



# Development Impact Fees

**City of Punta Gorda, Florida**

May 19, 2025

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Ms. Kristin Simeone  
Finance Director  
City of Punta Gorda  
326 West Marion Avenue  
Punta Gorda, FL 33950

**Subject: 2025 Development Impact Fee Study**

Dear Ms. Simeone:

Raftelis Financial Consultants, Inc. (Raftelis) is pleased to provide the 2025 Development Impact Fee Study to the City of Punta Gorda (City). In collaboration with City staff, our report:

- Updates development projections and land use assumptions based on most recent and localized demographics, as required by Florida's Impact Fee Act
- Documents current infrastructure standards and projected need for additional facilities
- Updates mobility capital projects, focusing on moving people and multimodal improvements
- Suspends the impact fees for public safety, replacing it with a new public facilities fee that includes the need for general government buildings and rolling stock
- Phases in the impact fee increase over four years, using equal annual increments, consistent with the Florida Impact Fee Act.

It has been a pleasure working with you and City staff. Everyone's input and support has enabled Raftelis to provide an impact fee study that is tailored to the unique characteristics of Punta Gorda.

Sincerely,



**Joe Williams**

*Senior Manager*

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# Executive Summary

The City of Punta Gorda (City) retained Raftelis Financial Consultants, Inc. (Raftelis) to conduct a comprehensive update of non-utility development impact fees. Infrastructure types in this study include:

- Parks and Trails
- Mobility
- Public Facilities (police, fire, public works, and general government facilities)

## Current Impact Fees

The current impact fee schedule for the City of Punta Gorda is shown in Table 1.

**Table 1: Current Impact Fees**

<b>Current Punta Gorda Impact Fees</b>			<b>Parks and Trails</b>	<b>Mobility</b>	<b>Public Safety</b>	<b>Total</b>
<b>Residential Development (per dwelling unit by square feet of living space)</b>						
	1,000 or Less	DU	\$531	\$464	\$818	\$1,813
	1,001 to 1,500	DU	\$787	\$689	\$1,213	\$2,689
	1,501 to 2,000	DU	\$975	\$853	\$1,502	\$3,330
	2,001 to 2,500	DU	\$1,118	\$979	\$1,723	\$3,820
	2,501 or More	DU	\$1,337	\$1,170	\$2,060	\$4,567
<b>Nonresidential Development</b>						
820	Shopping Center	Square Foot	\$0	\$0.34	\$0.65	\$0.99
770	Business Park	Square Foot	\$0	\$0.45	\$0.22	\$0.67
710	General Office	Square Foot	\$0	\$0.44	\$0.17	\$0.61
620	Nursing Home	Square Foot	\$0	\$0.33	\$0.12	\$0.45
610	Hospital	Square Foot	\$0	\$0.42	\$0.19	\$0.61
565	Day Care Center	student	\$0	\$28.50	\$70.92	\$99.42
530	High School	student	\$0	\$13.59	\$35.20	\$48.79
520	Elementary School	student	\$0	\$13.41	\$32.77	\$46.18
310	Hotel	room	\$0	\$86.86	\$144.96	\$231.82
150	Warehousing	Square Foot	\$0	\$0.05	\$0.03	\$0.08
110	Light Industrial	Square Foot	\$0	\$0.24	\$0.09	\$0.33

## Summary of Major Changes

As documented in this report, Punta Gorda has followed the Florida Impact Fee Act and applicable legal precedents. Impact fees are proportionate and reasonably related to capital improvement demands of new development. Specific costs have been identified using local data and current dollars. With input from City staff, Raftelis has determined demand indicators for each type of infrastructure and calculated growth share factors to allocate costs to new development. This report documents the formulas and input variables used to calculate the impact fees for each type of public facility. Impact fee methodologies also identify the extent to

which new development is entitled to various types of credits to avoid potential double payment of growth-related capital costs.

Key differences between current and proposed impact fees are highlighted below.

1. Raftelis recommends that the Public Safety impact fee should be suspended and replaced with a new impact fee for Public Facilities, including infrastructure for police, fire, public works, and general government.
2. Current impact fees for nonresidential development are based on 11 categories with three different allocation measures (i.e., per square foot of floor area, per student, and per lodging room). The proposed fees are based on three general categories, all assessed per square foot of floor area. A simplified fee schedule is easier to administer and minimized the need for assessing fees for land use changes (e.g., converting an office building to a day care center). Definitions of the three general nonresidential categories are provided below.
  - a. Industrial – Nonresidential development that produces goods or supports goods production, such as transportation supply chain (e.g., ports, trucking, and warehousing), communications (e.g., telephone, satellite, fiber optics), and utilities (e.g., water, sewer, gas, electricity).
  - b. Office & Other Services – All nonresidential development that is not Industrial or Retail & Restaurant. Examples include, but are not limited to, business services, personal services, educational and religious buildings, entertainment (e.g., movie theater), and lodging.
  - c. Retail & Restaurant – Nonresidential development that sells goods, including food and drinks.

Table 2 summarizes the methods and cost components used for each type of public facility in Punta Gorda’s 2025 impact fee study.

**Table 2: Proposed Fee Methods and Cost Components**

<i>Type of Infrastructure</i>	<i>Service Area</i>	<i>Incremental Expansion (present)</i>	<i>Plan-Based (future)</i>	<i>Cost Allocation</i>
<i>Parks and Trails</i>	Citywide		Park Improvements	Population
<i>Mobility</i>	Citywide		Multimodal Improvements	Functional Population and Jobs
<i>Public Facilities</i>	Citywide	Public Facilities Buildings and Vehicles/Equipment		Functional Population and Jobs

## Proposed Impact Fees

Tables 3 through 6 indicate proposed impact fees for new development in the City of Punta Gorda over the next four years. Consistent with the Florida Impact Fee Act [see F.S. 163.31801(6)], the impact fee increase will be phased in over four years, using equal increments, with the fee increase not exceeding 50% of the current impact fee rate.

The City may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, or a decrease in planned capital expenditures, which will decrease levels of service over time.

For residential development, impact fees will be assessed per dwelling unit by size threshold, based on climate-controlled floor area. For all types of nonresidential development, impact fees will be assessed per square foot of floor area (i.e., climate-controlled space).

In Table 3, the column with light gray shading indicates the percent increase does not exceed the statutory limit of 12.5% in Year One.

