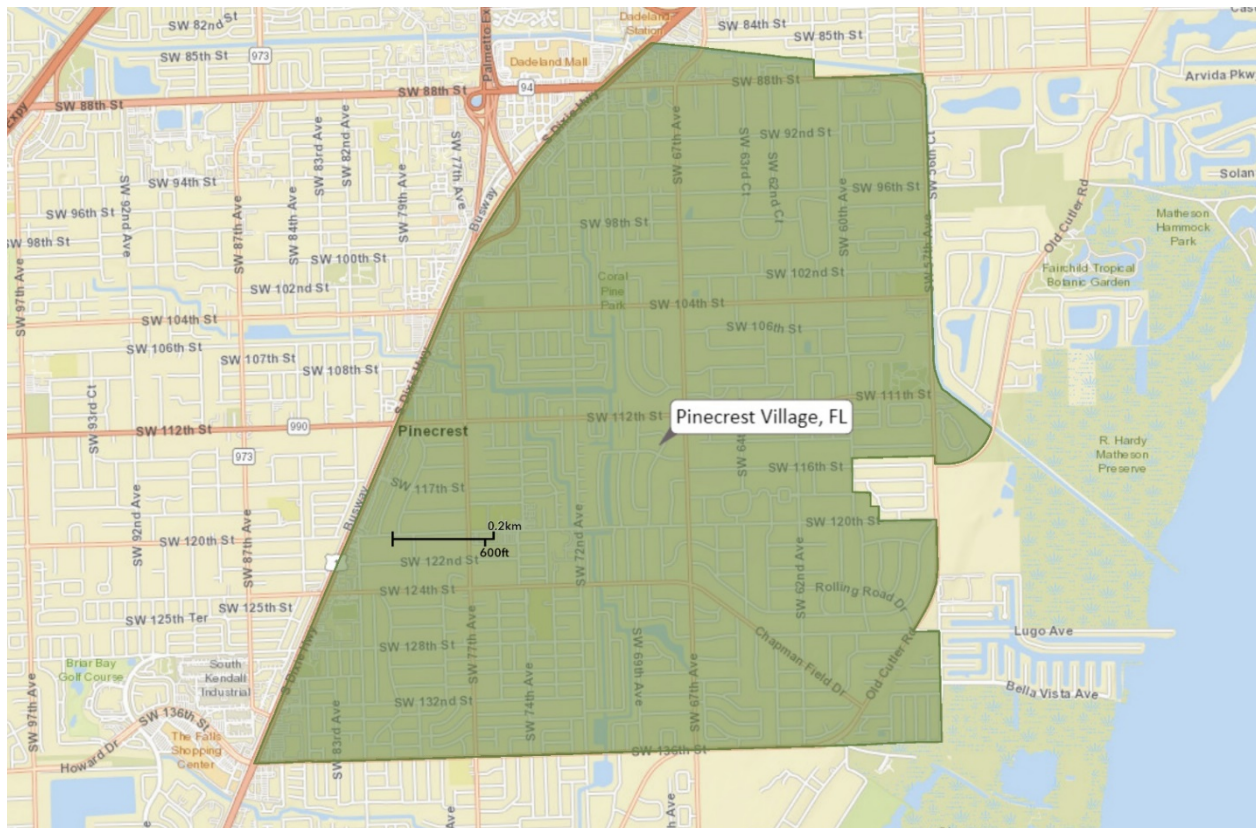
PARK AND RECREATION IMPACT FEES

METHODOLOGY

The park and recreation impact fees include components for park land, park amenities, park vehicles, and park facilities. The incremental expansion methodology is used for all components.

SERVICE AREA

Pinecrest Village plans to provide a uniform level of service and equal access to parks within the city limits; therefore, the park and recreation impact fees will be assessed in a citywide service area.



PROPORTIONATE SHARE

Impact fees should not exceed a proportionate share of the capital cost needed to provide capital facilities to the development. The park and recreation impact fees allocate 100 percent of the cost of capital facilities to residential development. The proportionate share of costs attributable to residential development will be allocated to population and then converted to an appropriate amount by type of housing unit, based on housing unit type.

LEVEL-OF-SERVICE ANALYSIS

Park Land – Incremental Expansion

Future development in Pinecrest Village will maintain current levels of service by incrementally expanding park land. Pinecrest Village’s existing inventory includes 38.73 acres of land, and this analysis allocates 100 percent of demand to residential development. Pinecrest Village’s existing level of service for residential development is 0.0021 acres per person (38.73 acres X 100 percent residential share / 18,636 persons).

Based on TischlerBise estimates this analysis uses a land acquisition cost of \$1,500,000 per acre. For park land, the cost is \$3,117.18 per person (0.0021 acres per person X \$1,500,000 per acre).

Figure PR1: Existing Level of Service

Description	Acres	Unit Cost	Total Cost
Coral Pine Park	9.75	\$1,500,000	\$14,625,000
Evelyn Greer Park	9.80	\$1,500,000	\$14,700,000
Suniland Park	9.60	\$1,500,000	\$14,400,000
Flagler Grove Park	2.94	\$1,500,000	\$4,410,000
Veterans Wayside Park	3.30	\$1,500,000	\$4,950,000
Gary Matzner	2.85	\$1,500,000	\$4,275,000
Hidden Pine Park	0.49	\$1,500,000	\$730,476
Total	38.73	\$1,500,000	\$58,090,476

Cost Factors	
Cost per Acre	\$1,500,000

Level-of-Service (LOS) Standards	
Existing Acres	38.7
Residential	
Residential Share	100%
2022 Population	18,636
Acres per Person	0.0021
Cost per Person	\$3,117.18

Source: Pinecrest Village Parks and Recreation Department

Park Amenities – Incremental Expansion

Pinecrest Village currently provides 65 park amenities in its parks, and the City plans to construct additional park amenities to serve future development. Based on inflated costs from the 2019 impact fee study to construct park amenities, the total cost of Pinecrest Village’s existing park amenities is \$13,306,693. The weighted average cost is \$204,718 per park amenity (\$13,306,639 total cost / 65 park amenities).

Figure PR2: Existing Inventory

Description	Units	Unit Cost	Total Cost
Tennis Courts w/Lights	6	\$135,411	\$812,463
Playgrounds	5	\$227,849	\$1,139,244
Multi-purpose Rooms, Large	1	\$1,378,485	\$1,378,485
Multi-purpose Rooms, Small	2	\$569,622	\$1,139,244
Pro Shop	1	\$1,035,231	\$1,035,231
Restroom Facilities	10	\$99,684	\$996,838
Fitness Trail	2	\$17,089	\$34,177
Baseball Fields	5	\$284,811	\$1,424,055
Soccer Fields	3	\$421,520	\$1,264,561
Batting Cages	4	\$14,241	\$56,962
Gazebo, Large	1	\$274,522	\$274,522
Gazebo, Small	1	\$203,251	\$203,251
Concession Stands	2	\$142,405	\$284,811
Fitness Area	1	\$52,405	\$52,405
Basketball Courts	2	\$85,443	\$170,887
Football Fields	1	\$421,520	\$421,520
PG Splash Structure	1	\$170,887	\$170,887
PG Bathrooms	4	\$99,684	\$398,735
PG Concessoin Tower	1	\$205,064	\$205,064
PG Playground	1	\$227,849	\$227,849
PG Pavillion	1	\$432,913	\$432,913
PG Butterfly House	1	\$56,962	\$56,962
PG Petting Zoo	1	\$85,443	\$85,443
PG Nursery	1	\$153,798	\$153,798
PG Shadehouse	1	\$28,481	\$28,481
PG Colonnade	1	\$569,622	\$569,622
PG Admissions Booth	1	\$45,570	\$45,570
PG ADA Lift	1	\$102,532	\$102,532
PG Pianos	3	\$46,709	\$140,127
Total	65	\$204,718	\$13,306,639

Pinecrest Village currently provides 65 park amenities in its existing parks, and this analysis allocates 100 percent of demand to residential development. Pinecrest Village’s existing level of service for residential development is 0.0035 amenities per person (65 amenities X 100 percent residential share / 18,636 persons).

Based on the total cost of Pinecrest Village’s existing park amenities, the weighted average cost is \$204,718 per amenity. For park amenities, the cost is \$714.05 per person (0.0035 amenities per person X \$204,718 per amenity).

Figure PR3: Existing Level of Service

Cost Factors	
Weighted Average per Unit	\$204,718

Level-of-Service (LOS) Standards	
Existing Units	65
Residential	
Residential Share	100%
2022 Population	18,636
Units per Person	0.0035
Cost per Person	\$714.05

Source: Pinecrest Village Parks and Recreation Department

Park Facilities – Incremental Expansion

Future development in Pinecrest Village will maintain current levels of service by incrementally expanding park facilities. Pinecrest Village’s existing inventory includes 39,300 square feet of park facilities, and this analysis allocates 100 percent of demand to residential development. Pinecrest Village’s existing level of service for residential development is 2.109 square feet per person (39,300 square feet X 100 percent residential share / 18,636 persons).

Based on inflated costs from the 2019 impact fee study, this analysis uses a weighted average construction cost of \$498 per square foot. For park facilities, the cost is \$1,049.65 per person (2.109 square feet per person X \$498 per square foot).

Figure PR4: Existing Level of Service

Description	Square Feet	Cost per Sq. Ft.	Total Cost
Walkway Path Shelters	14,000	\$122	\$1,708,866
Administration Office	900	\$342	\$307,596
Garages (2)	2,400	\$190	\$455,698
Pinecrest Community Center	22,000	\$777	\$17,088,658
Total	39,300	\$498	\$19,560,817

Cost Factors	
Cost per Square Foot	\$498

Level-of-Service (LOS) Standards	
Existing Square Feet	39,300
Residential	
Residential Share	100%
2022 Population	18,636
Square Feet per Person	2.109
Cost per Person	\$1,049.65

Source: Pinecrest Village Parks and Recreation Department

Park Vehicles – Incremental Expansion

Pinecrest Village currently has 9 parks vehicles and plans to maintain current levels of service by expanding this inventory incrementally. Pinecrest Village’s existing inventory includes 9 park vehicles, and this analysis allocates 100 percent of demand to residential development. Pinecrest Village’s existing level of service for residential development is 0.0005 vehicles per person (9 vehicles X 100 percent residential share / 18,636 persons).

Based on inflated costs from the 2019 impact fee study, the weighted average cost per vehicle is \$18,380. For park vehicles, the cost is \$8.88 per person (0.0005 vehicles per person X \$18,380 per vehicle).

Figure PR5: Existing Level of Service

Description	Vehicles	Cost per Vehicle	Total Cost
John Deere Gator	3	\$15,543	\$46,629
Pickup Trucks	2	\$23,314	\$46,628
Infield Groomer	1	\$27,755	\$27,755
Chevrolet Silverado	1	\$17,763	\$17,763
Utility Cart	2	\$13,322	\$26,644
Total	9	\$18,380	\$165,419

Cost Factors	
Cost per Vehicle	\$18,380

Level-of-Service (LOS) Standards	
Existing Vehicles	9
Residential	
Residential Share	100%
2022 Population	18,636
Vehicles per Person	0.0005
Cost per Person	\$8.88

Source: Pinecrest Village Parks and Recreation Department

PROJECTED DEMAND FOR SERVICES AND COSTS

Park Land – Incremental Expansion

Pinecrest Village plans to maintain its existing level of service for park land over the next 10 years. Based on a projected population increase of 1,592 persons, future residential development demands 3.3 acres of park land (1,592 additional persons X 0.0021 acres per person) at a cost of \$4,963,608 (3.3 acres X \$1,500,000 per acre).

Figure PR6: Projected Demand for Park Land

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Park Land	0.0021 Acres	per Person	\$1,500,000
	0.0000 Acres	per Job	

Demand for Park Land					
Year	Population	Jobs	Acres		
			Residential	Nonresidential	Total
2022	18,636	8,534	38.7	0.0	38.7
2023	18,795	8,613	39.1	0.0	39.1
2024	18,954	8,692	39.4	0.0	39.4
2025	19,113	8,772	39.7	0.0	39.7
2026	19,272	8,853	40.1	0.0	40.1
2027	19,432	8,935	40.4	0.0	40.4
2028	19,591	9,017	40.7	0.0	40.7
2029	19,750	9,100	41.0	0.0	41.0
2030	19,909	9,184	41.4	0.0	41.4
2031	20,069	9,268	41.7	0.0	41.7
2032	20,228	9,354	42.0	0.0	42.0
10-Yr Increase	1,592	820	3.3	0.0	3.3

Growth-Related Expenditures	\$4,963,608	\$0	\$4,963,608
-----------------------------	-------------	-----	-------------

Park Amenities – Incremental Expansion

Pinecrest Village plans to maintain its existing level of service for park amenities over the next 10 years. Based on a projected population increase of 1,592 persons, future residential development demands approximately 5.6 park amenities (1,592 additional persons X 0.0035 amenities per person) at a cost of \$1,137,001 (5.6 park amenities X \$204,718 per amenity).

Figure PR7: Projected Demand for Park Amenities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Park Amenities	0.0035 Units	per Person	\$204,718
	0.0000 Units	per Job	

Demand for Park Amenities					
Year	Population	Jobs	Units		
			Residential	Nonresidential	Total
2022	18,636	8,534	65.0	0.0	65.0
2023	18,795	8,613	65.6	0.0	65.6
2024	18,954	8,692	66.1	0.0	66.1
2025	19,113	8,772	66.7	0.0	66.7
2026	19,272	8,853	67.2	0.0	67.2
2027	19,432	8,935	67.8	0.0	67.8
2028	19,591	9,017	68.3	0.0	68.3
2029	19,750	9,100	68.9	0.0	68.9
2030	19,909	9,184	69.4	0.0	69.4
2031	20,069	9,268	70.0	0.0	70.0
2032	20,228	9,354	70.6	0.0	70.6
10-Yr Increase	1,592	820	5.6	0.0	5.6

Growth-Related Expenditures	\$1,137,001	\$0	\$1,137,001
-----------------------------	-------------	-----	-------------

Park Facilities – Incremental Expansion

Pinecrest Village plans to maintain its existing level of service for park facilities over the next 10 years. Based on a projected population increase of 1,592 persons, future residential development demands approximately 3,358 square feet of park facilities (1,592 additional persons X 2.109 square feet per person) at a cost of \$1,671,397 (3,358 square feet X \$498 per square foot).

Figure PR8: Projected Demand for Park Facilities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Parks Facilities	2.109 Square Feet	per Person	\$498
	0.000 Square Feet	per Job	

Demand for Park Facilities					
Year	Population	Jobs	Square Feet		
			Residential	Nonresidential	Total
2021	18,636	8,534	39,300	0	39,300
2022	18,795	8,613	39,636	0	39,636
2023	18,954	8,692	39,972	0	39,972
2024	19,113	8,772	40,307	0	40,307
2025	19,272	8,853	40,643	0	40,643
2026	19,432	8,935	40,979	0	40,979
2027	19,591	9,017	41,315	0	41,315
2028	19,750	9,100	41,651	0	41,651
2029	19,909	9,184	41,986	0	41,986
2030	20,069	9,268	42,322	0	42,322
2031	20,228	9,354	42,658	0	42,658
10-Yr Increase	1,592	820	3,358	0	3,358

Growth-Related Expenditures	\$1,671,397	\$0	\$1,671,397
-----------------------------	-------------	-----	-------------

Park Vehicles – Incremental Expansion

Pinecrest Village plans to maintain its existing level of service for park vehicles over the next 10 years. Based on a projected population increase of 1,592 persons, future residential development demands approximately 0.8 park vehicles (1,592 additional persons X 0.0005 vehicles per person) at a cost of \$14,134 (0.8 vehicles X \$18,380 per vehicle).

Figure PR9: Projected Demand for Park Vehicles

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Parks Vehicles	0.0005 Vehicles	per Person	\$18,380
	0.0000 Vehicles	per Job	

Demand for Park Vehicles					
Year	Population	Jobs	Vehicles		
			Residential	Nonresidential	Total
2021	18,636	8,534	9.0	0.0	9.0
2022	18,795	8,613	9.1	0.0	9.1
2023	18,954	8,692	9.2	0.0	9.2
2024	19,113	8,772	9.2	0.0	9.2
2025	19,272	8,853	9.3	0.0	9.3
2026	19,432	8,935	9.4	0.0	9.4
2027	19,591	9,017	9.5	0.0	9.5
2028	19,750	9,100	9.5	0.0	9.5
2029	19,909	9,184	9.6	0.0	9.6
2030	20,069	9,268	9.7	0.0	9.7
2031	20,228	9,354	9.8	0.0	9.8
10-Yr Increase	1,592	820	0.8	0.0	0.8

Growth-Related Expenditures	\$14,134	\$0	\$14,134
-----------------------------	----------	-----	----------

CREDITS

A credit is not necessary for park and recreation impact fees.

PARK AND RECREATION IMPACT FEES

Infrastructure components and cost factors for park and recreation impact fees are summarized in the upper portion of Parks and Recreation impact fees for residential development are assessed according to the number of persons per housing unit. For example, the 2,001 square feet to 2,500 square feet fee of \$15,256 is calculated using a cost of \$4,889.76 per person multiplied by 3.12 persons per unit.

Figure PR10. The cost for park and recreation impact fees is \$4,889.76 per person, and Pinecrest Village will not assess park and recreation impact fees to nonresidential development.

Parks and Recreation impact fees for residential development are assessed according to the number of persons per housing unit. For example, the 2,001 square feet to 2,500 square feet fee of \$15,256 is calculated using a cost of \$4,889.76 per person multiplied by 3.12 persons per unit.

Figure PR10: Schedule of Park and Recreation Impact Fees

Fee Component	Cost per Person	Cost per Job
Park Amenities	\$714.05	\$0.00
Park Land	\$3,117.18	\$0.00
Parks Facilities	\$1,049.65	\$0.00
Parks Vehicles	\$8.88	\$0.00
Total	\$4,889.76	\$0.00

Residential Fees per Unit				
Development Type	Persons per Housing Unit ¹	Proposed Fees	Current Fees	Difference
750 or less	0.77	\$3,765	\$3,834	(\$69)
751 to 1,000	1.33	\$6,503	\$3,834	\$2,669
1,001 to 1,500	2.13	\$10,415	\$3,834	\$6,581
1,501 to 2,000	2.69	\$13,153	\$6,497	\$6,656
2,001 to 2,500	3.12	\$15,256	\$6,497	\$8,759
2,501 to 3,000	3.48	\$17,016	\$6,497	\$10,519
3,001 or more	3.78	\$18,483	\$6,497	\$11,986

PARK AND RECREATION IMPACT FEE REVENUE

Projected fee revenue shown below is based on the development projections in Appendix B and the updated park and recreation impact fees shown on the previous page. To estimate single family revue the 2,001 square feet to 2,500 square feet fee is used, and for multi-family the 1,001 square feet to 1,500 square feet fee is used. If development occurs at a more rapid rate than projected, the demand for infrastructure will increase and impact fee revenue will increase at a corresponding rate. If development occurs at a slower rate than projected, the demand for infrastructure will also decrease, along with impact fee revenue. Over the next 10 years, projected impact fee revenue equals \$7.62 million and projected expenditures equal \$7.78 million. Based on the actual mix of future residential construction, the projected parks and recreation fee revenue shown below may change.

Figure PR11: Projected Park and Recreation Impact Fee Revenue

Fee Component	Growth Share	Existing Share	Total
Park Amenities	\$1,137,001	\$0	\$1,137,001
Park Land	\$4,963,608	\$0	\$4,963,608
Parks Facilities	\$1,671,397	\$0	\$1,671,397
Parks Vehicles	\$14,134	\$0	\$14,134
Total	\$7,786,140	\$0	\$7,786,140

		Single Family \$15,256 per unit	Multi-Family \$10,415 per unit	Industrial \$0.00 per sq ft	Commercial \$0.00 per sq ft	Office & Other \$0.00 per sq ft	Institutional \$0.00 per sq ft
Year		Hsg Unit	Hsg Unit	KSF	KSF	KSF	KSF
Base	2022	5,113	1,203	401	1,459	1,128	396
Year 1	2023	5,163	1,203	405	1,472	1,139	400
Year 2	2024	5,213	1,203	408	1,486	1,149	403
Year 3	2025	5,263	1,203	412	1,499	1,160	407
Year 4	2026	5,313	1,203	416	1,513	1,171	411
Year 5	2027	5,363	1,203	420	1,527	1,181	415
Year 6	2028	5,413	1,203	424	1,541	1,192	418
Year 7	2029	5,463	1,203	427	1,556	1,203	422
Year 8	2030	5,513	1,203	431	1,570	1,214	426
Year 9	2031	5,563	1,203	435	1,584	1,226	430
Year 10	2032	5,613	1,203	439	1,599	1,237	434
10-Year Increase		500	0	39	140	108	38
Projected Revenue		\$7,628,000	\$0	\$0	\$0	\$0	\$0

Projected Fee Revenue	\$7,628,000
Total Expenditures	\$7,786,140

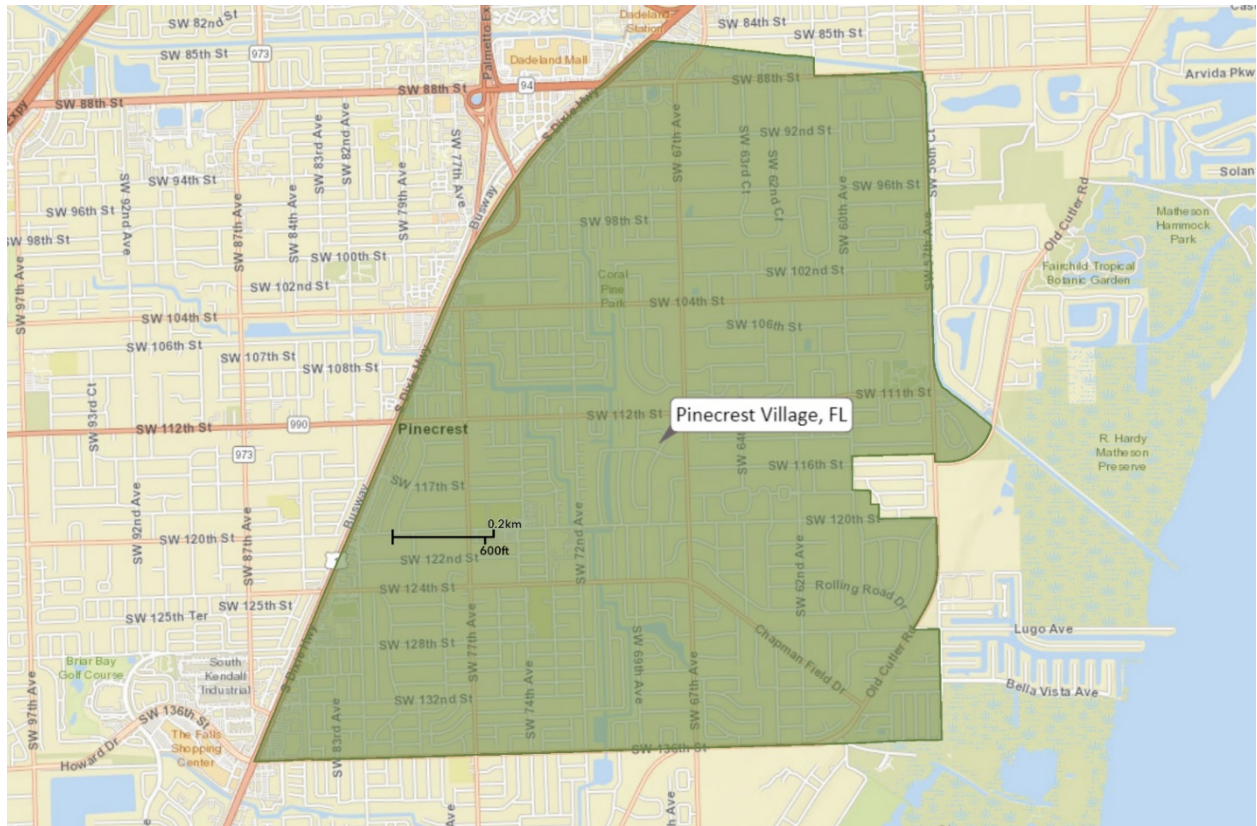
MUNICIPAL IMPACT FEES

METHODOLOGY

The municipal impact fees include components for municipal facilities and vehicles. The incremental expansion methodology is used for all components.

