

2009 Impact Fee Update Report

**Prepared by
Indian River County Planning Division
August, 2009**

INTRODUCTION

In 1986, Indian River County established a countywide traffic impact fee. That fee has since become a major source of funding for transportation projects included in the Metropolitan Planning Organization's (MPO) Long Range Transportation Plan (LRTP) and the County's adopted Capital Improvements Program (CIP).

From 1986 to 1997, the county's impact fee program remained unchanged. In 1997, however, the MPO completed a major update of the traffic impact fee program. That update produced a revised list of land uses and a modified fee schedule. Consistent with the results of that update, the Board of County Commissioners then revised the county's traffic impact fee rate schedule.

Because of rapid escalations in the cost of roadway construction and right-of-way acquisition, Tindale-Oliver & Associates, Inc., in 2004, prepared another traffic impact fee update for the MPO. That update addressed the cost components of the Indian River County traffic impact fee formula. Based on the Tindale-Oliver & Associates, Inc. report, the Board of County Commissioners then amended the traffic impact fee schedule to revise traffic impact fee rates consistent with the findings of the 2004 update. Instead of adopting the full traffic impact fee rate reflected in the 2004 update, however, the Board opted to phase in the traffic impact fee increase incrementally, with a 30% discount in 2004, a 25% discount in 2005, a 20% discount in 2006, and ending with the standard 15% discount in 2007.

In May of 2005, the Board of County Commissioners adopted an ordinance that established eight new impact fees in the County. That ordinance also increased traffic impact fees to correspond with the Tindale-Oliver and Associates 2004 study at a 15% discount level. Those fees went into effect on July 1, 2005. The nine current impact fee categories are as follows:

1. Correctional Facilities
2. Solid Waste Facilities
3. Public Education Facilities
4. Libraries
5. Fire/Emergency Services
6. Law Enforcement
7. Public Buildings
8. Parks
9. Transportation

Pursuant to the provisions of the 2005 impact fee ordinance, the County must update its impact fee schedule at least every three years. Despite the three year update provision in the 2005 impact fee ordinance, the School Board, which felt that the then newly adopted school impact fees were too low, requested that the impact fee schedule be updated within one year of the May 2005 impact fee ordinance adoption, and the County agreed.

Consistent with its agreement with the School Board, the County initiated impact fee consultant selection in mid-2006. That process resulted in the selection of Duncan and Associates. In November, 2006, the BCC then entered into a contract with Duncan and Associates to undertake an impact fee update study.

From November, 2006 to late spring, 2007, Duncan and Associates worked on the impact fee update. In July, 2007, Duncan and Associates then issued the final impact fee update report. That report proposed significant increases to impact fee rates. For that reason, there were concerns expressed regarding the report

Subsequently, the Chamber of Commerce formed a task force to review the impact fee report, and the Treasure Coast Builders Association commissioned a consultant to also review the report. In January 2008, the Chamber of Commerce Impact Fee Task Force and the Treasure Coast Builders Association presented their reports on the impact fee study to the Board of County Commissioners. After consideration of the chamber report and builders report, the Board opted not to approve or accept the Duncan report.

PURPOSE

The purpose of this Impact Fee Update (referred to as the 2009 study) is to review and recalculate the cost and credit components of the County's current Transportation Impact Fee by updating the trip rate, the trip length, and the credit components for each land use category identified in the adopted transportation impact fee schedule. Although the other eight impact fees were not reviewed in this study, the impact fee rates for all impact fees were rounded to even dollar amounts as part of this 2009 study.

REVIEW AND CALCULATION OF TRAFFIC IMPACT FEES

Overall, the County's transportation impact fee formula has not changed since the County first adopted its traffic impact fee in 1986. That formula is:

$$(\text{Average Trip Rate}) \times (\text{Average Trip Length}) \times (\% \text{ New Trips}) \times (\text{Average Cost Per Lane Mile}) \div (2) \div (\text{Lane Capacity}) - (\text{Credits}) \times (\text{Discount Rate})$$

This formula reflects the standard consumption based traffic impact fee philosophy that new development creates new demand in the form of new trips. Those trips use capacity on the major roadway system, and that capacity must be replaced through road widening and construction of new roads. Those improvements are then funded with revenue from impact fees charged to new development.

While new development creates trips that consume capacity, the transportation impact fee formula is structured so that new development is charged for only half the cost of each trip. That reflects the fact that each trip has two ends, and that each new project is responsible for only one end of each trip. For that reason, the transportation impact fee formula divides total demand by 2.

In the Duncan Report, several independent variables and fixed costs have different values from those used in the County's current transportation impact fee rate schedule. That is why the proposed transportation impact fee rates in the Duncan Report are higher than current transportation impact fee rates. While the average trip rate, the percent new trips, and the discount rate were unchanged, the Duncan Report calculated new values for average trip length, average cost per lane mile, lane capacity, and credits. Of those, the change in average cost per lane mile made the most difference in the Duncan proposed transportation impact fee rate schedule.

Average Trip Rates

All trips have a beginning and an end; thus, a trip from a residence to the supermarket and back to the residence results in two trips. The first trip is from the residence to the supermarket, while the second trip is from the supermarket back to the residence. Although the traffic impact fee is calculated for new trips, each new project is responsible for only one end of each trip. As illustrated in this example, the residential unit is responsible for half of the trip to the supermarket, while the supermarket is responsible for the other half of the trip.

In the current traffic impact fee rate schedule, the trip rates used in the formula to derive the traffic impact fees are based on the 6th Edition of the ITE Manual. Since the traffic impact fee rate schedule was last updated based on the 2004 Tindale-Oliver study, a new version of the ITE Manual has been published. That is the Institute of Transportation Engineers (ITE) Manual 8th Edition, and it is the most current edition. Generally, the ITE manual is recognized as the most comprehensive source of trip generation rates.

For this 2009 impact fee report, trip rates in the current traffic impact fee formula were compared to trip rates in the ITE Manual 8th Edition. In those cases where the rates differed, the rates in the ITE Manual 8th Edition were used. Attachment 1 shows both current trip rates and ITE Manual 8th Edition trip rates.

Although the ITE manual provides the most recent source of trip generation rates, there are several land uses in the 2009 impact fee report where Tindale-Oliver trip rate data were used. These include the fire station, movie theatre, and veterinary clinic uses. The reason that the current trip rates for those uses are maintained is that the current edition of the ITE manual either fails to include the land use or does not report the trip rate in an average daily trip rate format.

As shown in attachment 1, there are only slight differences for most land uses between the trip rates in the current impact fee schedule and the newest ITE trip rates. Although most of the trip rate differences are minor, there are several land uses where trip rate differences are significant.

