



## COUNCIL AGENDA STATEMENT

Meeting Date: May 12, 2026  
To: Honorable Mayor and City Council  
From: Brian Shea, Planning Director  
Through: Steve Williams, Interim City Manager

Agenda Item: **Resolution 2026-43**, Amending The Base Impact Fee Schedule Adopted By Resolution 2006-198, Pursuant To Chapter 111 Article 2 Entitled “Impact Fees” Of The Land Development Regulations (LDRs); And Providing For An Effective Date.

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### BACKGROUND & JUSTIFICATION:

The City implements Impact Fee Assessments through the Land Development Regulations (LDRs) and its normal building permit process. Section 111.01 of the LDRs establishes the following concerning the purpose and implementation of its impact fee Ordinance:

Section 111.01. - Purposes and Intent.

The purposes and intent of the impact fee procedures are:

- A. To establish uniform procedures for the imposition, calculation, collection, expenditure and administration of impact fees imposed on new development and redevelopment.
- B. To facilitate implementation of goals, objectives and policies set forth in the City of Marathon Comprehensive Plan and Land Development Regulations relating to assuring that new impact-producing development and redevelopment contributes its fair share towards the costs of capital improvements reasonably necessitated by such growth.
- C. To ensure that new development and redevelopment is reasonably benefited by capital improvements made with proceeds of impact fees.
- D. To ensure that all applicable legal standards and criteria are properly incorporated in these procedures.

On a routine basis, the City is required to assess current impact fees to, in whole or in part, form the basis for recommendations to the Council and Council actions to repeal, amend or modify this article and/or fee schedules. Raftelis Financial Consultants, Inc. (Raftelis) have an existing Agreement with the City to provide financial services and analysis, particularly concerning wastewater and stormwater rates. City staff requested that Raftelis provide an engagement letter to evaluate current and possible new impact fees, to update the impact fee calculations, and assist in developing modified impact fee policies. City staff is recommending approval of the Project Specific Agreement to complete an Impact Fee Study pursuant to the requirements of the City’s LDRs.

CONSISTENCY CHECKLIST:

Yes

No

1. Comprehensive Plan

XXX

\_\_\_\_\_

2. Other

\_\_\_\_\_

\_\_\_\_\_

3. Not applicable

\_\_\_\_\_

\_\_\_\_\_

FISCAL NOTE:

RECOMMENDATION: Approval of Resolution

City of  
**Marathon**

**2025 Municipal Impact Fee Report**

March 4, 2026

March 4, 2026

Mr. Brian Shea, AICP CFM  
Planning Director  
City of Marathon  
9805 Overseas Highway  
Marathon, Florida 33050

**Subject: 2025 Municipal Impact Fee Study**

Enclosed is the 2025 municipal impact fee report for your use and reference. The report herein includes an executive summary followed by technical sections regarding the calculation of each of the impact fees and additional background information. Implementing the fees as proposed will help minimize the burden of funding growth-related projects on existing residences and businesses. If you should have any questions, please do not hesitate to contact me. We appreciate the opportunity to work with you and the City on this important project.

Respectfully Submitted,

**Raftelis Financial Consultants, Inc.**

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

**Joe Williams**  
*Vice President*

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

**Tristen Townsend**  
*Consultant*

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Exhibit 1: F.S. 163.31801 – Florida Impact Fee Act

# Executive Summary

## Introduction

The City of Marathon (City) has retained Raftelis Financial Consultants, Inc. (Raftelis) to review and update the City’s public safety and parks and recreation impact fees. Impact fees are important sources of revenue for municipalities to fund infrastructure investments related to serving growth. The impact fee calculations are based on the costs to provide infrastructure to address needs related to growth based on data specific to each service and related to the City’s characteristics. The calculated impact fees set forth in this study reflect Florida case law, Florida Statutes, and generally acceptable impact fee methodologies, where applicable.

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

**Table ES 1: Existing and Calculated Residential Impact Fees**

Description	Existing Fee per Sq. Ft.	Calculated Fee per Sq. Ft.	Difference (\$)	Difference (%)
Public Safety	\$0.50	\$2.46	\$1.96	392%
Parks and Recreation	0.50	3.44	2.94	588%
Roads [1]	0.88	0.88	0.00	0%
Conservation Lands	0.36	N/A	-0.36	-100%
Total	\$2.24	\$6.78	\$4.54	206%

[1] Roads impact fees have not been evaluated in this study.

Existing impact fees are charged pursuant to Resolution 2006-198 and Section 111 of the Land Development Regulations. Based on review of various factors and discussion with City staff, it is recommended the City discontinue imposition of the Conservation Lands impact fee. Roads impact fees were not updated through this analysis.

The significant increase in calculated fees for Public Safety and Parks and Recreation reflects the City's planned investments in a new fire station and parks and recreation facilities. These improvements and the calculations are provided in Sections 3 and 4.

In light of the recent updates to the Florida Impact Fee Act (F.S. 163.31801 section (6)) that provides limitations on increasing impact fees, outside of extraordinary circumstances, the following tables demonstrate the fee levels that are justified for adoption by the City for both residential and non-residential developments. The City should take into consideration all provisions of F.S. 163.31801 during the adoption process to ensure compliance with the procedural requirements. The calculated fees are well above the limitations in the Florida Impact Fee Act and therefore the City will only be able to increase the impact fees by up to 12.5% per year for four years, then a subsequent impact fee study will be required to implement further increases. While the impact fee increases are limited, the City will collect more funding from new development towards execution of various projects.

**Table ES 2: Public Safety Impact Fee Implementation**

Land Use	Impact Unit	Year 1 2026	Year 2 2027	Year 3 2028	Year 4 2029
Residential & Tourist	Square Foot	\$0.56	\$0.62	\$0.68	\$0.74
Non-Residential	Square Foot	0.27	0.30	0.33	0.36
Recreational Campground	Per Site	N/A	N/A	N/A	N/A

RV Site	Per Site	N/A	N/A	N/A	N/A
Marina	Per Berth	N/A	N/A	N/A	N/A

[1] The recreational land uses are recommended to be removed and instead charged as non-residential.