SERVICE AREA

Pinecrest Village plans to provide a uniform level of service citywide; therefore, the municipal impact fees will be assessed in a citywide service area.



PROPORTIONATE SHARE

Impact fees should not exceed a proportionate share of the capital cost needed to provide capital facilities to the development. The municipal impact fees allocate the cost of capital facilities between residential and nonresidential development using functional population. Based on 2019 estimates from the U.S. Census Bureau’s OnTheMap web application, residential development accounts for approximately 78 percent of functional population and nonresidential development accounts for the remaining 22 percent.

Figure M1: Proportionate Share

Demand Units in 2019				
Residential				
Population	19,227		Demand Hours/Day	Person Hours
Residents Not Working	11,870		20	237,400
Employed Residents	7,357			
Employed in Pinecrest Village		402	14	5,628
Employed outside Pinecrest Village		6,955	14	97,370
			Residential Subtotal	340,398
			Residential Share	78%
Nonresidential				
Non-working Residents	11,870		4	47,480
Jobs Located in Pinecrest Village	4,924			
Residents Employed in Pinecrest Village		402	10	4,020
Non-Resident Workers (inflow commuters)		4,522	10	45,220
			Nonresidential Subtotal	96,720
			Nonresidential Share	22%
			Total	437,118

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, Version 6.8 (employment).

The proportionate share of costs attributable to residential development will be allocated to population and then converted to an appropriate amount by type of housing unit, based on housing unit type. Since demand for service was unavailable by specific nonresidential use (i.e., retail, office, industrial, etc.), TischlerBise recommends using employees per 1,000 square feet of floor area as the best demand indicator for municipal impact fees. Employment density is highest for office development and lowest for industrial development. Commercial and institutional employment densities fall between the other two categories. This ranking of employment is consistent with the relative demand for city services from nonresidential development.

LEVEL-OF-SERVICE ANALYSIS

Municipal Facilities – Incremental Expansion

Future development in Pinecrest Village will maintain current levels of service by incrementally expanding municipal facilities. Pinecrest Village’s existing inventory includes 14,510 square feet of municipal facilities. To allocate the proportionate share of demand to residential and nonresidential development, this analysis uses daytime population outlined in Figure M1. Pinecrest Village’s existing level of service for residential development is 0.6073 square feet per person (14,510 square feet X 78 percent residential share / 18,636 persons). For nonresidential development, the existing LOS is 0.3741 square feet per job (14,510 square feet X 22 percent nonresidential share / 8,534 jobs).

Based on construction estimates this analysis uses a construction cost of \$520 per square foot. For municipal, the cost is \$315.81 per person (0.6073 square feet per person X \$520 per square foot) and \$194.51 per job (0.3741 square feet per job X \$520 per square foot).

Figure M2: Existing Level of Service

Description	Square Feet
Administration Building	11,300
Public Works Building	3,210
Total	14,510

Cost Factors	
Cost per Square Foot	\$520

Level-of-Service (LOS) Standards	
Existing Square Feet	14,510
Residential	
Residential Share	78%
2022 Population	18,636
Square Feet per Person	0.6073
Cost per Person	\$315.81
Nonresidential	
Nonresidential Share	22%
2022 Jobs	8,534
Square Feet per Job	0.3741
Cost per Job	\$194.51

Source: Pinecrest Village

Municipal Vehicles – Incremental Expansion

Future development in Pinecrest Village will maintain current levels of service by incrementally expanding municipal vehicles. Pinecrest Village’s existing inventory includes 5 municipal vehicles. To allocate the proportionate share of demand to residential and nonresidential development, this analysis uses daytime population outlined in Figure M1. Pinecrest Village’s existing level of service for residential development is 0.0002 vehicles per person (5 vehicles X 78 percent residential share / 18,636 persons). For nonresidential development, the existing LOS is 0.0001 vehicles per job (5 vehicles X 22 percent nonresidential share / 8,534 jobs).

Based on inflated costs from the 2019 impact fee study, this analysis uses a weighted average vehicle cost of \$33,898 per vehicle. For municipal vehicles, the cost is \$7.09 per person (0.0002 vehicles per person X \$33,898 per vehicle) and \$4.37 per job (0.0001 vehicles per job X \$33,898 per vehicle).

Figure M3: Existing Level of Service

Description	Quantity	Unit Cost	Total Cost
Ford F-150	2	\$32,551	\$65,101
Chevrolet Silverado	1	\$32,551	\$32,551
Nissan Leaf	2	\$35,918	\$71,836
Total	5	\$33,898	\$169,488

Cost Factors	
Average Cost per Vehicle	\$33,898

Level-of-Service (LOS) Standards	
Vehicles	5
Residential	
Residential Share	78%
2022 Population	18,636
Vehicles per Person	0.0002
Cost per Person	\$7.09
Nonresidential	
Nonresidential Share	22%
2022 Jobs	8,534
Vehicles per Job	0.0001
Cost per Job	\$4.37

Source: Pinecrest Village

PROJECTED DEMAND FOR SERVICES AND COSTS

Municipal Facilities – Incremental Expansion

Pinecrest Village plans to maintain its existing level of service for municipal facilities over the next 10 years. Based on a projected population increase of 1,592 persons, future residential development demands approximately 967.1 square feet of municipal facilities (1,592 additional persons X 0.6073 square feet per person). With projected employment growth of 820 jobs, future nonresidential development demands approximately 306.7 square feet of municipal facilities (820 additional jobs X 0.3741 square feet per job). Future development demands approximately 1,273.8 square feet of municipal facilities at a cost of \$662,365 (1,273.8 square feet X \$520 per square foot).

Figure M4: Projected Demand for Municipal Facilities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Municipal Facilities	0.6073 Square Feet	per Person	\$520
	0.3741 Square Feet	per Job	

Demand for Library Facilities					
Year	Population	Jobs	Square Feet		
			Residential	Nonresidential	Total
2021	18,636	8,534	11,317.8	3,192.2	14,510.0
2022	18,795	8,613	11,414.5	3,221.6	14,636.1
2023	18,954	8,692	11,511.2	3,251.3	14,762.5
2024	19,113	8,772	11,607.9	3,281.3	14,889.2
2025	19,272	8,853	11,704.6	3,311.5	15,016.1
2026	19,432	8,935	11,801.3	3,342.0	15,143.4
2027	19,591	9,017	11,898.0	3,372.8	15,270.9
2028	19,750	9,100	11,994.7	3,403.9	15,398.7
2029	19,909	9,184	12,091.5	3,435.3	15,526.8
2030	20,069	9,268	12,188.2	3,467.0	15,655.1
2031	20,228	9,354	12,284.9	3,498.9	15,783.8
10-Yr Increase	1,592	820	967.1	306.7	1,273.8

Growth-Related Expenditures	\$502,873	\$159,492	\$662,365
-----------------------------	-----------	-----------	-----------

Municipal Vehicles – Incremental Expansion

Pinecrest Village plans to maintain its existing level of service for municipal vehicles over the next 10 years. Based on a projected population increase of 1,592 persons, future residential development demands approximately 0.3 additional municipal vehicles (1,592 additional persons X 0.0002 vehicles per person). With projected employment growth of 820 jobs, future nonresidential development demands approximately 0.1 additional municipal vehicles (820 additional jobs X 0.0001 vehicles per job). Future development demands approximately 0.4 municipal vehicles at a cost of \$14,879 (0.4 vehicles X \$33,898 per vehicle).

Figure M5: Projected Demand for Municipal Vehicles

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Municipal Vehicles	0.0002 Vehicles	per Person	\$33,898
	0.0001 Vehicles	per Job	

Demand for Municipal Vehicles					
Year	Population	Jobs	Vehicles		
			Residential	Nonresidential	Total
2022	18,636	8,534	3.9	1.1	5.0
2023	18,795	8,613	3.9	1.1	5.0
2024	18,954	8,692	4.0	1.1	5.1
2025	19,113	8,772	4.0	1.1	5.1
2026	19,272	8,853	4.0	1.1	5.2
2027	19,432	8,935	4.1	1.2	5.2
2028	19,591	9,017	4.1	1.2	5.3
2029	19,750	9,100	4.1	1.2	5.3
2030	19,909	9,184	4.2	1.2	5.4
2031	20,069	9,268	4.2	1.2	5.4
2032	20,228	9,354	4.2	1.2	5.4
10-Yr Increase	1,592	820	0.3	0.1	0.4

Growth-Related Expenditures	\$11,296	\$3,583	\$14,879
-----------------------------	----------	---------	----------

CREDITS

A credit is not necessary for Municipal Impact Fees.

MUNICIPAL IMPACT FEES

Infrastructure components and cost factors for municipal impact fees are summarized in the upper portion of Figure M6. The cost for municipal impact fees is \$322.90 per person and \$198.88 per job.

Municipal impact fees for residential development are assessed according to the number of persons per housing unit. For example, The 2,001 square feet to 2,500 square feet fee of \$1,007 is calculated using a cost of \$322.90 per person multiplied by 3.12 persons per unit.

Municipal impact fees for nonresidential development are assessed according to the number of jobs per 1,000 square feet of floor area. The industrial fee of \$0.31 per square foot is calculated using a cost of \$198.88 per job multiplied by 1.57 jobs per 1,000 square feet of industrial development, divided by 1,000.

Figure M6: Schedule of Municipal Impact Fees

Fee Component	Cost per Person	Cost per Job
Municipal Facilities	\$315.81	\$194.51
Municipal Vehicles	\$7.09	\$4.37
Total	\$322.90	\$198.88

Residential Fees per Unit				
Development Type	Persons per Housing Unit ¹	Proposed Fees	Current Fees	Difference
750 or less	0.77	\$249	\$501	(\$253)
751 to 1,000	1.33	\$429	\$501	(\$72)
1,001 to 1,500	2.13	\$688	\$501	\$186
1,501 to 2,000	2.69	\$869	\$850	\$18
2,001 to 2,500	3.12	\$1,007	\$850	\$157
2,501 to 3,000	3.48	\$1,124	\$850	\$273
3,001 or more	3.78	\$1,221	\$850	\$370

Nonresidential Fees per Square Foot				
Development Type	Jobs per 1,000 Sq Ft ¹	Proposed Fees	Current Fees	Difference
Industrial	1.57	\$0.31	\$0.27	\$0.04
Commercial	2.12	\$0.42	\$0.39	\$0.03
Office & Other Services	3.26	\$0.65	\$0.15	\$0.49
Institutional	2.86	\$0.57	\$0.49	\$0.07

1. See Land Use Assumptions

MUNICIPAL IMPACT FEE REVENUE

Projected fee revenue shown below is based on the development projections in Appendix B and the updated municipal impact fees shown on the previous page. To estimate single family revue the 2,001 square feet to 2,500 square feet fee is used, and for multi-family the 1,001 square feet to 1,500 square feet fee is used. If development occurs at a more rapid rate than projected, the demand for infrastructure will increase and impact fee revenue will increase at a corresponding rate. If development occurs at a slower rate than projected, the demand for infrastructure will also decrease, along with impact fee revenue. Over the next 10 years, projected impact fee revenues equal \$666,802 and projected expenditures equal \$677,244. Based on the actual mix of future residential construction, the projected municipal fee revenue shown below may change.

Figure M7: Projected Municipal Impact Fee Revenue

Fee Component	Growth Share	Existing Share	Total
Municipal Facilities	\$662,365	\$0	\$662,365
Municipal Vehicles	\$14,879	\$0	\$14,879
Total	\$677,244	\$0	\$677,244

		Single Family	Multi-Family	Industrial	Commercial	Office & Other	Institutional
		\$1,007 per unit	\$688 per unit	\$0.31 per sq ft	\$0.42 per sq ft	\$0.65 per sq ft	\$0.57 per sq ft
Year		Hsg Unit	Hsg Unit	KSF	KSF	KSF	KSF
Base	2022	5,113	1,203	401	1,459	1,128	396
Year 1	2023	5,163	1,203	405	1,472	1,139	400
Year 2	2024	5,213	1,203	408	1,486	1,149	403
Year 3	2025	5,263	1,203	412	1,499	1,160	407
Year 4	2026	5,313	1,203	416	1,513	1,171	411
Year 5	2027	5,363	1,203	420	1,527	1,181	415
Year 6	2028	5,413	1,203	424	1,541	1,192	418
Year 7	2029	5,463	1,203	427	1,556	1,203	422
Year 8	2030	5,513	1,203	431	1,570	1,214	426
Year 9	2031	5,563	1,203	435	1,584	1,226	430
Year 10	2032	5,613	1,203	439	1,599	1,237	434
10-Year Increase		500	0	39	140	108	38
Projected Revenue		\$503,727	\$0	\$12,034	\$59,225	\$70,198	\$21,619

Projected Fee Revenue	\$666,802
Total Expenditures	\$677,244

STORMWATER IMPACT FEE

The drainage impact fees are derived using a plan-based methodology. Impact fees were calculated for each land use based on the use’s proportionate share of eventual land coverage Village wide under a buildout scenario used in the previous impact fee study, with costs inflated. The specific projects included in the impact fee calculation, as well as the project costs, are based on information provided by Pinecrest Village. The total cost of capital improvements for the Village was multiplied by proportionate share factors for each type of land use, and then divided by the amount of land area by type of land use.

CAPITAL IMPROVEMENT PLAN

As discussed above, the drainage impact fees are derived using a plan-based methodology. The specific projects included in the impact fee calculation as well as the project costs are based on information provided by the Village of Pinecrest in the previous study with the costs inflated. Planned capital improvement projects are shown below in Figure S1.

Figure S1. Planned Stormwater Capital Projects

Project ID	Cost
U29-S	\$2,689,849
C100DN-1W	\$3,525,599
C100A-W3N	\$4,028,102
U35-S	\$1,117,885
PNL&RGL	\$2,689,870
C100A-E-2	\$1,399,940
C100DN-1E	\$4,855,322
C100A-5	\$1,953,630
C100A-E-1	\$4,054,391
C2-S-9NE	\$4,118,515
U28-E	\$3,153,239
B-Bay-SE	\$5,290,791
U32-S	\$715,114
C100D-N-1	\$2,516,121
C100A-W3S	\$4,395,367
Total Cost	\$46,503,735

CREDIT EVALUATION

A credit for future revenue is only necessary if there is potential double payment for system improvements needed to accommodate new development. Pinecrest has no existing debt for stormwater drainage facilities and improvements and plans to fund the growth share of future facilities and improvements from impact fees. Because no additional revenues are required to cover the growth cost, there is no potential double payment.

STORMWATER IMPACT FEE

Figure S2 shows the level-of-service standards for the Village of Pinecrest and the recommended stormwater impact fee per acre for each land use category. The total cost of stormwater drainage improvements for the Village of Pinecrest is estimated at \$46,503,735 and total acreage in the Village is 4,813, according to the 2015 Village of Pinecrest Stormwater Master Plan. Based on the acreage for each land use presented in the Village’s buildout analysis and impervious surface factors (i.e., runoff factors) taken from the Colorado Urban Drainage District Criteria Manual and Pinecrest’s 2012 Stormwater Drainage Impact Fee Methodology and Computation report, impervious acres were calculated for each land use, totaling 2,705 acres across the Village. Impervious acres are then used to determine the proportionate share for each land use type. The capital cost per acre was determined by multiplying the total capital cost (\$46,503,735) by the proportionate share factor for each land use, divided by the acreage to be developed, divided by 43,650 (square feet in an acre).

Figure S2. Proposed Stormwater Impact Fee

Growth-Related Capital Costs				\$46,503,735
<i>Proportionate Share</i>	<i>Projected Land Use Acreage (20-Yr)*</i>	<i>Runoff Factor**</i>	<i>Impervious Acreage</i>	<i>Proportionate Share</i>
Residential	3,571	0.45	1,607	59%
Commercial/Shopping Center	32	0.65	21	1%
Business	109	0.88	96	4%
Public Service	134	0.65	87	3%
Parks	70	0.65	46	2%
Transportation	832	1.00	832	31%
Inland Water	64	0.25	16	1%
TOTAL	4,813		2,705	100%

<i>Capital Cost per Square Foot***</i>			
<i>Type</i>	<i>Proposed Stormwater Fee</i>	<i>Current Fees</i>	<i>Increase / (Decrease)</i>
Residential	\$0.1776	\$0.1592	\$0.0184
Commercial/Shopping Center	\$0.2566	\$0.2299	\$0.0267
Business	\$0.3473	\$0.3113	\$0.0360
Public Service	\$0.2566	\$0.2299	\$0.0267
Parks	\$0.2566	\$0.2299	\$0.0267
Transportation	\$0.3947	\$0.3538	\$0.0409
Inland Water	\$0.0987	\$0.0884	\$0.0103

* Land use acreage based on Village of Pinecrest Stormwater Master Plan

** From Colorado Urban Drainage District Criteria Manual and the 2012 Pinecrest Stormwater Drainage Impact Fee

*** For each type of development, the level-of-service standard (expressed in terms of capital cost per square foot) is equal to the total Village capital cost multiplied by the proportionate share factor, divided by the acreage to be developed, divided by 43,650.

ADMINISTRATIVE CHARGE

Figure AC1 summarizes expected administrative costs over the next five years, totaling nearly \$60,966. This amount is split between residential and nonresidential components, with residential development paying for 78 percent of administrative costs and nonresidential development covering the remaining 22 percent. The residential share of administrative costs is divided by the projected increase in population over five years, 796 persons, to yield a cost per person of \$59.73. Similarly, the nonresidential share of administrative costs is divided by the projected increase in jobs over five years, 401 jobs, to yield a cost per job of \$33.48. The cost per person is then multiplied by the average number of persons per housing unit for each size category to calculate the appropriate impact fee per residential dwelling unit. The cost per job is multiplied by the average number of jobs per 1,000 square feet for each nonresidential typology to calculate the appropriate impact fee per square feet of nonresidential development.

Figure AC1. Administrative Costs

Assistant Building Official salary (at 3%) [1]	\$6,787.97	
Planning Director salary (at .04%) [1]	\$82.01	
Accounting Clerk salary (at 5%) [1]	\$3,367.39	
Finance Director salary (at .01%) [1]	\$1,956.00	
Annual Administrative Costs	\$12,193.37	
Five-Year Administrative Costs	\$60,966.85	
	Residential	Nonresidential
Proportionate Share (Functional Population)	78%	22%
	Population	Jobs
Five-Year Increase in Service Units	796	401
	Cost per Person	Cost per Job
	\$59.73	\$33.48

[1] Village of Pinecrest

Figure AC2. Proposed Administrative Fee

Residential Fees per Unit				
Development Type	Persons per Housing Unit ¹	Proposed Fees	Current Fees	Difference
750 or less	0.77	\$46	\$66	(\$20)
751 to 1,000	1.33	\$79	\$66	\$14
1,001 to 1,500	2.13	\$127	\$66	\$62
1,501 to 2,000	2.69	\$161	\$111	\$49
2,001 to 2,500	3.12	\$186	\$111	\$75
2,501 to 3,000	3.48	\$208	\$111	\$97
3,001 or more	3.78	\$226	\$111	\$115

Nonresidential Fees per Square Foot				
Development Type	Jobs per 1,000 Sq Ft	Proposed Fees	Current Fees	Difference
Industrial	1.57	\$0.05	\$0.07	(\$0.02)
Commercial	2.12	\$0.07	\$0.10	(\$0.03)
Office & Other Services	3.26	\$0.11	\$0.04	\$0.07
Institutional	2.86	\$0.10	\$0.13	(\$0.04)

1. See Land Use Assumptions

APPENDIX A: LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Pinecrest Village will collect impact fees from all new residential units. One-time impact fees are determined by site capacity (i.e., number of residential units).

Single-Family Units:

1. Single-family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single-family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.

Multi-Family Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with “2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments.”
2. Boat, RV, Van, Etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

NONRESIDENTIAL DEVELOPMENT

As discussed below, the nonresidential development categories are defined by Trip Generation, Institute of Transportation Engineers, 11th Edition (2021). Pinecrest Village will collect impact fees from all new nonresidential development. One-time impact fees are determined by site capacity (i.e., square feet).

Commercial: Establishments primarily selling merchandise, eating/drinking places, entertainment uses, and places of lodging. By way of example, *commercial* includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, movie theaters, and lodging.

