



NORTH PORT

MOBILITY AND CONNECTIVITY PLAN

City Commission Meeting Proposed Mobility Fee Schedule



April 4, 2022

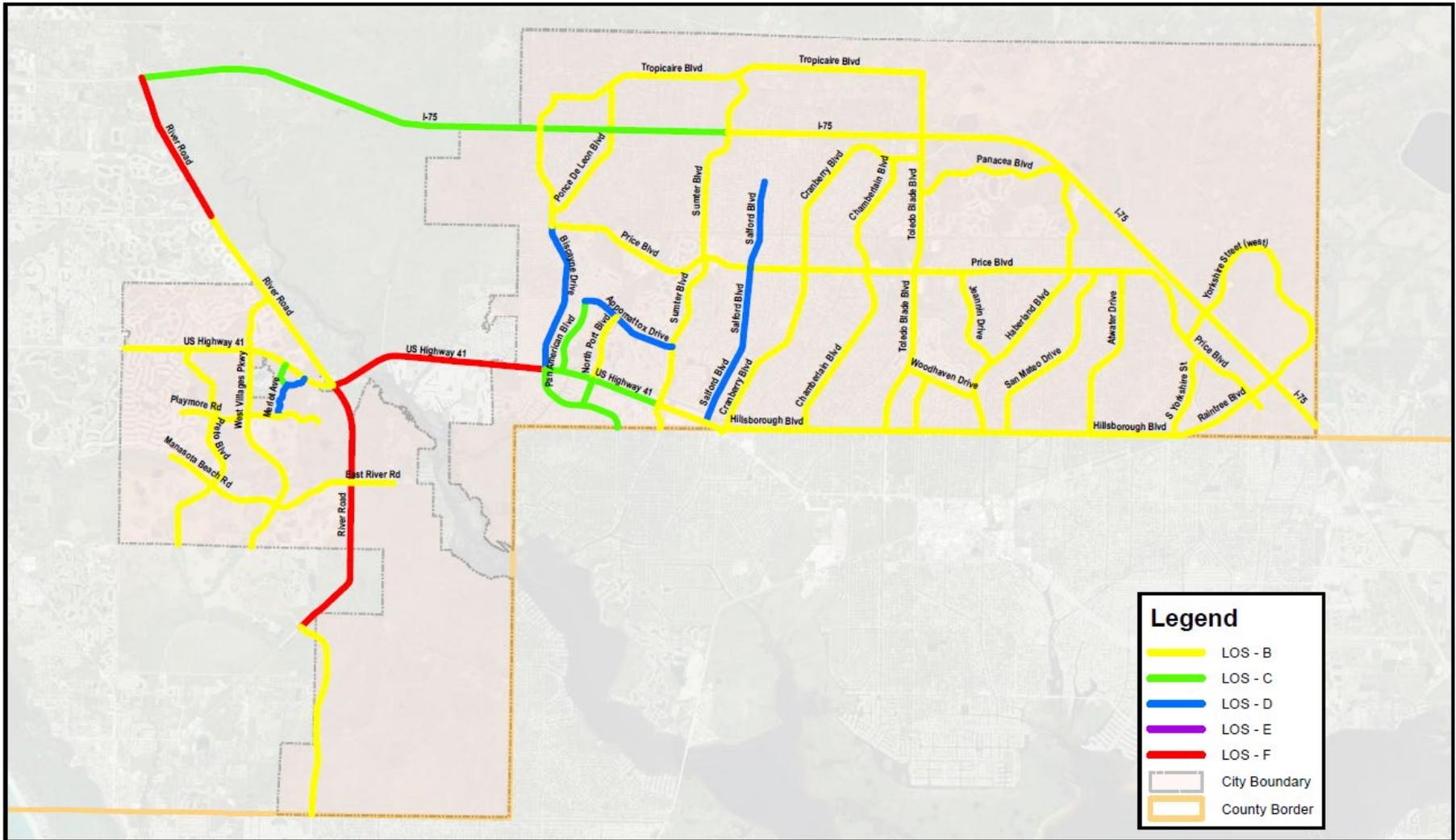
ESRP was retained by the City of North Port to perform a **Citywide Mobility-Connectivity and Mobility Fee Study**.