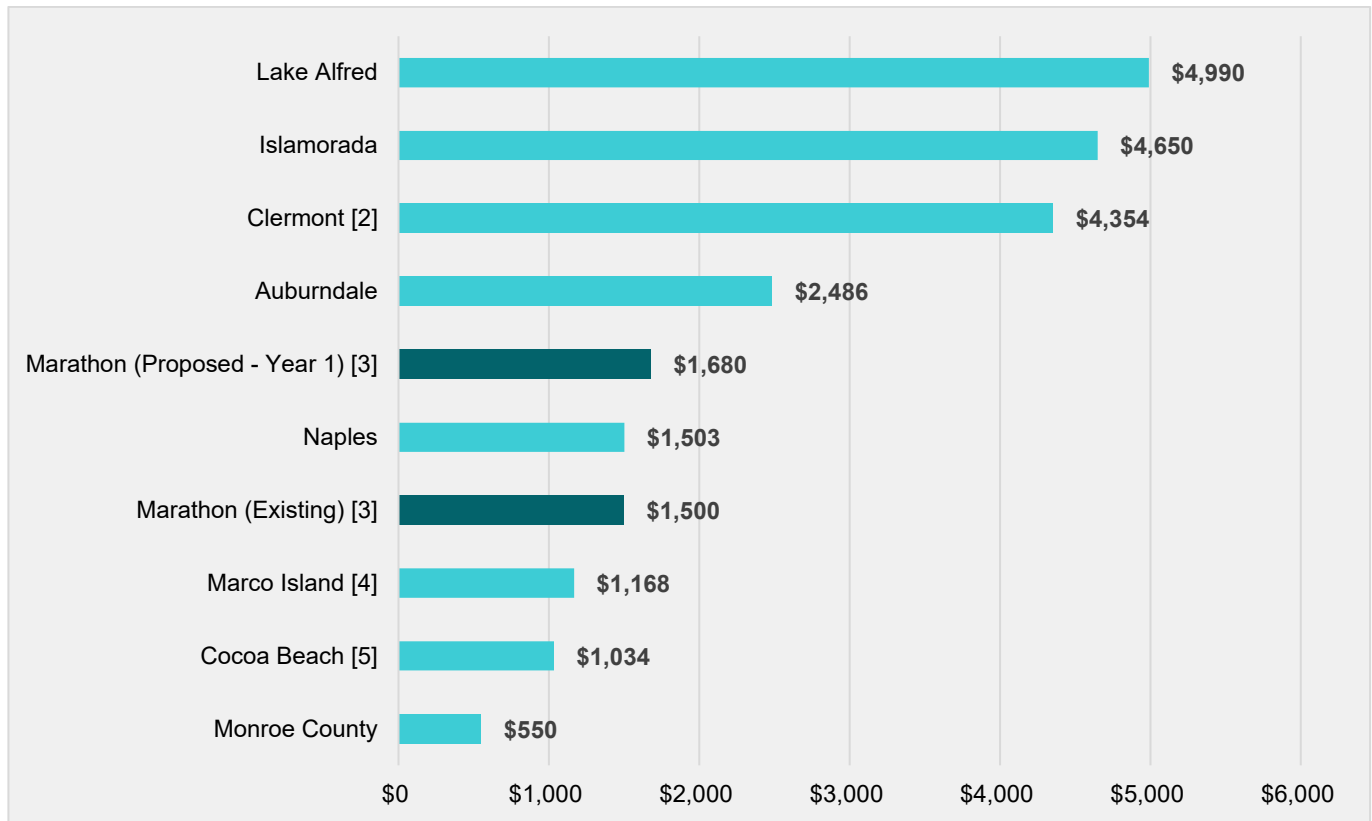
**Table ES 3: Calculated Parks and Recreation Impact Fees**

Land Use	Impact Unit	Year 1 2026	Year 2 2027	Year 3 2028	Year 4 2029
Residential & Tourist Recreational	Square Foot	\$0.56	\$0.62	\$0.68	\$0.74
Campground	Per Site	N/A	N/A	N/A	N/A
RV Site	Per Site	N/A	N/A	N/A	N/A

[1] The recreational land uses are recommended to be removed and instead charged as residential & tourist.

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

**Figure 1: Single Family Municipal Impact Fee Comparison [1]**



[1] The comparison includes only impact fees for public safety and parks and recreation. Other municipalities may impose additional impact fees.

[2] Parks fee charged by number of bedrooms. Rate for 3-bedroom dwelling unit is shown above.

[3] Fee charged by square footage. Comparison assumes 1,500 sq. ft.

[4] Fee charged based on tiered square footage ranges. Comparison assumes a dwelling unit of 1,500 sq. ft.

[5] Fees shown are in the process of being adopted.

## Observations and Recommendations

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

1. The imposition of impact fees must satisfy the rational nexus requirements as determined by Florida Statutes and case law. The impact fees must be reasonably related to the capital cost of providing capital facilities/equipment needed to accommodate needs attributable to new growth. The impact fees collected must be used by the City to address the capital costs related to serving new development. Based on the information made available by the City, the proposed impact fees are designed to meet these precedents and the requirements set forth in Florida Statutes Section 163.31801.
2. The fees developed within this report reflect recovery of identified costs and the City has discretion to phase-in or otherwise adopt less than the fully calculated fees, subject to meeting all provisions of F.S. 163.31801. However, the adoption of fees less than the fully calculated rates should be applied to all land uses equally to maintain the calculations herein in correct proportion. Adopting less than the calculated rates would increase the reliance on general fund and other revenue sources to meet the demands of growth.
3. In compliance with Florida Statutes, the City should continue to collect and maintain revenue collected from each type of municipal impact fee in designated sub-accounts and use such fees on those facilities designated for each purpose.
4. The City should re-evaluate its municipal impact fees by 2030 to maintain compliance with state statutes and since statutes now limit impact fee increases to no more than every four years.
5. Based on review of various factors and discussion with City staff, the City should discontinue imposition of the Conservation Lands impact fee.

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# Section 1 – Introduction

## Introduction

The City of Marathon (the City) is located in Monroe County, Florida and provides a full range of municipal services, including public safety services and recreation activities. Based upon recent demographic data published by the University of Florida, Bureau of Economic & Business Research (BEBR), the City's population is estimated at 10,163 as of 2025. Based on discussions with City staff, the City is expected to experience continued growth over the next 10 years resulting from a combination of infill lot development and redevelopment. New development is not expected to be significant, largely due to County rate of growth ordinances and allotments to Marathon, but the new development that does occur will still require the City to make investments and will also receive benefits from the fire and parks and recreation departments.

## Impact Fee Background

Impact fees are one-time charges established as a means to recover in whole or in part, the costs associated with infrastructure and capital equipment needed to accommodate the demands anticipated to be generated by new development. Such capital costs generally include the construction of facilities together with necessary land costs. However, recent changes to Florida Statutes governing impact fees require a minimum of five (5) year service life and therefore the impact fee calculations herein include only assets that meet this minimum. Historically, impact fees in Florida were a result of home rule powers with the requirements associated with the development, administration, accounting and expenditure governed by case law. However, in 2006, Section 163.31801 was added to the Florida Statutes, which placed specific requirements and limitations on that home rule authority. This statute has been amended several times since its initial adoption, including significant additional provisions in 2021 such as limiting the percentage increase for a change in impact fees. Exhibit 1 at the end of the report includes the full Florida impact fee statute.