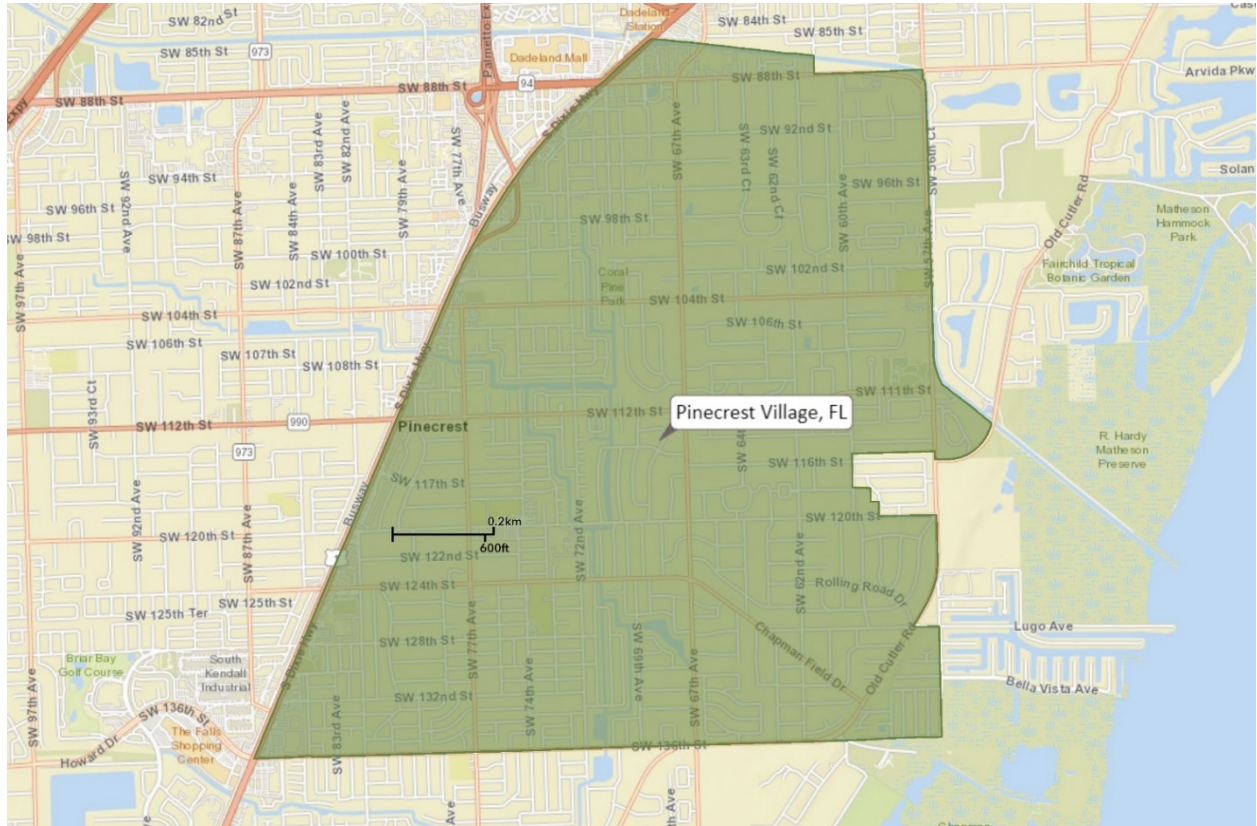
Industrial: Establishments primarily engaged in the production of goods. By way of example, *industrial – general* includes manufacturing plants, utility substations, power generation facilities, and telecommunications buildings.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, *institutional* includes schools, universities, churches, daycare facilities, and government buildings.

Office & Other Services: Establishments providing management, administrative, professional, business services, and health services. By way of example, *office & other services* includes banks, business offices, medical offices, hospitals, and veterinary clinics.

APPENDIX B: LAND USE ASSUMPTIONS

This section includes estimates and projections of development for areas within the boundaries of Pinecrest Village, Florida. The map below illustrates Pinecrest Village’s Impact Fee Service Area.



SUMMARY OF GROWTH INDICATORS

Key land use assumptions for the Pinecrest Village Impact Fee Study are population, housing units, employment, and nonresidential floor area. Based on discussions with staff, TischlerBise projects Pinecrest Village to add 50 single family housing units per year. For population, TischlerBise applies person per housing unit factors derived from American Community Survey 2015-2019 5-Year Estimates to housing unit projections. For nonresidential development, TischlerBise uses job estimates from Esri's Business Analyst and uses projections from the Miami Dade TPO 2045 Long Range Transportation Plan Technical Report 3. These employment projections are converted to floor area using employment density factors published in Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

Complete development projections are summarized in Figure B12. These projections will be used to estimate impact fee revenue and to indicate the anticipated need for growth-related infrastructure. However, impact fee methodologies are designed to reduce sensitivity to development projections in the determination of the proportionate share fee amounts. If actual development is slower than projected, fee revenue will decline, but so will the need for growth-related infrastructure. In contrast, if development occurs faster than anticipated, fee revenue will increase, but Pinecrest Village will need to accelerate infrastructure improvements to keep pace with the actual rate of development. Over the next 10 years, development projections indicate an average increase of approximately 50 housing units per year and approximately 32,500 square feet of nonresidential development per year.

RESIDENTIAL DEVELOPMENT

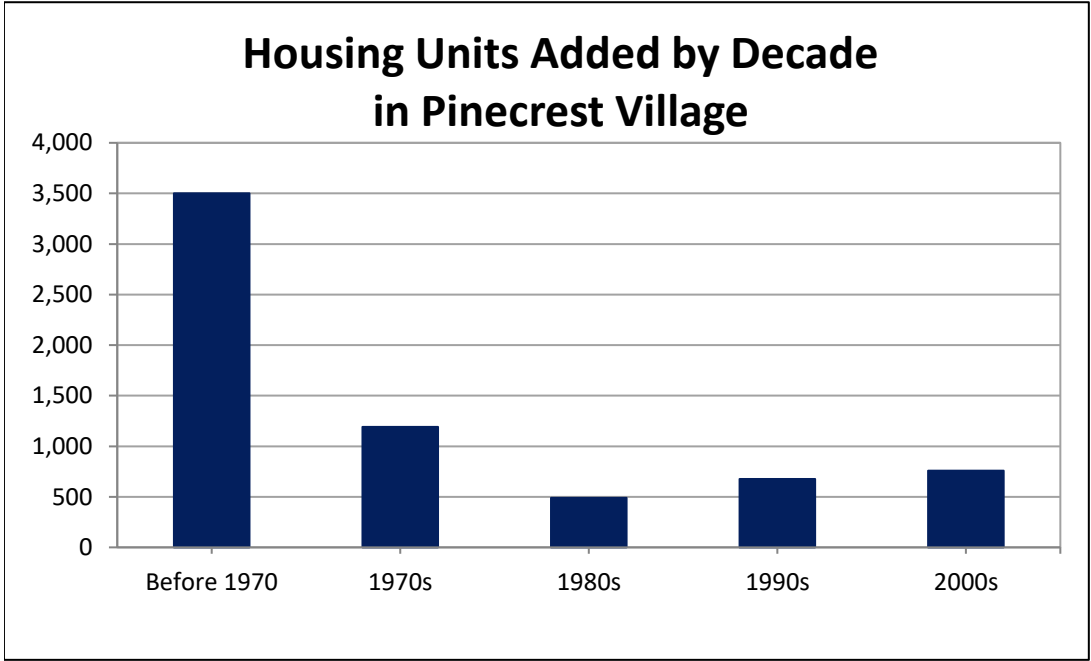
This section details current estimates and future projections of residential development including population and housing units.

Recent Residential Construction

Impact fees require an analysis of current levels of service. For residential development, current levels of service are determined using estimates of population and housing units. Shown below, Figure B1 indicates the estimated number of housing units added by decade according to data obtained from the U.S. Census Bureau. In the previous decade, Pinecrest’s housing stock grew by an average of 5 housing units per year.

Figure B1: Housing Units by Decade

Census 2010 Housing Units	6,619	Pinecrest's housing stock grew by an average of 5 housing units per year from 2010 to 2020.
Census 2020 Housing Units	6,668	
New Housing Units 2010 to 2020	49	



Source: U.S. Census Bureau, Census 2020 Summary File 1, Census 2010 Summary File 1, 2015-2019 5-Year American Community Survey (for 2000s and earlier, adjusted to yield total units in 2010).

Housing Unit Size

According to the U.S. Census Bureau, a household is a housing unit occupied by year-round residents. Impact fees often use per capita standards and persons per housing unit (PPHU) or persons per household (PPH) to derive proportionate share fee amounts. When PPHU is used in the fee calculations, infrastructure standards are derived using year-round population. When PPH is used in the fee calculations, the impact fee methodology assumes a higher percentage of housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. TischlerBise recommends Pinecrest Village impose impact fees for residential development according to the number of persons per housing unit.

Occupancy calculations require data on population and the types of units by structure. The 2010 census did not obtain detailed information using a “long-form” questionnaire. Instead, the U.S. Census Bureau switched to a continuous monthly mailing of surveys, known as the American Community Survey (ACS), which has limitations due to sample-size constraints. For example, data on detached housing units are now combined with attached single units (commonly known as townhouses, which share a common sidewall, but are constructed on an individual parcel of land). For impact fees in Pinecrest Village, detached, stick-built units and attached units are included in the “Single-Family” category. The “Multi-Family” category includes duplexes, structures with two or more units on an individual parcel of land, mobile homes, boats, RVs, and vans.

Figure B2 below shows the occupancy estimates for Pinecrest Village. Single-family units average 3.18 persons per housing unit and multi-family units average 1.91 persons per housing unit.

Figure B2: Persons per Housing Unit

Housing Type	Persons	Households	Persons per Household	Housing Units	Persons per Housing	Housing Mix	Vacancy Rate
Single-Family ¹	16,831	4,898	3.44	5,285	3.18	80.8%	7.32%
Multi-Family ²	2,396	1,135	2.11	1,256	1.91	19.2%	9.63%
Total	19,227	6,033	3.19	6,541	2.94	100.0%	7.77%

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates.

- 1. Includes detached, attached (i.e., townhouses), and mobile home units.
- 2. Includes dwellings in structures with two or more units, RVs, and all other units.

Persons by Bedroom Range

Development fees must be proportionate to the demand for infrastructure. Because averages per housing unit have a strong, positive correlation to the number of bedrooms, TischlerBise recommends a fee schedule where larger units pay higher development fees. Benefits of the proposed methodology include 1) a proportionate assessment of infrastructure demand using local demographic data and 2) a progressive fee structure (i.e., smaller units pay less and larger units pay more).

Custom tabulations of demographic data by bedroom range can be created from individual survey responses provided by the U.S. Census Bureau in files known as Public Use Microdata Samples (PUMS). PUMS files are only available for areas of at least 100,000 persons, and Pinecrest Village is located within one Public Use Microdata Area (Florida PUMA 8616).

Shown in Figure B3 below, cells with yellow shading indicate the unweighted survey results, which yield the unadjusted estimate of 2.37 persons per housing unit. Unadjusted persons per housing unit estimates are adjusted to match the control total for Pinecrest Village – 2.94 persons per housing unit (see Figure B2). Adjusted persons per housing unit estimates range from 1.66 persons per housing unit for housing units with zero to one bedroom up to 3.94 persons per housing unit for housing units with five or more bedrooms.

Figure B3: Persons by Bedroom Range

Bedroom Range	Persons ¹	Housing Units ¹	Housing Mix	Unadjusted PPHU	Adjusted PPHU ²
0-1	390	291	12%	1.34	1.66
2	1,038	573	23%	1.81	2.24
3	1,777	724	29%	2.45	3.04
4	1,748	597	24%	2.93	3.63
5+	926	291	12%	3.18	3.94
Total	5,879	2,476	100%	2.37	2.94

1. American Community Survey, Public Use Microdata Sample for Florida PUMAs 8616 (2015-2019 ACS 5-Year unweighted data).

2. Adjusted multipliers are scaled to make the average PUMS values match control totals for Pinecrest Village based on 2015-2019 ACS 5-Year Estimates.

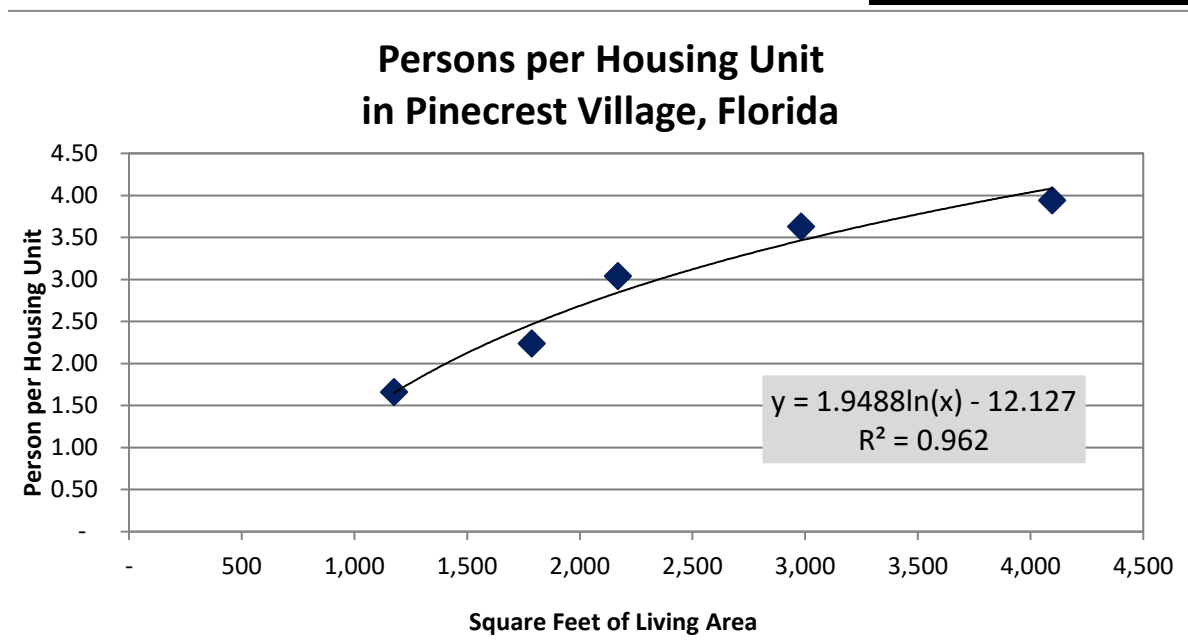
Persons by Square Feet of Living Area

To estimate square feet of living area by bedroom range, TischlerBise uses 2019 U.S. Census Bureau data for housing units constructed in the South Atlantic region. Based on 2019 estimates, living area ranges from 1,176 square feet for housing units with zero to one bedroom up to 4,096 square feet for housing units with five or more bedrooms.

Average square feet of living area and persons per housing unit by bedroom range are plotted in Figure B4 with a logarithmic trend line derived from U.S. Census Bureau estimates discussed in the previous paragraph and adjusted persons per housing unit estimates shown in Figure B4. Using the trend line formula shown in Figure B4, TischlerBise calculates the number of persons per housing unit, by living area, using intervals of 250 to 500 square feet. For the purpose of development fees, TischlerBise recommends a minimum development fee based on a unit size of 750 square feet and a maximum fee for units 3,001 square feet or more.

Figure B4: Persons by Square Feet of Living Area

Average persons per housing unit derived from 2015-2019 ACS PUMS data for Pinecrest Village. Unit size from the 2019 U.S. Census Bureau average for units constructed in the Census South Atlantic region.	Average per Housing Unit			Fitted-Curve Values	
	Bedrooms	Square Feet	PPHU	Sq Ft Range	PPHU
	0-1	1,176	1.66	750 or less	0.77
	2	1,787	2.24	751 to 1,000	1.33
	3	2,170	3.04	1,001 to 1,500	2.13
	4	2,983	3.63	1,501 to 2,000	2.69
	5+	4,096	3.94	2,001 to 2,500	3.12
				2,501 to 3,000	3.48
				3,001 or more	3.78



Residential Estimates

According to Bureau of Economic and Business Research (BEBR) estimates, Pinecrest Village’s 2021 population equals 18,419 persons. Applying the housing unit occupancy rates shown on the previous page to the 2021 population estimate provides a 2021 estimate of 6,272 housing units. Based on discussions with staff, TischlerBise projects future housing unit growth to be 50 single family housing units per year. Adding the additional 50 housing units to the 2021 housing unit estimate of 6,272 housing units provides a 2022 estimate of 6,322 housing units. Converting the additional housing units to population results in a population increase of 159 persons (50 single-family units X 3.18 persons per single-family unit). Adding the population increase to the 2021 estimate of 18,419 persons results in a 2022 population estimate of 18,635 persons.

Residential Projections

Population and housing unit projections are used to illustrate the possible future pace of service demands, revenues, and expenditures. To the extent these factors change, the projected need for infrastructure will also change. If development occurs at a more rapid rate than projected, the demand for infrastructure will increase at a corresponding rate. If development occurs at a slower rate than is projected, the demand for infrastructure will also decrease.

Based on discussions with Pinecrest Village staff, in the next 10 years residential development is estimated at 50 single family units per year. Based on these projections, Pinecrest Village can expect 500 additional housing units over the next 10 years. For this study, the analysis assumes the occupancy factors shown in Figure B2 will remain constant. Converting projected housing units to population, as discussed above, results in a 10-year population increase of 1,590 persons.

Figure B5: Residential Projections

Village of Pinecrest, Florida	2022 Base Year	2023 1	2024 2	2025 3	2026 4	2027 5	2032 10	10-Year Increase
Population								
Single Family	16,340	16,499	16,658	16,817	16,976	17,135	17,930	1,590
Multi-Family	2,295	2,295	2,295	2,295	2,295	2,295	2,295	0
Resident Pop	18,635	18,794	18,953	19,112	19,271	19,430	20,225	1,590
Housing Units								
Single Family	5,120	5,170	5,220	5,270	5,320	5,370	5,620	500
Multi-Family	1,202	1,202	1,202	1,202	1,202	1,202	1,202	0
Total	6,322	6,372	6,422	6,472	6,522	6,572	6,822	500

NONRESIDENTIAL DEVELOPMENT

This section details current estimates and future projections of nonresidential development including jobs and nonresidential floor area.

Nonresidential Demand Units

In Figure B6, gray shading indicates the nonresidential development prototypes used by TischlerBise to derive employment densities and average weekday vehicle trip ends. For nonresidential development, TischlerBise uses data published in Trip Generation, Institute of Transportation Engineers, 11th Edition (2021). The prototype for industrial development is Light Industrial (ITE 110) which generates 4.87 average weekday vehicle trip ends per 1,000 square feet of floor area and has 637 square feet of floor area per employee. Institutional development uses Hospital (ITE 610) and generates 10.77 average weekday vehicle trip ends per 1,000 square feet of floor area and has 350 square feet of floor area per employee. For office & other services development, the proxy is General Office (ITE 710); it generates 10.84 average weekday vehicle trip ends per 1,000 square feet of floor area and has 307 square feet of floor area per employee. The prototype for commercial development is Shopping Center (ITE 820) which generates 37.01 average weekday vehicle trips per 1,000 square feet of floor area and has 471 square feet of floor area per employee.

Figure B6: Nonresidential Demand Units

ITE Code	Land Use / Size	Demand Unit	Wkdy Trip Ends Per Dmd Unit ¹	Wkdy Trip Ends Per Employee ¹	Emp Per Dmd Unit	Sq Ft Per Emp
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	4.75	2.51	1.89	528
150	Warehousing	1,000 Sq Ft	1.71	5.05	0.34	2,953
254	Assisted Living	bed	2.60	4.24	0.61	na
310	Hotel	room	7.99	14.34	0.56	na
610	Hospital	1,000 Sq Ft	10.77	3.77	2.86	350
620	Nursing Home	bed	3.06	3.31	0.92	na
710	General Office (avg size)	1,000 Sq Ft	10.84	3.33	3.26	307
720	Medical-Dental Office	1,000 Sq Ft	36.00	8.71	4.13	242
730	Government Office	1,000 Sq Ft	22.59	7.45	3.03	330
770	Business Park	1,000 Sq Ft	12.44	4.04	3.08	325
820	Shopping Center (avg size)	1,000 Sq Ft	37.01	17.42	2.12	471

1. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

Nonresidential Estimates

TischlerBise uses the term jobs to refer to employment by place of work. Shown below in Figure B7, Esri Business Analyst estimates 2021 employment equal to 8,456 jobs. TischlerBise estimates 2021 nonresidential floor area equals 3,353,759 square feet. To estimate nonresidential floor area and employment in the 2022 base year, TischlerBise projects nonresidential floor area based on recent nonresidential development trends outlined in Miami Dade TPO 2045 Long Range Transportation Plan Technical Report 3 of approximately 0.92% increase in jobs per year. As shown at the bottom of Figure B7, the 2022 estimate includes 3,384,669 square feet of nonresidential floor area. Applying the employment multipliers shown in Figure B6 to the additional floor area results in a nonresidential floor area increase of 30,910 square feet. The 2022 base year employment estimate equals 8,534 jobs (8,456 jobs in 2021 + 78 additional jobs).

Figure B7: Nonresidential Estimates

Nonresidential Category	2021 Jobs ¹	Percent of Total Jobs	Square Feet per Job ²	2021 Estimated Floor Area ³	Jobs per 1,000 Sq. Ft. ²
Industrial ⁴	624	7%	637	397,488	1.57
Commercial ⁵	3,071	36%	471	1,446,441	2.12
Office & Other Service ⁶	3,640	43%	307	1,117,480	3.26
Institutional ⁷	1,121	13%	350	392,350	2.86
Total	8,456	100%		3,353,759	

1. Esri Business Analyst Online, Business Summary, 2021.
2. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).
3. TischlerBise calculation (2021 jobs X square feet per job).
4. Major sectors are Construction; Manufacturing.
5. Major sectors are Retail; Accommodation & Food Services.
6. Major sectors are Other Services; Real Estate, Rental & Leasing.
7. Major sectors are Health Care & Social Assistance; Education.

Nonresidential Category	2022 Jobs ¹	Percent of Total Jobs	Square Feet per Job ²	2022 Estimated Floor Area ³	Jobs per 1,000 Sq. Ft. ²
Industrial ⁴	630	7%	637	401,151	1.57
Commercial ⁵	3,099	36%	471	1,459,772	2.12
Office & Other Service ⁶	3,674	43%	307	1,127,779	3.26
Institutional ⁷	1,131	13%	350	395,966	2.86
Total	8,534	100%		3,384,669	

1. TischlerBise calculation.
2. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).
3. TischlerBise calculation (2022 jobs X square feet per job).
4. Major sectors are Construction; Manufacturing.
5. Major sectors are Retail; Accommodation & Food Services.
6. Major sectors are Other Services; Real Estate, Rental & Leasing.
7. Major sectors are Health Care & Social Assistance; Education.

Nonresidential Projections

To project future nonresidential development in each year of the development projections, the analysis uses recent nonresidential development trends outlined in Miami Dade TPO 2045 Long Range Transportation Plan Technical Report 3. The compounded annual growth rate in jobs for Pinecrest Village is projected to be 0.92%. Shown below in Figure B8, this results in a 10-year increase of 820 jobs.

To project nonresidential floor area, TischlerBise divides the projected employment by the square feet per employee factors shown in Figure B6. Over the next 10 years, Pinecrest Village is projected to gain 820 jobs and 325,000 square feet of nonresidential floor area.