**Table 3: Proposed Impact Fees in FY25-26**

<i>Punta Gorda Impact Fees</i>	Development Unit	FY25-26			FY24-25	Percent Change	Public Facilities	FY25-26 <i>Grand Total</i>
		Parks and Trails	Mobility	Sub-total	Sub-total			
<b>Residential Development</b>								
1,000 or Less	Dwelling Unit	\$564	\$495	\$1,059	\$995	6%	\$1,328	<b>\$2,387</b>
1,001 to 1,500	Dwelling Unit	\$867	\$762	\$1,629	\$1,476	10%	\$2,213	<b>\$3,842</b>
1,501 to 2,000	Dwelling Unit	\$1,085	\$953	\$2,038	\$1,828	11%	\$2,826	<b>\$4,864</b>
2,001 to 2,500	Dwelling Unit	\$1,252	\$1,101	\$2,353	\$2,097	12%	\$3,303	<b>\$5,656</b>
2,501 or More	Dwelling Unit	\$1,466	\$1,288	\$2,754	\$2,507	10%	\$3,695	<b>\$6,449</b>
<b>Nonresidential Development</b>								
Industrial	Square Foot	\$0.00	\$0.25	\$0.25	\$0.24	4%	\$1.30	<b>\$1.55</b>
Office & Other Services	Square Foot	\$0.00	\$0.37	\$0.37	\$0.44	-16%	\$1.59	<b>\$1.96</b>
Retail & Restaurant	Square Foot	\$0.00	\$0.38	\$0.38	\$0.34	12%	\$2.19	<b>\$2.57</b>

In Table 4, the column with light gray shading indicates the percent increase does not exceed the statutory limit of 25% in Year Two.

**Table 4: Proposed Impact Fees in FY26-27**

<i>Punta Gorda Impact Fees</i>	Development Unit	FY26-27			FY24-25	Percent Change	Public Facilities	FY26-27 <i>Grand Total</i>
		Parks and Trails	Mobility	Sub-total	Sub-total			
<b>Residential Development</b>								
1,000 or Less	Dwelling Unit	\$598	\$527	\$1,125	\$995	13%	\$1,328	<b>\$2,453</b>
1,001 to 1,500	Dwelling Unit	\$948	\$836	\$1,784	\$1,476	21%	\$2,213	<b>\$3,997</b>
1,501 to 2,000	Dwelling Unit	\$1,196	\$1,054	\$2,250	\$1,828	23%	\$2,826	<b>\$5,076</b>
2,001 to 2,500	Dwelling Unit	\$1,387	\$1,223	\$2,610	\$2,097	24%	\$3,303	<b>\$5,913</b>
2,501 or More	Dwelling Unit	\$1,595	\$1,406	\$3,001	\$2,507	20%	\$3,695	<b>\$6,696</b>
<b>Nonresidential Development</b>								
Industrial	Square Foot	\$0.00	\$0.27	\$0.27	\$0.24	13%	\$1.30	<b>\$1.57</b>
Office & Other Services	Square Foot	\$0.00	\$0.37	\$0.37	\$0.44	-16%	\$1.59	<b>\$1.96</b>
Retail & Restaurant	Square Foot	\$0.00	\$0.42	\$0.42	\$0.34	24%	\$2.19	<b>\$2.61</b>

In Table 5, the column with light gray shading indicates the percent increase does not exceed the statutory limit of 37.5% in Year Three.

**Table 5: Proposed Impact Fees in FY27-28**

<i>Punta Gorda Impact Fees</i>	Development Unit	FY27-28			FY24-25	Percent Change	Public Facilities	FY27-28 <i>Grand Total</i>
		Parks and Trails	Mobility	Sub-total	Sub-total			
<b>Residential Development</b>								
1,000 or Less	Dwelling Unit	\$632	\$558	\$1,190	\$995	20%	\$1,328	<b>\$2,518</b>
1,001 to 1,500	Dwelling Unit	\$1,029	\$909	\$1,938	\$1,476	31%	\$2,213	<b>\$4,151</b>
1,501 to 2,000	Dwelling Unit	\$1,306	\$1,155	\$2,461	\$1,828	35%	\$2,826	<b>\$5,287</b>
2,001 to 2,500	Dwelling Unit	\$1,521	\$1,345	\$2,866	\$2,097	37%	\$3,303	<b>\$6,169</b>
2,501 or More	Dwelling Unit	\$1,724	\$1,524	\$3,248	\$2,507	30%	\$3,695	<b>\$6,943</b>
<b>Nonresidential Development</b>								
Industrial	Square Foot	\$0.00	\$0.28	\$0.28	\$0.24	17%	\$1.30	<b>\$1.58</b>
Office & Other Services	Square Foot	\$0.00	\$0.37	\$0.37	\$0.44	-16%	\$1.59	<b>\$1.96</b>
Retail & Restaurant	Square Foot	\$0.00	\$0.46	\$0.46	\$0.34	35%	\$2.19	<b>\$2.65</b>

In Table 6, the column with light gray shading indicates the percent increase does not exceed the statutory limit of 50% in Year Four.

**Table 6: Proposed Impact Fees in FY28-29**

<i>Punta Gorda Impact Fees</i>	Development Unit	FY28-29			FY24-25	Percent Change	Public Facilities	FY28-29 <i>Grand Total</i>
		Parks and Trails	Mobility	Sub-total	Sub-total			
<b><i>Residential Development</i></b>								
1,000 or Less	Dwelling Unit	\$666	\$590	\$1,256	\$995	26%	\$1,328	<b>\$2,584</b>
1,001 to 1,500	Dwelling Unit	\$1,110	\$983	\$2,093	\$1,476	42%	\$2,213	<b>\$4,306</b>
1,501 to 2,000	Dwelling Unit	\$1,417	\$1,256	\$2,673	\$1,828	46%	\$2,826	<b>\$5,499</b>
2,001 to 2,500	Dwelling Unit	\$1,656	\$1,468	\$3,124	\$2,097	49%	\$3,303	<b>\$6,427</b>
2,501 or More	Dwelling Unit	\$1,853	\$1,642	\$3,495	\$2,507	39%	\$3,695	<b>\$7,190</b>
<b><i>Nonresidential Development</i></b>								
Industrial	Square Foot	\$0.00	\$0.30	\$0.30	\$0.24	25%	\$1.30	<b>\$1.60</b>
Office & Other Services	Square Foot	\$0.00	\$0.37	\$0.37	\$0.44	-16%	\$1.59	<b>\$1.96</b>
Retail & Restaurant	Square Foot	\$0.00	\$0.51	\$0.51	\$0.34	50%	\$2.19	<b>\$2.70</b>

# Section 1: Introduction

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new development’s proportionate share of capital facility needs. Impact fees do have limitations and should not be regarded as the total solution for infrastructure funding. Rather, they are one component of a comprehensive portfolio to ensure provision of adequate public facilities needed to serve new development. In contrast to general taxes, impact fees may not be used for operations, maintenance, replacement of infrastructure, or correcting existing deficiencies. Impact fee revenues and expenditures must be accounted for in a separate accounting fund for each impact fee, and revenues must be used for capital projects providing infrastructure capacity that benefits new development.

## General Legal Framework

In 2006, the Florida legislature passed the “Florida Impact Fee Act” that has been amended over the years. The City’s existing impact fee ordinance will be updated in consideration of the methodology used in the 2025 impact fee study, plus any statutory changes and court rulings. In 2024, the Florida Legislature added definitions of “mobility fee” and “mobility plan” to the Community Planning Act. The 2025 impact fee update is consistent with these definitions, including capital projects and a plan-based methodology promoting compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character.