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

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

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

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

## Methodology

The following discussion provides descriptions of the available and selected methodologies for the City's impact fee study.

### GENERAL IMPACT FEE METHODS

In contrast to project-level improvements, impact fees fund growth-related infrastructure that will benefit multiple development projects, or the entire jurisdiction (referred to as system improvements). There are three general methods for calculating impact fees. The choice of method depends primarily on the timing of infrastructure construction (past, concurrent, or future) and service characteristics of the facility type being addressed. Each method can be used simultaneously for different cost components.

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 three basic methods for calculating impact fees and how those methods 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 growth 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 method documents current infrastructure standards for each type of public facility, using both quantitative and qualitative measures. New development pays its proportionate share to maintain current standards. This approach assumes there is no existing infrastructure deficiency or surplus capacity. Impact fee revenue will be used to expand or provide additional facilities, as needed to accommodate new development. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments to keep pace with development.

#### **Plan-Based Fee (Future Improvements)**

The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Improvements are typically identified in a long-range facility plan or capital improvement plan and development potential is identified by a land use plan. There are two options for determining the cost per service 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 service units over the planning timeframe (marginal cost).

#### **Hybrid Fee (Past Improvements and Future Improvements)**

The hybrid method provides for a combination of the Cost Recovery and Plan-Based approaches. New development and re-development can occur throughout the entire City and may ultimately receive service from existing assets and infrastructure, or from new infrastructure based on the location of existing infrastructure and capacity available. As the City evaluates its ability to provide municipal services to new development it may identify new facilities, or

upgrades and expansions to existing facilities. Many cities operate the municipal services, such as Police, Fire, and Parks, as a city-wide operation where it is not practical to identify separate service areas. As such, the Hybrid approach is used to charge new development and redevelopment based on the average cost for providing the necessary municipal facilities, between past improvement and future improvements.

### **City of Marathon Methodology**

The Hybrid fee methodology has been used for the development of the public safety and parks and recreation impact fees.

## **Summary of Report**

In addition to Section 1, this report has been subdivided into three (3) other sections. The following is a brief discussion of the remaining sections included in this report.

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

Section 3 – Public Safety Impact Fee. This section discusses the calculation of the proposed impact fee for the capital requirements associated with providing public safety (fire department related) services, the methodology for the proposed fees, assumptions utilized in the design of the fees, and other factors associated with the fee determination.

Section 4 – Parks and Recreation Impact Fee. This section discusses the development of the proposed impact fee for the capital requirements associated with providing parks and recreation, the methodology for the proposed fees, assumptions and other factors associated with the fee determination. Parks and recreation impact fees apply only to residential development and hotels/motels.

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# Section 2 – Service Area and Functional Population

## General

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

## Population and Development Forecast

Since impact fees are designed to recover the proportionate cost of new facilities attributable to growth, it is necessary to identify the existing population and future growth projections. Based upon recent demographic data published by the University of Florida, Bureau of Economic & Business Research (BEBR), the City’s population is estimated at 10,163 as of 2025. Based on discussions with City staff, the City is expected to experience continued growth over the next 10 years resulting from a combination of infill lot development and redevelopment. The City works closely with Monroe County on land development and has an allotment from the County of an additional 135 units over the next ten years, in addition to approximately 150 additional units at Valhalla, a major ongoing development within the City.

Property data, which was obtained from the Monroe County Property Appraiser (MCPA) and provides details on the number of parcels and square feet by land-use within City limits was used in the analysis. In total, the MCPA data indicated there are 6,078 residential dwelling units (including single family, multi-family, and mobile homes) developed in the City with approximately 8,379,420 square feet (SF) of building space, along with approximately 3,779,065 SF of non-residential building space.

**Table 1: Existing Property Characteristics**

Description	2025 Units	2025 Square Footage	Avg. Sq. Ft. per Unit
Residential	6,078	8,379,420	1,379

**Table 2: Additional Units and Square Footage**

Description	Amount
<u>Residential</u>	
Avg. Sq. Ft. per Unit [1]	1,379
10-Year Growth in Units	285
Projected Sq. Ft. Growth	393,015
<u>Non-residential</u>	
Projected Sq. Ft. Growth [2]	200,000

[1] Per Table 1.

[2] Non-residential square footage growth assumption provided by City staff.

In order to project the growth in residential square footage, the current average square footage per residential unit was calculated, as shown in Table 1. This average square footage amount was then applied to the growth in units to determine the total amount of growth in residential square footage. In addition to the 285 residential units, the City provided an estimate of 200,000 square footage growth for non-residential development over the next ten years. However, as the City has a large tourist community, it is reasonable to charge developments like hotels, motels, and

inns more similarly to residential developments, which is how the impact fees are currently imposed. To allocate a portion of the expected non-residential growth to the “tourist population”, the current proportion of hotel/motel/inn square footage relative to the total non-residential square footage was calculated at 22%. This percentage was applied to the 200,000 square footage in growth to get 44,000 square feet in growth attributable to hotels, motels, and inns over the next ten years. This 44,000 square footage in growth is included within ‘Residential & Tourist’ as the ‘Tourist’ component in Table 3 below, rather than in ‘Non-Residential’.

**Table 3: Developed Square Footage Growth**

Description	Square Feet	
	2025	2034
Residential & Tourist	9,219,372	9,656,387
Non-residential	2,939,113	3,095,113
Total	12,158,485	12,751,500

## Functional Population Parameters

A goal of the impact fee study is to assign the capital costs associated with each service provided to new development. Two primary methods of allocating costs include 1) actual service calls based on historical records; and 2) population figures weighted and adjusted for time spent at various land uses based on traffic or other data, often referred to as “functional population”. This study uses the functional population method that allocates costs using population figures weighted and adjusted for time spent inside and outside of the City. Functional population measures the demand that different populations place on City services based on time spent within City limits. Rather than simply counting residents, this method weights population by the hours people spend at residential versus non-residential locations. For example, a resident who works outside the City might spend 14 hours per day at home (sleeping, evenings, mornings) and 10 hours outside City limits commuting and working. A non-working resident or retiree might spend 20 hours per day at home. By calculating total 'person-hours' spent at residential and non-residential locations, we can allocate infrastructure costs proportionally. Table 4 below calculates these person-hours for the City of Marathon using data from the US Census Inflow/Outflow Report.

In order to localize the population estimates, the data is weighted using the 2023 Inflow/Outflow Report from the US Census that is specific to the City, the most current version available at the time of this analysis. The Census Inflow/Outflow Analysis report shows how many residents work inside and outside of the city daily, as well as how many non-residents work inside the city. While the data lags slightly in updates, it is representative of the traffic patterns and is a reliable source for the purposes of this cost apportionment.