Figure B8: Nonresidential Projections

Village of Pinecrest, Florida	2022	2023	2024	2025	2026	2027	2032	10-Year Increase
	Base Year	1	2	3	4	5	10	
Employment								
Industrial	630	636	641	647	653	659	690	61
Commercial	3,099	3,128	3,157	3,186	3,215	3,245	3,397	298
Office & Other Services	3,674	3,707	3,742	3,776	3,811	3,846	4,027	353
Institutional	1,131	1,142	1,152	1,163	1,174	1,184	1,240	109
Total	8,534	8,613	8,692	8,772	8,853	8,935	9,354	820
Nonres. Floor Area (x1,000)								
Industrial	401	405	409	412	416	420	440	39
Commercial	1,460	1,473	1,487	1,501	1,514	1,528	1,600	140
Office & Other Services	1,128	1,138	1,149	1,159	1,170	1,181	1,236	108
Institutional	396	400	403	407	411	415	434	38
Total	3,385	3,416	3,447	3,479	3,511	3,544	3,710	325

AVERAGE WEEKDAY VEHICLE TRIPS

Pinecrest Village will use average weekday vehicle trips (AWVT) for nonresidential Police Impact Fees. Components used to determine average weekday vehicle trips include trip generation rates and adjustments for pass-by trips.

Nonresidential Demand Units

In Figure B9, gray shading indicates the nonresidential development prototypes used by TischlerBise to derive average weekday vehicle trip ends. For nonresidential vehicle trips, TischlerBise uses data published in Trip Generation, Institute of Transportation Engineers, 11th Edition (2021). The prototype for industrial development is Light Industrial (ITE 110) which generates 4.87 average weekday vehicle trip ends per 1,000 square feet of floor area. Institutional development uses Hospital (ITE 610) and generates 10.77 average weekday vehicle trip ends per 1,000 square feet of floor area. For office & other services development, the proxy is General Office (ITE 710); it generates 10.84 average weekday vehicle trip ends per 1,000 square feet of floor area. The prototype for commercial development is Shopping Center (ITE 820) which generates 37.01 average weekday vehicle trips per 1,000 square feet of floor area.

Figure B9: Nonresidential Demand Units

ITE Code	Land Use / Size	Demand Unit	Wkdy Trip Ends Per Dmd Unit ¹	Wkdy Trip Ends Per Employee ¹	Emp Per Dmd Unit	Sq Ft Per Emp
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	4.75	2.51	1.89	528
150	Warehousing	1,000 Sq Ft	1.71	5.05	0.34	2,953
254	Assisted Living	bed	2.60	4.24	0.61	na
310	Hotel	room	7.99	14.34	0.56	na
610	Hospital	1,000 Sq Ft	10.77	3.77	2.86	350
620	Nursing Home	bed	3.06	3.31	0.92	na
710	General Office (avg size)	1,000 Sq Ft	10.84	3.33	3.26	307
720	Medical-Dental Office	1,000 Sq Ft	36.00	8.71	4.13	242
730	Government Office	1,000 Sq Ft	22.59	7.45	3.03	330
770	Business Park	1,000 Sq Ft	12.44	4.04	3.08	325
820	Shopping Center (avg size)	1,000 Sq Ft	37.01	17.42	2.12	471

1. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

Trip Rate Adjustments

To calculate impact fees, trip generation rates require an adjustment factor to avoid double counting each trip at both the origin and destination points. Therefore, the basic trip adjustment factor is 50 percent. As discussed further below, the impact fee methodology includes additional adjustments to make the fees proportionate to the infrastructure demand for particular types of development.

Adjustment for Pass-By Trips

For commercial and institutional development, the trip adjustment factor is less than 50 percent since these types of development attract vehicles as they pass by on arterial and collector roads. For example, when someone stops at a convenience store on the way home from work, the convenience store is not the primary destination. For an average shopping center, ITE data indicate 34 percent of the vehicles that enter are passing by on their way to another primary destination. The remaining 66 percent of attraction trips have the commercial site as their primary destination. Since attraction trips are half of all trips, the trip adjustment factor is 66 percent multiplied by 50 percent – approximately 33 percent of trip ends.

Average Weekday Vehicle Trips

Shown in Figure B10 are the demand indicators for nonresidential land uses related to average weekday vehicle trips (AWVT) generated per 1,000 square feet of floor area. To calculate average weekday vehicle trips, multiply average weekday vehicle trip ends by the trip rate adjustment factor. For example, the industrial demand unit of 2.44 average weekday vehicle trips per 1,000 square feet of floor area is the sum of 4.87 average weekday vehicle trip ends per 1,000 square feet of floor area multiplied by a trip rate adjustment factor of 50 percent. Figure B11 includes nonresidential vehicle trips in the 2022 base year.

Figure B10: Average Weekday Vehicle Trips (AWVT) by Development Type

Nonresidential Development			
Development Type	AWVTE per 1,000 Sq Ft ¹	Trip Rate Adjustment	AWVT per 1,000 Sq Ft ¹
Industrial	4.87	50%	2.44
Commercial	37.01	33%	12.21
Office & Other Services	10.84	50%	5.42
Institutional	10.77	33%	3.55

1. See Land Use Assumptions

Figure B11: Nonresidential Vehicle Trips

Development Type	Development Unit	ITE Code	Avg Wkday VTE	Trip Adjustment	2022 Dev Units	2022 Veh Trips
Industrial	KSF	110	4.87	50%	401	977
Commercial	KSF	820	37.01	33%	1,460	17,829
Office & Other Services	KSF	710	10.84	50%	1,128	6,113
Institutional	KSF	610	10.77	33%	396	1,407
Total						54,518

DEVELOPMENT PROJECTIONS

Provided below are summaries of development projections used in the Impact Fee Study. Development projections are used to illustrate a possible future pace of demand for infrastructure and cash flows resulting from revenues and expenditures associated with those demands.

Figure B12: Development Projections

Village of Pincrest, Florida	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	10-Year Increase
	Base Year	1	2	3	4	5	6	7	8	9	10	
Resident Population												
Single Family	16,340	16,499	16,658	16,817	16,976	17,135	17,294	17,453	17,612	17,771	17,930	1,590
Multi-Family	2,295	2,295	2,295	2,295	2,295	2,295	2,295	2,295	2,295	2,295	2,295	0
Resident Population	18,635	18,794	18,953	19,112	19,271	19,430	19,589	19,748	19,907	20,066	20,225	1,590
Housing Units												
Single Family	5,120	5,170	5,220	5,270	5,320	5,370	5,420	5,470	5,520	5,570	5,620	500
Multi-Family	1,202	1,202	1,202	1,202	1,202	1,202	1,202	1,202	1,202	1,202	1,202	0
Total	6,322	6,372	6,422	6,472	6,522	6,572	6,622	6,672	6,722	6,772	6,822	500
Employment												
Industrial	630	636	641	647	653	659	665	672	678	684	690	61
Commercial	3,099	3,128	3,157	3,186	3,215	3,245	3,275	3,305	3,335	3,366	3,397	298
Office & Other Services	3,674	3,707	3,742	3,776	3,811	3,846	3,881	3,917	3,953	3,990	4,027	353
Institutional	1,131	1,142	1,152	1,163	1,174	1,184	1,195	1,206	1,217	1,229	1,240	109
Total	8,534	8,613	8,692	8,772	8,853	8,935	9,017	9,100	9,184	9,268	9,354	820
Nonres. Floor Area (x1,000)												
Industrial	401	405	409	412	416	420	424	428	432	436	440	39
Commercial	1,460	1,473	1,487	1,501	1,514	1,528	1,542	1,557	1,571	1,585	1,600	140
Office & Other Services	1,128	1,138	1,149	1,159	1,170	1,181	1,192	1,203	1,214	1,225	1,236	108
Institutional	396	400	403	407	411	415	418	422	426	430	434	38
Total	3,385	3,416	3,447	3,479	3,511	3,544	3,576	3,609	3,642	3,676	3,710	325

Provided below are summaries of nonresidential vehicle trip projections used in the Impact Fee Study.

Figure B13: Nonresidential Vehicle Trip Projections

Village of Pinecrest, Florida		Base	1	2	3	4	5	6	7	8	9	10	10-Year Increase
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	
Development	Single Family Units	5,120	5,170	5,220	5,270	5,320	5,370	5,420	5,470	5,520	5,570	5,620	500
	Multi-Family Units	1,202	1,202	1,202	1,202	1,202	1,202	1,202	1,202	1,202	1,202	1,202	0
	Industrial KSF	401	405	409	412	416	420	424	428	432	436	440	39
	Commercial KSF	1,460	1,473	1,487	1,501	1,514	1,528	1,542	1,557	1,571	1,585	1,600	140
	Office & Other Services KSF	1,128	1,138	1,149	1,159	1,170	1,181	1,192	1,203	1,214	1,225	1,236	108
	Institutional KSF	396	400	403	407	411	415	418	422	426	430	434	38
Avg Weekday Vehicle Trips	Single-Family Trips	24,142	24,378	24,614	24,850	25,085	25,321	25,557	25,793	26,028	26,264	26,500	2,358
	Multi-Family Trips	4,050	4,050	4,050	4,050	4,050	4,050	4,050	4,050	4,050	4,050	4,050	0
	Residential Trips	28,192	28,428	28,664	28,900	29,135	29,371	29,607	29,843	30,078	30,314	30,550	2,358
	Industrial Trips	977	986	995	1,004	1,013	1,023	1,032	1,042	1,051	1,061	1,071	94
	Commercial Trips	17,829	17,993	18,159	18,326	18,495	18,666	18,838	19,011	19,186	19,363	19,542	1,713
	Office & Other Services Trips	6,113	6,169	6,226	6,283	6,341	6,399	6,458	6,518	6,578	6,639	6,700	587
	Institutional Trips	1,407	1,420	1,433	1,447	1,460	1,473	1,487	1,501	1,514	1,528	1,543	135
	Nonresidential Trips	26,325	26,568	26,813	27,060	27,309	27,561	27,815	28,071	28,330	28,591	28,855	2,529
	Total Vehicle Trips	54,518	54,996	55,477	55,959	56,445	56,932	57,422	57,914	58,408	58,905	59,404	4,887

FUNCTIONAL POPULATION

Both residential and nonresidential developments increase the demand on Pinecrest Village services and facilities. To calculate the proportional share between residential and nonresidential demand on service and facilities, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in Pinecrest Village through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in Pinecrest Village are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside Pinecrest Village are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of Pinecrest Village working. Inflow commuters are assigned 10 hours to nonresidential development. Based on the most recent functional population data (2019), residential development accounts for 78 percent of the functional population, while nonresidential development accounts for 22 percent.

Figure B14: Functional Population

Demand Units in 2019				
Residential				
Population	19,227		Demand Hours/Day	Person Hours
Residents Not Working	11,870		20	237,400
Employed Residents	7,357			
Employed in Pinecrest Village		402	14	5,628
Employed outside Pinecrest Village		6,955	14	97,370
			Residential Subtotal	340,398
			Residential Share	78%
Nonresidential				
Non-working Residents	11,870		4	47,480
Jobs Located in Pinecrest Village	4,924			
Residents Employed in Pinecrest Village		402	10	4,020
Non-Resident Workers (inflow commuters)		4,522	10	45,220
			Nonresidential Subtotal	96,720
			Nonresidential Share	22%
			Total	437,118

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, Version 6.8 (employment).

DRAFT
Impact Fee Study

Prepared for:
Pinecrest Village, Florida

July 25, 2022



**4701 Sangamore Road
Suite S240
Bethesda, MD 20816
301.320.6900
www.TischlerBise.com**

[PAGE INTENTIONALLY LEFT BLANK]

TABLE OF CONTENTS

EXECUTIVE SUMMARY.....	1
Florida Impact Fee Enabling Legislation.....	1
Conceptual Development Fee Calculation.....	2
General Methodologies.....	3
Evaluation of Credits.....	4
Impact Fee Components.....	4
Proposed Impact Fees.....	5
Current Impact Fees.....	6
POLICE IMPACT FEES.....	7
Methodology.....	7
Service Area.....	7
Proportionate Share.....	8
Level-of-Service Analysis.....	9
Police Facilities – Incremental Expansion.....	9
Police Vehicles – Incremental Expansion.....	10
Projected Demand for Services and Costs.....	11
Police Facilities – Incremental Expansion.....	11
Police Vehicles – Incremental Expansion.....	12
Credits.....	13
Police Impact Fees.....	13
Police Impact Fee Revenue.....	14
PARK AND RECREATION IMPACT FEES.....	15
Methodology.....	15
Service Area.....	15
Proportionate Share.....	15
Level-of-Service Analysis.....	16
Park Land – Incremental Expansion.....	16
Park Amenities – Incremental Expansion.....	17
Park Facilities – Incremental Expansion.....	19
Park Vehicles – Incremental Expansion.....	20
Projected Demand for Services and Costs.....	21
Park Land – Incremental Expansion.....	21
Park Amenities – Incremental Expansion.....	22
Park Facilities – Incremental Expansion.....	23
Park Vehicles – Incremental Expansion.....	24
Credits.....	25
Park and Recreation Impact Fees.....	25
Park and Recreation Impact Fee Revenue.....	26
MUNICIPAL IMPACT FEES.....	27
Methodology.....	27
Service Area.....	27
Proportionate Share.....	28
Level-of-Service Analysis.....	29
Municipal Facilities – Incremental Expansion.....	29
Municipal Vehicles – Incremental Expansion.....	30

Projected Demand for Services and Costs	31
Municipal Facilities – Incremental Expansion.....	31
Municipal Vehicles – Incremental Expansion	32
Credits	33
Municipal Impact Fees	33
Municipal Impact Fee Revenue	34
STORMWATER IMPACT FEE	35
Capital Improvement Plan.....	35
Credit Evaluation.....	35
Stormwater Impact Fee	36
ADMINISTRATIVE CHARGE	37
APPENDIX A: LAND USE DEFINITIONS	38
Residential Development.....	38
Nonresidential Development	39
APPENDIX B: LAND USE ASSUMPTIONS	40
Summary of Growth Indicators.....	41
Residential Development.....	42
Recent Residential Construction	42
Housing Unit Size	43
Residential Estimates	44
Residential Projections.....	44
Nonresidential Development	45
Nonresidential Demand Units	45
Nonresidential Estimates	46
Nonresidential Projections	47
Average Weekday Vehicle Trips	48
Nonresidential Demand Units	48
Trip Rate Adjustments.....	49
Adjustment for Pass-By Trips.....	49
Average Weekday Vehicle Trips	49
Development Projections.....	50
Functional Population	52

EXECUTIVE SUMMARY

Pinecrest Village, Florida, contracted with TischlerBise to update its impact fees pursuant to Florida Statutes § 163.31801. Cities in Florida may assess impact fees to offset infrastructure costs necessitated by future growth. Impact fees are one-time payments used to construct system improvements needed to accommodate future development. The fee represents future development's proportionate share of infrastructure costs. Impact fees may be used for infrastructure improvements or debt service for growth-related infrastructure. In contrast to general taxes, impact fees may not be used for operations, maintenance, replacement, or correcting existing deficiencies.

FLORIDA IMPACT FEE ENABLING LEGISLATION

The authority for Florida counties to adopt and collect impact fees to offset the demands future development creates for new infrastructure is well established. *St. Johns County v. Northeast Florida Builders Association* (583 So. 2d 635, 638 Fla. 1991) states, "The use of impact fees has become an accepted method of paying for public improvements that must be constructed to serve new growth."¹ State statutes specifically "encourage the use of innovative land development regulations which include provisions such as [...] impact fees," and Florida courts have upheld local government's authority to adopt fees under general home rule and police power theories.²

In 2006, the Florida legislature passed the "Florida Impact Fee Act," which recognized impact fees as "an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction." § 163.31801(2), Fla. Stat. The statute – concerned mostly with 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, most of which were common to the practice already. Subsequent amendments to the Act, in 2009, removed prior notice requirements for impact fee reductions (but not increases) and purported to elevate the standard of judicial review. Under Florida law, impact fees must comply with the "dual rational nexus" test, which requires "a reasonable connection, or rational nexus, between the need for additional capital facilities and the growth in service units generated by new development. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision," *St. Johns County*, 583 So.2d at 637 (quoting *Hollywood, Inc.* 431 So. 2d at 611-12). Impact fee calculation studies, generally speaking, establish the pro rata, or proportionate, "need" for new infrastructure and implementing ordinances to ensure that new growth paying the fees receive a pro rata "benefit" from their expenditure.

In the most recent amendments to the Florida Impact Fee Act, House Bill 750 (2021) specified that impact fees can only be used for fixed capital expenditures, revised requirements for crediting contributions against the collection of impact fees, and restricted impact fee increases. Among the increase restrictions, an adopted increase of 25 percent or less must be phased over two years; increases between 25-50 percent must be phased over four years; no increase can exceed 50 percent; and impact fees cannot be

¹ Citing *Home Builders & Contractors Association v. Palm Beach City.*, 446 So.2d 140 (Fla. 4th DCA 1984); *Hollywood, Inc. v. Broward County*, 431 So.2d 606 (Fla. 4th DCA 1983).

² See §163.3202(3), Fla. Stat.; see also *Home Builders & Contractors Association*, 446 So.2d 140.

increased more than once every four years. The restrictions can be bypassed if the jurisdiction complies with the impact fee rational nexus test; can demonstrate extraordinary circumstances; and the jurisdiction hold two publicly noticed workshops the need to exceed the limitations; and the increase is approved by no less than two-thirds vote of the governing body.

Pinecrest Village is updating its impact fees related to police, parks and recreation, municipal facilities, stormwater, and administrative charge in order to fund capital facilities needed to meet the demand created by future development. The need for these services, and the infrastructure necessary to provide them, is driven by development; therefore, as vacant lands within Pinecrest Village develop, or as existing uses expand, the demand imposed upon Pinecrest Village for additional capital facilities increases proportionately.

The need for additional capacity for future development is further shown through an established level-of-service standard and Pinecrest Village's existing capital improvement plan. *Hollywood, Inc.*, 431 So.2d at 611 (holding that a plan for providing facilities at a reasonable level of service demonstrates "a reasonable connection between the need for additional park facilities and the growth in population"). Capital facilities necessary to provide this infrastructure have been provided by Pinecrest Village to date; however, Pinecrest Village will need to provide new residents and visitors with the same levels of service. The expenditures required to maintain existing levels of service are not necessitated by existing development, but rather by future development.

Furthermore, through the implementation of Pinecrest Village's capital improvement plans, future development paying impact fees will receive a pro rata benefit from new facilities built with those fees. In addition, Pinecrest Village's impact fee ordinance, including any amendments necessary to implement the fees recommended in this study, earmarks impact fees solely for capital facilities necessary to accommodate future development.

Finally, there are several steps Pinecrest Village will take to ensure ongoing compliance with applicable Florida laws related to impact fees. First, it will continue to update and implement plans for expending impact fee revenues on the types of facilities TischlerBise has used to develop the fees in this study. In Florida, this is typically satisfied through the Capital Improvement Plan (CIP) and Capital Improvements Element (CIE) framework. Also, Pinecrest Village will update its existing impact fee ordinance to ensure compliance with the approach used here and any developments in statutory and case law since Pinecrest Village's fees were last updated. This update will address, among other things, earmarking of impact fee revenues, limitations on the use of revenues, revisions related to developer credits, and ongoing compliance with other city and state law requirements.

CONCEPTUAL DEVELOPMENT FEE CALCULATION

In contrast to project-level improvements, impact fees fund growth-related infrastructure that will benefit multiple development projects, or the entire service area (usually referred to as system improvements). The first step is to determine an appropriate demand indicator for the particular type of infrastructure. The demand indicator measures the number of service units for each unit of development. For example, an appropriate indicator of the demand for parks is population growth and the increase in population can be estimated from the average number of persons per housing unit. The second step in the impact fee

formula is to determine infrastructure improvement units per service unit, typically called level-of-service (LOS) standards. In keeping with the park example, a common LOS standard is improved park acres per person. The third step in the impact fee formula is the cost of various infrastructure units. To complete the park example, this part of the formula would establish a cost per acre for land acquisition and/or park improvements.

GENERAL METHODOLOGIES

Impact fees for the capital improvements made necessary by new development must be based on the same level of service provided to existing development in the service area. There are three basic methodologies used to calculate impact fees that examine the past, present, and future status of infrastructure. The objective of evaluating these different methodologies is to determine the best measure of the demand created by new development for additional infrastructure capacity. Each methodology has advantages and disadvantages in a particular situation and can be used simultaneously for different capital improvements.

Reduced to its simplest terms, the process of calculating impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities within the designated service area. The following paragraphs discuss basic methodologies for calculating impact fees and how those methodologies can be applied.

- **Cost Recovery** (past improvements) - The rationale for recoupment, often called cost recovery, is that new development is paying for its share of the useful life and remaining capacity of facilities already built, or land already purchased, from which new development will benefit. This methodology is often used for utility systems that must provide adequate capacity before new development can take place.
- **Incremental Expansion** (concurrent improvements) - The incremental expansion methodology documents current LOS standards for each type of public facility, using both quantitative and qualitative measures. This approach assumes there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. Revenue will be used to expand or provide additional facilities, as needed, to accommodate new development. An incremental expansion methodology is best suited for public facilities that will be expanded in regular increments to keep pace with development.
- **Plan-Based** (future improvements) - The plan-based methodology allocates costs for a specified set of improvements to a specified amount of development. Improvements are typically identified in a long-range facility plan and development potential is identified by a land use plan. There are two basic options for determining the cost per demand unit: (1) total cost of a public facility can be divided by total demand units (average cost), or (2) the growth-share of the public facility cost can be divided by the net increase in demand units over the planning timeframe (marginal cost).

Evaluation of Credits

Regardless of the methodology, a consideration of credits is integral to the development of a legally defensible impact fee. There are two types of credits that should be addressed in impact fee studies and ordinances. The first is a revenue credit due to possible double payment situations, which could occur when other revenues may contribute to the capital costs of infrastructure covered by the impact fee. This type of credit is integrated into the fee calculation, thus reducing the fee amount. The second is a site-specific credit or developer reimbursement for dedication of land or construction of system improvements. This type of credit is addressed in the administration and implementation of the impact fee program. For ease of administration, TischlerBise normally recommends developer reimbursements for system improvements.

IMPACT FEE COMPONENTS

Figure 1 summarizes service areas, methodologies, and infrastructure components for each fee category. There is a single, citywide service area for all impact fees.