## 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 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).

### **Credits**

Regardless of the methodology, a consideration of “credits” is integral to the development of legally defensible impact fees. There are two types of “credits” with specific characteristics, both of which should be considered by fee studies and ordinances. First, a revenue credit might be necessary if there is a double payment situation and other revenues are contributing to the capital costs of infrastructure to be funded by impact fees. This type of credit is integrated into the impact fee calculation, thus reducing the fee amount. Second, a site-specific credit or developer reimbursement might be necessary for dedication of land or construction of system improvements funded by impact fees. This type of credit is addressed in the administration and implementation of the impact fee program.

## Section 2: Parks and Trails

The City owns and maintains parks and trails for the use and benefit of its residents and visitors. As the City grows, additional facilities and improvements are necessary. This section provides an analysis for the City’s updated parks and trails impact fee based on the costs to meet infrastructure demands from growth.

### Capital Improvements for Parks and Trails

Punta Gorda provided a Capital Improvements Program (CIP) for the next ten years (i.e., FY25-26 through FY34-35). Table 7 lists specific projects from the CIP used to derive the updated impact fee for parks and trails. Projects include improvements to existing sites, additional facilities, and expansion of sites. Based on discussions with City staff, growth shares were identified for each project. The table below provides the City’s total cost and the amount allocated to the projected growth, consistent with the increase in population over the next ten years.

**Table 7: Parks and Trails Capital Improvements Plan**

<i>Project Description</i>	<i>Total City Cost</i>	<i>Growth Share</i>	<i>Growth Cost</i>
W Henry St Property Improvements and Connectivity	\$3,227,000	15%	\$484,000
Harborwalk West Area 3	\$2,188,800	15%	\$328,000
Ponce De Leon Park Additional Facilities	\$2,000,000	15%	\$300,000
Harborwalk East Phase II from Adrean to Cooper	\$1,824,000	15%	\$274,000
Trabue Park Improvements	\$1,520,000	15%	\$228,000
South Punta Gorda Park	\$1,216,000	15%	\$182,000
Laishley Park Marriage Point	\$912,000	15%	\$137,000
Veterans Park Improvements	\$450,000	10%	\$45,000
Nature Park Phase II	\$400,000	10%	\$40,000
Harborwalk US41 NB Bridge Underpass	\$243,000	10%	\$24,000
			\$0
<b>Total</b>	<b>\$13,980,800</b>	<b>15%</b>	<b>\$2,042,000</b>
Existing Development Share Funded by Other Revenues =>			\$11,938,800
<i>Source: Capital Improvements Program provided by City staff.</i>			
Punta Gorda Population in FY24-25 =>		20,668	
Punta Gorda Population in FY34-35 =>		23,057	
Projected Ten-Year Population Increase =>		2,389	
Growth Cost per Additional Person =>		\$854	

### Revenue Credit Evaluation

A credit for future revenue is only necessary if there is potential double payment for system improvements needed to accommodate new development. Punta Gorda plans to fund the growth share of future improvements from impact fees, which is approximately 15% of the total estimated capital costs identified. A revenue credit is not applicable because impact fees will be used exclusively for the growth share of capital improvements. As shown in the cash flow analysis table below, projected impact fee revenue roughly matches the growth cost of new parks and trails facilities.

## Parks and Trails Impact Fee

As shown in Table 8, the average number of persons per housing unit, multiplied by the net capital cost per person, yields the updated impact fees. For example, the proposed fee for a residential development that has living space between 1,501 to 2,000 square feet is \$1,417 per dwelling unit, derived from multiplying 1.66 persons per housing unit by the cost factor of \$854 per person. Documentation on the average number of persons by size of housing is provided in Appendix A. The proposed impact fees for residential development are higher than current park fees, ranging from an increase of \$135 for a small unit up to an increase of \$516 for a large unit.

**Table 8: Proposed Residential Parks and Trails Impact Fees**

<i>Fee Component</i>	<i>Growth Cost per Person</i>				
Parks and Trails	\$854				
<b><i>Residential Development (per dwelling unit)</i></b>					
<i>Square Feet of Living Space</i>	<i>Persons per Housing Unit</i>	<i>Proposed Parks &amp; Trails Fee</i>	<i>Current Parks &amp; Trails Fees</i>	<i>Increase/ (Decrease)</i>	<i>Percent Increase</i>
1,000 or Less	0.78	\$666	\$531	\$135	25%
1,001 to 1,500	1.3	\$1,110	\$787	\$323	41%
1,501 to 2,000	1.66	\$1,417	\$975	\$442	45%
2,001 to 2,500	1.94	\$1,656	\$1,118	\$538	48%
2,501 or More	2.17	\$1,853	\$1,337	\$516	39%

## Projected Revenue for Parks and Trails

Over the next ten years, parks and trails impact fee revenue is projected to approximately match the growth cost of parks and trails infrastructure (i.e., a ten-year total cost of approximately \$2.04 million). Table 9 indicates Punta Gorda should receive approximately \$2.04 million in parks and trails impact fee revenue over the next ten years, if actual development matches the land use assumptions provided in Appendix A at the end of this report. To the extent the rate of development either accelerates or slows down, there will be a corresponding change in the need for infrastructure and impact fee revenue.

**Table 9: Projected Impact Fee Revenue for Parks and Trails**

<b>Ten-Year Growth Cost for Parks and Trails Facilities</b>		
Parks and Trails		\$2,042,000
<b>Projected Parks and Trails Impact Fee Revenue</b>		
		Average Residential \$1,264 per housing unit
	<i>Year</i>	<i>Hsg Units</i>
Base	FY24-25	13,965
Year 1	FY25-26	14,118
Year 2	FY26-27	14,274
Year 3	FY27-28	14,430
Year 4	FY28-29	14,589
Year 5	FY29-30	14,750
Year 6	FY30-31	14,912
Year 7	FY31-32	15,076
Year 8	FY32-33	15,242
Year 9	FY33-34	15,409
Year 10	FY34-35	15,579
<i>Ten-Yr Increase</i>		1,614
Projected Revenue =>		\$2,040,000

# Section 3: Mobility

The 2025 impact fee update recommends a plan-based methodology to provide multimodal transportation improvements. In contrast to road impact fees that focus on the movement of vehicles, the proposed mobility fee focuses on moving people, include all modes of travel (i.e., pedestrian, bike, transit and vehicular facilities).

## Proportionate Share

As shown in Table 10, functional population was used to allocate infrastructure costs to residential and nonresidential development. Functional population is like the U.S. Census Bureau’s measurement of “daytime population” that accounts for people living and working in a jurisdiction. However, functional population also considers commuting patterns and time spent at residential versus nonresidential locations. Residents that do not work are assigned 22 hours per average weekday to residential development and 2 hours per average weekday to nonresidential development. Residents that work in Punta Gorda are assigned 16 hours to residential development and 8 hours to nonresidential development. Residents that work outside of Punta Gorda are assigned 16 hours to residential development only. Finally, inflow commuters, or non-resident workers, are assigned 8 hours to nonresidential development. Based on 2022 functional population data for Punta Gorda, the cost allocation for residential development is 81%, while nonresidential development accounts for 19% of the demand for infrastructure. The latest available job data from the Census Bureau is 2022, but the ratio of population to jobs only changes slightly over time.