According to the Inflow/Outflow Report, there are 4,999 residents from the City in the workforce. Of those, 1,853 work within the City and the other 3,146 work outside of the City. Using the 2023 population of 10,056, it can be assumed that 5,057 residents are not working. It is assumed that a resident not working would spend 20 hours at home and that residents working would spend 14 hours at home. This would give a total of 171,126 residential hours (hours spent at home).

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**Table 4: Functional Population Weighting Residential Hours**

Description	Population	Hours Spent at Home	Residential Hours
	<i>(a)</i>	<i>(b)</i>	<i>(c) = (a) x (b)</i>
2023 Population [1]	10,056		
<b>Residential</b>			
Residents Not Working [2]	5,057	20	101,140
Residential Work Force			
Works Inside City [3]	1,853	14	25,942
Works Outside City [3]	3,146	14	44,044
Total Residential Hours			171,126
Residential Share of Person Hours			76.8%
<b>Non-Residential</b>			
Residents Not Working [2]	5,057	4	20,228
Jobs Located in City			
Residents Working in City [3]	1,853	10	18,530
Non-resident Workers (inflow commuters) [3]	1,293	10	12,930
Total Non-Resident Hours			51,688
Non-Residential Share of Person Hours			23.2%
Total Daily Hours Within the City			222,814

[1] Population estimate based on 2023 BEBR data, to align with the 2023 US Census Inflow/Outflow report.

[2] Amount derived from subtracting the Residential Work Force from the 2023 Population

[3] Amount comes from US Census 2023 Inflow/Outflow Count of All Jobs Report

As shown on the table above, Residential Hours account for 76.8% (171,126 / 222,814) of total daily hours spent within the City and Non-residential accounts for 23.2% (51,688 / 222,814). These percentages are used to allocate the capital costs for public safety impact fee calculations.

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# Section 3 – Public Safety Impact Fee

## Introduction

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

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

## Existing Impact Fees

The City currently charges public safety impact fees for new development within the City limits based on the classification of development: residential or non-residential. The residential and non-residential fees are based on the square footage of the building being constructed, except for specific recreational establishments which apply fees based on site or berth. The table below illustrates the fees charged by type of development, which were last updated pursuant to Resolution 2006-198.

**Table 5: Existing Public Safety Impact Fees**

Description	Impact Unit	Existing
<b>Residential</b>	Square Foot	\$0.50
<b>Non-Residential</b>	Square Foot	\$0.24
<b>Recreational</b>		
Campground	Per Site	\$409.34
RV Site	Per Site	409.34
Marina	Per Berth	146.61

## Department Costs

Costs related to the growth in the Fire Rescue Department typically include a combination of providing the necessary apparatus and facilities. Since eligible impact fees costs are limited to capital items, certain costs are excluded from the impact fee analysis. The excluded costs are items such as uniforms, radios, and helmets. Items included in the impact fee calculation have a minimum of a five-year life.

The City’s fixed asset listing as of September 30, 2024, indicates that the Fire Rescue Department currently owns and operates thirteen (13) apparatus including four (4) pumper trucks, one (1) aerial truck, and eight (8) ambulances along with several support vehicles. The following table shows the original cost of the public safety department’s existing apparatus:

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**Table 6: Existing Fire Apparatus**

Description	Original Cost	Adjustments	Net Cost
2007 International Ambulance	\$176,950	\$0	\$176,950
2007 International Ambulance	176,950	0	176,950
2007 Pierce Pumper Intl Ch [1]	311,010	(311,010)	0
2007 Pierce Pumper Custom [1]	337,050	(337,050)	0
2008 Pierce Pumper [2]	298,742	(298,742)	0
109' Aerial Ladder Truck (#14) [3]	650,368	(650,368)	0
109' Ladder Truck Add-on's [3]	21,794	(21,794)	0
Sprinter Ambulance & Cabinet	98,943	0	98,943
2015 Sprinter Ambulance	109,998	0	109,998
AEV Type II Ambulance [4]	237,477	(237,477)	0
Pierce Pumper [5]	554,244	(554,244)	0
2019 Sprinter Ambulance	150,205	0	150,205
2022 Freightliner Ambulance	293,447	0	293,447
2022 Gm C3500 Ambulance	159,434	0	159,434
<b>Total</b>	<b>\$3,576,611</b>	<b>(\$2,410,684)</b>	<b>\$1,165,927</b>

- [1] The original cost of this asset is adjusted out as the asset is being upgraded with Engine 14 from the CIP.
- [2] The original cost of this asset is adjusted out as the asset is being upgraded with Engine 15 from the CIP.
- [3] The original cost of this asset is adjusted out as the asset is being upgraded with Aerial Truck - Single Axle Quint included in the CIP.
- [4] The original cost of this asset is adjusted out as the asset is being upgraded with the Rescue Ambulance from the CIP.
- [5] The original cost of this asset is adjusted out as the asset is being upgraded with the Fire Tanker from the CIP.

There are a number of existing apparatuses that are set to be upgraded. Therefore, the original cost of these were adjusted out of the value of the existing assets as shown on the table above, as the cost of the upgrades, Aerial Truck – Single Axle Quint, Engine 14, Engine 15, Rescue Ambulance, and Fire Tanker, are reflected in the CIP.

The Fire Rescue Department currently has two existing stations, Fire Station 14 and Fire Station 15. The original cost of the two existing stations along with various upgrades and land costs is \$9,076,464.

The Department has proposed a need for Fire Station 16 on the south end of the City to address response times pursuant to National Fire Protection Association (NFPA) and Insurance Services Office (ISO) standards. The cost for this building, along with the associated land purchase, has been estimated at \$15,000,000, as provided by City staff. Currently, no additional apparatuses are assumed in the forecast for Fire Station 16.

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The total costs associated with the additional facilities and vehicles are shown on the table below.

**Table 7: Future Fire Stations and Apparatus**

Description	Amount
Fire Station 16	\$15,000,000
Aerial Truck – Single Axle Quint	1,800,000
Engine 14	1,207,569
Engine 15	1,072,909
Fire Tanker	1,311,272
Rescue Ambulance	320,658
<b>Total</b>	<b>\$20,712,407</b>

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

**Table 8: Fire Capital Costs**

Description	Amount
Existing Apparatus	\$1,165,927
Existing Land and Facilities	9,076,464
Fire Station 16	15,000,000
Aerial Truck - Single Axle Quint	1,800,000
Engine 14	1,207,569
Engine 15	1,072,909
Fire Tanker	1,311,272
Rescue Ambulance	320,658
<b>Total</b>	<b>\$30,954,798</b>

## Impact Fee Development

In order to develop the impact fees, it is necessary to calculate the cost per functional unit. First, total capital costs are allocated to residential and non-residential categories using the functional population estimates developed in Section 2 on Table 4 (76.8% residential, 23.2% non-residential).