One land use where the trip rate declined significantly is banks without a drive through. For that land use category, the trip rate declined from 156.48 to 12.13. This reduction is a

result of new studies showing fewer trips to bank buildings without drive up tellers. Trip rates for banks with drive up tellers also declined significantly. This can be attributed to the availability of online banking, the use of credit and debit cards, and other recent banking innovations. Figure 1 shows 2005 and 2008 trip rates for banks without drive-ups and banks with drive-ups.

Figure 1

Code	Land Use	Unit	2005 ITE Trip Rate	2008 ITE Trip Rate
911	Bank without drive-up	1,000 sf	156.48	12.13
912	Bank w/ drive-up	1,000 sf	265.21	148.15

One land use category which had an increase in trip rates was the racquet club category. Figure 2 shows 2005 and 2008 trip rates for the racquet club category. In this case, the trip rate almost doubled. This was the largest of all rate increases, going from 17.14 to 32.93.

Figure 2

Code	Land Use	Unit	2005 ITE Trip Rate	2008 ITE Trip Rate
834	racquet club / health club	1,000 sf	17.14	32.93

For the 2009 Impact Fee Study, the latest, most accurate trip rates were used. For almost all land use categories, those are ITE Manual 8th Edition rates.

Trip Length

Trip length for a land use category represents the average distance of a trip in that land use category on the major roadway system. The current impact fee schedule uses average trip length, which includes travel on major municipal, County and State roads, but excludes travel on interstates and local roads.

As part of its impact fee update analysis, Duncan and Associates compared expected vehicle miles of travel (VMT) on the County's major roadway system to observed VMT and found that observed VMT was only 77% of expected VMT. That indicates that the current traffic impact fee is overestimating overall vehicle travel. To correct that overestimate, Duncan reduced average trip length for all land use types by 23%. Even though the Duncan report was not accepted by the BCC, the trip length calculations reflect local conditions more accurately than the trip lengths currently being used. For that reason, trip lengths from the Duncan report have been inserted into the proposed 2009 impact fee formula. The trip lengths from the current 2005 impact fee formula and the Duncan Report are shown in attachment 2.

Review and Calculation of the Credit Component

One provision of impact fee law is that fee payers cannot be charged twice for the same benefit. For that reason, impact fee formulas incorporate credit components in their calculations. With respect to traffic impact fees, those credits reduce a fee payer's traffic impact fee payment by the net present value of various transportation fees and taxes (e.g.

gas tax, optional sales tax) that the fee payer is expected to pay over a twenty-five year period, where the revenue from those fees and taxes will be used to construct capacity producing transportation capital improvements. Those credits are generally expressed in pennies per gallon and applied to projected miles traveled.

Since the credit numbers in the Duncan Report are more up to date, the Duncan credit values are used in this report.

- **Credits**

In the Duncan Report, the proposed value of the credit component in the traffic impact fee formula is slightly higher than the value of the credit component in the current traffic impact fee formula. Currently, the credit is \$0.1990 per gallon, while the Duncan proposed credit is \$0.2147 per gallon. These figures, shown in figure 3, reflect a slightly higher 25 year projection of revenue from federal, state, and local gas taxes and one cent local option sales tax that will be used for capacity producing transportation capital improvements. The Duncan Report also slightly raises the average miles per gallon factor and decreases the discount rate used in the net present value calculation.

Figure 3

Gasoline Tax:	2005	2008
\$ per gallon to capital:	\$0.1990	\$0.2147

As shown in figure 4, the gas credit was derived by dividing the per gallon credit of 0.2147 by the average miles per gallon of 17.20. This provides the daily credit per vehicle-mile traveled. Multiplying the resulting number, 0.0125, by 365 days per year results in an annual per vehicle-mile credit of \$4.56. Multiplying that annual per vehicle-mile credit by the present value factor of 15.30 (25 years at 4.2%) results in an annual credit per vehicle mile that represents the present value of the next 25 years of revenue generated per vehicle-mile of travel. The resulting vehicle mile credit amount of \$69.76 was then rounded to \$70.00.

Figure 4

Total Credit per Gallon	\$0.2147
Average Fuel Efficiency	17.20
Credit per VM	\$0.0125
Days per Year	365
Annual Credit Vm	\$4.56
Present Value Factor	15.3
Credit per VM	\$69.76
Rounded up Credit per VM	\$70.00

For each land use category in the fee schedule, the formula multiplies the \$70 credit per vehicle mile times the total daily vehicle miles attributable to that land use to derive the total credit for that land use. For each land use category, the total daily vehicle miles is

derived by multiplying that land use category's trip rate by the land use category's total trip length (including local road travel) and dividing the result by 2.

Average Cost per Lane Mile

One significant component of the traffic impact fee formula is the average cost per lane mile. Currently, the County's traffic impact fee rates are based on an average cost per lane mile of \$2,463,647, while the Duncan Report calculated an average cost per lane mile of \$3,984,722. The reason for the difference between the two reports is that Duncan's roadway construction cost data are from 2005 and 2006. That was the peak of the building boom when land and construction costs were at an all time high. Since 2005, however, roadway construction costs have fallen substantially. Consequently, the current \$2,463,649 cost per lane mile is probably a more accurate representation of 2009 conditions than that shown in the Duncan Report.

It should, however, be noted that the average cost per lane mile includes more than construction cost; it also includes design cost, right-of-way acquisition cost, and Construction Engineering Inspection (CEI) cost. In the 2009 update, the average cost per lane mile from the existing traffic impact fee is maintained. Maintaining the current cost per lane mile results in a traffic impact fee rate that is lower than what was calculated in the Duncan Report.

Lane Capacity

In the Duncan Report, lane capacity was reduced from the existing 8,499 vehicles per day to 7,560 vehicles per day. This reduction was based on Duncan's analysis of the additional lane capacity that will be created by construction projects listed on the MPO's Long Range Transportation Plan. Since Tindale-Oliver performed a similar analysis for the 2004 Traffic Impact Fee Update and because the results of that analysis are the basis for the lane capacity used to derive the current traffic impact fee rates, this 2009 update retains the lane capacity used in the current formula.

Updated Fee Schedule

There are some differences between the current impact fee schedule and the updated schedule in this report. These differences are outlined below:

Additions, Deletions, and Revisions of Land Use Categories

The 2009 updated fee schedule includes the addition of two land uses. The first new land use category is a research and development center land use. This land use category was added for economic development purposes. The second land use category that was added is auto repair. While the current impact fee system considers auto repair as an industrial land use for traffic impact fee calculation purposes, trip characteristics of auto repair facilities are significantly different than general industrial uses. For that reason, a new auto repair category was added to the fee schedule.

The updated fee schedule also deletes the quality restaurant land use category. The quality restaurant category was deleted because the ITE Manual defines a quality restaurant as a restaurant that only customers with reservations may patronize. Since few restaurants are reservation only restaurants, this land use category was deleted.