**Table 10: Functional Population**

<b>Infrastructure Cost Allocation Based on Functional Population</b>			
	<i>Demand Units in 2022</i>	<i>Demand Hours/Day</i>	<i>Person Hours</i>
<b>Residential</b>			
Population*	20,604		
74% Residents Not Working	15,335	22	337,370
26% Residents that Work**	5,269		
16% Worked in City**	820	16	13,120
84% Worked Outside City**	4,449	16	71,184
	<b>Residential Subtotal</b>		<b>421,674</b>
		<b>Residential Share =&gt;</b>	<b>81%</b>
<b>Nonresidential</b>			
Non-working Residents	15,335	2	30,670
Jobs Located in City**	8,792		
9% Resident Workers**	820	8	6,560
91% Non-Resident Workers (inflow commuters)	7,972	8	63,776
	<b>Nonresidential Subtotal</b>		<b>101,006</b>
		<b>Nonresidential Share =&gt;</b>	<b>19%</b>
		<b>TOTAL</b>	<b>522,680</b>

\* 2022 U.S. Census Bureau population estimate for Punta Gorda, FL.  
 \*\* 2022 Inflow/Outflow Analysis, OnTheMap web application, U.S. Census Bureau data for all jobs.

## Capital Improvements Plan for Mobility

Projects identified for the updated mobility plan were derived from the City’s 5-year CIP. Raftelis and City staff identified approximately \$14.3 million in mobility projects needed to accommodate new development over the next ten years, with approximately \$2.3 million to be funded by impact fees. The improvements listed below provide additional capacity to existing facilities, with additional bike lanes, sidewalks, transit pull-outs, turn lanes, traffic signals and roundabouts. The growth shares identified for each of the projects are based on the 10-year growth in population and jobs in the City, as well as capacity measures provided by City staff. As shown in Table 11, impact fees will fund 16% of the cost of mobility projects over the next ten years. The remaining share attributable to existing development (i.e., approximately \$12 million) will be funded by other revenues (e.g., sales tax, grants, and other revenue sources).

**Table 11: Mobility Plan**

<i>Project Description</i>	<i>Total City Cost</i>	<i>Growth Share</i>	<i>Growth Cost</i>
Cooper Street Complete Street from Airport Rd to E Marion	\$3,309,000	20%	\$662,000
Sidewalks & Lighting in Historic District	\$2,788,000	20%	\$558,000
Airport Rd Complete Street from US 41 to Cooper St	\$2,288,500	15%	\$343,000
W Marion Sidewalk Bal Harbor to Shreve Street	\$1,918,400	15%	\$288,000
Bicycle Capital Improvement Program	\$1,532,200	15%	\$230,000
Virginia Ave Complete Street from US 41 to Nesbit St	\$1,869,600	10%	\$187,000
Sidewalk Gaps along arterial and collector streets	\$604,000	10%	\$60,000
			\$0
	Total \$14,309,700	16%	<b>\$2,328,000</b>
	Share of Mobility Projects to be Funded by Other Revenues =>		\$11,981,700

*Source: Capital Improvements Program, as provided by City staff.*

## Revenue Credit Evaluation

A credit for future revenue is only necessary if there is a potential double payment for the growth share of system improvements needed to accommodate new development. Punta Gorda plans to fund the growth share of future improvements from impact fees, which is approximately 17% of the total estimated capital cost. A revenue credit is not applicable because impact fees will be used exclusively for the growth share of capital improvements. As shown in Table 10 below, projected impact fee revenue roughly matches the growth cost of mobility improvements.

## Mobility Impact Fee

As shown in Table 12, the ten-year growth cost of the Mobility Plan to be funded by fees is \$2,328,000. Based on the functional population analysis (see Table 7 above), the cost allocation for residential development is 81%, while nonresidential development accounts for 19% of the demand for mobility improvements. For residential development, the growth cost of mobility improvements is \$789 per additional resident. For nonresidential development, the growth cost is \$421 per additional job.

The mobility fee per dwelling is equal to the cost per person multiplied by the average number of persons per dwelling, by size range (i.e. square feet of finished living space). Persons per housing unit, by size threshold are documented in Appendix A.

The mobility fee for nonresidential development is equal to the capital cost per additional job, multiplied by the average number of jobs per development unit (i.e., a square foot of floor area), for each type of development. The average number of jobs per square foot of floor area are also documented in Appendix A.

**Table 12: Proposed Mobility Fees**

<b>Growth Cost and Allocation per Service Unit</b>					
Growth Cost for Mobility Projects =>			\$2,328,000		
	2025	2035	Proportionate Share	2025 to 2035 Increase	Growth Cost per Additional Service Unit
Population	20,668	23,057	81%	2,389	\$789
Jobs	9,085	10,135	19%	1,050	\$421

<b>Residential Development</b>						
Square Feet of Living Space	Development Unit	Persons per Housing Unit	Proposed Mobility Fee	Current Mobility Fee	Increase/ (Decrease)	Percent Increase
1,000 or Less	Dwelling Unit	0.78	\$590	\$464	\$126	27%
1,001 to 1,500	Dwelling Unit	1.30	\$983	\$689	\$294	43%
1,501 to 2,000	Dwelling Unit	1.66	\$1,256	\$853	\$403	47%
2,001 to 2,500	Dwelling Unit	1.94	\$1,468	\$979	\$489	50%
2,501 or More	Dwelling Unit	2.17	\$1,642	\$1,170	\$472	40%

<b>Nonresidential Development</b>						
Type	Development Unit	Jobs per Development Unit	Proposed Mobility Fee	Current Mobility Fees	Increase/ (Decrease)	Percent Increase
Industrial	Square Foot	0.00144	\$0.30	\$0.24	\$0.06	25%
Office & Other Services	Square Foot	0.00176	\$0.37	\$0.44	-\$0.07	-16%
Retail & Restaurants	Square Foot	0.00242	\$0.51	\$0.34	\$0.17	50%

## Projected Revenue for Mobility Improvements

Over the next ten years, mobility impact fee revenue is projected to be slightly less than the growth cost of mobility improvements, which has a ten-year total cost of approximately \$2.3 million. Table 13 indicates that Punta Gorda should receive approximately \$2.1 million in mobility impact fee revenue, if actual development matches the land use assumptions documented in Appendix A. The revenue shortfall of approximately \$200,000 is due to the proportionate reduction in impacts fee to ensure the increase over four years does not exceed 50% of the current fees.