**Table 9: Allocated Fire Capital Costs**

Description	Capital Costs	% Residential	% Non-residential	Residential Allocation	Non-residential Allocation
Fire Investments	\$30,954,798	76.80%	23.20%	\$23,774,000	\$7,180,800

The allocated capital costs are divided by the residential and non-residential building square footage to get a fee per square foot.

**Table 10: Public Safety Impact Fee Calculation**

Description	Residential	Non-residential
Fire Investments	\$23,774,000	\$7,180,800
2034 Square Footage	9,656,387	3,095,113
Fee per Square Foot	\$2.46	\$2.32

Based on limitations described in F.S. 163.31801, impact fees may increase up to fifty percent. As the calculated increase in public safety impact fees is greater than fifty percent, the fees will need to be phased in equal increments over four years. The table below demonstrates the four-year phase-in for each year:

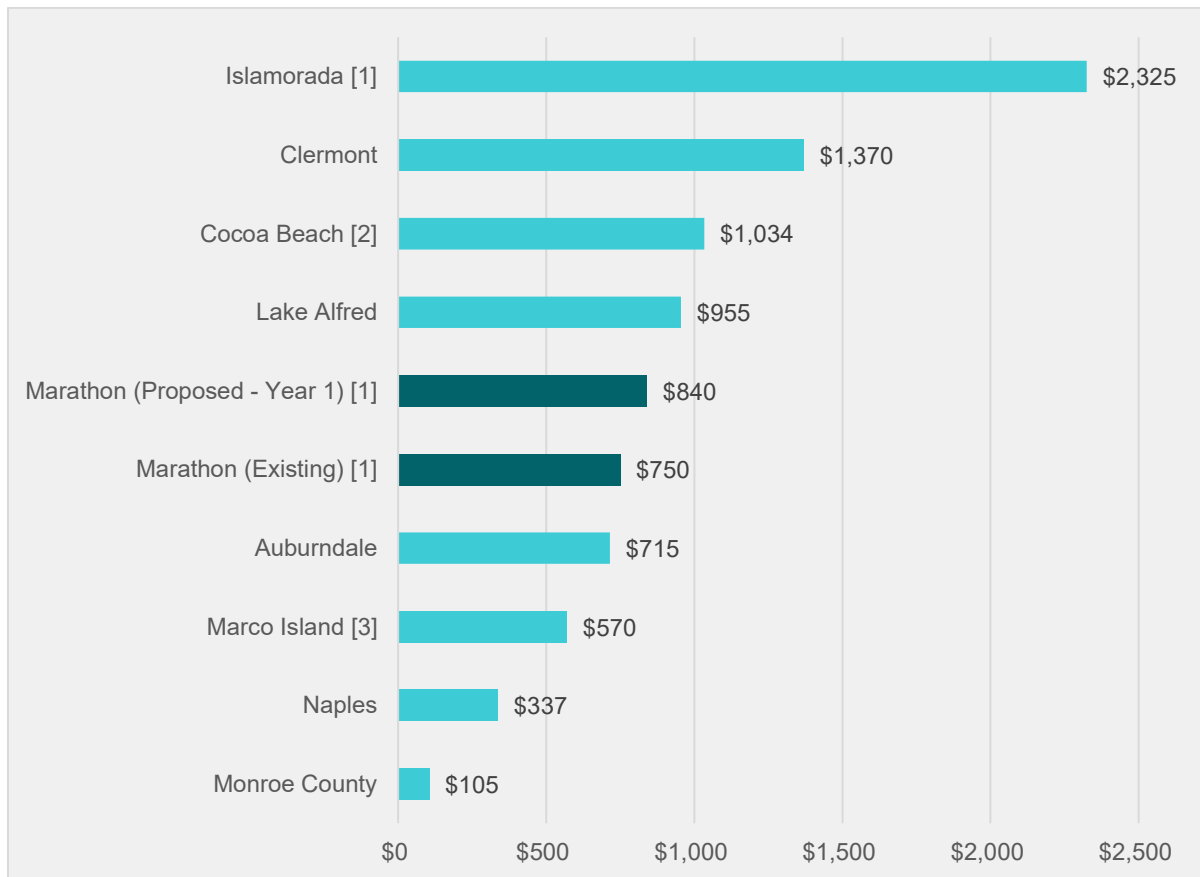
**Table 11: Public Safety Impact Fee Implementation**

Land Use	Impact Unit	Year 1 2026	Year 2 2027	Year 3 2028	Year 4 2029
Residential & Tourist	Square Foot	\$0.56	\$0.62	\$0.68	\$0.74
Non-Residential	Square Foot	0.27	0.30	0.33	0.36
Recreational					
Campground	Per Site	N/A	N/A	N/A	N/A
RV Site	Per Site	N/A	N/A	N/A	N/A
Marina	Per Berth	N/A	N/A	N/A	N/A

## Public Safety Impact Fee Comparisons

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

**Figure 2: Public Safety Impact Fee Comparison per Single Family Residential Unit**



[1] Fee charged by square footage. Comparison assumes 1,500 sq. ft.

[2] Fees shown are in the process of being adopted.

[3] Fee charged based on tiered square footage ranges. Comparison assumes a dwelling unit of 1,500 sq. ft.

# Section 4 – Parks and Recreation

## Impact Fee

### Introduction

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

### Existing Impact Fees

The City currently charges a parks and recreation impact fee to be used for the expansion of parks and recreation related services that may be necessitated by growth. These fees are charged only to residential land uses based on the number of dwelling units being constructed. All residential and tourist dwelling units are charged at the rate of \$0.50 per square foot while recreational campgrounds and RV sites are charged \$1,202.00 per site.

**Table 12: Existing Parks and Recreation Impact Fees**

Description	Impact Unit	Existing
Residential	Square Foot	\$0.50
Recreational		
Campground	Per Site	\$1,202.00
RV Site	Per Site	1,202.00

### Existing Recreational Facilities

The City has over 12 existing parks of varying sizes and varying amenities available. In total, over 63 acres of existing park space have been identified and are under the ownership of the City.

To determine the value of existing facilities that are available for use by existing and future residents, the City provided a copy of all the fixed assets assigned to the parks and recreation department as of September 30, 2024. Each asset was reviewed and determined to be eligible for impact fees or not using several criteria including the life of the asset (minimum of 5-years), the park the asset is located at, and whether that park is available for public use. For the eligible improvements, the original cost of the asset was used and in total the City has invested \$29,117,348 into the existing parks and recreation facilities.