Office

In the current 2005 fee schedule, the office land use category is divided into two sizes. The first land use category is office space at 50,000 sq ft or less, with a traffic impact fee rate of \$7,348.00 per 1,000 sq ft. The second office land use category is office over 50,000 sq ft., which has a traffic impact fee rate of \$5,326.00 per 1,000 sq ft. According to the 8th Edition ITE Manual, the general office land use category can have a single tenant or house multiple tenants and multiple uses in the same building. For the general office land use category, the most recent ITE manual assigns an average rate of 11.01 trips per 1,000 square feet, regardless of the overall size of the development. Therefore, the proposed 2009 fee schedule consolidates the office category into one land use category with a trip rate based on the most recent ITE manual.

Retail

Currently, the Indian River County impact fee schedule separates retail into 13 retail land use categories. There are nine specific uses, such as convenience stores, auto sales, supermarkets, and other retail establishments, that generally develop independently of retail centers or as out parcels in large retail centers. Each of these nine retail land uses has an impact fee rate based on the characteristics of the use. The remaining four categories of retail use in the current impact fee schedule are retail centers. For retail centers, the impact fee is based on the under air gross square footage of the retail development. The land use categories are as follows; 50,000 or less GSF, 50,001 to 100,000 GSF, 100,001 to 200,000 GSF, and retail over 200,001 GSF.

Overall, the retail land use category encompasses a large variety of uses. In fact, the ITE manual separates retail land use into 37 categories. With that many retail categories, developing a traffic impact fee schedule that includes every possible retail use would be expensive, cumbersome, and difficult to maintain.

Generally, retail centers provide leasable square footage for multiple users within the main structure of a shopping center. At the time of development, however, retail tenants are generally not known. For that reason, retail center impact fees are based on the overall general commercial gross square footage of the center at general retail rates rather than individual rates for each specific use within the shopping center main building.

In the current traffic impact fee schedule, retail centers have different traffic impact fee rates based on the size of the center. Consistent with earlier versions of the ITE Manual, the current traffic impact fee schedule identifies four size ranges for retail centers. In the current version of the ITE Manual, retail shopping centers are not broken down by square

footage; instead, the current version of the ITE Manual provides a single trip rate per 1,000 square feet of a retail center regardless of the size of the center. Therefore, the 2009 update has consolidated the four retail center land use categories found in the current impact fee schedule into a single retail center land use category.

Government Buildings

A third land use category consolidated under the proposed fee schedule is government buildings. In the 2005 impact fee schedule, the government building land use category was divided into two land uses. These are government office building and government office complex. While the government office building land use is an individual building containing all or part of a government agency, a government office complex land use is a group of buildings that are interconnected by pedestrian walkways. Although the ITE manual provides trip rates for both government office land uses, the trip rate for the government office building land use was based on a single observation. A single observation is not representative of a trip rate for a land use. Therefore, the government office building land use category has been eliminated, while the government office complex land use category has been maintained.

Fee Amounts

Once the land use category changes were made and the trip rate, trip length, and credit component changes were made, these data were put into the traffic impact fee model. The model was then run to derive the new traffic impact fee rates. After that, the traffic impact fee rates were added to the overall schedule which includes all nine impact fees.

Attachment 4 is the current 2005 impact fee schedule. In the 2005 schedule, the impact fee rates are listed to the nearest penny. With this 2009 update, the fee amounts were rounded to the nearest dollar, thus eliminating the cent amounts from the impact fee rate schedule. Attachment 5 reflects the updated impact fee rates.

SUMMARY

This report updates the current impact fee rate schedule for Indian River County. In the updated schedule, almost all land uses have lower rates than in the current schedule. These changes are the result of revisions to the transportation impact fee.

In Attachment 3, detailed traffic impact fee calculations for each land use in the impact fee schedule, as well as the percent and dollar amount change between the current rate and the 2009 update rate, are presented. While Attachment 4, the current impact fee schedule, and attachment 5, the 2009 update, show the impact fee rate schedule for all nine impact fee categories, attachment 6 provides a side by side comparison of the total net impact fee of the current fee schedule, the proposed Duncan fee schedule, and the updated 2009 impact fee schedule. Attachment 6 also provides a percentage of increase or decrease between the 2005 impact fees and the 2009 update.

Master Impact Fee Schedule - City of Fellsmere, Town of Orchid, City of Sebastian, City of Vero Beach

(Effective October 1, 2009)