**Table 13: Projected Mobility Impact Fee Revenue**

		<b>Ten-Year Cost of Mobility Improvements</b>	
		Growth Cost =>	
		\$2,328,000	
		<b>Mobility Fee Revenue</b>	
		Average Residential	Average Nonresidential
		\$1,168	\$0.40
		per housing unit	per Sq Ft
Year		Hsg Units	KSF
Base	FY24-25	13,965	4,692
Year 1	FY25-26	14,118	4,742
Year 2	FY26-27	14,274	4,796
Year 3	FY27-28	14,430	4,848
Year 4	FY28-29	14,589	4,901
Year 5	FY29-30	14,750	4,955
Year 6	FY30-31	14,912	5,010
Year 7	FY31-32	15,076	5,065
Year 8	FY32-33	15,242	5,121
Year 9	FY33-34	15,409	5,177
Year 10	FY34-35	15,579	5,234
<b>Ten-Yr Increase</b>		1,614	542
<b>Projected Revenue =&gt;</b>		\$1,885,000	\$217,000
		<b>Total Projected Revenue =&gt;</b>	
		\$2,102,000	

## Section 4: Public Facilities

Punta Gorda is planning significant improvements and expansion to the public facilities, including additional building space for police, fire, public works, and general government functions. The City will also expand the vehicle and equipment fleet, as needed to accommodate growth. Punta Gorda will use an incremental expansion cost methodology to maintain current infrastructure standards for public facilities buildings and vehicles/equipment.

### Proportionate Share

The growth cost of public facilities projects was allocated to residential and nonresidential development based on functional population (see Table 10 above and related text). The functional population analysis accounts for residents and jobs within the City, with adjustments for commuting patterns and approximate time spent at residential and nonresidential locations. Based on 2022 functional population analysis for the City of Punta Gorda, the cost allocation for residential development is 81%, while nonresidential development accounts for 19% of the demand for public facilities infrastructure.

### Public Facilities, Service Units, and Standards

The existing public facilities are fully utilized and there is no surplus capacity for future development. Staff has determined that police, fire, public works and general government functions will require expansion of building space to accommodate future development. Impact fees for public facilities in the City are based on the same level of service provided to existing development. For residential development, the City will use year-round population to drive current infrastructure standards. To allocate nonresidential impact fees by type of development, Raftelis recommends using jobs (i.e., employment by place of work) as the best demand indicator of the need for public facilities infrastructure.

Table 14 inventories public facilities buildings in Punta Gorda and allocates building space to residential and nonresidential development. To maintain the current infrastructure standard for buildings, the City will provide 3.83 square feet per additional resident, at a capital cost of \$1,279 per person. For nonresidential development, the City will provide 2.04 square feet of building space per job. To maintain the current infrastructure standard, the City expects to spend \$682 per additional job.

**Table 14: Public Facilities Buildings and Standards**

<i>Public Facilities Buildings</i>	<i>Square Feet</i>	<i>Total Project Cost*</i>
Public Works Campus	54,000	\$10,800,000
Public Safety Complex/FS1	20,948	\$10,474,000
Government Center Complex	10,032	\$5,016,000
Fire Station III	6,390	\$3,195,000
Fire Station II	6,361	\$3,181,000
TOTAL	97,731	\$32,666,000
Weighted Avg Cost per Sq Ft =>	\$334	
<b><i>Public Facilities Standards</i></b>	<i>Residential</i>	<i>Nonresidential</i>
Proportionate Share (functional population)	81%	19%
Growth Indicator	<i>Residents</i>	<i>Jobs</i>
Service Units in FY 24-25	20,668	9,085
Square Feet per Service Unit	3.83	2.04
Cost per Service Unit*	\$1,279	\$682
* Based on cost estimate of \$500 per square foot for all buildings, except Public Works buildings, that cost \$200 per square foot.		

Table 15 lists vehicles and equipment items used by police, fire, public works, and general government functions. The estimated purchase price for each line item includes all add-ons necessary to make the vehicle ready for service. For the purpose of impact fees, Punta Gorda excluded any vehicle or equipment item with a purchase price less than \$10,000. Also, the City removed all fully depreciated items that exceeded its useful life, according to the Government Accounting Standards Board.

To maintain the current infrastructure standard for vehicles and equipment, the City will provide 3.45 vehicles per additional 1,000 residents, at a capital cost of \$423 per 1,000 people. For nonresidential development, the City will provide 1.84 vehicles per 1,000 jobs. To maintain the current infrastructure standard, the City expects to spend \$226 per additional 1,000 jobs.

**Table 15: Public Facilities Vehicles and Equipment**

<b>Public Facilities Vehicles &amp; Equipment</b>		<i>Purchase Price</i>	<i>Total Cost</i>
	<i>Count</i>		
Police Patrol & Detective Vehicles	58	\$71,000	\$4,118,000
Fire Ladder Trucks	2	\$1,250,000	\$2,500,000
Fire Engines	3	\$800,000	\$2,400,000
Public Works Vehicles & Equipment	16	\$56,400	\$902,000
Police Boats	3	\$230,000	\$690,000
Fire On-Road & Utility Vehicles	3	\$96,800	\$290,000
Police Motorcycles	3	\$18,700	\$56,000
TOTAL =>			\$10,956,000
Total Public Facilities Vehicles =>			88
Average Cost per Vehicle =>			\$125,000
<i>Source: Inventory and costs provided by City staff.</i>			
<b>Facilities Vehicle Standards</b>			
	<i>Residential</i>	<i>Nonresidential</i>	
Proportionate Share (functional population)	81%	19%	
Growth Indicator	<i>Residents</i>	<i>Jobs</i>	
Service Units in FY 24-25	20,668	9,085	
Vehicles/Equipment per 1,000 Service Units	3.45	1.84	
Cost per 1,000 Service Units	\$423	\$226	

## Projected Need for Public Facilities

Table 16 summarizes infrastructure standards and capital costs for buildings and vehicles. The table below documents projected population and jobs over a ten-year planning horizon period. To maintain current standards, Punta Gorda will need 11,296 additional square feet of building space, plus 10 vehicles over the next ten years. In combination, the City anticipates capital costs of approximately \$5.02 million for growth-related public facilities over the next ten years.

**Table 16: Growth-Related Need for Public Facilities**

<b>Public Facilities Infrastructure Standards and Capital Costs</b>					
		Public Facilities Buildings - Residential	3.83	Sq Ft per person	
		Public Facilities Buildings - Nonresidential	2.04	Sq Ft per trip	
		Public Facilities Building Cost	\$334	per sq ft of building	
		Public Facilities Vehicles - Residential	3.45	per 1,000 persons	
		Public Facilities Vehicles - Nonresidential	1.84	per 1,000 veh. trips	
		Average Cost of Public Facilities Vehicle	\$125,000	per Vehicle	
					<b>Public Facilities Needed</b>
	<i>Year</i>	<i>Residents</i>	<i>Jobs</i>	<i>Sq Ft of Building</i>	<i>Vehicles</i>
Base	FY24-25	20,668	9,085	97,731	88
Year 1	FY25-26	20,895	9,185	98,805	89
Year 2	FY26-27	21,125	9,286	99,892	90
Year 3	FY27-28	21,357	9,389	100,991	91
Year 4	FY28-29	21,592	9,492	102,102	92
Year 5	FY29-30	21,830	9,596	103,226	93
Year 6	FY30-31	22,070	9,701	104,360	94
Year 7	FY31-32	22,313	9,808	105,509	95
Year 8	FY32-33	22,558	9,917	106,671	96
Year 9	FY33-34	22,806	10,026	107,843	97
Year 10	FY34-35	23,057	10,135	109,027	98
	<i>Ten-Yr Increase</i>	2,389	1,050	11,296	10
				Growth Cost of Buildings =>	\$3,773,000
				Growth Cost of Vehicles =>	\$1,250,000
				Total Growth Cost of Public Facilities =>	<b>\$5,023,000</b>

## Revenue Credit Evaluation

Currently the City of Punta Gorda does not have any outstanding debt related to public facilities. Therefore, a revenue credit for bond payments is not applicable. As shown in the cash flow analysis table below, projected impact fee revenue roughly matches the growth cost of new public facilities. Because impact fees fully fund expected growth costs, there is no potential double-payment from other revenue sources.