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**Table 13: Parks and Recreation Existing Assets**

Description	Amount
33rd Street Boat Ramp	\$1,172,426
Aviation Boulevard Boat Ramp	55,393
Aviation Multi-use Trail	2,237,503
Children's Rotary Park	951,541
Coco Plum Beach	1,826,117
Jessie Hobbs Park	243,778
Marathon Community Park	5,401,754
Marathon's Dog Park	26,440
Oceanfront Park	942,589
Quay Park	2,861,404
Sombrero Beach	6,351,674
Sunset Bay Park on Grassy Key	337,388
Other Park Assets	6,709,341
Total	\$29,117,348

Level of service (LOS) for parks and recreational services is typically measured in terms of recreational acreage available per 1,000 population. This figure indicates whether the City has a sufficient amount of recreational acreage to serve its current residents. The City's Comprehensive Plan outlines the existing minimum LOS at 4.42 acres of City-managed public recreation sites per 1,000 permanent residents and seasonal visitors. The City's park acreage is 63 acres which calculates to 6.20 acres per 1,000 persons on a permanent population basis thus exceeding the City's minimum standard.

## Growth-Related Capital Improvements

The City has provided a Capital Improvement Plan (CIP) that identifies a range of projects including expansion, upgrade, and replacement of park land and facilities. This CIP has been reviewed with staff and updated based on the most current information available. All projects associated with replacement or refurbishment of existing facilities have been excluded from the impact fee calculations to maintain a conservative approach. A summary of the primary projects is outlined on the following table:

**Table 14: Park and Recreation Future Capital Costs**

Description	Amount
Community Park - Skate Park	\$1,020,000
Quay Restrooms & Seawall & Improvements	1,352,805
7 Mile Bridge Restrooms	350,000
7 Mile Park Improvements	1,400,000
Total	\$4,122,805

As demonstrated on the table above, there are park improvements identified for several parks throughout the City. The cost estimates for the future park improvements have been provided by staff and are intended to serve as representative costs for various projects and commitments by the City.

## Calculated Parks and Recreation Impact Fees

As mentioned previously, approximately \$29.1 million has been invested in the existing park facilities and an additional \$4.1 million is planned to be invested over the next several years. Since both existing and future investments in the parks department benefit both existing and future residents, the total amount invested is divided by the 2034 projected residential and tourist square footage. The table below provides the parks and recreation impact fee calculation:

**Table 15: Parks and Recreation Impact Fee Calculation**

Description	Amount
Existing Improvements and Facilities	\$29,117,348
CIP Projects	4,122,805
Parks Investments	<u>\$33,240,153</u>
2034 Residential/Tourist Square Footage	9,656,387
Fee per Square Foot	\$3.44

Based on limitations described in F.S. 163.31801, impact fees may increase up to fifty percent. As the calculated increase in parks and recreation impact fees is greater than fifty percent, the fees will need to be phased in equal increments over four years. The table below demonstrates the four-year phase-in for each year:

**Table 16: Parks and Recreation Impact Fee Implementation**

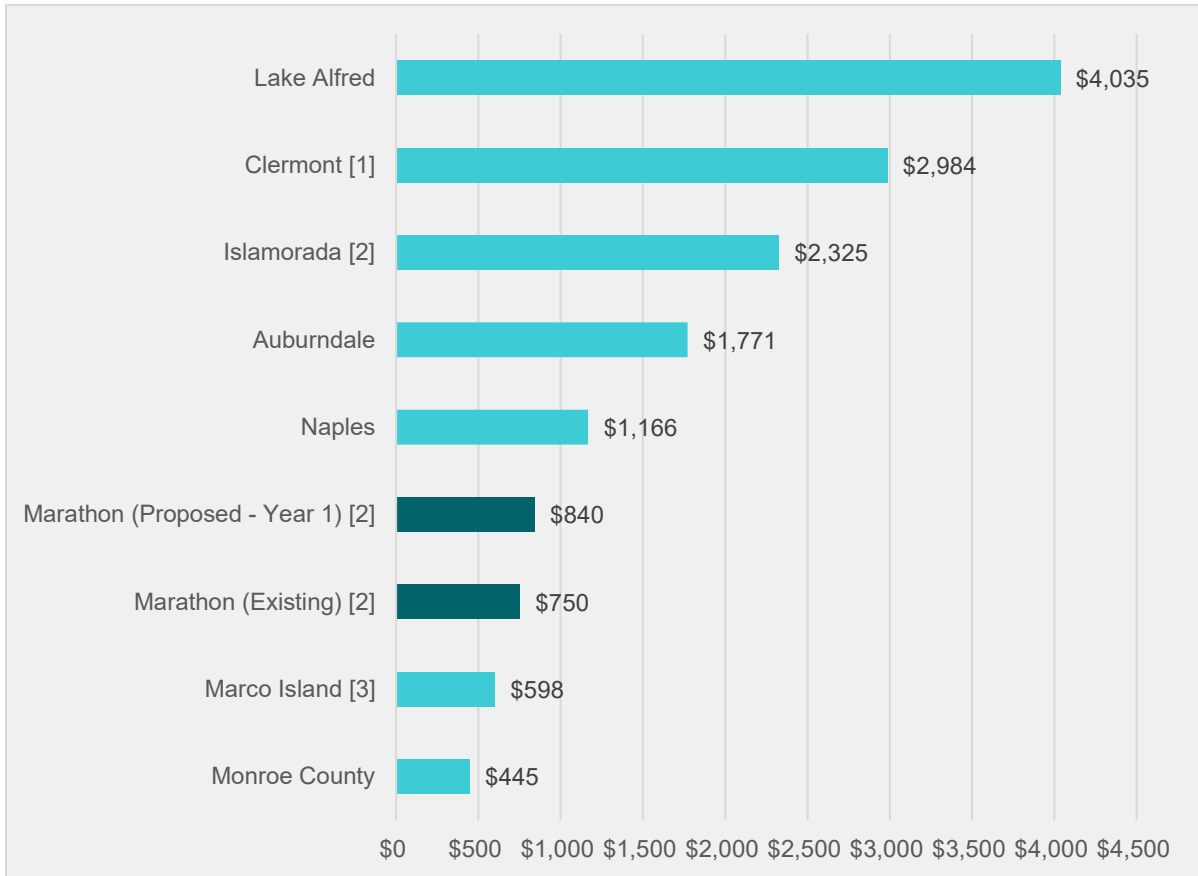
Land Use	Impact Unit	Year 1 2026	Year 2 2027	Year 3 2028	Year 4 2029
Residential & Tourist	Square Foot	\$0.56	\$0.62	\$0.68	\$0.74
Recreational					
Campground	Per Site	N/A	N/A	N/A	N/A
RV Site	Per Site	N/A	N/A	N/A	N/A

*(Remainder of page intentionally left blank)*

# Parks and Recreation Impact Fee Comparisons

The figure below provides the comparison to other local municipalities.