- Started work in late 2020.
- Presented preliminary results to City Commission in June 2021.
- SWOT Analysis meeting in June 2021.
- Public Meeting (Open House) in July 2021.
- Online Survey - Data from the public were collected during August and September 2021.
- Presented preliminary Mobility-Fee Schedule to City Staff in August 2021.

- Received a request to modify the Mobility-Fee Schedule in order to match the land-use categories of a recently-completed Impact-Fee Schedule in September 2021.
- Updated Preliminary Mobility-Fee Schedule (MFS) in November 2021.
- Presented New Preliminary Mobility-Fee Schedules to Stakeholders in December 2021.
- Updated Preliminary Mobility-Fee Schedule (MFS) in January 2022
- Presented New Preliminary Mobility-Fee Schedules to Stakeholders in February 2022.
- Presented New Preliminary Mobility-Fee Schedules, Estimated Mobility-Fee Revenue Forecasts and Mobility-Plan Funding Examples to City Commission in March 2022.

The main purpose of this project is to produce a citywide plan that satisfies the mobility and connectivity needs of all City of North Port residents and visitors while helping to improve public health and quality of life.

Future Capacity (Level of Service)

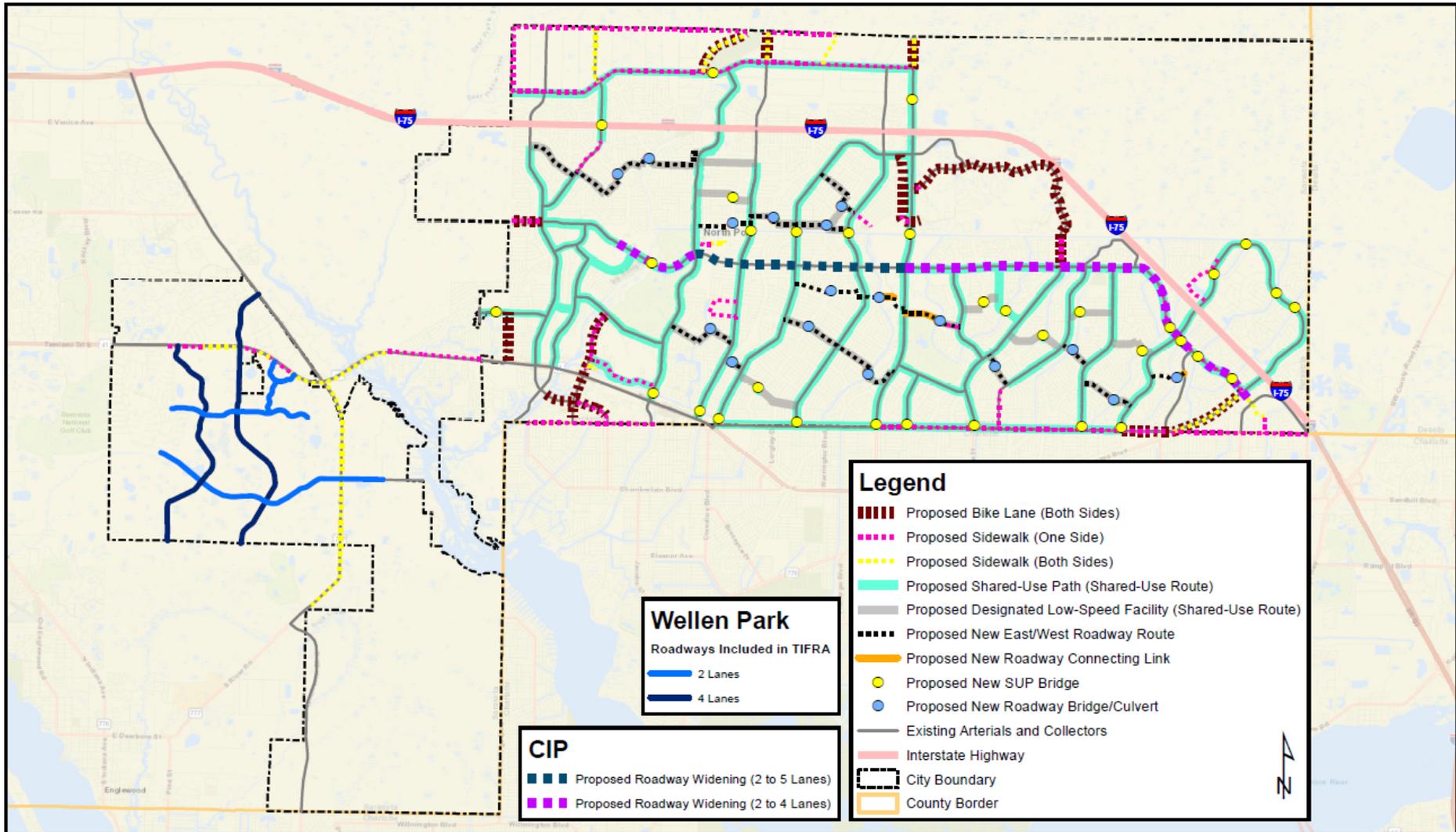


Multimodal Mobility/Connectivity Concept Plan

- Recommended improvements
- Strategies and/or initiatives
- Recommendations for strategic land acquisitions