Land Use	Impact Unit	Net Impact Fee							Total Net Impact Fee	City Administration Fee @ 2%	County Administration Fee @ 1%	Total Impact Fee
		Transportation	Correctional Facilities	Solid Waste	Public Buildings	Fire/EMS	Library	Schools				
Residential												
Single Family												
Lower than 1,500 sf (under air)	du	\$2,974	\$151	\$75	\$183	\$247	\$430	\$1,756	\$5,816	\$116	\$58	\$5,990
1,500 to 2,499 sf (under air)	du	\$4,483	\$170	\$75	\$206	\$278	\$483	\$1,756	\$7,451	\$149	\$75	\$7,675
2,500 sf or Greater (under air)	du	\$5,031	\$184	\$75	\$223	\$301	\$524	\$1,756	\$8,094	\$162	\$81	\$8,337
Accessory Single Family	du	\$2,428	\$100	\$57	\$121	\$176	\$285	\$500	\$3,667	\$73	\$37	\$3,777
Multi Family	du	\$2,428	\$100	\$57	\$121	\$176	\$285	\$500	\$3,667	\$73	\$37	\$3,777
Mobile Home	du	\$1,745	\$123	\$75	\$149	\$182	\$349	\$623	\$3,246	\$65	\$32	\$3,343
Transient, Assisted, Group												
Hotel	Room	\$2,804	\$99	\$21	\$229	\$160			\$3,313	\$66	\$33	\$3,412
Motel	Room	\$1,516	\$99	\$21	\$229	\$160			\$2,025	\$41	\$20	\$2,086
Nursing Home	Bed	\$432	\$107	\$33	\$312	\$172			\$1,056	\$21	\$11	\$1,088
ACLF	Bed	\$620	\$107	\$62	\$312	\$172			\$1,273	\$25	\$13	\$1,311
Office and Financial												
Medical Office	1,000 sf	\$13,411	\$186	\$118	\$1,275	\$299			\$15,289	\$306	\$153	\$15,748
Bank	1,000 sf	\$1,066	\$212	\$118	\$1,454	\$341			\$3,191	\$64	\$32	\$3,287
Bank w/Drive-in	1,000 sf	\$13,020	\$174	\$118	\$1,191	\$280			\$14,783	\$296	\$148	\$15,226
Office	1,000 sf	\$3,798	\$153	\$94	\$1,050	\$246			\$5,341	\$107	\$53	\$5,501
Research and Development Center	1,000 sf	\$2,798	\$81	\$94	\$555	\$130			\$3,658	\$73	\$37	\$3,768
Industrial												
Manufacturing	1,000 sf	\$1,318	\$55	\$236	\$375	\$88			\$2,072	\$41	\$21	\$2,134
Warehouse	1,000 sf	\$1,228	\$42	\$47	\$288	\$68			\$1,673	\$33	\$17	\$1,723
Mini-Warehouse	1,000 sf	\$862	\$8	\$19	\$40	\$13			\$942	\$19	\$9	\$970
General Industrial	1,000 sf	\$2,404	\$75	\$236	\$512	\$120			\$3,347	\$67	\$33	\$3,447
Concrete Plant	Acre	\$5,382	\$165	\$213	\$1,130	\$265			\$7,155	\$143	\$72	\$7,370
Sand Mining	Acre	\$690	\$21	\$213	\$145	\$34			\$1,103	\$22	\$11	\$1,136
Retail, Gross Square Feet												
Retail Center	1,000 sf	\$9,837	\$312	\$236	\$1,531	\$503			\$12,419	\$248	\$124	\$12,792
Gas Station	Fuel pos	\$5,587	\$188	\$39	\$921	\$303			\$7,038	\$141	\$70	\$7,249
New and Used Car Sales	1,000 sf	\$10,108	\$186	\$118	\$912	\$300			\$11,624	\$232	\$116	\$11,973
Restaurant	1,000 sf	\$22,152	\$800	\$330	\$3,923	\$1,289			\$28,494	\$570	\$285	\$29,349
Fast Food Rest w/ Drive-Thru	1,000 sf	\$34,781	\$863	\$330	\$4,227	\$1,389			\$41,590	\$832	\$416	\$42,838
Supermarket	1,000 sf	\$11,179	\$222	\$424	\$1,087	\$357			\$13,269	\$265	\$133	\$13,667
Auto Repair	1,000 sf	\$7,830	\$70	\$20	\$134	\$107			\$8,161	\$163	\$82	\$8,406
Car Wash	Bays	\$14,589	\$206	\$77	\$1,009	\$332			\$16,213	\$324	\$162	\$16,699
Convenience Store	1,000 sf	\$25,430	\$463	\$424	\$2,270	\$746			\$29,333	\$587	\$293	\$30,213
Furniture Store	1,000 sf	\$1,373	\$35	\$236	\$170	\$56			\$1,870	\$37	\$19	\$1,926

Master Impact Fee Schedule - City of Fellsmere, Town of Orchid, City of Sebastian, City of Vero Beach

(Effective October 1, 2009)

Land Use	Impact Unit	Net Impact Fee							Total Net Impact Fee	City Administration Fee @ 2%	County Administration Fee @ 1%	Total Impact Fee
		Transportation	Correctional Facilities	Solid Waste	Public Buildings	Fire/EMS	Library	Schools				
Recreational												
Golf Course	hole	\$11,248	\$267	\$38	\$1,307	\$429		\$13,289	\$266	\$133	\$13,688	
Racquet Club/Health Club/Dance Studio	1,000 sf	\$10,824	\$259	\$118	\$1,270	\$417		\$12,888	\$258	\$129	\$13,275	
County Park	Acre	\$718	\$17	\$85	\$81	\$27		\$928	\$19	\$9	\$956	
Tennis Court	Court	\$12,180	\$253	\$18	\$1,241	\$408		\$14,100	\$282	\$141	\$14,523	
Marina	Berths	\$973	\$17	\$45	\$82	\$27		\$1,144	\$23	\$11	\$1,178	
Governmental												
Post Office	1,000 sf	\$14,199	\$194	\$94	\$1,107	\$312		\$15,906	\$318	\$159	\$16,383	
Library	1,000 sf	\$17,925	\$188	\$94	\$919	\$302		\$19,428	\$389	\$194	\$20,011	
Government Office Complex ⁽¹⁾	1,000 sf	\$9,632	\$148	\$94		\$238		\$10,112	\$202	\$101	\$10,415	
Jail ⁽¹⁾	Bed	\$389		\$16	\$466	\$153		\$1,024	\$20	\$10	\$1,055	
Miscellaneous												
Day Care Center	1,000 sf	\$8,847	\$110	\$236	\$755	\$177		\$10,125	\$203	\$101	\$10,429	
Hospital	1,000 sf	\$5,309	\$171	\$83	\$838	\$275		\$6,676	\$134	\$67	\$6,876	
Veterinary Clinic	1,000 sf	\$3,511	\$178	\$118	\$1,223	\$287		\$5,317	\$106	\$53	\$5,477	
Church	1,000 sf	\$2,588	\$58	\$33	\$285	\$94		\$3,058	\$61	\$31	\$3,150	
Movie Theater	Screen	\$22,743	\$925	\$188	\$4,535	\$1,490		\$29,881	\$598	\$299	\$30,777	
School (Elementary and Middle)	Student	\$149	\$10	\$12	\$70	\$17		\$258	\$5	\$3	\$266	
School (High)	Student	\$538	\$13	\$13	\$90	\$21		\$675	\$14	\$7	\$695	
School (College)	Student	\$653	\$11	\$13	\$78	\$18		\$773	\$15	\$8	\$796	
Fire Station ⁽¹⁾	1,000 sf	\$983	\$69	\$94	\$339			\$1,485	\$30	\$15	\$1,530	

(1) Government uses are exempt from paying impact fees used to develop that same use. This is because legally, if the development does not create a demand for the facility, or indeed, mitigates the need for the facility, it should not pay the fee. In other words, a new jail will not pay the correctional facilities impact fee, a new fire/EMS station will not pay the fire/EMS impact fee, and a new government office building or office complex will not pay the public buildings impact fee, etc. Specific government uses that are not included in the schedule, such as a sheriff's office, will be classified under government office building or complex as appropriate. These uses will not pay the impact fee used to develop them (e.g., a sheriff's office will not pay the law enforcement impact fee, etc.).