**Figure 3: Parks and Recreational Impact Fee Comparison per Residential Unit**



[1] Parks fee charged by number of bedrooms. Rate for 3-bedroom dwelling unit is shown above.

[2] Fee charged by square footage. Comparison assumes 1,500 sq. ft.

[3] Fee charged based on tiered square footage ranges. Comparison assumes a dwelling unit of 1,500 sq. ft.

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## The 2025 Florida Statutes

### Title XI

#### COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS

### Chapter 163

#### INTERGOVERNMENTAL PROGRAMS

### [View Entire Chapter](#)

#### **163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—**

- (1) This section may be cited as the “Florida Impact Fee Act.”
- (2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments’ reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.
- (3) For purposes of this section, the term:
- (a) “Infrastructure” means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency medical service vehicle, a sheriff’s office vehicle, a police department vehicle, a school bus as defined in s. [1006.25](#), and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s. [191.009\(4\)](#).
- (b) “Public facilities” has the same meaning as in s. [163.3164](#) and includes emergency medical, fire, and law enforcement facilities.
- (4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:
- (a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.
- (b) Provide for accounting and reporting of impact fee collections and expenditures and account for the revenues and expenditures of such impact fee in a separate accounting fund.
- (c) Limit administrative charges for the collection of impact fees to actual costs.
- (d) Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of a new or increased impact fee.
- (e) Ensure that collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.
- (f) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.
- (g) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.
- (h) Specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.
- (i) Ensure that revenues generated by the impact fee are not used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.
- (5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any form of exaction related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.
- (b) If a local government or special district does not charge and collect an impact fee for the general category or class of public facilities or infrastructure contributed, a credit may not be applied under paragraph (a).
- (6) A local government, school district, or special district may increase an impact fee only as provided in this subsection.
- (a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.
- (b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.
- (c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.
- (d) An impact fee increase may not exceed 50 percent of the current impact fee rate.
- (e) An impact fee may not be increased more than once every 4 years.
- (f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.
- (g)1. A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:
- a. A demonstrated-need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.
- b. The local government jurisdiction has held at least two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).
- c. The impact fee increase ordinance is approved by a unanimous vote of the governing body.

2. An impact fee increase approved under this paragraph must be implemented in at least two but not more than four equal annual increments beginning with the date on which the impact fee increase ordinance is adopted.

3. A local government may not increase an impact fee rate beyond the phase-in limitations under this paragraph if the local government has not increased the impact fee within the past 5 years. Any year in which the local government is prohibited from increasing an impact fee because the jurisdiction is in a hurricane disaster area is not included in the 5-year period.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. [163.3180](#), s. [380.06](#), or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. [163.3180\(5\)\(i\)](#), the holder of any transportation or road impact fee credits granted under s. [163.3180](#) or s. [380.06](#) or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

(8) A local government, school district, or special district must submit with its annual financial report required under s. [218.32](#) or its financial audit report required under s. [218.39](#) a separate affidavit signed by its chief financial officer or, if there is no chief financial officer, its executive officer attesting, to the best of his or her knowledge, that all impact fees were collected and expended by the local government, school district, or special district, or were collected and expended on its behalf, in full compliance with the spending period provision in the local ordinance or resolution, and that funds expended from each impact fee account were used only to acquire, construct, or improve specific infrastructure needs.

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

(10) Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and which receives benefits from the improvement or contribution that generated the credits. This subsection applies to all impact fee credits regardless of whether the credits were established before or after June 4, 2021.

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

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

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

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

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

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

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

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

(14) A local government, school district, or special district may not assess an impact fee for the reconstruction or replacement of a previously existing structure if the replacement structure is of the same land use as the original structure and does not increase the impact on public facilities beyond that of the original structure. However, if the replacement structure increases the demand on public facilities due to a significant increase in size, intensity, or capacity of use, a local government, school district, or special district may assess an impact fee in an amount proportional to the difference in the demand between the replacement structure and the original structure. Any such fee must be reasonably connected to, or have a rational nexus with, the need for additional capital facilities and the increased impact generated by the reconstruction or replacement of a previously existing structure.

**History.**—s. 9, ch. 2006-218; s. 1, ch. 2009-49; s. 5, ch. 2009-96; s. 5, ch. 2011-14; s. 1, ch. 2011-149; s. 1, ch. 2019-106; s. 5, ch. 2019-165; s. 5, ch. 2020-27; s. 1, ch. 2020-58; ss. 1, 2, ch. 2021-63; s. 3, ch. 2024-266; s. 4, ch. 2025-177; s. 3, ch. 2025-190.

**CITY OF MARATHON, FLORIDA  
RESOLUTION 2026-XX**

**A RESOLUTION OF THE CITY COUNCIL OF MARATHON, FLORIDA, AMENDING THE BASE IMPACT FEE SCHEDULE ADOPTED BY RESOLUTION 2006-198, PURSUANT TO CHAPTER 111 ARTICLE 2 ENTITLED "IMPACT FEES" OF THE LAND DEVELOPMENT REGULATIONS (LDRS); AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the Comprehensive Plan of the City of Marathon (the "City") states that the City shall consider performance criteria as well as legal and equitable impact fees, where appropriate, to ensure that new developments provide a sufficient level of public facilities and services in advance of development, to cover the costs of such facilities and services where the demand is specifically attributable to the new development; and

**WHEREAS**, the City Council adopted Ordinance 2006-34 amending the impact fee program for the City, including park fees, transportation fees, public safety fees and conservation land acquisition fees; and

**WHEREAS**, the City Council adopted Resolution 2006-198 setting the impact fee rates for the City, including park fees, transportation fees, public safety fees and conservation land acquisition fees; and

**WHEREAS**, the City contracted with Raftelis Financial Consultants, Inc. to conduct the necessary technical studies to justify the amended impact fee program, in coordination with City staff; and.