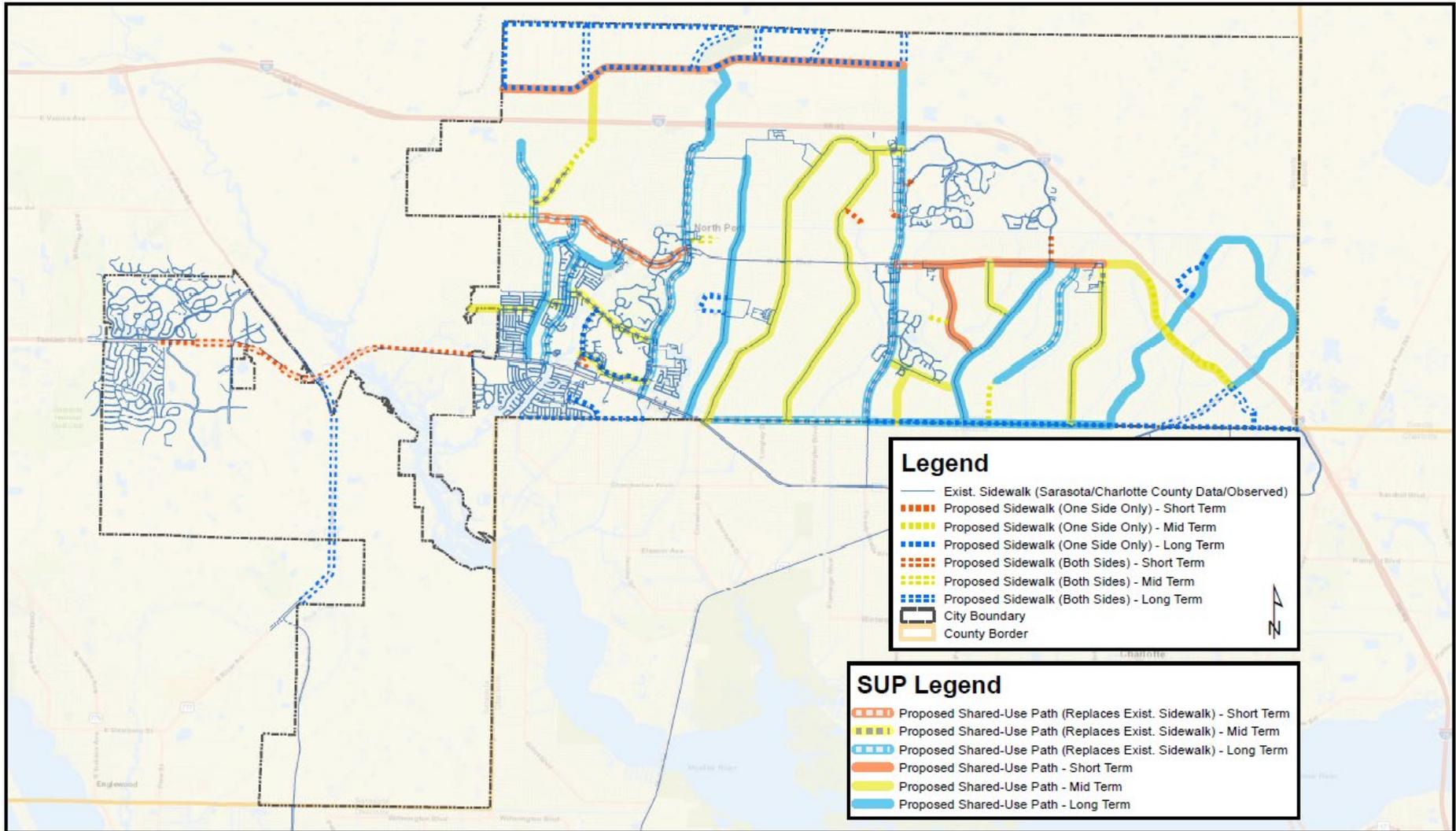
Project Prioritization

- **Short-Term** → 2022 through 2026 (5 years)
- **Mid-Term** → 2027 through 2034 (8 years)
- **Long-Term** → 2035 through 2045 (11 years)