Figure 1: Proposed Impact Fee Service Areas, Methodologies, and Cost Components

Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
Administrative Charge	Citywide	N/A	Administrative Costs	N/A	Population, Jobs
Municipal Facilities	Citywide	N/A	Facilities, Vehicles	N/A	Population, Jobs
Parks and Recreation	Citywide	N/A	Amenities, Facilities, Vehicles, Land	N/A	Population
Police Services	Citywide	N/A	Police Stations, Vehicles & Equipment	N/A	Population, Vehicle Trips
Stormwater Drainage	Citywide	N/A	N/A	Stormwater Facilities	Acres

PROPOSED IMPACT FEES

Impact fees for residential development will be assessed per dwelling unit, based on the type of unit, and nonresidential fees will be assessed per square foot of floor area, based on the land use. Pinecrest Village may adopt fees that are less than the maximum allowable fees shown below; however, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital improvements, and/or a decrease in Pinecrest Village’s LOS standards. All costs in the Impact Fee Study are in current dollars with no assumed inflation rate over time.

Figure 2: Proposed Impact Fees

Residential Fees per Unit					
Development Type	Administrative Charge	Municipal Facilities	Parks and Recreation	Police Services	Total
Single Family	\$190	\$1,028	\$15,572	\$1,437	\$18,038
Multi-Family	\$114	\$616	\$9,328	\$861	\$10,805

Nonresidential Fees per Square Foot					
Development Type	Administrative Charge	Municipal Facilities	Parks and Recreation	Police Services	Total
Industrial	\$0.05	\$0.31	\$0.00	\$0.22	\$0.53
Commercial	\$0.07	\$0.42	\$0.00	\$1.10	\$1.52
Office & Other Services	\$0.11	\$0.65	\$0.00	\$0.49	\$1.14
Institutional	\$0.10	\$0.57	\$0.00	\$0.32	\$0.89

Stormwater Fees	
Development Type	Proposed Fees per Square Foot
Residential	\$0.1776
Commercial/Shopping Center	\$0.2566
Business	\$0.3473
Public Service	\$0.2566
Parks	\$0.2566
Transportation	\$0.3947
Inland Water	\$0.0987

CURRENT IMPACT FEES

Current impact fees for residential development are assessed per dwelling unit, based on the type of unit, and nonresidential fees are assessed per square foot of floor area, based on the land use.

Figure 3: Current Impact Fees

Residential Fees per Unit					
Development Type	Administrative Charge	Municipal Facilities	Parks and Recreation	Police Services	Total
Single Family	\$111	\$850	\$6,497	\$1,289	\$8,636
Multi-Family	\$66	\$501	\$3,834	\$761	\$5,096

Nonresidential Fees per Square Foot					
Development Type	Administrative Charge	Municipal Facilities	Parks and Recreation	Police Services	Total
Industrial	\$0.07	\$0.27	\$0.00	\$0.13	\$0.41
Commercial	\$0.10	\$0.39	\$0.00	\$0.68	\$1.07
Office & Other Services	\$0.04	\$0.15	\$0.00	\$0.35	\$0.50
Institutional	\$0.13	\$0.49	\$0.00	\$0.26	\$0.76

Stormwater Fees	
Development Type	Current Fees per Square Foot
Residential	\$0.1592
Commercial/Shopping Center	\$0.2299
Business	\$0.3113
Public Service	\$0.2299
Parks	\$0.2299
Transportation	\$0.3538
Inland Water	\$0.0884

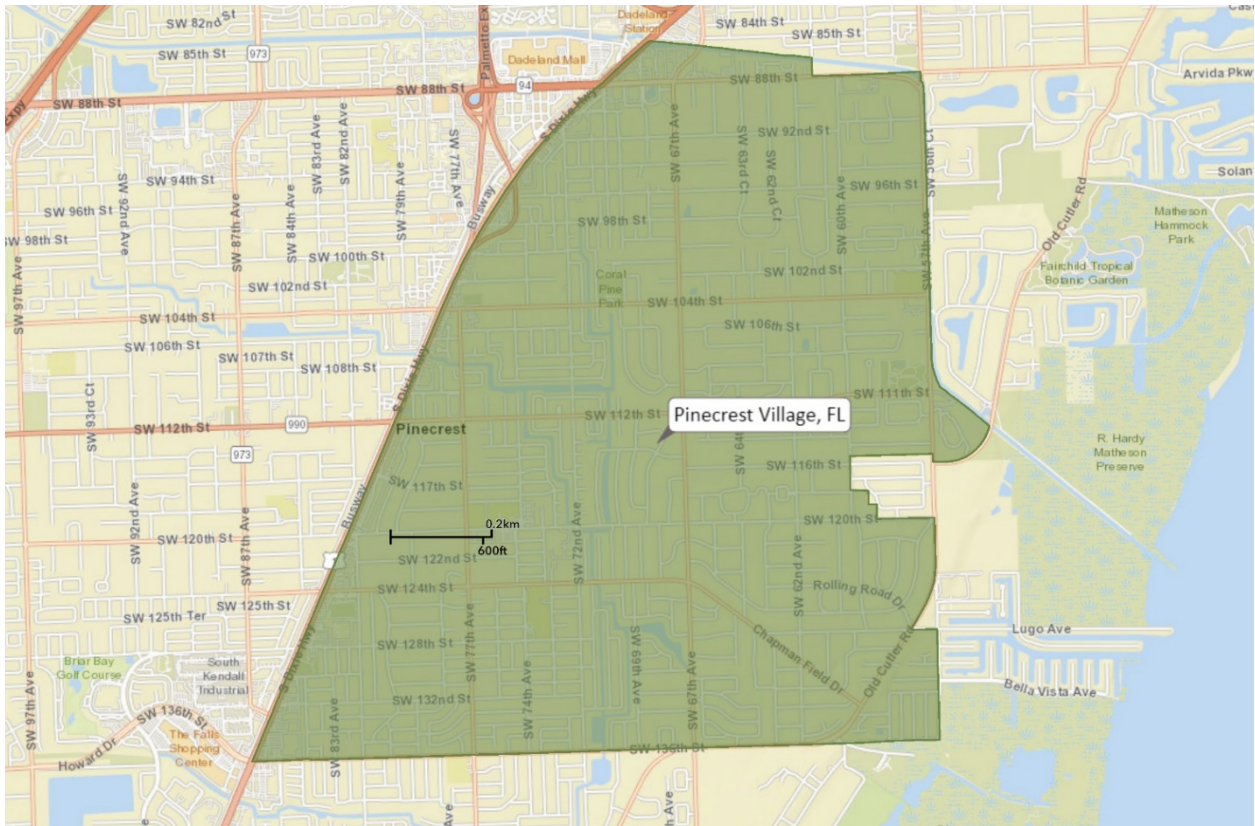
POLICE IMPACT FEES

METHODOLOGY

The police impact fees include components for police facilities and police vehicles. The incremental expansion methodology is used for all components.

SERVICE AREA

Pinecrest Village plans to provide a uniform level of service citywide; therefore, the police impact fees will be assessed in a citywide service area.



PROPORTIONATE SHARE

Impact fees should not exceed a proportionate share of the capital cost needed to provide capital facilities to the development. The police impact fees allocate the cost of capital facilities between residential and nonresidential development using functional population. Based on 2019 estimates from the U.S. Census Bureau’s OnTheMap web application, residential development accounts for approximately 78 percent of functional population and nonresidential development accounts for the remaining 22 percent.

Figure P1: Proportionate Share

Demand Units in 2019				
Residential				
Population	19,227		Demand Hours/Day	Person Hours
Residents Not Working	11,870		20	237,400
Employed Residents	7,357			
Employed in Pinecrest Village	402		14	5,628
Employed outside Pinecrest Village	6,955		14	97,370
			Residential Subtotal	340,398
			Residential Share	78%
Nonresidential				
Non-working Residents	11,870		4	47,480
Jobs Located in Pinecrest Village	4,924			
Residents Employed in Pinecrest Village	402		10	4,020
Non-Resident Workers (inflow commuters)	4,522		10	45,220
			Nonresidential Subtotal	96,720
			Nonresidential Share	22%
			Total	437,118

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, Version 6.8 (employment).

The proportionate share of costs attributable to residential development will be allocated to population and then converted to an appropriate amount by type of housing unit, based on housing unit type. Since nonresidential calls for service were unavailable by specific nonresidential use (i.e., retail, office, industrial, etc.), TischlerBise recommends using average weekday nonresidential vehicle trips as the best demand indicator for police impact fees. Trip generation rates are highest for commercial development, such as a shopping center, and lowest for industrial development. Office and institutional trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for police services from nonresidential development. Other possible nonresidential demand indicators, such as employment or floor area, do not accurately reflect the demand for police services. If the analysis used employees per 1,000 square feet of floor area as the demand indicator, police impact fees would be too high for office and institutional development.

LEVEL-OF-SERVICE ANALYSIS

Police Facilities – Incremental Expansion

Future development in Pinecrest Village will maintain current levels of service by incrementally expanding police facilities. Pinecrest Village’s existing inventory includes 16,300 square feet of police facilities. To allocate the proportionate share of demand to residential and nonresidential development, this analysis uses daytime population outlined in Figure P1. Pinecrest Village’s existing level of service for residential development is 0.6822 square feet per person (16,300 square feet X 78 percent residential share / 18,636 persons). For nonresidential development, the existing LOS is 0.1363 square feet per vehicle trip (16,300 square feet X 22 percent nonresidential share / 26,317 vehicle trips).

Based on construction estimates, this analysis uses a construction cost of \$520 per square foot. For police facilities, the cost is \$354.77 per person (0.6822 square feet per person X \$520 per square foot) and \$70.86 per vehicle trip (0.1363 square feet per vehicle trip X \$520 per square foot).

Figure P2: Existing Level of Service

Description	Square Feet
Main Station	16,300

Cost Factors	
Cost per Square Foot	\$520

Level-of-Service (LOS) Standards	
Existing Square Feet	16,300
Residential	
Residential Share	78%
2022 Population	18,636
Square Feet per Person	0.6822
Cost per Person	\$354.77
Nonresidential	
Nonresidential Share	22%
2022 Vehicle Trips	26,317
Square Feet per Vehicle Trip	0.1363
Cost per Vehicle Trip	\$70.86

Source: Pinecrest Village Police Department

Police Vehicles – Incremental Expansion

Future development in Pinecrest Village will maintain current levels of service by incrementally expanding its existing fleet of 42 police vehicles. To allocate the proportionate share of demand to residential and nonresidential development, this analysis uses daytime population outlined in Figure P1. Pinecrest Village’s existing level of service for residential development is 0.0018 units per person (42 units X 78 percent residential share / 18,636 persons). For nonresidential development, the existing LOS is 0.0004 units per vehicle trip (42 units X 22 percent nonresidential share / 26,317 vehicle trips).

Based on inflated costs from the 2019 impact fee study, the weighted average cost of the existing fleet is \$54,910 per vehicle – this includes the cost of the vehicle and any equipment needed to place the vehicle into service (i.e., decals, lights, radios, computers, etc.). For police vehicles, the cost is \$96.53 per person (0.0018 units per person X \$54,910 per unit) and \$19.28 per vehicle trip (0.0004 units per vehicle trip X \$54,910 per unit).

Figure P3: Existing Level of Service

Description	Vehicles	Unit Cost	Total Cost
Crown Victoria	1	\$54,910	\$54,910
Explorer Interceptor	20	\$54,910	\$1,098,208
Taurus Interceptor	13	\$54,910	\$713,835
Fusion	4	\$54,910	\$219,642
Accord	1	\$54,910	\$54,910
Frontier	2	\$54,910	\$109,821
Cross Trek	1	\$54,910	\$54,910
Total	42	\$54,910	\$2,306,236

Cost Factors	
Weighted Average per Vehicle	\$54,910

Level-of-Service (LOS) Standards	
Existing Vehicles	42
Residential	
Residential Share	78%
2022 Population	18,636
Vehicles per Person	0.0018
Cost per Person	\$96.53
Nonresidential	
Nonresidential Share	22%
2022 Vehicle Trips	26,317
Vehicles per Vehicle Trip	0.0004
Cost per Vehicle Trip	\$19.28

Source: Pinecrest Village Police Department

PROJECTED DEMAND FOR SERVICES AND COSTS

Police Facilities – Incremental Expansion

Pinecrest Village plans to maintain its existing level of service for police facilities over the next 10 years. Based on a projected population increase of 1,592 persons, future residential development demands approximately 1,086.4 square feet of police facilities (1,592 additional persons X 0.6822 square feet per person). With projected nonresidential vehicle trip growth of 2,592 vehicle trips, future nonresidential development demands approximately 344.6 square feet of police facilities (2,529 additional vehicle trips X 0.1363 square feet per vehicle trip). Future development demands approximately 1,430.9 square feet of police facilities at a cost of \$744,076 (1,430.9 square feet X \$520 per square foot).

Figure P4: Projected Demand for Police Facilities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Sq Ft
Police Facilities	0.6822 Square Feet	per Person	\$520
	0.1363 Square Feet	per Vehicle Trip	

Demand for Police Facilities					
Year	Population	Vehicle Trips	Square Feet		
			Residential	Nonresidential	Total
2022	18,636	26,317	12,714.0	3,586.0	16,300.0
2023	18,795	26,559	12,822.6	3,619.1	16,441.7
2024	18,954	26,804	12,931.3	3,652.4	16,583.7
2025	19,113	27,051	13,039.9	3,686.1	16,726.0
2026	19,272	27,300	13,148.5	3,720.0	16,868.6
2027	19,432	27,552	13,257.2	3,754.3	17,011.5
2028	19,591	27,806	13,365.8	3,788.9	17,154.7
2029	19,750	28,062	13,474.5	3,823.8	17,298.3
2030	19,909	28,321	13,583.1	3,859.1	17,442.2
2031	20,069	28,582	13,691.7	3,894.7	17,586.4
2032	20,228	28,845	13,800.4	3,930.6	17,730.9
10-Yr Increase	1,592	2,529	1,086.4	344.6	1,430.9

Growth-Related Expenditures	\$564,908	\$179,168	\$744,076
------------------------------------	------------------	------------------	------------------

Police Vehicles – Incremental Expansion

Pinecrest Village plans to maintain its existing level of service for police vehicles over the next 10 years. Based on a projected population increase of 1,592 persons, future residential development demands approximately 2.8 police vehicles (1,592 additional persons X 0.0018 units per person). With projected nonresidential vehicle trip growth of 2,529 vehicle trips, future nonresidential development demands approximately 0.9 police vehicles (2,529 additional vehicle trips X 0.0004 units per vehicle trip). Future development demands approximately 3.7 police vehicles at a cost of \$202,456 (3.7 units X \$54,910 per unit).

Figure P5: Projected Demand for Police Vehicles

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Police Vehicles	0.0018 Vehicles	per Person	\$54,910
	0.0004 Vehicles	per Vehicle Trip	

Demand for Police Vehicles					
Year	Population	Vehicle Trips	Vehicles		
			Residential	Nonresidential	Total
2022	18,636	26,317	32.8	9.2	42.0
2023	18,795	26,559	33.0	9.3	42.4
2024	18,954	26,804	33.3	9.4	42.7
2025	19,113	27,051	33.6	9.5	43.1
2026	19,272	27,300	33.9	9.6	43.5
2027	19,432	27,552	34.2	9.7	43.8
2028	19,591	27,806	34.4	9.8	44.2
2029	19,750	28,062	34.7	9.9	44.6
2030	19,909	28,321	35.0	9.9	44.9
2031	20,069	28,582	35.3	10.0	45.3
2032	20,228	28,845	35.6	10.1	45.7
10-Yr Increase	1,592	2,529	2.8	0.9	3.7

Growth-Related Expenditures	\$153,706	\$48,750	\$202,456
-----------------------------	-----------	----------	-----------

CREDITS

A credit is not necessary for police impact fees.

POLICE IMPACT FEES

Infrastructure components and cost factors for police impact fees are summarized in the upper portion of Figure P6. The cost for police impact fees is \$451.30 per person and \$90.14 per vehicle trip.

Police impact fees for residential development are assessed according to the number of persons per housing unit. The single-family fee of \$1,437 is calculated using a cost of \$451.30 per person multiplied by 3.18 persons per single-family unit.

Police impact fees for nonresidential development are assessed according to the number of vehicle trips generated per 1,000 square feet of floor area. The industrial fee of \$0.22 per square foot is calculated using a cost of \$90.14 per vehicle trip multiplied by 2.44 vehicle trips per 1,000 square feet of industrial development divided by 1,000.

Figure P6: Schedule of Police Impact Fees

Fee Component	Cost per Person	Cost per Trip
Police Facilities	\$354.77	\$70.86
Police Vehicles	\$96.53	\$19.28
Total	\$451.30	\$90.14

Residential Fees per Unit				
Development Type	Persons per Housing Unit ¹	Proposed Fees	Current Fees	Difference
Single Family	3.18	\$1,437	\$1,289	\$149
Multi-Family	1.91	\$861	\$761	\$100

Nonresidential Fees per Square Foot				
Development Type	Avg Weekday Vehicle Trips ¹	Proposed Fees	Current Fees	Difference
Industrial	2.44	\$0.22	\$0.13	\$0.09
Commercial	12.21	\$1.10	\$0.68	\$0.42
Office & Other Services	5.42	\$0.49	\$0.35	\$0.14
Institutional	3.55	\$0.32	\$0.26	\$0.06

1. See Land Use Assumptions

POLICE IMPACT FEE REVENUE

Projected fee revenue shown below is based on the development projections in Appendix B and the updated police impact fees shown on the previous page. If development occurs at a more rapid rate than projected, the demand for infrastructure will increase and impact fee revenue will increase at a corresponding rate. If development occurs at a slower rate than projected, the demand for infrastructure will also decrease, along with impact fee revenue. Over the next 10 years, projected impact fee revenues equal \$946,532 and projected expenditures equal \$946,532.

Figure P7: Projected Police Impact Fee Revenue

Fee Component	Growth Share	Existing Share	Total
Police Facilities	\$744,076	\$0	\$744,076
Police Vehicles	\$202,456	\$0	\$202,456
Total	\$946,532	\$0	\$946,532

		Single Family	Multi-Family	Industrial	Commercial	Office & Other	Institutional
		\$1,437 per unit	\$861 per unit	\$0.22 per sq ft	\$1.10 per sq ft	\$0.49 per sq ft	\$0.32 per sq ft
Year		Hsg Unit	Hsg Unit	KSF	KSF	KSF	KSF
Base	2021	5,113	1,203	401	1,459	1,128	396
Year 1	2022	5,163	1,203	405	1,472	1,139	400
Year 2	2023	5,213	1,203	408	1,486	1,149	403
Year 3	2024	5,263	1,203	412	1,499	1,160	407
Year 4	2025	5,313	1,203	416	1,513	1,171	411
Year 5	2026	5,363	1,203	420	1,527	1,181	415
Year 6	2027	5,413	1,203	424	1,541	1,192	418
Year 7	2028	5,463	1,203	427	1,556	1,203	422
Year 8	2029	5,513	1,203	431	1,570	1,214	426
Year 9	2030	5,563	1,203	435	1,584	1,226	430
Year 10	2031	5,613	1,203	439	1,599	1,237	434
10-Year Increase		500	0	39	140	108	38
Projected Revenue		\$718,622	\$0	\$8,454	\$154,309	\$52,974	\$12,174

Projected Fee Revenue	\$946,532
Total Expenditures	\$946,532

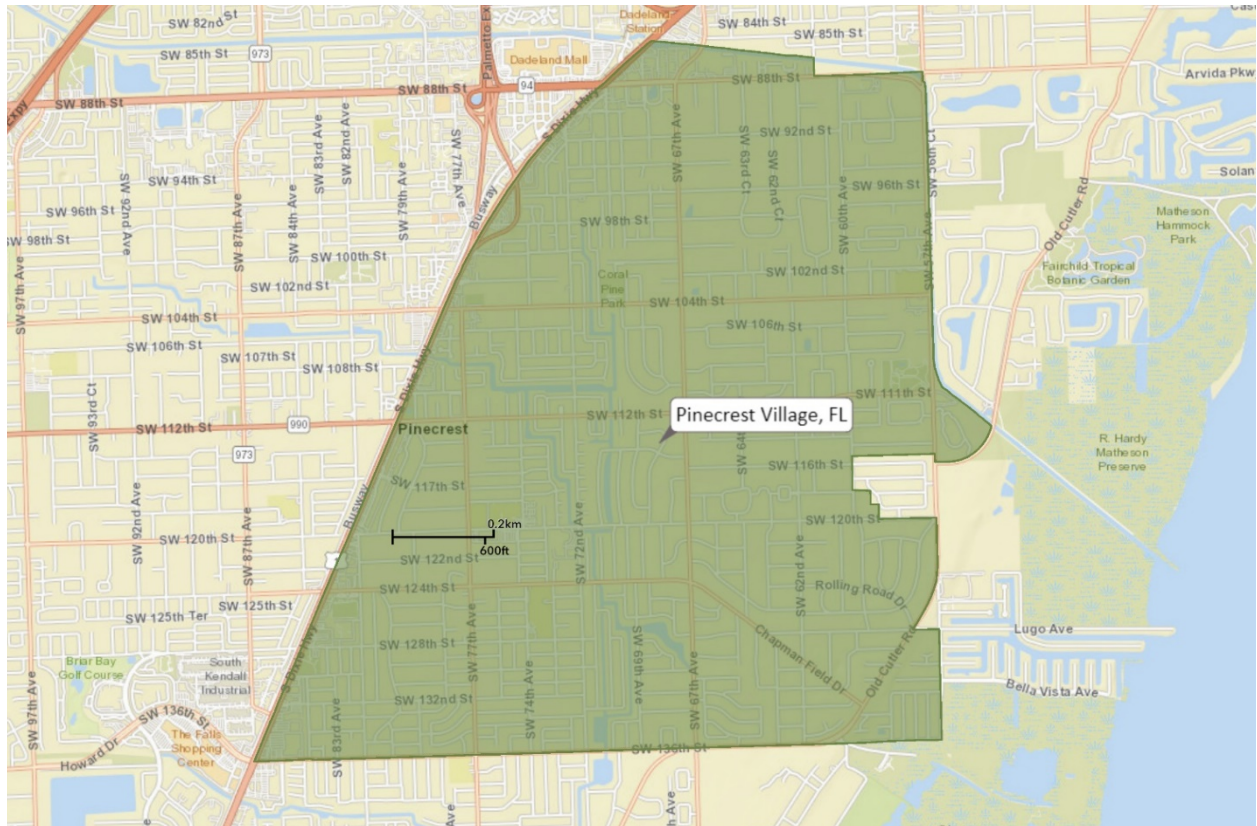
PARK AND RECREATION IMPACT FEES

METHODOLOGY

The park and recreation impact fees include components for park land, park amenities, park vehicles, and park facilities. The incremental expansion methodology is used for all components.

SERVICE AREA

Pinecrest Village plans to provide a uniform level of service and equal access to parks within the city limits; therefore, the park and recreation impact fees will be assessed in a citywide service area.