## Impact Fees for Public Facilities

Table 17 summarizes cost factors used to calculate impact fees for public facilities. The capital cost per service unit for residential development is \$1,703 per person. The nonresidential cost per service unit is \$908 per job. The conversion of costs per service unit into a cost per development unit is shown below. For residential development, average number of persons in a housing unit provides the necessary conversion. Appendix A (at the end of this report) documents persons per housing unit, by size threshold, and jobs per square foot of nonresidential floor area.

**Table 17: Proposed Public Facilities Impact Fees**

<b>Growth Cost and Allocation per Service Unit</b>					
		Growth Cost of Buildings =>	\$3,773,000		
		Growth Cost for Vehicles/Equipment =>	\$1,250,000		
		Total Growth Cost for Public Facilities =>	\$5,023,000		
	2025	2035	Proportionate Share	2025 to 2035 Increase	Growth Cost per Additional Service Unit
Population	20,668	23,057	81%	2,389	\$1,703
Jobs	9,085	10,135	19%	1,050	\$908
<b>Residential Development</b>					
	Square Feet of Living Space	Development Unit	Persons per Housing Unit	Proposed Public Facilities Fee	
	1,000 or Less	Dwelling Unit	0.78	\$1,328	
	1,001 to 1,500	Dwelling Unit	1.30	\$2,213	
	1,501 to 2,000	Dwelling Unit	1.66	\$2,826	
	2,001 to 2,500	Dwelling Unit	1.94	\$3,303	
	2,501 or More	Dwelling Unit	2.17	\$3,695	
<b>Nonresidential Development</b>					
	Type	Development Unit	Jobs per Development Unit	Proposed Public Facilities Fee	
	Industrial	Square Foot	0.00144	\$1.30	
	Office & Other Services	Square Foot	0.00176	\$1.59	
	Retail & Restaurants	Square Foot	0.00242	\$2.19	

## Projected Revenue for Public Facilities

Over the next ten years, public facilities impact fee revenue should match the growth cost of public facilities, which has a ten-year total cost of approximately \$5.02 million. Table 18 indicates the City should receive approximately \$5.02 million in public facilities impact fee revenue, if actual development matches the land use assumptions provided at the end of this study. To the extent the rate of development either accelerates or slows down, there will be a corresponding change in the need for infrastructure and impact fee revenue.

**Table 18: Projected Public Facilities Impact Fee Revenue**

<b>Ten-Year Cost of Public Facilities</b>			
		Growth Cost => <b>\$5,023,000</b>	
<b>Public Facilities Impact Fee Revenue</b>			
		Average Residential \$2,520 per housing unit	Average Nonresidential \$1.75 per Sq Ft
	Year	Housing Units	KSF
Base	FY24-25	13,965	4,692
Year 1	FY25-26	14,118	4,742
Year 2	FY26-27	14,274	4,796
Year 3	FY27-28	14,430	4,848
Year 4	FY28-29	14,589	4,901
Year 5	FY29-30	14,750	4,955
Year 6	FY30-31	14,912	5,010
Year 7	FY31-32	15,076	5,065
Year 8	FY32-33	15,242	5,121
Year 9	FY33-34	15,409	5,177
Year 10	FY34-35	15,579	5,234
<i>Ten-Yr Increase</i>		1,614	542
Projected Revenue =>		\$4,067,000	\$949,000
		Total Projected Revenue => <b>\$5,016,000</b>	

# Appendix A: Demographics and Development Projections

Appendix A contains the projected population, housing units, jobs, and nonresidential floor area data that provide the foundation for the City of Punta Gorda impact fee update. To evaluate the demand for growth-related infrastructure by development type and size, Raftelis also prepared documentation on average number of persons by size of dwelling and jobs per thousand square feet of floor area (abbreviated as “KSF”).

Development impact fees are based on the need for growth-related improvements and must be proportionate by type of land use. Demographic data and development projections will be used to demonstrate proportionality and anticipate the need for future infrastructure. In contrast to the City’s Comprehensive Plan, which has a long-range horizon (typically at least 20 years), impact fees require a quantitative analysis with a shorter focus. Impact fee studies look out five to ten years, with the expectation that fees will be periodically updated (e.g. every 4 years to comply with the Florida Impact Fee Act). Infrastructure standards were calibrated using fiscal year FY24-25 data, with FY25-26 being the first projection year. The City’s fiscal year begins on October 1<sup>st</sup>.

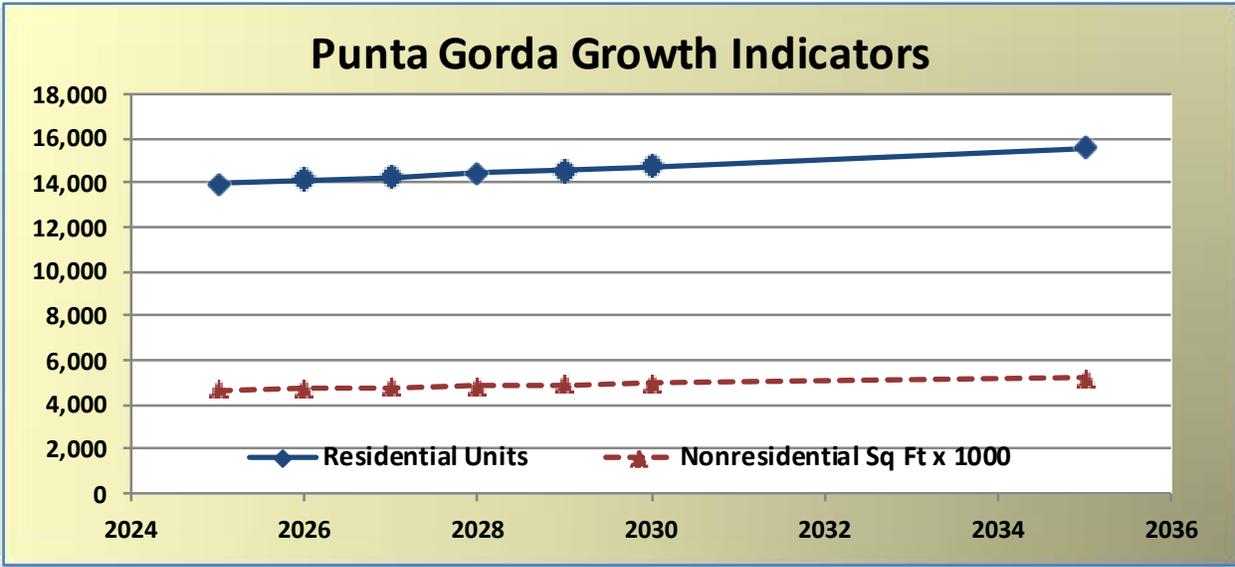
## Summary of Growth Indicators

Key development projections for the Punta Gorda impact fee study are housing units and nonresidential floor area (see Figure A1). Over the next five years, the impact fee update expects an average increase of 157 housing units per year. The compound growth rate of 1.1% per year is based on 2020 and 2040 population data for the City of Punta Gorda (see Table 7.1 in the adopted Comprehensive Plan).