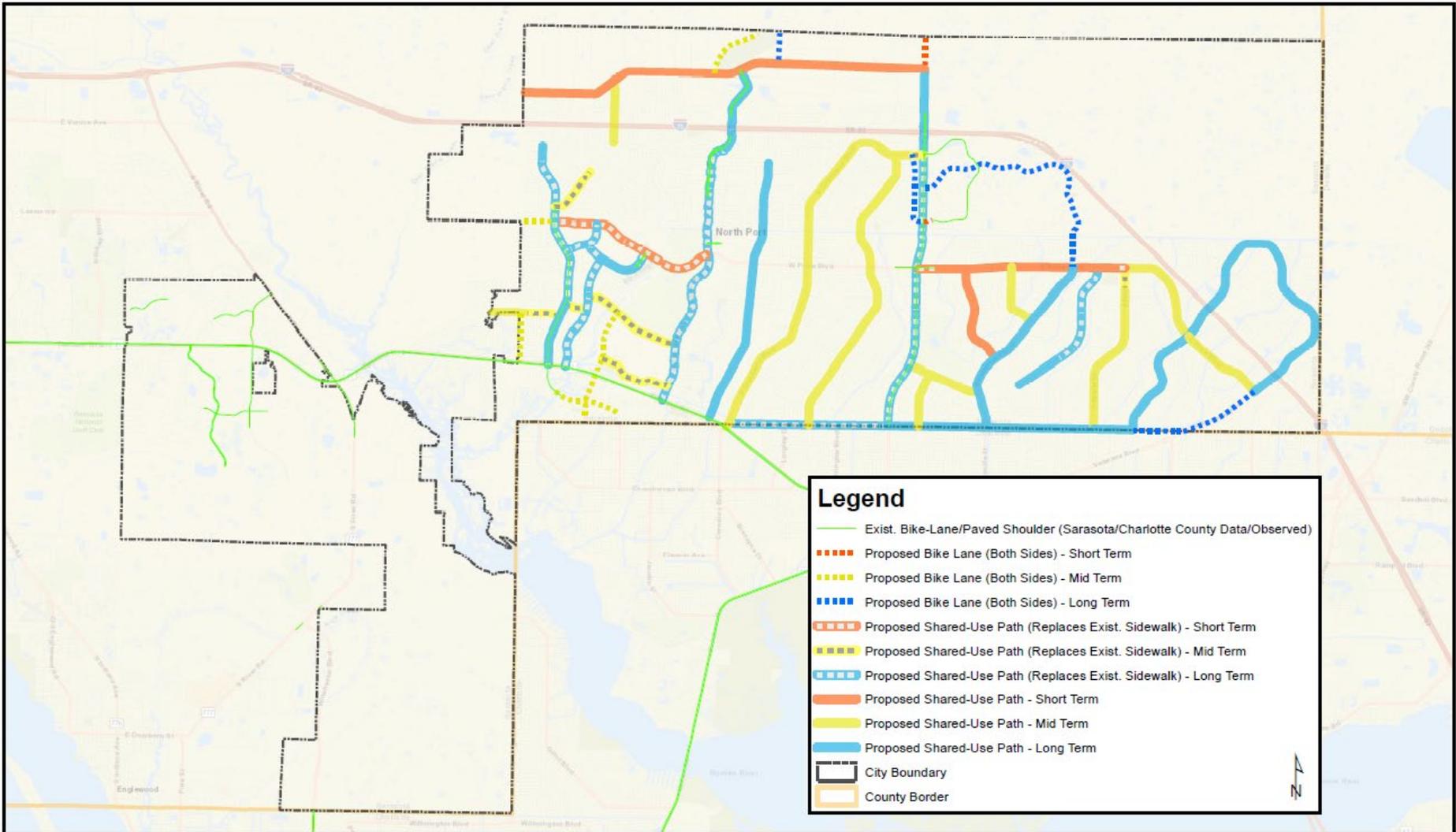


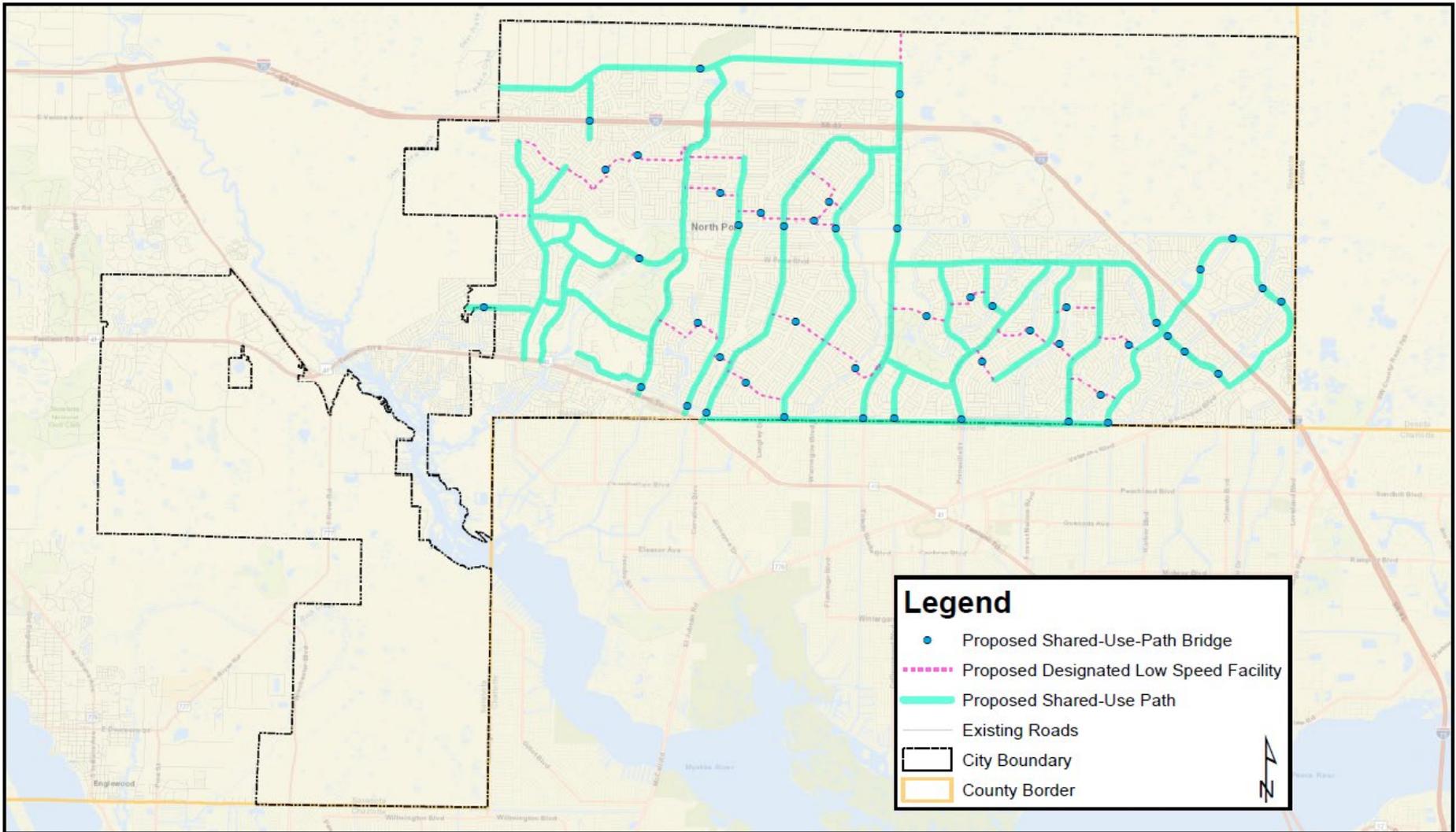