PROPORTIONATE SHARE

Impact fees should not exceed a proportionate share of the capital cost needed to provide capital facilities to the development. The park and recreation impact fees allocate 100 percent of the cost of capital facilities to residential development. The proportionate share of costs attributable to residential development will be allocated to population and then converted to an appropriate amount by type of housing unit, based on housing unit type.

LEVEL-OF-SERVICE ANALYSIS

Park Land – Incremental Expansion

Future development in Pinecrest Village will maintain current levels of service by incrementally expanding park land. Pinecrest Village’s existing inventory includes 38.73 acres of land, and this analysis allocates 100 percent of demand to residential development. Pinecrest Village’s existing level of service for residential development is 0.0021 acres per person (38.73 acres X 100 percent residential share / 18,636 persons).

Based on TischlerBise estimates this analysis uses a land acquisition cost of \$1,500,000 per acre. For park land, the cost is \$3,117.18 per person (0.0021 acres per person X \$1,500,000 per acre).

Figure PR1: Existing Level of Service

Description	Acres	Unit Cost	Total Cost
Coral Pine Park	9.75	\$1,500,000	\$14,625,000
Evelyn Greer Park	9.80	\$1,500,000	\$14,700,000
Suniland Park	9.60	\$1,500,000	\$14,400,000
Flagler Grove Park	2.94	\$1,500,000	\$4,410,000
Veterans Wayside Park	3.30	\$1,500,000	\$4,950,000
Gary Matzner	2.85	\$1,500,000	\$4,275,000
Hidden Pine Park	0.49	\$1,500,000	\$730,476
Total	38.73	\$1,500,000	\$58,090,476

Cost Factors	
Cost per Acre	\$1,500,000

Level-of-Service (LOS) Standards	
Existing Acres	38.7
Residential	
Residential Share	100%
2022 Population	18,636
Acres per Person	0.0021
Cost per Person	\$3,117.18

Source: Pinecrest Village Parks and Recreation Department

Park Amenities – Incremental Expansion

Pinecrest Village currently provides 65 park amenities in its parks, and the City plans to construct additional park amenities to serve future development. Based on inflated costs from the 2019 impact fee study to construct park amenities, the total cost of Pinecrest Village’s existing park amenities is \$13,306,693. The weighted average cost is \$204,718 per park amenity (\$13,306,639 total cost / 65 park amenities).

Figure PR2: Existing Inventory

Description	Units	Unit Cost	Total Cost
Tennis Courts w/Lights	6	\$135,411	\$812,463
Playgrounds	5	\$227,849	\$1,139,244
Multi-purpose Rooms, Large	1	\$1,378,485	\$1,378,485
Multi-purpose Rooms, Small	2	\$569,622	\$1,139,244
Pro Shop	1	\$1,035,231	\$1,035,231
Restroom Facilities	10	\$99,684	\$996,838
Fitness Trail	2	\$17,089	\$34,177
Baseball Fields	5	\$284,811	\$1,424,055
Soccer Fields	3	\$421,520	\$1,264,561
Batting Cages	4	\$14,241	\$56,962
Gazebo, Large	1	\$274,522	\$274,522
Gazebo, Small	1	\$203,251	\$203,251
Concession Stands	2	\$142,405	\$284,811
Fitness Area	1	\$52,405	\$52,405
Basketball Courts	2	\$85,443	\$170,887
Football Fields	1	\$421,520	\$421,520
PG Splash Structure	1	\$170,887	\$170,887
PG Bathrooms	4	\$99,684	\$398,735
PG Concessoin Tower	1	\$205,064	\$205,064
PG Playground	1	\$227,849	\$227,849
PG Pavillion	1	\$432,913	\$432,913
PG Butterfly House	1	\$56,962	\$56,962
PG Petting Zoo	1	\$85,443	\$85,443
PG Nursery	1	\$153,798	\$153,798
PG Shadehouse	1	\$28,481	\$28,481
PG Colonnade	1	\$569,622	\$569,622
PG Admissions Booth	1	\$45,570	\$45,570
PG ADA Lift	1	\$102,532	\$102,532
PG Pianos	3	\$46,709	\$140,127
Total	65	\$204,718	\$13,306,639

Pinecrest Village currently provides 65 park amenities in its existing parks, and this analysis allocates 100 percent of demand to residential development. Pinecrest Village’s existing level of service for residential development is 0.0035 amenities per person (65 amenities X 100 percent residential share / 18,636 persons).

Based on the total cost of Pinecrest Village’s existing park amenities, the weighted average cost is \$204,718 per amenity. For park amenities, the cost is \$714.05 per person (0.0035 amenities per person X \$204,718 per amenity).

Figure PR3: Existing Level of Service

Cost Factors	
Weighted Average per Unit	\$204,718

Level-of-Service (LOS) Standards	
Existing Units	65
Residential	
Residential Share	100%
2022 Population	18,636
Units per Person	0.0035
Cost per Person	\$714.05

Source: Pinecrest Village Parks and Recreation Department

Park Facilities – Incremental Expansion

Future development in Pinecrest Village will maintain current levels of service by incrementally expanding park facilities. Pinecrest Village’s existing inventory includes 39,300 square feet of park facilities, and this analysis allocates 100 percent of demand to residential development. Pinecrest Village’s existing level of service for residential development is 2.109 square feet per person (39,300 square feet X 100 percent residential share / 18,636 persons).

Based on inflated costs from the 2019 impact fee study, this analysis uses a weighted average construction cost of \$498 per square foot. For park facilities, the cost is \$1,049.65 per person (3.064 square feet per person X \$498 per square foot).

Figure PR4: Existing Level of Service

Description	Square Feet	Cost per Sq. Ft.	Total Cost
Walkway Path Shelters	14,000	\$122	\$1,708,866
Administration Office	900	\$342	\$307,596
Garages (2)	2,400	\$190	\$455,698
Pinecrest Community Center	22,000	\$777	\$17,088,658
Total	39,300	\$498	\$19,560,817

Cost Factors	
Cost per Square Foot	\$498

Level-of-Service (LOS) Standards	
Existing Square Feet	39,300
Residential	
Residential Share	100%
2022 Population	18,636
Square Feet per Person	2.109
Cost per Person	\$1,049.65

Source: Pinecrest Village Parks and Recreation Department

Park Vehicles – Incremental Expansion

Pinecrest Village currently has 9 parks vehicles and plans to maintain current levels of service by expanding this inventory incrementally. Pinecrest Village’s existing inventory includes 9 park vehicles, and this analysis allocates 100 percent of demand to residential development. Pinecrest Village’s existing level of service for residential development is 0.0005 vehicles per person (9 vehicles X 100 percent residential share / 18,636 persons).

Based on inflated costs from the 2019 impact fee study, the weighted average cost per vehicle is \$18,380. For park vehicles, the cost is \$8.88 per person (0.0005 vehicles per person X \$18,380 per vehicle).

Figure PR5: Existing Level of Service

Description	Vehicles	Cost per Vehicle	Total Cost
John Deere Gator	3	\$15,543	\$46,629
Pickup Trucks	2	\$23,314	\$46,628
Infield Groomer	1	\$27,755	\$27,755
Chevrolet Silverado	1	\$17,763	\$17,763
Utility Cart	2	\$13,322	\$26,644
Total	9	\$18,380	\$165,419

Cost Factors	
Cost per Vehicle	\$18,380

Level-of-Service (LOS) Standards	
Existing Vehicles	9
Residential	
Residential Share	100%
2022 Population	18,636
Vehicles per Person	0.0005
Cost per Person	\$8.88

Source: Pinecrest Village Parks and Recreation Department

PROJECTED DEMAND FOR SERVICES AND COSTS

Park Land – Incremental Expansion

Pinecrest Village plans to maintain its existing level of service for park land over the next 10 years. Based on a projected population increase of 1,592 persons, future residential development demands 3.3 acres of park land (1,592 additional persons X 0.0021 acres per person) at a cost of \$4,963,608 (3.3 acres X \$1,500,000 per acre).

Figure PR6: Projected Demand for Park Land

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Park Land	0.0021 Acres	per Person	\$1,500,000
	0.0000 Acres	per Job	

Demand for Park Land					
Year	Population	Jobs	Acres		
			Residential	Nonresidential	Total
2022	18,636	8,534	38.7	0.0	38.7
2023	18,795	8,613	39.1	0.0	39.1
2024	18,954	8,692	39.4	0.0	39.4
2025	19,113	8,772	39.7	0.0	39.7
2026	19,272	8,853	40.1	0.0	40.1
2027	19,432	8,935	40.4	0.0	40.4
2028	19,591	9,017	40.7	0.0	40.7
2029	19,750	9,100	41.0	0.0	41.0
2030	19,909	9,184	41.4	0.0	41.4
2031	20,069	9,268	41.7	0.0	41.7
2032	20,228	9,354	42.0	0.0	42.0
10-Yr Increase	1,592	820	3.3	0.0	3.3

Growth-Related Expenditures	\$4,963,608	\$0	\$4,963,608
-----------------------------	-------------	-----	-------------

Park Amenities – Incremental Expansion

Pinecrest Village plans to maintain its existing level of service for park amenities over the next 10 years. Based on a projected population increase of 1,592 persons, future residential development demands approximately 5.6 park amenities (1,592 additional persons X 0.0035 amenities per person) at a cost of \$1,137,001 (5.6 park amenities X \$204,718 per amenity).

Figure PR7: Projected Demand for Park Amenities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Park Amenities	0.0035 Units	per Person	\$204,718
	0.0000 Units	per Job	

Demand for Park Amenities					
Year	Population	Jobs	Units		
			Residential	Nonresidential	Total
2022	18,636	8,534	65.0	0.0	65.0
2023	18,795	8,613	65.6	0.0	65.6
2024	18,954	8,692	66.1	0.0	66.1
2025	19,113	8,772	66.7	0.0	66.7
2026	19,272	8,853	67.2	0.0	67.2
2027	19,432	8,935	67.8	0.0	67.8
2028	19,591	9,017	68.3	0.0	68.3
2029	19,750	9,100	68.9	0.0	68.9
2030	19,909	9,184	69.4	0.0	69.4
2031	20,069	9,268	70.0	0.0	70.0
2032	20,228	9,354	70.6	0.0	70.6
10-Yr Increase	1,592	820	5.6	0.0	5.6

Growth-Related Expenditures	\$1,137,001	\$0	\$1,137,001
-----------------------------	-------------	-----	-------------

Park Facilities – Incremental Expansion

Pinecrest Village plans to maintain its existing level of service for park facilities over the next 10 years. Based on a projected population increase of 1,592 persons, future residential development demands approximately 3,358 square feet of park facilities (1,592 additional persons X 2.109 square feet per person) at a cost of \$1,671,397 (3,358 square feet X \$498 per square foot).

Figure PR8: Projected Demand for Park Facilities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Parks Facilities	2.109 Square Feet	per Person	\$498
	0.000 Square Feet	per Job	

Demand for Park Facilities					
Year	Population	Jobs	Square Feet		
			Residential	Nonresidential	Total
2021	18,636	8,534	39,300	0	39,300
2022	18,795	8,613	39,636	0	39,636
2023	18,954	8,692	39,972	0	39,972
2024	19,113	8,772	40,307	0	40,307
2025	19,272	8,853	40,643	0	40,643
2026	19,432	8,935	40,979	0	40,979
2027	19,591	9,017	41,315	0	41,315
2028	19,750	9,100	41,651	0	41,651
2029	19,909	9,184	41,986	0	41,986
2030	20,069	9,268	42,322	0	42,322
2031	20,228	9,354	42,658	0	42,658
10-Yr Increase	1,592	820	3,358	0	3,358

Growth-Related Expenditures	\$1,671,397	\$0	\$1,671,397
-----------------------------	-------------	-----	-------------

Park Vehicles – Incremental Expansion

Pinecrest Village plans to maintain its existing level of service for park vehicles over the next 10 years. Based on a projected population increase of 1,592 persons, future residential development demands approximately 0.8 park vehicles (1,592 additional persons X 0.0005 vehicles per person) at a cost of \$14,134 (0.8 vehicles X \$18,380 per vehicle).

Figure PR9: Projected Demand for Park Vehicles

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Parks Vehicles	0.0005 Vehicles	per Person	\$18,380
	0.0000 Vehicles	per Job	

Demand for Park Vehicles					
Year	Population	Jobs	Vehicles		
			Residential	Nonresidential	Total
2021	18,636	8,534	9.0	0.0	9.0
2022	18,795	8,613	9.1	0.0	9.1
2023	18,954	8,692	9.2	0.0	9.2
2024	19,113	8,772	9.2	0.0	9.2
2025	19,272	8,853	9.3	0.0	9.3
2026	19,432	8,935	9.4	0.0	9.4
2027	19,591	9,017	9.5	0.0	9.5
2028	19,750	9,100	9.5	0.0	9.5
2029	19,909	9,184	9.6	0.0	9.6
2030	20,069	9,268	9.7	0.0	9.7
2031	20,228	9,354	9.8	0.0	9.8
10-Yr Increase	1,592	820	0.8	0.0	0.8

Growth-Related Expenditures	\$14,134	\$0	\$14,134
-----------------------------	----------	-----	----------

CREDITS

A credit is not necessary for park and recreation impact fees.

PARK AND RECREATION IMPACT FEES

Infrastructure components and cost factors for park and recreation impact fees are summarized in the upper portion of Figure PR10. The cost for park and recreation impact fees is \$4,889.76 per person, and Pinecrest Village will not assess park and recreation impact fees to nonresidential development.

Park and recreation impact fees for residential development are assessed according to the number of persons per housing unit. The single-family fee of \$15,572 is calculated using a cost of \$4,889.76 per person multiplied by 3.18 persons per single-family unit.

Figure PR10: Schedule of Park and Recreation Impact Fees

Fee Component	Cost per Person	Cost per Job
Park Amenities	\$714.05	\$0.00
Park Land	\$3,117.18	\$0.00
Parks Facilities	\$1,049.65	\$0.00
Parks Vehicles	\$8.88	\$0.00
Total	\$4,889.76	\$0.00

Residential Fees per Unit				
Development Type	Persons per Housing Unit ¹	Proposed Fees	Current Fees	Difference
Single Family	3.18	\$15,572	\$6,497	\$9,076
Multi-Family	1.91	\$9,328	\$3,834	\$5,494

PARK AND RECREATION IMPACT FEE REVENUE

Projected fee revenue shown below is based on the development projections in Appendix B and the updated park and recreation impact fees shown on the previous page. If development occurs at a more rapid rate than projected, the demand for infrastructure will increase and impact fee revenue will increase at a corresponding rate. If development occurs at a slower rate than projected, the demand for infrastructure will also decrease, along with impact fee revenue. Over the next 10 years, projected impact fee revenue equals \$7.78 million and projected expenditures equal \$7.78 million.

Figure PR11: Projected Park and Recreation Impact Fee Revenue

Fee Component	Growth Share	Existing Share	Total
Park Amenities	\$1,137,001	\$0	\$1,137,001
Park Land	\$4,963,608	\$0	\$4,963,608
Parks Facilities	\$1,671,397	\$0	\$1,671,397
Parks Vehicles	\$14,134	\$0	\$14,134
Total	\$7,786,140	\$0	\$7,786,140

		Single Family \$15,572 per unit	Multi-Family \$9,328 per unit	Industrial \$0.00 per sq ft	Commercial \$0.00 per sq ft	Office & Other \$0.00 per sq ft	Institutional \$0.00 per sq ft
Year		Hsg Unit	Hsg Unit	KSF	KSF	KSF	KSF
Base	2022	5,113	1,203	401	1,459	1,128	396
Year 1	2023	5,163	1,203	405	1,472	1,139	400
Year 2	2024	5,213	1,203	408	1,486	1,149	403
Year 3	2025	5,263	1,203	412	1,499	1,160	407
Year 4	2026	5,313	1,203	416	1,513	1,171	411
Year 5	2027	5,363	1,203	420	1,527	1,181	415
Year 6	2028	5,413	1,203	424	1,541	1,192	418
Year 7	2029	5,463	1,203	427	1,556	1,203	422
Year 8	2030	5,513	1,203	431	1,570	1,214	426
Year 9	2031	5,563	1,203	435	1,584	1,226	430
Year 10	2032	5,613	1,203	439	1,599	1,237	434
10-Year Increase		500	0	39	140	108	38
Projected Revenue		\$7,786,140	\$0	\$0	\$0	\$0	\$0

Projected Fee Revenue	\$7,786,140
Total Expenditures	\$7,786,140

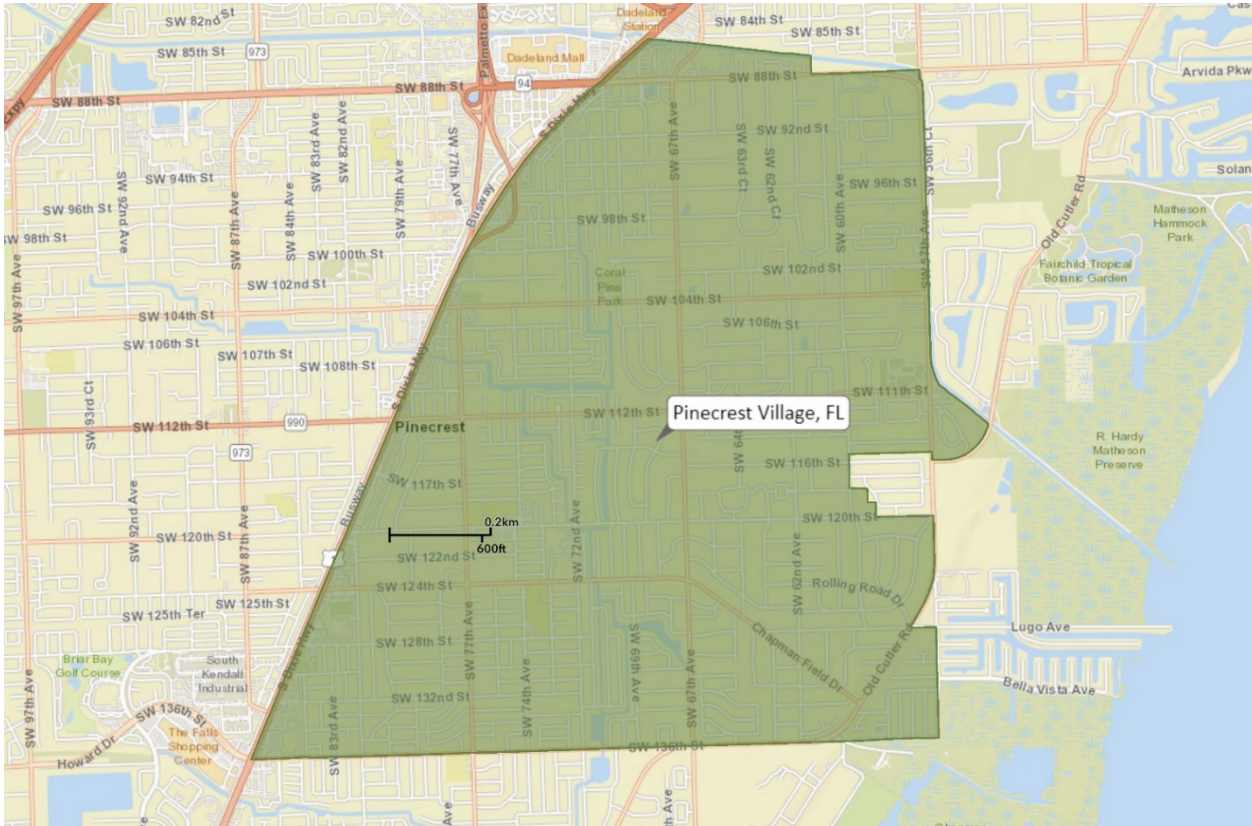
MUNICIPAL IMPACT FEES

METHODOLOGY

The municipal impact fees include components for municipal facilities and vehicles. The incremental expansion methodology is used for all components.

SERVICE AREA

Pinecrest Village plans to provide a uniform level of service citywide; therefore, the municipal impact fees will be assessed in a citywide service area.



PROPORTIONATE SHARE

Impact fees should not exceed a proportionate share of the capital cost needed to provide capital facilities to the development. The municipal impact fees allocate the cost of capital facilities between residential and nonresidential development using functional population. Based on 2019 estimates from the U.S. Census Bureau’s OnTheMap web application, residential development accounts for approximately 78 percent of functional population and nonresidential development accounts for the remaining 22 percent.

Figure M1: Proportionate Share

Demand Units in 2019				
Residential			Demand Hours/Day	Person Hours
Population	19,227			
Residents Not Working	11,870		20	237,400
Employed Residents	7,357			
Employed in Pinecrest Village	402		14	5,628
Employed outside Pinecrest Village	6,955		14	97,370
Residential Subtotal				340,398
			Residential Share	78%
Nonresidential				
Non-working Residents	11,870		4	47,480
Jobs Located in Pinecrest Village	4,924			
Residents Employed in Pinecrest Village	402		10	4,020
Non-Resident Workers (inflow commuters)	4,522		10	45,220
Nonresidential Subtotal				96,720
			Nonresidential Share	22%
Total				437,118

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, Version 6.8 (employment).

The proportionate share of costs attributable to residential development will be allocated to population and then converted to an appropriate amount by type of housing unit, based on housing unit type. Since demand for service was unavailable by specific nonresidential use (i.e., retail, office, industrial, etc.), TischlerBise recommends using employees per 1,000 square feet of floor area as the best demand indicator for municipal impact fees. Employment density is highest for office development and lowest for industrial development. Commercial and institutional employment densities fall between the other two categories. This ranking of employment is consistent with the relative demand for city services from nonresidential development.

LEVEL-OF-SERVICE ANALYSIS

Municipal Facilities – Incremental Expansion

Future development in Pinecrest Village will maintain current levels of service by incrementally expanding municipal facilities. Pinecrest Village’s existing inventory includes 14,510 square feet of municipal facilities. To allocate the proportionate share of demand to residential and nonresidential development, this analysis uses daytime population outlined in Figure M1. Pinecrest Village’s existing level of service for residential development is 0.6073 square feet per person (14,510 square feet X 78 percent residential share / 18,636 persons). For nonresidential development, the existing LOS is 0.3741 square feet per job (14,510 square feet X 22 percent nonresidential share / 8,534 jobs).

Based on construction estimates this analysis uses a construction cost of \$520 per square foot. For municipal, the cost is \$315.81 per person (0.6073 square feet per person X \$520 per square foot) and \$194.51 per job (0.3741 square feet per job X \$520 per square foot).