Master Impact Fee Schedule - Town of Indian River Shores

(Effective October 1, 2009)

Land Use	Impact Unit	Net Impact Fee						Total Net Impact Fee	City Administration Fee @ 2%	County Administration Fee @ 1%	Total Impact Fee
		Transportation	Correctional Facilities	Solid Waste	Public Buildings	Library	Schools				
Residential											
Single Family											
Lower than 1,500 sf (under air)	du	\$2,974	\$151	\$75	\$183	\$430	\$1,756	\$5,569	\$111	\$56	\$5,736
1,500 to 2,499 sf (under air)	du	\$4,483	\$170	\$75	\$206	\$483	\$1,756	\$7,173	\$143	\$72	\$7,388
2,500 sf or Greater (under air)	du	\$5,031	\$184	\$75	\$223	\$524	\$1,756	\$7,793	\$156	\$78	\$8,027
Accessory Single Family	du	\$2,428	\$100	\$57	\$121	\$285	\$500	\$3,491	\$70	\$35	\$3,596
Multi Family	du	\$2,428	\$100	\$57	\$121	\$285	\$500	\$3,491	\$70	\$35	\$3,596
Mobile Home	du	\$1,745	\$123	\$75	\$149	\$349	\$623	\$3,064	\$61	\$31	\$3,156
Transient, Assisted, Group											
Hotel	Room	\$2,804	\$99	\$21	\$229			\$3,153	\$63	\$32	\$3,248
Motel	Room	\$1,516	\$99	\$21	\$229			\$1,865	\$37	\$19	\$1,921
Nursing Home	Bed	\$432	\$107	\$33	\$312			\$884	\$18	\$9	\$911
ACLF	Bed	\$620	\$107	\$62	\$312			\$1,101	\$22	\$11	\$1,134
Office and Financial											
Medical Office	1,000 sf	\$13,411	\$186	\$118	\$1,275			\$14,990	\$300	\$150	\$15,440
Bank	1,000 sf	\$1,066	\$212	\$118	\$1,454			\$2,850	\$57	\$29	\$2,936
Bank w/Drive-in	1,000 sf	\$13,020	\$174	\$118	\$1,191			\$14,503	\$290	\$145	\$14,938
Office	1,000 sf	\$3,798	\$153	\$94	\$1,050			\$5,095	\$102	\$51	\$5,248
Research and Development Center	1,000 sf	\$2,798	\$81	\$94	\$555			\$3,528	\$71	\$35	\$3,634
Industrial											
Manufacturing	1,000 sf	\$1,318	\$55	\$236	\$375			\$1,984	\$40	\$20	\$2,044
Warehouse	1,000 sf	\$1,228	\$42	\$47	\$288			\$1,605	\$32	\$16	\$1,653
Mini-Warehouse	1,000 sf	\$862	\$8	\$19	\$40			\$929	\$19	\$9	\$957
General Industrial	1,000 sf	\$2,404	\$75	\$236	\$512			\$3,227	\$65	\$32	\$3,324
Concrete Plant	Acre	\$5,382	\$165	\$213	\$1,130			\$6,890	\$138	\$69	\$7,097
Sand Mining	Acre	\$690	\$21	\$213	\$145			\$1,069	\$21	\$11	\$1,101
Retail, Gross Square Feet											
Retail Center	1,000 sf	\$9,837	\$312	\$236	\$1,531			\$11,916	\$238	\$119	\$12,273
Gas Station	Fuel pos	\$5,587	\$188	\$39	\$921			\$6,735	\$135	\$67	\$6,937
New and Used Car Sales	1,000 sf	\$10,108	\$186	\$118	\$912			\$11,324	\$226	\$113	\$11,664
Restaurant	1,000 sf	\$22,152	\$800	\$330	\$3,923			\$27,205	\$544	\$272	\$28,021
Fast Food Rest w/ Drive-Thru	1,000 sf	\$34,781	\$863	\$330	\$4,227			\$40,201	\$804	\$402	\$41,407
Supermarket	1,000 sf	\$11,179	\$222	\$424	\$1,087			\$12,912	\$258	\$129	\$13,299
Auto Repair	1,000 sf	\$7,830	\$70	\$20	\$134			\$8,054	\$161	\$81	\$8,296
Car Wash	Bays	\$14,589	\$206	\$77	\$1,009			\$15,881	\$318	\$159	\$16,357
Convenience Store	1,000 sf	\$25,430	\$463	\$424	\$2,270			\$28,587	\$572	\$286	\$29,445
Furniture Store	1,000 sf	\$1,373	\$35	\$236	\$170			\$1,814	\$36	\$18	\$1,868

Master Impact Fee Schedule - Town of Indian River Shores

(Effective October 1, 2009)

Land Use	Impact Unit	Net Impact Fee					Total Net Impact Fee	City Administration Fee @ 2%	County Administration Fee @ 1%	Total Impact Fee
		Transportation	Correctional Facilities	Solid Waste	Public Buildings	Library				
Recreational										
Golf Course	hole	\$11,248	\$267	\$38	\$1,307		\$12,860	\$257	\$129	\$13,246
Racquet Club/Health Club/Dance Studio	1,000 sf	\$10,824	\$259	\$118	\$1,270		\$12,471	\$249	\$125	\$12,845
County Park	Acre	\$718	\$17	\$85	\$81		\$901	\$18	\$9	\$928
Tennis Court	Court	\$12,180	\$253	\$18	\$1,241		\$13,692	\$274	\$137	\$14,103
Marina	Berths	\$973	\$17	\$45	\$82		\$1,117	\$22	\$11	\$1,151
Governmental										
Post Office	1,000 sf	\$14,199	\$194	\$94	\$1,107		\$15,594	\$312	\$156	\$16,062
Library	1,000 sf	\$17,925	\$188	\$94	\$919		\$19,126	\$383	\$191	\$19,700
Government Office Complex ⁽¹⁾	1,000 sf	\$9,632	\$148	\$94			\$9,874	\$197	\$99	\$10,170
Jail ⁽¹⁾	Bed	\$389		\$16	\$466		\$871	\$17	\$9	\$897
Miscellaneous										
Day Care Center	1,000 sf	\$8,847	\$110	\$236	\$755		\$9,948	\$199	\$99	\$10,246
Hospital	1,000 sf	\$5,309	\$171	\$83	\$838		\$6,401	\$128	\$64	\$6,593
Veterinary Clinic	1,000 sf	\$3,511	\$178	\$118	\$1,223		\$5,030	\$101	\$50	\$5,181
Church	1,000 sf	\$2,588	\$58	\$33	\$285		\$2,964	\$59	\$30	\$3,053
Movie Theater	Screen	\$22,743	\$925	\$188	\$4,535		\$28,391	\$568	\$284	\$29,243
School (Elementary and Middle)	Student	\$149	\$10	\$12	\$70		\$241	\$5	\$2	\$248
School (High)	Student	\$538	\$13	\$13	\$90		\$654	\$13	\$7	\$674
School (College)	Student	\$653	\$11	\$13	\$78		\$755	\$15	\$8	\$778
Fire Station ⁽¹⁾	1,000 sf	\$983	\$69	\$94	\$339		\$1,485	\$30	\$15	\$1,530

(1) Government uses are exempt from paying impact fees used to develop that same use. This is because legally, if the development does not create a demand for the facility, or indeed, mitigates the need for the facility, it should not pay the fee. In other words, a new jail will not pay the correctional facilities impact fee, a new fire/EMS station will not pay the fire/EMS impact fee, and a new government office building or office complex will not pay the public buildings impact fee, etc. Specific government uses that are not included in the schedule, such as a sheriff's office, will be classified under government office building or complex as appropriate. These uses will not pay the impact fee used to develop them (e.g., a sheriff's office will not pay the law enforcement impact fee, etc.).