**WHEREAS**, the study, including the data showing the amount or the estimated amount of the impact fee and a summary of the basis for the calculation of the impact fee amount, has been made available to the public at least ten days prior to the adoption date of this resolution.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MARATHON, FLORIDA, that:**

**Section 1.** The above recitals are true and correct and are incorporated herein.

**Section 2.** The City hereby adopts the Impact Fee Schedule attached hereto as Exhibit A.

**Section 3.** This resolution shall take effect immediately upon its adoption.

**PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF**

**MARATHON, FLORIDA, THIS 12TH DAY OF MAY, 2026.**

**THE CITY OF MARATHON, FLORIDA**

---

**Lynny Del Gaizo, Mayor**

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

**ATTEST:**

---

Diane Clavier  
City Clerk

(City Seal)

**APPROVED AS TO FORM AND LEGALITY FOR THE USE AND RELIANCE OF THE  
CITY OF MARATHON, FLORIDA ONLY:**

---

Steve Williams, City Attorney

## Exhibit A

### Impact Fee Schedule 2026

	Roads	Parks	Safety	Solid Waste	
<b>Residential &amp; Tourist</b>					
All Residential	\$0.88	\$0.56	\$0.56	\$65.04	Per Unit
Resort Condominium	\$0.99	\$0.56	\$0.56	\$54.18	Per Unit
Hotel & Motel	\$1.49	\$0.56	\$0.56	\$54.18	Per Unit
<b>Office/Commercial per square foot of floor area</b>					
Medical Office	\$3.40	-	\$0.27	\$6.45	Per 100 Sq Ft
Bank	\$9.67	-	\$0.27	\$6.45	Per 100 Sq Ft
General Office	\$1.31	-	\$0.27	\$6.45	Per 100 Sq Ft
General Retail	\$2.71	-	\$0.27	\$25.80	Per 100 Sq Ft
Convenience Market	\$19.04	-	\$0.27	\$58.05	Per 100 Sq Ft
Restaurant, with Drive-thru	\$6.97	-	\$0.27	\$22.58	Per 100 Sq Ft
Restaurant, without Drive-thru	\$9.61	-	\$0.27	\$22.58	Per 100 Sq Ft
<b>Warehouse/Industrial per square foot of floor area</b>					
Warehouse and Storage	\$0.59	-	\$0.27	\$12.90	Per 100 Sq Ft
General Industrial	\$0.45	-	\$0.27	\$12.90	Per 100 Sq Ft
<b>Recreational</b>					
Campground per site	\$959.65	-	-	-	
RV Site per site	\$959.65	-	-	-	
Marina per Berth	\$343.71	-	-	\$25.80	Per Berth

### Impact Fee Schedule 2027

	Roads	Parks	Safety	Solid Waste	
<b>Residential &amp; Tourist</b>					
All Residential	\$0.88	\$0.62	\$0.62	\$65.04	Per Unit
Resort Condominium	\$0.99	\$0.62	\$0.62	\$54.18	Per Unit
Hotel & Motel	\$1.49	\$0.62	\$0.62	\$54.18	Per Unit
<b>Office/Commercial per square foot of floor area</b>					
Medical Office	\$3.40	-	\$0.30	\$6.45	Per 100 Sq Ft
Bank	\$9.67	-	\$0.30	\$6.45	Per 100 Sq Ft
General Office	\$1.31	-	\$0.30	\$6.45	Per 100 Sq Ft
General Retail	\$2.71	-	\$0.30	\$25.80	Per 100 Sq Ft
Convenience Market	\$19.04	-	\$0.30	\$58.05	Per 100 Sq Ft
Restaurant, with Drive-thru	\$6.97	-	\$0.30	\$22.58	Per 100 Sq Ft
Restaurant, without Drive-thru	\$9.61	-	\$0.30	\$22.58	Per 100 Sq Ft
<b>Warehouse/Industrial per square foot of floor area</b>					
Warehouse and Storage	\$0.59	-	\$0.30	\$12.90	Per 100 Sq Ft
General Industrial	\$0.45	-	\$0.30	\$12.90	Per 100 Sq Ft
<b>Recreational</b>					
Campground per site	\$959.65	-	-	-	
RV Site per site	\$959.65	-	-	-	
Marina per Berth	\$343.71	-	-	\$25.80	Per Berth

### Impact Fee Schedule 2028

	Roads	Parks	Safety	Solid Waste	
<b>Residential &amp; Tourist</b>					
All Residential	\$0.88	\$0.68	\$0.68	\$65.04	Per Unit
Resort Condominium	\$0.99	\$0.68	\$0.68	\$54.18	Per Unit
Hotel & Motel	\$1.49	\$0.68	\$0.68	\$54.18	Per Unit
<b>Office/Commercial per square foot of floor area</b>					
Medical Office	\$3.40	-	\$0.33	\$6.45	Per 100 Sq Ft
Bank	\$9.67	-	\$0.33	\$6.45	Per 100 Sq Ft
General Office	\$1.31	-	\$0.33	\$6.45	Per 100 Sq Ft
General Retail	\$2.71	-	\$0.33	\$25.80	Per 100 Sq Ft
Convenience Market	\$19.04	-	\$0.33	\$58.05	Per 100 Sq Ft
Restaurant, with Drive-thru	\$6.97	-	\$0.33	\$22.58	Per 100 Sq Ft
Restaurant, without Drive-thru	\$9.61	-	\$0.33	\$22.58	Per 100 Sq Ft
<b>Warehouse/Industrial per square foot of floor area</b>					
Warehouse and Storage	\$0.59	-	\$0.33	\$12.90	Per 100 Sq Ft
General Industrial	\$0.45	-	\$0.33	\$12.90	Per 100 Sq Ft
<b>Recreational</b>					
Campground per site	\$959.65	-	-	-	
RV Site per site	\$959.65	-	-	-	
Marina per Berth	\$343.71	-	-	\$25.80	Per Berth

### Impact Fee Schedule 2029

	Roads	Parks	Safety	Solid Waste	
<b>Residential &amp; Tourist</b>					
All Residential	\$0.88	\$0.74	\$0.74	\$65.04	Per Unit
Resort Condominium	\$0.99	\$0.74	\$0.74	\$54.18	Per Unit
Hotel & Motel	\$1.49	\$0.74	\$0.74	\$54.18	Per Unit
<b>Office/Commercial per square foot of floor area</b>					
Medical Office	\$3.40	-	\$0.36	\$6.45	Per 100 Sq Ft
Bank	\$9.67	-	\$0.36	\$6.45	Per 100 Sq Ft
General Office	\$1.31	-	\$0.36	\$6.45	Per 100 Sq Ft
General Retail	\$2.71	-	\$0.36	\$25.80	Per 100 Sq Ft
Convenience Market	\$19.04	-	\$0.36	\$58.05	Per 100 Sq Ft
Restaurant, with Drive-thru	\$6.97	-	\$0.36	\$22.58	Per 100 Sq Ft
Restaurant, without Drive-thru	\$9.61	-	\$0.36	\$22.58	Per 100 Sq Ft
<b>Warehouse/Industrial per square foot of floor area</b>					
Warehouse and Storage	\$0.59	-	\$0.36	\$12.90	Per 100 Sq Ft
General Industrial	\$0.45	-	\$0.36	\$12.90	Per 100 Sq Ft
<b>Recreational</b>					
Campground per site	\$959.65	-	-	-	
RV Site per site	\$959.65	-	-	-	
Marina per Berth	\$343.71	-	-	\$25.80	Per Berth