Figure M2: Existing Level of Service

Description	Square Feet
Administration Building	11,300
Public Works Building	3,210
Total	14,510

Cost Factors	
Cost per Square Foot	\$520

Level-of-Service (LOS) Standards	
Existing Square Feet	14,510
Residential	
Residential Share	78%
2022 Population	18,636
Square Feet per Person	0.6073
Cost per Person	\$315.81
Nonresidential	
Nonresidential Share	22%
2022 Jobs	8,534
Square Feet per Job	0.3741
Cost per Job	\$194.51

Source: Pinecrest Village

Municipal Vehicles – Incremental Expansion

Future development in Pinecrest Village will maintain current levels of service by incrementally expanding municipal vehicles. Pinecrest Village’s existing inventory includes 5 municipal vehicles. To allocate the proportionate share of demand to residential and nonresidential development, this analysis uses daytime population outlined in Figure M1. Pinecrest Village’s existing level of service for residential development is 0.0002 vehicles per person (5 vehicles X 78 percent residential share / 18,636 persons). For nonresidential development, the existing LOS is 0.0001 vehicles per job (5 vehicles X 22 percent nonresidential share / 8,534 jobs).

Based on inflated costs from the 2019 impact fee study, this analysis uses a weighted average vehicle cost of \$33,898 per vehicle. For municipal vehicles, the cost is \$7.09 per person (0.0002 vehicles per person X \$33,898 per vehicle) and \$4.37 per job (0.0001 vehicles per job X \$33,898 per vehicle).

Figure M3: Existing Level of Service

Description	Quantity	Unit Cost	Total Cost
Ford F-150	2	\$32,551	\$65,101
Chevrolet Silverado	1	\$32,551	\$32,551
Nissan Leaf	2	\$35,918	\$71,836
Total	5	\$33,898	\$169,488

Cost Factors	
Average Cost per Vehicle	\$33,898

Level-of-Service (LOS) Standards	
Vehicles	5
Residential	
Residential Share	78%
2022 Population	18,636
Vehicles per Person	0.0002
Cost per Person	\$7.09
Nonresidential	
Nonresidential Share	22%
2022 Jobs	8,534
Vehicles per Job	0.0001
Cost per Job	\$4.37

Source: Pinecrest Village

PROJECTED DEMAND FOR SERVICES AND COSTS

Municipal Facilities – Incremental Expansion

Pinecrest Village plans to maintain its existing level of service for municipal facilities over the next 10 years. Based on a projected population increase of 1,592 persons, future residential development demands approximately 967.1 square feet of municipal facilities (1,592 additional persons X 0.6073 square feet per person). With projected employment growth of 820 jobs, future nonresidential development demands approximately 306.7 square feet of municipal facilities (820 additional jobs X 0.3741 square feet per job). Future development demands approximately 1,273.8 square feet of municipal facilities at a cost of \$662,365 (1,273.8 square feet X \$520 per square foot).

Figure M4: Projected Demand for Municipal Facilities

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Municipal Facilities	0.6073 Square Feet	per Person	\$520
	0.3741 Square Feet	per Job	

Demand for Library Facilities					
Year	Population	Jobs	Square Feet		
			Residential	Nonresidential	Total
2021	18,636	8,534	11,317.8	3,192.2	14,510.0
2022	18,795	8,613	11,414.5	3,221.6	14,636.1
2023	18,954	8,692	11,511.2	3,251.3	14,762.5
2024	19,113	8,772	11,607.9	3,281.3	14,889.2
2025	19,272	8,853	11,704.6	3,311.5	15,016.1
2026	19,432	8,935	11,801.3	3,342.0	15,143.4
2027	19,591	9,017	11,898.0	3,372.8	15,270.9
2028	19,750	9,100	11,994.7	3,403.9	15,398.7
2029	19,909	9,184	12,091.5	3,435.3	15,526.8
2030	20,069	9,268	12,188.2	3,467.0	15,655.1
2031	20,228	9,354	12,284.9	3,498.9	15,783.8
10-Yr Increase	1,592	820	967.1	306.7	1,273.8

Growth-Related Expenditures	\$502,873	\$159,492	\$662,365
-----------------------------	-----------	-----------	-----------

Municipal Vehicles – Incremental Expansion

Pinecrest Village plans to maintain its existing level of service for municipal vehicles over the next 10 years. Based on a projected population increase of 1,592 persons, future residential development demands approximately 0.3 additional municipal vehicles (1,592 additional persons X 0.0002 vehicles per person). With projected employment growth of 820 jobs, future nonresidential development demands approximately 0.1 additional municipal vehicles (820 additional jobs X 0.0001 vehicles per job). Future development demands approximately 0.4 municipal vehicles at a cost of \$14,879 (0.4 vehicles X \$33,898 per vehicle).

Figure M5: Projected Demand for Municipal Vehicles

Type of Infrastructure	Level of Service	Demand Unit	Cost per Unit
Municipal Vehicles	0.0002 Vehicles	per Person	\$33,898
	0.0001 Vehicles	per Job	

Demand for Municipal Vehicles					
Year	Population	Jobs	Vehicles		
			Residential	Nonresidential	Total
2022	18,636	8,534	3.9	1.1	5.0
2023	18,795	8,613	3.9	1.1	5.0
2024	18,954	8,692	4.0	1.1	5.1
2025	19,113	8,772	4.0	1.1	5.1
2026	19,272	8,853	4.0	1.1	5.2
2027	19,432	8,935	4.1	1.2	5.2
2028	19,591	9,017	4.1	1.2	5.3
2029	19,750	9,100	4.1	1.2	5.3
2030	19,909	9,184	4.2	1.2	5.4
2031	20,069	9,268	4.2	1.2	5.4
2032	20,228	9,354	4.2	1.2	5.4
10-Yr Increase	1,592	820	0.3	0.1	0.4

Growth-Related Expenditures	\$11,296	\$3,583	\$14,879
-----------------------------	----------	---------	----------

CREDITS

A credit is not necessary for Municipal Impact Fees.

MUNICIPAL IMPACT FEES

Infrastructure components and cost factors for municipal impact fees are summarized in the upper portion of Figure M6. The cost for municipal impact fees is \$322.90 per person and \$198.88 per job.

Municipal impact fees for residential development are assessed according to the number of persons per housing unit. The single-family fee of \$1,028 is calculated using a cost of \$322.90 per person multiplied by 3.18 persons per single-family unit.

Municipal impact fees for nonresidential development are assessed according to the number of jobs per 1,000 square feet of floor area. The industrial fee of \$0.31 per square foot is calculated using a cost of \$198.88 per job multiplied by 1.57 jobs per 1,000 square feet of industrial development, divided by 1,000.

Figure M6: Schedule of Municipal Impact Fees

Fee Component	Cost per Person	Cost per Job
Municipal Facilities	\$315.81	\$194.51
Municipal Vehicles	\$7.09	\$4.37
Total	\$322.90	\$198.88

Residential Fees per Unit				
Development Type	Persons per Housing Unit ¹	Proposed Fees	Current Fees	Difference
Single Family	3.18	\$1,028	\$850	\$178
Multi-Family	1.91	\$616	\$501	\$115

Nonresidential Fees per Square Foot				
Development Type	Jobs per 1,000 Sq Ft ¹	Proposed Fees	Current Fees	Difference
Industrial	1.57	\$0.31	\$0.27	\$0.04
Commercial	2.12	\$0.42	\$0.39	\$0.03
Office & Other Services	3.26	\$0.65	\$0.15	\$0.49
Institutional	2.86	\$0.57	\$0.49	\$0.07

1. See Land Use Assumptions

MUNICIPAL IMPACT FEE REVENUE

Projected fee revenue shown below is based on the development projections in Appendix B and the updated municipal impact fees shown on the previous page. If development occurs at a more rapid rate than projected, the demand for infrastructure will increase and impact fee revenue will increase at a corresponding rate. If development occurs at a slower rate than projected, the demand for infrastructure will also decrease, along with impact fee revenue. Over the next 10 years, projected impact fee revenues equal \$677,244 and projected expenditures equal \$677,244.

Figure M7: Projected Municipal Impact Fee Revenue

Fee Component	Growth Share	Existing Share	Total
Municipal Facilities	\$662,365	\$0	\$662,365
Municipal Vehicles	\$14,879	\$0	\$14,879
Total	\$677,244	\$0	\$677,244

		Single Family \$1,028 per unit	Multi-Family \$616 per unit	Industrial \$0.31 per sq ft	Commercial \$0.42 per sq ft	Office & \$0.65 per sq ft	Institutional \$0.57 per sq ft
Year		Hsg Unit	Hsg Unit	KSF	KSF	KSF	KSF
Base	2022	5,113	1,203	401	1,459	1,128	396
Year 1	2023	5,163	1,203	405	1,472	1,139	400
Year 2	2024	5,213	1,203	408	1,486	1,149	403
Year 3	2025	5,263	1,203	412	1,499	1,160	407
Year 4	2026	5,313	1,203	416	1,513	1,171	411
Year 5	2027	5,363	1,203	420	1,527	1,181	415
Year 6	2028	5,413	1,203	424	1,541	1,192	418
Year 7	2029	5,463	1,203	427	1,556	1,203	422
Year 8	2030	5,513	1,203	431	1,570	1,214	426
Year 9	2031	5,563	1,203	435	1,584	1,226	430
Year 10	2032	5,613	1,203	439	1,599	1,237	434
10-Year Increase		500	0	39	140	108	38
Projected Revenue		\$514,169	\$0	\$12,034	\$59,225	\$70,198	\$21,619

Projected Fee Revenue	\$677,244
Total Expenditures	\$677,244

STORMWATER IMPACT FEE

The drainage impact fees are derived using a plan-based methodology. Impact fees were calculated for each land use based on the use’s proportionate share of eventual land coverage Village wide under a buildout scenario used in the previous impact fee study, with costs inflated. The specific projects included in the impact fee calculation, as well as the project costs, are based on information provided by Pinecrest Village. The total cost of capital improvements for the Village was multiplied by proportionate share factors for each type of land use, and then divided by the amount of land area by type of land use.

CAPITAL IMPROVEMENT PLAN

As discussed above, the drainage impact fees are derived using a plan-based methodology. The specific projects included in the impact fee calculation as well as the project costs are based on information provided by the Village of Pinecrest in the previous study with the costs inflated. Planned capital improvement projects are shown below in Figure S1.

Figure S1. Planned Stormwater Capital Projects

Project ID	Cost
U29-S	\$2,689,849
C100DN-1W	\$3,525,599
C100A-W3N	\$4,028,102
U35-S	\$1,117,885
PNL&RGL	\$2,689,870
C100A-E-2	\$1,399,940
C100DN-1E	\$4,855,322
C100A-5	\$1,953,630
C100A-E-1	\$4,054,391
C2-S-9NE	\$4,118,515
U28-E	\$3,153,239
B-Bay-SE	\$5,290,791
U32-S	\$715,114
C100D-N-1	\$2,516,121
C100A-W3S	\$4,395,367
Total Cost	\$46,503,735

CREDIT EVALUATION

A credit for future revenue is only necessary if there is potential double payment for system improvements needed to accommodate new development. Pinecrest has no existing debt for stormwater drainage facilities and improvements and plans to fund the growth share of future facilities and improvements from impact fees. Because no additional revenues are required to cover the growth cost, there is no potential double payment.

STORMWATER IMPACT FEE

Figure S2 shows the level-of-service standards for the Village of Pinecrest and the recommended stormwater impact fee per acre for each land use category. The total cost of stormwater drainage improvements for the Village of Pinecrest is estimated at \$46,503,735 and total acreage in the Village is 4,813, according to the 2015 Village of Pinecrest Stormwater Master Plan. Based on the acreage for each land use presented in the Village’s buildout analysis and impervious surface factors (i.e., runoff factors) taken from the Colorado Urban Drainage District Criteria Manual and Pinecrest’s 2012 Stormwater Drainage Impact Fee Methodology and Computation report, impervious acres were calculated for each land use, totaling 2,705 acres across the Village. Impervious acres are then used to determine the proportionate share for each land use type. The capital cost per acre was determined by multiplying the total capital cost (\$46,503,735) by the proportionate share factor for each land use, divided by the acreage to be developed, divided by 43,650 (square feet in an acre).

Figure S2. Proposed Stormwater Impact Fee

Growth-Related Capital Costs				\$46,503,735
<i>Proportionate Share</i>	<i>Projected Land Use Acreage (20-Yr)*</i>	<i>Runoff Factor**</i>	<i>Impervious Acreage</i>	<i>Proportionate Share</i>
Residential	3,571	0.45	1,607	59%
Commercial/Shopping Center	32	0.65	21	1%
Business	109	0.88	96	4%
Public Service	134	0.65	87	3%
Parks	70	0.65	46	2%
Transportation	832	1.00	832	31%
Inland Water	64	0.25	16	1%
TOTAL	4,813		2,705	100%

<i>Capital Cost per Square Foot***</i>			
<i>Type</i>	<i>Proposed Stormwater Fee</i>	<i>Current Fees</i>	<i>Increase / (Decrease)</i>
Residential	\$0.1776	\$0.1592	\$0.0184
Commercial/Shopping Center	\$0.2566	\$0.2299	\$0.0267
Business	\$0.3473	\$0.3113	\$0.0360
Public Service	\$0.2566	\$0.2299	\$0.0267
Parks	\$0.2566	\$0.2299	\$0.0267
Transportation	\$0.3947	\$0.3538	\$0.0409
Inland Water	\$0.0987	\$0.0884	\$0.0103

* Land use acreage based on Village of Pinecrest Stormwater Master Plan

** From Colorado Urban Drainage District Criteria Manual and the 2012 Pinecrest Stormwater Drainage Impact Fee

*** For each type of development, the level-of-service standard (expressed in terms of capital cost per square foot) is equal to the total Village capital cost multiplied by the proportionate share factor, divided by the acreage to be developed, divided by 43,650.

ADMINISTRATIVE CHARGE

Figure AC1 summarizes expected administrative costs over the next five years, totaling nearly \$60,966. This amount is split between residential and nonresidential components, with residential development paying for 78 percent of administrative costs and nonresidential development covering the remaining 22 percent. The residential share of administrative costs is divided by the projected increase in population over five years, 796 persons, to yield a cost per person of \$59.73. Similarly, the nonresidential share of administrative costs is divided by the projected increase in jobs over five years, 401 jobs, to yield a cost per job of \$33.48. The cost per person is then multiplied by the average number of persons per housing unit for each residential typology to calculate the appropriate impact fee per residential dwelling unit. The cost per job is multiplied by the average number of jobs per 1,000 square feet for each nonresidential typology to calculate the appropriate impact fee per square feet of nonresidential development.

Figure AC1. Administrative Costs

Assistant Building Official salary (at 3%) [1]	\$6,787.97	
Planning Director salary (at .04%) [1]	\$82.01	
Accounting Clerk salary (at 5%) [1]	\$3,367.39	
Finance Director salary (at .01%) [1]	\$1,956.00	
Annual Administrative Costs	\$12,193.37	
Five-Year Administrative Costs	\$60,966.85	
	Residential	Nonresidential
Proportionate Share (Functional Population)	78%	22%
	Population	Jobs
Five-Year Increase in Service Units	796	401
	Cost per Person	Cost per Job
	\$59.73	\$33.48

[1] Village of Pinecrest

Figure AC2. Proposed Administrative Fee

Residential Fees per Unit				
Development Type	Persons per Housing Unit ¹	Proposed Fees	Current Fees	Difference
Single Family	3.18	\$190	\$111	\$79
Multi-Family	1.91	\$114	\$66	\$48

Nonresidential Fees per Square Foot				
Development Type	Jobs per 1,000 Sq Ft	Proposed Fees	Current Fees	Difference
Industrial	1.57	\$0.05	\$0.07	(\$0.02)
Commercial	2.12	\$0.07	\$0.10	(\$0.03)
Office & Other Services	3.26	\$0.11	\$0.04	\$0.07
Institutional	2.86	\$0.10	\$0.13	(\$0.04)

1. See Land Use Assumptions

APPENDIX A: LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Pinecrest Village will collect impact fees from all new residential units. One-time impact fees are determined by site capacity (i.e., number of residential units).

Single-Family Units:

1. Single-family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single-family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.

Multi-Family Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with “2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments.”
2. Boat, RV, Van, Etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

NONRESIDENTIAL DEVELOPMENT

As discussed below, the nonresidential development categories are defined by Trip Generation, Institute of Transportation Engineers, 11th Edition (2021). Pinecrest Village will collect impact fees from all new nonresidential development. One-time impact fees are determined by site capacity (i.e., square feet).

Commercial: Establishments primarily selling merchandise, eating/drinking places, entertainment uses, and places of lodging. By way of example, *commercial* includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, movie theaters, and lodging.

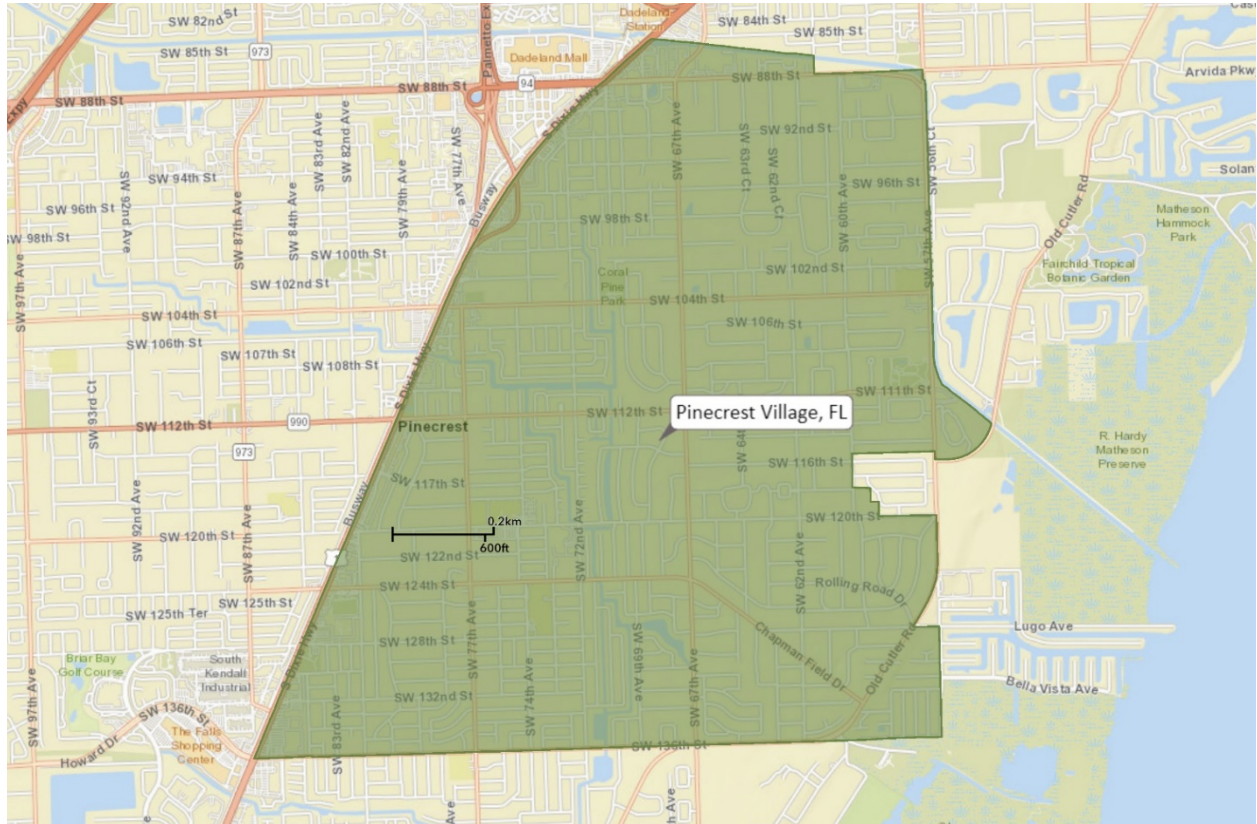
Industrial: Establishments primarily engaged in the production of goods. By way of example, *industrial – general* includes manufacturing plants, utility substations, power generation facilities, and telecommunications buildings.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, *institutional* includes schools, universities, churches, daycare facilities, and government buildings.

Office & Other Services: Establishments providing management, administrative, professional, business services, and health services. By way of example, *office & other services* includes banks, business offices, medical offices, hospitals, and veterinary clinics.

APPENDIX B: LAND USE ASSUMPTIONS

This section includes estimates and projections of development for areas within the boundaries of Pinecrest Village, Florida. The map below illustrates Pinecrest Village’s Impact Fee Service Area.



SUMMARY OF GROWTH INDICATORS

Key land use assumptions for the Pinecrest Village Impact Fee Study are population, housing units, employment, and nonresidential floor area. Based on discussions with staff, TischlerBise projects Pinecrest Village to add 50 single family housing units per year. For population, TischlerBise applies person per housing unit factors derived from American Community Survey 2015-2019 5-Year Estimates to housing unit projections. For nonresidential development, TischlerBise uses job estimates from Esri's Business Analyst and uses projections from the Miami Dade TPO 2045 Long Range Transportation Plan Technical Report 3. These employment projections are converted to floor area using employment density factors published in Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

Complete development projections are summarized in Figure B10. These projections will be used to estimate impact fee revenue and to indicate the anticipated need for growth-related infrastructure. However, impact fee methodologies are designed to reduce sensitivity to development projections in the determination of the proportionate share fee amounts. If actual development is slower than projected, fee revenue will decline, but so will the need for growth-related infrastructure. In contrast, if development occurs faster than anticipated, fee revenue will increase, but Pinecrest Village will need to accelerate infrastructure improvements to keep pace with the actual rate of development. Over the next 10 years, development projections indicate an average increase of approximately 50 housing units per year and approximately 32,500 square feet of nonresidential development per year.