Appendix "A"
Unincorporated Indian River County Impact Fee Schedule
(Effective October 1, 2009)

Land Use	Impact Unit	Net Impact Fee									Total Net Impact Fee	Administration Fee @ 2.5%	Total Impact Fee	
		Updated Transportation	Correctional Facilities	Solid Waste	Public Buildings	Fire/EMS	Law Enforcement	Library	Schools	Park and Recreation				
Residential														
Single Family														
Lower than 1,500 sf (under air)	du	\$2,974	\$151	\$75	\$183	\$247	\$218	\$430	\$1,756	\$1,302	\$7,336	\$183	\$7,519	
1,500 to 2,499 sf (under air)	du	\$4,483	\$170	\$75	\$206	\$278	\$245	\$483	\$1,756	\$1,463	\$9,159	\$229	\$9,388	
2,500 sf or Greater (under air)	du	\$5,031	\$184	\$75	\$223	\$301	\$265	\$524	\$1,756	\$1,587	\$9,946	\$249	\$10,195	
Accessory Single Family	du	\$2,428	\$100	\$57	\$121	\$176	\$148	\$285	\$500	\$884	\$4,699	\$117	\$4,817	
Multi Family	du	\$2,428	\$100	\$57	\$121	\$176	\$148	\$285	\$500	\$884	\$4,699	\$117	\$4,817	
Mobile Home	du	\$1,745	\$123	\$75	\$149	\$182	\$158	\$349	\$623	\$942	\$4,345	\$109	\$4,454	
Transient, Assisted, Group														
Hotel	Room	\$2,804	\$99	\$21	\$229	\$160	\$140				\$3,452	\$86	\$3,539	
Motel	Room	\$1,516	\$99	\$21	\$229	\$160	\$140				\$2,164	\$54	\$2,219	
Nursing Home	Bed	\$432	\$107	\$33	\$312	\$172	\$151				\$1,207	\$30	\$1,237	
ACLF	Bed	\$620	\$107	\$62	\$312	\$172	\$151				\$1,424	\$36	\$1,459	
Office and Financial														
Medical Office	1,000 sf	\$13,411	\$186	\$118	\$1,275	\$299	\$262				\$15,551	\$389	\$15,940	
Bank	1,000 sf	\$1,066	\$212	\$118	\$1,454	\$341	\$299				\$3,490	\$87	\$3,577	
Bank w/Drive-in	1,000 sf	\$13,020	\$174	\$118	\$1,191	\$280	\$245				\$15,028	\$376	\$15,403	
Office	1,000 sf	\$3,798	\$153	\$94	\$1,050	\$246	\$216				\$5,557	\$139	\$5,696	
Research & Development Center	1,000 sf	\$2,798	\$81	\$94	\$555	\$130	\$114				\$3,772	\$94	\$3,867	
Industrial														
Manufacturing	1,000 sf	\$1,318	\$55	\$236	\$375	\$88	\$77				\$2,149	\$54	\$2,203	
Warehouse	1,000 sf	\$1,228	\$42	\$47	\$288	\$68	\$59				\$1,732	\$43	\$1,775	
Mini-Warehouse	1,000 sf	\$862	\$8	\$19	\$40	\$13	\$12				\$954	\$24	\$978	
General Industrial	1,000 sf	\$2,404	\$75	\$236	\$512	\$120	\$105				\$3,453	\$86	\$3,539	
Concrete Plant	Acre	\$5,382	\$165	\$213	\$1,130	\$265	\$232				\$7,387	\$185	\$7,572	
Sand Mining	Acre	\$690	\$21	\$213	\$145	\$34	\$30				\$1,133	\$28	\$1,161	
Retail, Gross Square Feet														
Retail Center	1,000 sf	\$3,163	\$312	\$236	\$1,531	\$503	\$441				\$6,186	\$155	\$6,340	
Gas Station	Fuel pos	\$5,587	\$188	\$39	\$921	\$303	\$265				\$7,303	\$183	\$7,486	
New and Used Car Sales	1,000 sf	\$10,108	\$186	\$118	\$912	\$300	\$263				\$11,887	\$297	\$12,184	
Restaurant	1,000 sf	\$22,152	\$800	\$330	\$3,923	\$1,289	\$1,129				\$29,623	\$741	\$30,364	
Fast Food Rest w/ Drive-Thru	1,000 sf	\$34,781	\$863	\$330	\$4,227	\$1,389	\$1,217				\$42,807	\$1,070	\$43,877	
Supermarket	1,000 sf	\$11,179	\$222	\$424	\$1,087	\$357	\$313				\$13,582	\$340	\$13,921	
Auto Repair	1,000 sf	\$7,830	\$70	\$20	\$134	\$107	\$114				\$8,275	\$207	\$8,482	
Car Wash	Bays	\$14,589	\$206	\$77	\$1,009	\$332	\$291				\$16,503	\$413	\$16,916	
Convenience Store	1,000 sf	\$25,430	\$463	\$424	\$2,270	\$746	\$653				\$29,986	\$750	\$30,736	
Furniture Store	1,000 sf	\$1,373	\$35	\$236	\$170	\$56	\$49				\$1,919	\$48	\$1,967	

Unincorporated Indian River County Impact Fee Schedule
(Effective October 1, 2009)