For nonresidential development, Punta Gorda expects an average increase of 53,000 square feet of nonresidential floor area per year. These projections will be used to estimate impact fee revenue and to indicate the anticipated need for growth-related infrastructure. The goal is to have reasonable projections. Because impact fee methods are designed to reduce sensitivity to development projections in the determination of the proportionate-share fee amounts, if actual development is slower than projected, impact fee revenue will decline, but so will the need for growth-related infrastructure. In contrast, if development is faster than anticipated, the City will receive an increase in impact fee revenue and will need to accelerate infrastructure improvements to keep pace with the actual rate of development.

**Table A1: Projected Development Units and Growth Rates**

Punta Gorda, Florida	Year							2025 to 2030	
								Average Annual	
	2025	2026	2027	2028	2029	2030	2035	Increase	Compound Growth Rate
Residential Units	13,965	14,118	14,274	14,430	14,589	14,750	15,579	157	1.10%
Nonresidential Sq Ft x 1000	4,692	4,742	4,796	4,848	4,901	4,955	5,234	53	1.10%

## Residential Development and Persons per Housing Unit

For detailed demographic data, the U.S. Census Bureau uses a continuous monthly mailing of surveys known as the American Community Survey (ACS), which is limited by sample-size constraints. For example, data on detached housing units are now combined with attached single units (commonly known as townhouses). Part of the rationale for imposing fees by size threshold, as discussed further below, is to address this ACS data limitation. Because townhouses and apartments generally have fewer bedrooms and less floor area than detached units, size thresholds makes fees more proportionate and facilitates construction of affordable units.

According to the U.S. Census Bureau, a household is a housing unit that is occupied by year-round residents. Development fees often use per capita standards and persons per housing unit, or persons per household, to derive proportionate-share fee amounts. Raftelis recommends that impact fees for residential development in Punta Gorda be imposed according to the number of year-round residents per housing unit. Table A2 indicates that Punta Gorda averages 1.48 year-round residents per housing unit.

**Table A2: Year-Round Persons per Housing Unit**

<b>City of Punta Gorda</b>						
	<i>Persons</i>	<i>House-holds</i>	<i>Persons per Household</i>	<i>Housing Units</i>	<i>Persons per Housing Unit</i>	<i>Vacancy Rate</i>
All Units	19,667	10,006	1.97	13,426	1.46	25%
Group Quarters	219					
Total Population	19,886				1.48	

*Source: U.S. Census Bureau, 2019-2023 American Community Survey, Tables B25024, B25032, B25033 and B26001.*

## Demand Indicators by Dwelling Size

Impact fees must be proportionate to the demand for infrastructure. Because the average number of persons per housing unit has a strong, positive correlation to the number of bedrooms, Raftelis recommends residential impact fee schedules that increase by dwelling size. 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 Micro-Data Samples (PUMS). PUMS files are only available for areas of at least 100,000 persons, with Punta Gorda included in Public Use Micro-Data Area (PUMA) 01500. As shown in Table A3, Raftelis derived average persons per housing unit by bedroom range, from un-weighted PUMS data. The recommended multipliers by bedroom range (shown below) are for all types of housing units, adjusted to the control totals for the City. As shown above, the U.S. Census Bureau indicates that the City averages 1.48 persons per housing unit.

**Table A3: Average Number of Persons by Bedroom Range**

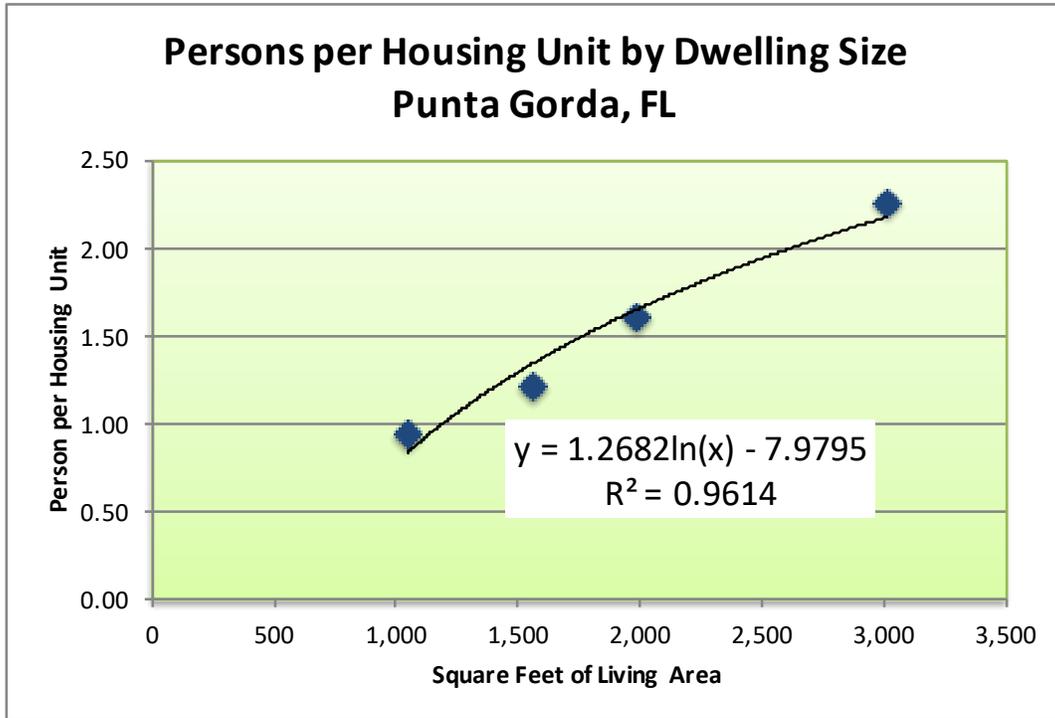
<i>Bedrooms</i>	<i>Persons (1)</i>	<i>Housing Units (1)</i>	<i>Recommended Multipliers (2)</i>	
			<i>Persons per Housing Unit</i>	<i>Housing Mix</i>
0-1	306	272	0.94	5.4%
2	2,632	1,815	1.21	36.2%
3	4,817	2,510	1.60	50.1%
4+	1,115	412	2.26	8.2%
Total	8,870	5,009	1.48	100.0%