RESIDENTIAL DEVELOPMENT

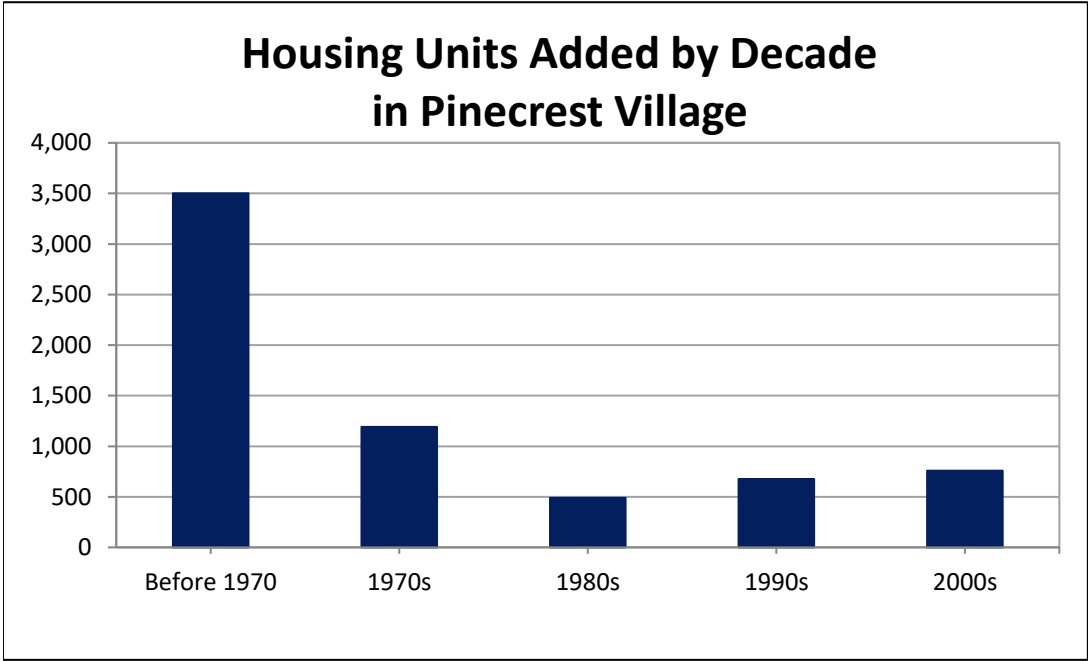
This section details current estimates and future projections of residential development including population and housing units.

Recent Residential Construction

Impact fees require an analysis of current levels of service. For residential development, current levels of service are determined using estimates of population and housing units. Shown below, Figure B1 indicates the estimated number of housing units added by decade according to data obtained from the U.S. Census Bureau. In the previous decade, Pinecrest’s housing stock grew by an average of 5 housing units per year.

Figure B1: Housing Units by Decade

Census 2010 Housing Units	6,619	Pinecrest's housing stock grew by an average of 5 housing units per year from 2010 to 2020.
Census 2020 Housing Units	6,668	
New Housing Units 2010 to 2020	49	



Source: U.S. Census Bureau, Census 2020 Summary File 1, Census 2010 Summary File 1, 2015-2019 5-Year American Community Survey (for 2000s and earlier, adjusted to yield total units in 2010).

Housing Unit Size

According to the U.S. Census Bureau, a household is a housing unit occupied by year-round residents. Impact fees often use per capita standards and persons per housing unit (PPHU) or persons per household (PPH) to derive proportionate share fee amounts. When PPHU is used in the fee calculations, infrastructure standards are derived using year-round population. When PPH is used in the fee calculations, the impact fee methodology assumes a higher percentage of housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. TischlerBise recommends Pinecrest Village impose impact fees for residential development according to the number of persons per housing unit.

Occupancy calculations require data on population and the types of units by structure. The 2010 census did not obtain detailed information using a “long-form” questionnaire. Instead, the U.S. Census Bureau switched to a continuous monthly mailing of surveys, known as the American Community Survey (ACS), which has limitations due to sample-size constraints. For example, data on detached housing units are now combined with attached single units (commonly known as townhouses, which share a common sidewall, but are constructed on an individual parcel of land). For impact fees in Pinecrest Village, detached, stick-built units and attached units are included in the “Single-Family” category. The “Multi-Family” category includes duplexes, structures with two or more units on an individual parcel of land, mobile homes, boats, RVs, and vans.

Figure B2 below shows the occupancy estimates for Pinecrest Village. Single-family units average 3.18 persons per housing unit and multi-family units average 1.91 persons per housing unit.

Figure B2: Persons per Housing Unit

Housing Type	Persons	Households	Persons per Household	Housing Units	Persons per Housing	Housing Mix	Vacancy Rate
Single-Family ¹	16,831	4,898	3.44	5,285	3.18	80.8%	7.32%
Multi-Family ²	2,396	1,135	2.11	1,256	1.91	19.2%	9.63%
Total	19,227	6,033	3.19	6,541	2.94	100.0%	7.77%

Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates.

1. Includes detached, attached (i.e., townhouses), and mobile home units.
2. Includes dwellings in structures with two or more units, RVs, and all other units.

Residential Estimates

According to Bureau of Economic and Business Research (BEBR) estimates, Pinecrest Village’s 2021 population equals 18,419 persons. Applying the housing unit occupancy rates shown on the previous page to the 2021 population estimate provides a 2021 estimate of 6,272 housing units. Based on discussions with staff, TischlerBise projects future housing unit growth to be 50 single family housing units per year. Adding the additional 50 housing units to the 2021 housing unit estimate of 6,272 housing units provides a 2022 estimate of 6,322 housing units. Converting the additional housing units to population results in a population increase of 159 persons (50 single-family units X 3.18 persons per single-family unit). Adding the population increase to the 2021 estimate of 18,419 persons results in a 2022 population estimate of 18,635 persons.

Residential Projections

Population and housing unit projections are used to illustrate the possible future pace of service demands, revenues, and expenditures. To the extent these factors change, the projected need for infrastructure will also change. If development occurs at a more rapid rate than projected, the demand for infrastructure will increase at a corresponding rate. If development occurs at a slower rate than is projected, the demand for infrastructure will also decrease.

Based on discussions with Pinecrest Village staff, in the next 10 years residential development is estimated at 50 single family units per year. Based on these projections, Pinecrest Village can expect 500 additional housing units over the next 10 years. For this study, the analysis assumes the occupancy factors shown in Figure B2 will remain constant. Converting projected housing units to population, as discussed above, results in a 10-year population increase of 1,590 persons.

Figure B3: Residential Projections

Village of Pinecrest, Florida	2022 Base Year	2023 1	2024 2	2025 3	2026 4	2027 5	2032 10	10-Year Increase
Population								
Single Family	16,340	16,499	16,658	16,817	16,976	17,135	17,930	1,590
Multi-Family	2,295	2,295	2,295	2,295	2,295	2,295	2,295	0
Resident Pop	18,635	18,794	18,953	19,112	19,271	19,430	20,225	1,590
Housing Units								
Single Family	5,120	5,170	5,220	5,270	5,320	5,370	5,620	500
Multi-Family	1,202	1,202	1,202	1,202	1,202	1,202	1,202	0
Total	6,322	6,372	6,422	6,472	6,522	6,572	6,822	500

NONRESIDENTIAL DEVELOPMENT

This section details current estimates and future projections of nonresidential development including jobs and nonresidential floor area.

Nonresidential Demand Units

In Figure B4, gray shading indicates the nonresidential development prototypes used by TischlerBise to derive employment densities and average weekday vehicle trip ends. For nonresidential development, TischlerBise uses data published in Trip Generation, Institute of Transportation Engineers, 11th Edition (2021). The prototype for industrial development is Light Industrial (ITE 110) which generates 4.87 average weekday vehicle trip ends per 1,000 square feet of floor area and has 637 square feet of floor area per employee. Institutional development uses Hospital (ITE 610) and generates 10.77 average weekday vehicle trip ends per 1,000 square feet of floor area and has 350 square feet of floor area per employee. For office & other services development, the proxy is General Office (ITE 710); it generates 10.84 average weekday vehicle trip ends per 1,000 square feet of floor area and has 307 square feet of floor area per employee. The prototype for commercial development is Shopping Center (ITE 820) which generates 37.01 average weekday vehicle trips per 1,000 square feet of floor area and has 471 square feet of floor area per employee.

Figure B4: Nonresidential Demand Units

ITE Code	Land Use / Size	Demand Unit	Wkdy Trip Ends Per Dmd Unit ¹	Wkdy Trip Ends Per Employee ¹	Emp Per Dmd Unit	Sq Ft Per Emp
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	4.75	2.51	1.89	528
150	Warehousing	1,000 Sq Ft	1.71	5.05	0.34	2,953
254	Assisted Living	bed	2.60	4.24	0.61	na
310	Hotel	room	7.99	14.34	0.56	na
610	Hospital	1,000 Sq Ft	10.77	3.77	2.86	350
620	Nursing Home	bed	3.06	3.31	0.92	na
710	General Office (avg size)	1,000 Sq Ft	10.84	3.33	3.26	307
720	Medical-Dental Office	1,000 Sq Ft	36.00	8.71	4.13	242
730	Government Office	1,000 Sq Ft	22.59	7.45	3.03	330
770	Business Park	1,000 Sq Ft	12.44	4.04	3.08	325
820	Shopping Center (avg size)	1,000 Sq Ft	37.01	17.42	2.12	471

1. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

Nonresidential Estimates

TischlerBise uses the term jobs to refer to employment by place of work. Shown below in Figure B5, Esri Business Analyst estimates 2021 employment equal to 8,456 jobs. TischlerBise estimates 2021 nonresidential floor area equals 3,353,759 square feet. To estimate nonresidential floor area and employment in the 2022 base year, TischlerBise projects nonresidential floor area based on recent nonresidential development trends outlined in Miami Dade TPO 2045 Long Range Transportation Plan Technical Report 3 of approximately 0.92% increase in jobs per year. As shown at the bottom of Figure B5, the 2022 estimate includes 3,384,669 square feet of nonresidential floor area. Applying the employment multipliers shown in Figure B4 to the additional floor area results in a nonresidential floor area increase of 30,910 square feet. The 2022 base year employment estimate equals 8,534 jobs (8,456 jobs in 2021 + 78 additional jobs).

Figure B5: Nonresidential Estimates

Nonresidential Category	2021 Jobs ¹	Percent of Total Jobs	Square Feet per Job ²	2021 Estimated Floor Area ³	Jobs per 1,000 Sq. Ft. ²
Industrial ⁴	624	7%	637	397,488	1.57
Commercial ⁵	3,071	36%	471	1,446,441	2.12
Office & Other Service ⁶	3,640	43%	307	1,117,480	3.26
Institutional ⁷	1,121	13%	350	392,350	2.86
Total	8,456	100%		3,353,759	

1. Esri Business Analyst Online, Business Summary, 2021.
2. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).
3. TischlerBise calculation (2021 jobs X square feet per job).
4. Major sectors are Construction; Manufacturing.
5. Major sectors are Retail; Accommodation & Food Services.
6. Major sectors are Other Services; Real Estate, Rental & Leasing.
7. Major sectors are Health Care & Social Assistance; Education.

Nonresidential Category	2022 Jobs ¹	Percent of Total Jobs	Square Feet per Job ²	2022 Estimated Floor Area ³	Jobs per 1,000 Sq. Ft. ²
Industrial ⁴	630	7%	637	401,151	1.57
Commercial ⁵	3,099	36%	471	1,459,772	2.12
Office & Other Service ⁶	3,674	43%	307	1,127,779	3.26
Institutional ⁷	1,131	13%	350	395,966	2.86
Total	8,534	100%		3,384,669	

1. TischlerBise calculation.
2. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).
3. TischlerBise calculation (2022 jobs X square feet per job).
4. Major sectors are Construction; Manufacturing.
5. Major sectors are Retail; Accommodation & Food Services.
6. Major sectors are Other Services; Real Estate, Rental & Leasing.
7. Major sectors are Health Care & Social Assistance; Education.

Nonresidential Projections

To project future nonresidential development in each year of the development projections, the analysis uses recent nonresidential development trends outlined in Miami Dade TPO 2045 Long Range Transportation Plan Technical Report 3. The compounded annual growth rate in jobs for Pinecrest Village is projected to be 0.92%. Shown below in Figure B6, this results in a 10-year increase of 820 jobs.

To project nonresidential floor area, TischlerBise divides the projected employment by the square feet per employee factors shown in Figure B4. Over the next 10 years, Pinecrest Village is projected to gain 820 jobs and 325,000 square feet of nonresidential floor area.

Figure B6: Nonresidential Projections

Village of Pinecrest, Florida	2022	2023	2024	2025	2026	2027	2032	10-Year Increase
	Base Year	1	2	3	4	5	10	
Employment								
Industrial	630	636	641	647	653	659	690	61
Commercial	3,099	3,128	3,157	3,186	3,215	3,245	3,397	298
Office & Other Services	3,674	3,707	3,742	3,776	3,811	3,846	4,027	353
Institutional	1,131	1,142	1,152	1,163	1,174	1,184	1,240	109
Total	8,534	8,613	8,692	8,772	8,853	8,935	9,354	820
Nonres. Floor Area (x1,000)								
Industrial	401	405	409	412	416	420	440	39
Commercial	1,460	1,473	1,487	1,501	1,514	1,528	1,600	140
Office & Other Services	1,128	1,138	1,149	1,159	1,170	1,181	1,236	108
Institutional	396	400	403	407	411	415	434	38
Total	3,385	3,416	3,447	3,479	3,511	3,544	3,710	325

AVERAGE WEEKDAY VEHICLE TRIPS

Pinecrest Village will use average weekday vehicle trips (AWVT) for nonresidential Police Impact Fees. Components used to determine average weekday vehicle trips include trip generation rates and adjustments for pass-by trips.

Nonresidential Demand Units

In Figure B7, gray shading indicates the nonresidential development prototypes used by TischlerBise to derive average weekday vehicle trip ends. For nonresidential vehicle trips, TischlerBise uses data published in Trip Generation, Institute of Transportation Engineers, 11th Edition (2021). The prototype for industrial development is Light Industrial (ITE 110) which generates 4.87 average weekday vehicle trip ends per 1,000 square feet of floor area. Institutional development uses Hospital (ITE 610) and generates 10.77 average weekday vehicle trip ends per 1,000 square feet of floor area. For office & other services development, the proxy is General Office (ITE 710); it generates 10.84 average weekday vehicle trip ends per 1,000 square feet of floor area. The prototype for commercial development is Shopping Center (ITE 820) which generates 37.01 average weekday vehicle trips per 1,000 square feet of floor area.

Figure B7: Nonresidential Demand Units

ITE Code	Land Use / Size	Demand Unit	Wkdy Trip Ends Per Dmd Unit ¹	Wkdy Trip Ends Per Employee ¹	Emp Per Dmd Unit	Sq Ft Per Emp
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
130	Industrial Park	1,000 Sq Ft	3.37	2.91	1.16	864
140	Manufacturing	1,000 Sq Ft	4.75	2.51	1.89	528
150	Warehousing	1,000 Sq Ft	1.71	5.05	0.34	2,953
254	Assisted Living	bed	2.60	4.24	0.61	na
310	Hotel	room	7.99	14.34	0.56	na
610	Hospital	1,000 Sq Ft	10.77	3.77	2.86	350
620	Nursing Home	bed	3.06	3.31	0.92	na
710	General Office (avg size)	1,000 Sq Ft	10.84	3.33	3.26	307
720	Medical-Dental Office	1,000 Sq Ft	36.00	8.71	4.13	242
730	Government Office	1,000 Sq Ft	22.59	7.45	3.03	330
770	Business Park	1,000 Sq Ft	12.44	4.04	3.08	325
820	Shopping Center (avg size)	1,000 Sq Ft	37.01	17.42	2.12	471

1. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

Trip Rate Adjustments

To calculate impact fees, trip generation rates require an adjustment factor to avoid double counting each trip at both the origin and destination points. Therefore, the basic trip adjustment factor is 50 percent. As discussed further below, the impact fee methodology includes additional adjustments to make the fees proportionate to the infrastructure demand for particular types of development.

Adjustment for Pass-By Trips

For commercial and institutional development, the trip adjustment factor is less than 50 percent since these types of development attract vehicles as they pass by on arterial and collector roads. For example, when someone stops at a convenience store on the way home from work, the convenience store is not the primary destination. For an average shopping center, ITE data indicate 34 percent of the vehicles that enter are passing by on their way to another primary destination. The remaining 66 percent of attraction trips have the commercial site as their primary destination. Since attraction trips are half of all trips, the trip adjustment factor is 66 percent multiplied by 50 percent – approximately 33 percent of trip ends.

Average Weekday Vehicle Trips

Shown in Figure B8 are the demand indicators for nonresidential land uses related to average weekday vehicle trips (AWVT) generated per 1,000 square feet of floor area. To calculate average weekday vehicle trips, multiply average weekday vehicle trip ends by the trip rate adjustment factor. For example, the industrial demand unit of 2.44 average weekday vehicle trips per 1,000 square feet of floor area is the sum of 4.87 average weekday vehicle trip ends per 1,000 square feet of floor area multiplied by a trip rate adjustment factor of 50 percent. Figure B9 includes nonresidential vehicle trips in the 2022 base year.

Figure B8: Average Weekday Vehicle Trips (AWVT) by Development Type

Nonresidential Development			
Development Type	AWVTE per 1,000 Sq Ft ¹	Trip Rate Adjustment	AWVT per 1,000 Sq Ft ¹
Industrial	4.87	50%	2.44
Commercial	37.01	33%	12.21
Office & Other Services	10.84	50%	5.42
Institutional	10.77	33%	3.55

1. See Land Use Assumptions

Figure B9: Nonresidential Vehicle Trips

Development Type	Development Unit	ITE Code	Avg Wkday VTE	Trip Adjustment	2022 Dev Units	2022 Veh Trips
Industrial	KSF	110	4.87	50%	401	977
Commercial	KSF	820	37.01	33%	1,460	17,829
Office & Other Services	KSF	710	10.84	50%	1,128	6,113
Institutional	KSF	610	10.77	33%	396	1,407
Total						54,518

DEVELOPMENT PROJECTIONS

Provided below are summaries of development projections used in the Impact Fee Study. Development projections are used to illustrate a possible future pace of demand for infrastructure and cash flows resulting from revenues and expenditures associated with those demands.

Figure B10: Development Projections

Village of Pinecrest, Florida	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	10-Year Increase
	Base Year	1	2	3	4	5	6	7	8	9	10	
Resident Population												
Single Family	16,340	16,499	16,658	16,817	16,976	17,135	17,294	17,453	17,612	17,771	17,930	1,590
Multi-Family	2,295	2,295	2,295	2,295	2,295	2,295	2,295	2,295	2,295	2,295	2,295	0
Resident Population	18,635	18,794	18,953	19,112	19,271	19,430	19,589	19,748	19,907	20,066	20,225	1,590
Housing Units												
Single Family	5,120	5,170	5,220	5,270	5,320	5,370	5,420	5,470	5,520	5,570	5,620	500
Multi-Family	1,202	1,202	1,202	1,202	1,202	1,202	1,202	1,202	1,202	1,202	1,202	0
Total	6,322	6,372	6,422	6,472	6,522	6,572	6,622	6,672	6,722	6,772	6,822	500
Employment												
Industrial	630	636	641	647	653	659	665	672	678	684	690	61
Commercial	3,099	3,128	3,157	3,186	3,215	3,245	3,275	3,305	3,335	3,366	3,397	298
Office & Other Services	3,674	3,707	3,742	3,776	3,811	3,846	3,881	3,917	3,953	3,990	4,027	353
Institutional	1,131	1,142	1,152	1,163	1,174	1,184	1,195	1,206	1,217	1,229	1,240	109
Total	8,534	8,613	8,692	8,772	8,853	8,935	9,017	9,100	9,184	9,268	9,354	820
Nonres. Floor Area (x1,000)												
Industrial	401	405	409	412	416	420	424	428	432	436	440	39
Commercial	1,460	1,473	1,487	1,501	1,514	1,528	1,542	1,557	1,571	1,585	1,600	140
Office & Other Services	1,128	1,138	1,149	1,159	1,170	1,181	1,192	1,203	1,214	1,225	1,236	108
Institutional	396	400	403	407	411	415	418	422	426	430	434	38
Total	3,385	3,416	3,447	3,479	3,511	3,544	3,576	3,609	3,642	3,676	3,710	325

Provided below are summaries of nonresidential vehicle trip projections used in the Impact Fee Study.

Figure B11: Nonresidential Vehicle Trip Projections

Village of Pinecrest, Florida		Base	1	2	3	4	5	6	7	8	9	10	10-Year Increase
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	
Development	Single Family Units	5,120	5,170	5,220	5,270	5,320	5,370	5,420	5,470	5,520	5,570	5,620	500
	Multi-Family Units	1,202	1,202	1,202	1,202	1,202	1,202	1,202	1,202	1,202	1,202	1,202	0
	Industrial KSF	401	405	409	412	416	420	424	428	432	436	440	39
	Commercial KSF	1,460	1,473	1,487	1,501	1,514	1,528	1,542	1,557	1,571	1,585	1,600	140
	Office & Other Services KSF	1,128	1,138	1,149	1,159	1,170	1,181	1,192	1,203	1,214	1,225	1,236	108
	Institutional KSF	396	400	403	407	411	415	418	422	426	430	434	38
Avg Weekday Vehicle Trips	Single-Family Trips	24,142	24,378	24,614	24,850	25,085	25,321	25,557	25,793	26,028	26,264	26,500	2,358
	Multi-Family Trips	4,050	4,050	4,050	4,050	4,050	4,050	4,050	4,050	4,050	4,050	4,050	0
	Residential Trips	28,192	28,428	28,664	28,900	29,135	29,371	29,607	29,843	30,078	30,314	30,550	2,358
	Industrial Trips	977	986	995	1,004	1,013	1,023	1,032	1,042	1,051	1,061	1,071	94
	Commercial Trips	17,829	17,993	18,159	18,326	18,495	18,666	18,838	19,011	19,186	19,363	19,542	1,713
	Office & Other Services Trips	6,113	6,169	6,226	6,283	6,341	6,399	6,458	6,518	6,578	6,639	6,700	587
	Institutional Trips	1,407	1,420	1,433	1,447	1,460	1,473	1,487	1,501	1,514	1,528	1,543	135
	Nonresidential Trips	26,325	26,568	26,813	27,060	27,309	27,561	27,815	28,071	28,330	28,591	28,855	2,529
	Total Vehicle Trips	54,518	54,996	55,477	55,959	56,445	56,932	57,422	57,914	58,408	58,905	59,404	4,887

FUNCTIONAL POPULATION

Both residential and nonresidential developments increase the demand on Pinecrest Village services and facilities. To calculate the proportional share between residential and nonresidential demand on service and facilities, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in Pinecrest Village through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in Pinecrest Village are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside Pinecrest Village are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of Pinecrest Village working. Inflow commuters are assigned 10 hours to nonresidential development. Based on the most recent functional population data (2019), residential development accounts for 78 percent of the functional population, while nonresidential development accounts for 22 percent.

Figure B12: Functional Population

Demand Units in 2019				
Residential				
Population	19,227		Demand Hours/Day	Person Hours
Residents Not Working	11,870		20	237,400
Employed Residents	7,357			
Employed in Pinecrest Village		402	14	5,628
Employed outside Pinecrest Village		6,955	14	97,370
			Residential Subtotal	340,398
			Residential Share	78%
Nonresidential				
Non-working Residents	11,870		4	47,480
Jobs Located in Pinecrest Village	4,924			
Residents Employed in Pinecrest Village		402	10	4,020
Non-Resident Workers (inflow commuters)		4,522	10	45,220
			Nonresidential Subtotal	96,720
			Nonresidential Share	22%
			Total	437,118

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics, Version 6.8 (employment).