Land Use	Impact Unit	Net Impact Fee									Total Net Impact Fee	Administration Fee @ 2.5%	Total Impact Fee
		Updated Transportation	Correctional Facilities	Solid Waste	Public Buildings	Fire/EMS	Law Enforcement	Library	Schools	Park and Recreation			
Recreational													
Golf Course	hole	\$11,248	\$267	\$38	\$1,307	\$429	\$376				\$13,666	\$342	\$14,007
Racquet Club/Health Club/Dance Studio	1,000 sf	\$10,824	\$259	\$118	\$1,270	\$417	\$366				\$13,254	\$331	\$13,586
County Park	Acre	\$718	\$17	\$85	\$81	\$27	\$23				\$952	\$24	\$975
Tennis Court	Court	\$12,180	\$253	\$18	\$1,241	\$408	\$357				\$14,458	\$361	\$14,819
Marina	Berths	\$973	\$17	\$45	\$82	\$27	\$24				\$1,167	\$29	\$1,197
Governmental													
Post Office	1,000 sf	\$14,199	\$194	\$94	\$1,107	\$312	\$273				\$16,179	\$404	\$16,583
Library	1,000 sf	\$17,925	\$188	\$94	\$919	\$302	\$265				\$19,693	\$492	\$20,185
Government Office Complex ⁽¹⁾	1,000 sf	\$9,632	\$148	\$94		\$238	\$209				\$10,321	\$258	\$10,579
Jail ⁽¹⁾	Bed	\$389		\$16	\$466	\$153	\$134				\$1,158	\$29	\$1,187
Miscellaneous													
Day Care Center	1,000 sf	\$8,847	\$110	\$236	\$755	\$177	\$155				\$10,281	\$257	\$10,538
Hospital	1,000 sf	\$5,309	\$171	\$83	\$838	\$275	\$241				\$6,917	\$173	\$7,090
Veterinary Clinic	1,000 sf	\$3,511	\$178	\$118	\$1,223	\$287	\$251				\$5,569	\$139	\$5,708
Church	1,000 sf	\$2,588	\$58	\$33	\$285	\$94	\$82				\$3,140	\$78	\$3,218
Movie Theater	Screen	\$22,743	\$925	\$188	\$4,535	\$1,490	\$1,305				\$31,186	\$780	\$31,966
School (Elementary and Middle)	Student	\$149	\$10	\$12	\$70	\$17	\$14				\$272	\$7	\$279
School (High)	Student	\$538	\$13	\$13	\$90	\$21	\$18				\$693	\$17	\$711
School (College)	Student	\$653	\$11	\$13	\$78	\$18	\$16				\$789	\$20	\$809
Fire Station ⁽¹⁾	1,000 sf	\$983	\$69	\$94	\$339		\$97				\$1,582	\$40	\$1,622

(1) Government uses are exempt from paying impact fees used to develop that same use. This is because legally, if the development does not create a demand for the facility, or indeed, mitigates the need for the facility, it should not pay the fee. In other words, a new jail will not pay the correctional facilities impact fee, a new fire/EMS station will not pay the fire/EMS impact fee, and a new government office building or office complex will not pay the public buildings impact fee, etc. Specific government uses that are not included in the schedule, such as a sheriff's office, will be classified under government office building or complex as appropriate. These uses will not pay the impact fee used to develop them (e.g., a sheriff's office will not pay the law enforcement impact fee, etc.).

Suspended 2009 Impact Fee Schedule for Unincorporated Indian River County

Effective October 1, 2009 - March 31, 2010 (Excludes five suspended impact fees)

Land Use	Impact Unit					Total Net Impact Fee	Administration Fee @ 2.5%	Total Impact Fee
		Transportation	Library	Schools	Recreation			
Residential								
Single Family								
Lower than 1,500 sf (under air)	du	\$2,974	\$430	\$1,756	\$1,302	\$6,462	\$162	\$6,624
1,500 to 2,499 sf (under air)	du	\$4,483	\$483	\$1,756	\$1,463	\$8,185	\$205	\$8,390
2,500 sf or Greater (under air)	du	\$5,031	\$524	\$1,756	\$1,587	\$8,898	\$222	\$9,120
Accessory Single Family	du	\$2,428	\$285	\$500	\$884	\$4,097	\$102	\$4,199
Multi Family	du	\$2,428	\$285	\$500	\$884	\$4,097	\$102	\$4,199
Mobile Home	du	\$1,745	\$349	\$623	\$942	\$3,659	\$91	\$3,750
Transient, Assisted, Group								
Hotel	Room	\$2,804				\$2,804	\$70	\$2,874
Motel	Room	\$1,516				\$1,516	\$38	\$1,554
Nursing Home	Bed	\$432				\$432	\$11	\$443
ACLF	Bed	\$620				\$620	\$16	\$636
Office and Financial								
Medical Office	1,000 sf	\$12,411				\$12,411	\$310	\$12,721
Bank	1,000 sf	\$1,066				\$1,066	\$27	\$1,093
Bank w/Drive-in	1,000 sf	\$13,020				\$13,020	\$326	\$13,346
Office	1,000 sf	\$3,798				\$3,798	\$95	\$3,893
Research and Developemnt Center	1,000 sf	\$2,798				\$2,798	\$70	\$2,868
Industrial								
Manufacturing	1,000 sf	\$1,318				\$1,318	\$33	\$1,351
Warehouse	1,000 sf	\$1,228				\$1,228	\$31	\$1,259
Mini-Warehouse	1,000 sf	\$862				\$862	\$22	\$884
General Industrial	1,000 sf	\$2,404				\$2,404	\$60	\$2,464
Concrete Plant	Acre	\$5,382				\$5,382	\$135	\$5,517
Sand Mining	Acre	\$690				\$690	\$17	\$707
Retail, Gross Square Feet								
Retail	1,000 sf	\$3,163				\$3,163	\$79	\$3,242
Gas Station	Fuel pos	\$5,587				\$5,587	\$140	\$5,727
New and Used Car Sales	1,000 sf	\$10,108				\$10,108	\$253	\$10,361
Restaurant	1,000 sf	\$22,152				\$22,152	\$554	\$22,706
Fast Food Rest w/ Drive-Thru	1,000 sf	\$34,781				\$34,781	\$870	\$35,651
Supermarket	1,000 sf	\$11,179				\$11,179	\$279	\$11,458
Auto Repair	1,000 sf	\$7,830				\$7,830	\$196	\$8,026
Car Wash	Bays	\$14,589				\$14,589	\$365	\$14,954
Convenience Store	1,000 sf	\$25,430				\$25,430	\$636	\$26,066
Furniture Store	1,000 sf	\$1,373				\$1,373	\$34	\$1,407

Suspended 2009 Impact Fee Schedule for Unincorporated Indian River County

Effective October 1, 2009 - March 31, 2010 (Excludes five suspended impact fees)

Land Use	Impact Unit					Total Net Impact Fee	Administration Fee @ 2.5%	Total Impact Fee
		Transportation	Library	Schools	Recreation			
Recreational								
Golf Course	hole	\$11,248				\$11,248	\$281	\$11,529
Racquet Club/Health Club/Dance Studio	1,000 sf	\$10,824				\$10,824	\$271	\$11,095
County Park	Acre	\$718				\$718	\$18	\$736
Tennis Court	Court	\$12,180				\$12,180	\$305	\$12,485
Marina	Berths	\$973				\$973	\$24	\$997
Governmental								
Post Office	1,000 sf	\$14,199				\$14,199	\$355	\$14,554
Library	1,000 sf	\$17,925				\$17,925	\$448	\$18,373
Government Office Complex ⁽¹⁾	1,000 sf	\$9,632				\$9,632	\$241	\$9,873
Jail ⁽¹⁾	Bed	\$389				\$389	\$10	\$399
Miscellaneous								
Day Care Center	1,000 sf	\$8,847				\$8,847	\$221	\$9,068
Hospital	1,000 sf	\$5,309				\$5,309	\$133	\$5,442
Veterinary Clinic	1,000 sf	\$3,511				\$3,511	\$88	\$3,599
Church	1,000 sf	\$2,588				\$2,588	\$65	\$2,653
Movie Theater	Screen	\$22,743				\$22,743	\$569	\$23,312
School (Elementary and Middle)	Student	\$149				\$149	\$4	\$153
School (High)	Student	\$538				\$538	\$13	\$551
School (College)	Student	\$653				\$653	\$16	\$669
Fire Station ⁽¹⁾	1,000 sf	\$983				\$983	\$25	\$1,008

(1) Government uses are exempt from paying impact fees used to develop that same use. This is because legally, if the development does not create a demand for the facility, or indeed, mitigates the need for the facility, it should not pay the fee.