*(1) American Community Survey 2019-2023, Public Use Microdata Sample (PUMS) for FL PUMA 01500.*  
*(2) Recommended persons per housing unit are scaled to make the average derived from PUMS survey data match the control total for Punta Gorda in 2023 (i.e. 1.48 persons per housing unit).*

Impact fees based on size of dwelling are generally easier to administer when expressed in square feet of finished living space for all types of housing. Basing fees on floor area rather than the number of bedrooms eliminates the need for criteria to make administrative decisions on whether a room qualifies as a bedroom. Raftelis recommends that impact fees for residential development be imposed based on finished square feet of living space, excluding garages, patios and porches that are not climate-controlled. Average floor area and number of persons by bedroom range are plotted in Figure A4, with a logarithmic trend line derived from averages for Punta Gorda. Using the trend line formula shown in the chart, Raftelis derived the estimated average number of persons, by dwelling size, using five sizes thresholds. Raftelis recommends a minimum fee based on a unit size of 1,000 square feet or less, and a maximum impact fee for units 2,501 square feet or greater. According to the U.S. Census Bureau's 2023 Survey of Construction Microdata for the South Atlantic region, the average size multifamily housing unit with 0-1 bedrooms had 1,117 square feet of finished living space. Based on parcel records obtained from Charlotte County Property Appraiser, residential units in Punta Gorda that were constructed from 2015 through 2024 averaged 2,411 square feet of living space. Raftelis used the weighted average dwelling size ratio (i.e., 2411/2577) to adjust the Survey of Construction data on square feet by bedroom range to the weighted average unit size in Punta Gorda.

**Table A4: Persons by Square Feet of Living Space**

Survey of Construction	Actual Averages per Hsg Unit			Fitted-Curve Values	
	Square Feet	Bedrooms	Square Feet	Persons	Sq Ft Range
1,117	0-1	1,045	0.94	1,000 or Less	0.78
1,669	2	1,561	1.21	1,001 to 1,500	1.30
2,120	3	1,983	1.60	1,501 to 2,000	1.66
3,219	4+	3,012	2.26	2,001 to 2,500	1.94
2,577	<=Wt. Avg.=>	2,411		2,501 or More	2.17



Average persons per housing unit are derived from 2019-2023 ACS PUMS data for Charlotte County, adjusted to match the control total for Punta Gorda. Average square feet for 0-1 bedroom, it is the average size for all multifamily units constructed in the South Census Region in 2023. Weighted average square feet, based on detached residential units in Punta Gorda constructed from 2015 to 2024, is from Charlotte County Property Appraiser Parcel Database.

## Nonresidential Development

The calculation of impact fees requires data on nonresidential development, as discussed below. Raftelis uses the term “jobs” to refer to employment by place of work. Table A5 indicates 2022 estimates of jobs and nonresidential floor area in Punta Gorda. Job estimates, by type of nonresidential development, are from the Work Area Profile, available through the U.S. Census Bureau’s online web application known as OnTheMap. The square feet of floor area by nonresidential type were derived from the Charlotte County Property Appraiser’s data.

**Table A5: Jobs and Floor Area Estimates**

	<i>Jobs (1)</i>	<i>Sq Ft per Job</i>	<i>Square Feet of Floor Area (2)</i>	<i>Jobs per 1000 Sq Ft</i>
Industrial (3)	485	6%	697	1.44
Office & Other Services (4)	4,923	56%	2,802,434	1.76
Retail & Restaurant (5)	3,384	38%	1,400,726	2.42
<b>TOTAL</b>	<b>8,792</b>	<b>100%</b>	<b>4,541,114</b>	<b>1.94</b>

(1) 2022 Work Area Profile, OnTheMap, U.S. Census Bureau.  
 (2) Floor area from 2024 Charlotte County Property Appraiser's parcel data for Punta Gorda.  
 (3) Major sectors are Construction and Wholesale Trade.  
 (4) Major sectors are Public Administration and Health Care/Social Assistance.  
 (5) Major sectors are Retail Trade and Accommodation/Food Services.

## Detailed Land Use Assumptions

Development projections shown in Tables A6 and A7 are key inputs for the 2025 impact fee update. Citywide population estimates are derived from Punta Gorda’s 2024 population estimate published by the Bureau of Economic and Business Research and a 1.10% annual compound growth rate. The later was derived from Table 7.1 in the City’s Comprehensive Plan. Raftelis converted population into housing units, using the latest Census Bureau estimate of 1.48 persons per housing unit. Housing units include occupied, vacant, and seasonal dwellings.

**Table A6: Projected Population and Housing Units**

<b>Punta Gorda, Florida</b>	<i>FY24-25</i>	<i>FY25-26</i>	<i>FY26-27</i>	<i>FY27-28</i>	<i>FY29-30</i>	<i>FY34-35</i>	<i>Compound</i>
FY begins October 1st	2025	2026	2027	2028	2030	2035	<i>Annual</i>
	<i>Base Year</i>	1	2	3	5	10	<i>Growth Rate</i>
<b>Total Population</b>							
Year-Round Residents	20,668	20,895	21,125	21,357	21,830	23,057	1.10%
<b>Housing Units</b>							
Citywide Housing Units	13,965	14,118	14,274	14,430	14,750	15,579	
Persons per Housing Unit	1.48	1.48	1.48	1.48	1.48	1.48	

Table A7 indicates projected jobs and nonresidential floor area by type of development. Projected jobs were converted to nonresidential floor area using the current multipliers listed in Table A5. Punta Gorda currently averages 516 square feet of nonresidential floor area per job. The constant ratio 0.65 jobs per housing unit, indicates that nonresidential development is expected to increase at the same pace as residential development over the next ten years.

**Table A7: Projected Jobs and Non-residential Floor Area**

<b>Punta Gorda, Florida</b>	<i>FY24-25</i>	<i>FY25-26</i>	<i>FY26-27</i>	<i>FY27-28</i>	<i>FY29-30</i>	<i>FY34-35</i>	<i>Compound</i>
FY begins October 1st	2025	2026	2027	2028	2030	2035	<i>Annual</i>
	<i>Base Year</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>5</i>	<i>10</i>	<i>Growth Rate</i>
<b>Jobs in Punta Gorda</b>							
Industrial	501	507	512	518	529	559	1.10%
Office & Other Services	5,087	5,143	5,200	5,257	5,373	5,675	1.10%
Retail & Restaurant	3,497	3,535	3,574	3,614	3,694	3,901	1.10%
Total Jobs	9,085	9,185	9,286	9,389	9,596	10,135	
Jobs to Housing Ratio	0.65	0.65	0.65	0.65	0.65	0.65	
<b>Nonresidential Floor Area (square feet in thousands)</b>							
Industrial	349	353	357	361	369	390	
Office & Other Services	2,895	2,926	2,959	2,991	3,057	3,229	
Retail & Restaurant	1,448	1,463	1,480	1,496	1,529	1,615	
Total KSF	4,692	4,742	4,796	4,848	4,955	5,234	
Avg Sq Ft Per Job	516	516	516	516	516	516	
Avg Jobs per KSF	1.94	1.94	1.94	1.94	1.94	1.94	