Suspended 2009 Impact Fee Schedule
City of Fellsmere, Town of Orchid, City of Sebastian, City of Vero Beach, Town of Indian River Shores
Effective October 1, 2009 - March 31, 2010 (Excludes five suspended impact fees)

Land Use	Impact Unit	Transportation	Library	Schools	Total Net Impact Fee	City Administration	County Administration	Total Impact Fee
Residential								
Single Family								
Lower than 1,500 sf (under air)	du	\$2,974	\$430	\$1,756	\$5,160	\$103	\$52	\$5,315
1,500 to 2,499 sf (under air)	du	\$4,483	\$483	\$1,756	\$6,722	\$134	\$67	\$6,923
2,500 sf or Greater (under air)	du	\$5,031	\$524	\$1,756	\$7,311	\$146	\$73	\$7,530
Accessory Single Family	du	\$2,428	\$285	\$500	\$3,213	\$64	\$32	\$3,309
Multi Family	du	\$2,428	\$285	\$500	\$3,213	\$64	\$32	\$3,309
Mobile Home	du	\$1,745	\$349	\$623	\$2,717	\$54	\$27	\$2,798
Transient, Assisted, Group								
Hotel	Room	\$2,804			\$2,804	\$56	\$28	\$2,888
Motel	Room	\$1,516			\$1,516	\$30	\$15	\$1,561
Nursing Home	Bed	\$432			\$432	\$9	\$4	\$445
ACLF	Bed	\$620			\$620	\$12	\$6	\$638
Office and Financial								
Medical Office	1,000 sf	\$13,411			\$13,411	\$268	\$134	\$13,813
Bank	1,000 sf	\$1,066			\$1,066	\$21	\$11	\$1,098
Bank w/Drive-in	1,000 sf	\$13,020			\$13,020	\$260	\$130	\$13,410
Office	1,000 sf	\$3,798			\$3,798	\$76	\$38	\$3,912
Research and Development Center	1,000 sf	\$2,798			\$2,798	\$56	\$28	\$2,882
Industrial								
Manufacturing	1,000 sf	\$1,318			\$1,318	\$26	\$13	\$1,357
Warehouse	1,000 sf	\$1,228			\$1,228	\$25	\$12	\$1,265
Mini-Warehouse	1,000 sf	\$862			\$862	\$17	\$9	\$888
General Industrial	1,000 sf	\$2,404			\$2,404	\$48	\$24	\$2,476
Concrete Plant	Acre	\$5,382			\$5,382	\$108	\$54	\$5,544
Sand Mining	Acre	\$690			\$690	\$14	\$7	\$711
Retail, Gross Square Feet								
Retail Center	1,000 sf	\$9,837			\$9,837	\$197	\$98	\$10,132
Gas Station	Fuel pos	\$5,587			\$5,587	\$112	\$56	\$5,755
New and Used Car Sales	1,000 sf	\$10,108			\$10,108	\$202	\$101	\$10,411
Restaurant	1,000 sf	\$22,152			\$22,152	\$443	\$222	\$22,817
Fast Food Rest w/ Drive-Thru	1,000 sf	\$34,781			\$34,781	\$696	\$348	\$35,825
Supermarket	1,000 sf	\$11,179			\$11,179	\$224	\$112	\$11,515
Auto Repair	1,000 sf	\$7,830			\$7,830	\$157	\$78	\$8,065
Car Wash	Bays	\$14,589			\$14,589	\$292	\$146	\$15,027
Convenience Store	1,000 sf	\$25,430			\$25,430	\$509	\$254	\$26,193
Furniture Store	1,000 sf	\$1,373			\$1,373	\$27	\$14	\$1,414

Suspended 2009 Impact Fee Schedule
City of Fellsmere, Town of Orchid, City of Sebastian, City of Vero Beach, Town of Indian River Shores
Effective October 1, 2009 - March 31, 2010 (Excludes five suspended impact fees)

Land Use	Impact Unit				Total Net Impact Fee	City Administration	County Administration	Total Impact Fee
		Transportation	Library	Schools				
Recreational								
Golf Course	hole	\$11,248			\$11,248	\$225	\$112	\$11,585
Racquet Club/Health Club/Dance Studio	1,000 sf	\$10,824			\$10,824	\$216	\$108	\$11,148
County Park	Acre	\$718			\$718	\$14	\$7	\$739
Tennis Court	Court	\$12,180			\$12,180	\$244	\$122	\$12,546
Marina	Berths	\$973			\$973	\$19	\$10	\$1,002
Governmental								
								\$0
Post Office	1,000 sf	\$14,199			\$14,199	\$284	\$142	\$14,625
Library	1,000 sf	\$17,925			\$17,925	\$359	\$179	\$18,463
Government Office Complex ⁽¹⁾	1,000 sf	\$9,632			\$9,632	\$193	\$96	\$9,921
Jail ⁽¹⁾	Bed	\$389			\$389	\$8	\$4	\$401
Miscellaneous								
Day Care Center	1,000 sf	\$8,847			\$8,847	\$177	\$88	\$9,112
Hospital	1,000 sf	\$5,309			\$5,309	\$106	\$53	\$5,468
Veterinary Clinic	1,000 sf	\$3,511			\$3,511	\$70	\$35	\$3,616
Church	1,000 sf	\$2,588			\$2,588	\$52	\$26	\$2,666
Movie Theater	Screen	\$22,743			\$22,743	\$455	\$227	\$23,425
School (Elementary and Middle)	Student	\$149			\$149	\$3	\$1	\$153
School (High)	Student	\$538			\$538	\$11	\$5	\$554
School (College)	Student	\$653			\$653	\$13	\$7	\$673
Fire Station ⁽¹⁾	1,000 sf	\$983			\$983	\$20	\$10	\$1,013