Mobility and Connectivity Plan

Proposed Pedestrian Facilities

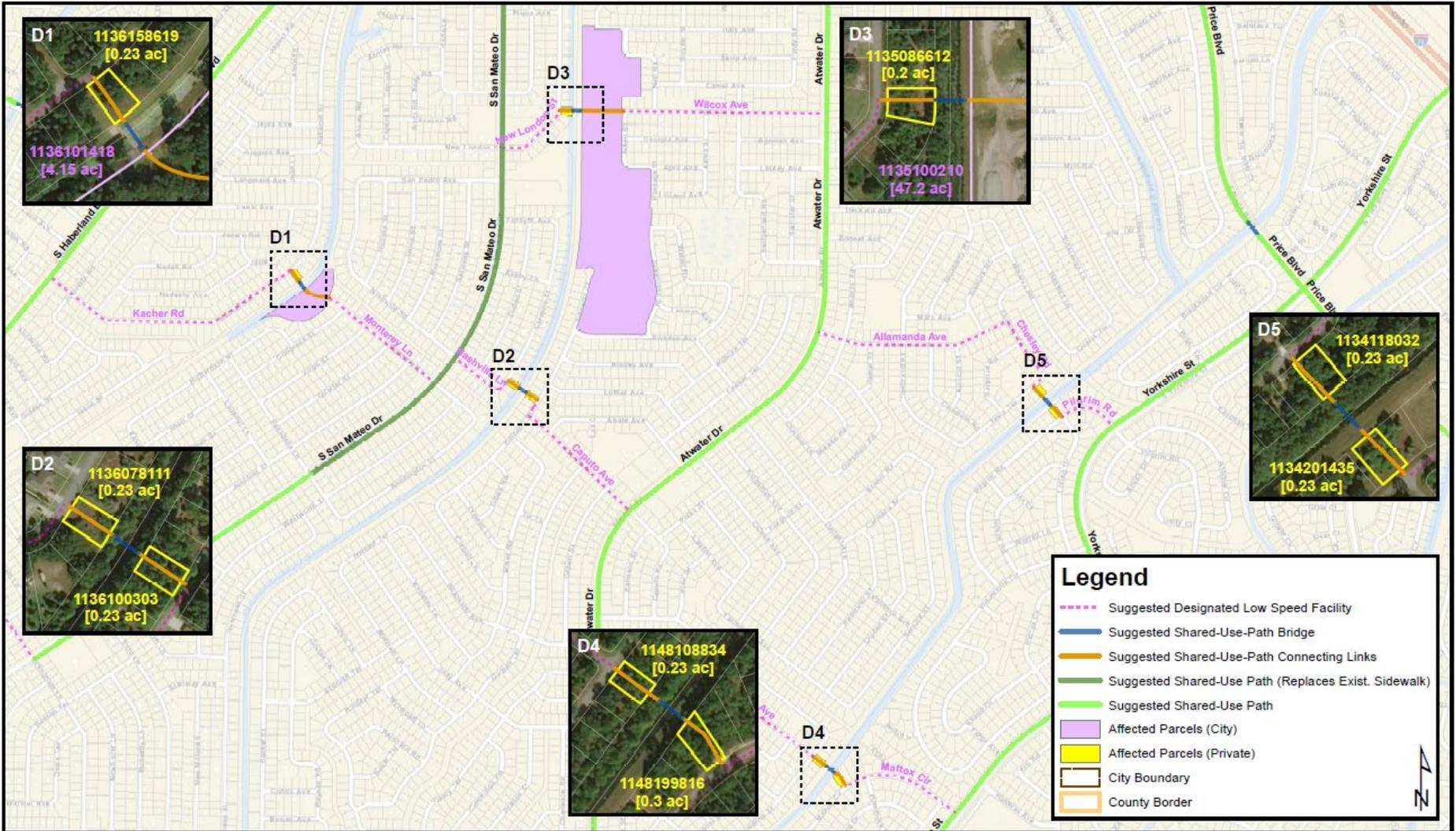


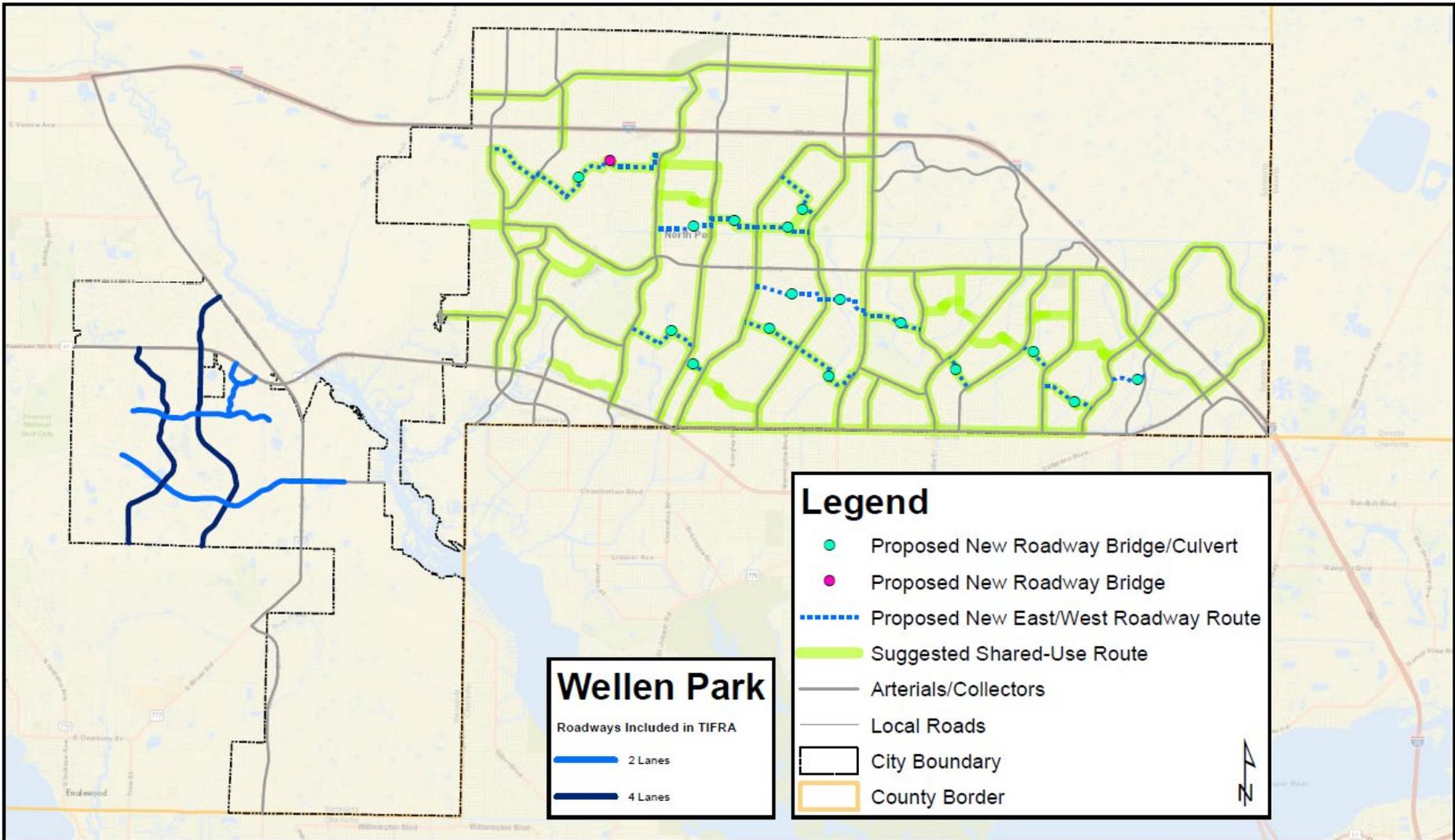
Mobility and Connectivity Plan Proposed Bicycle Facilities



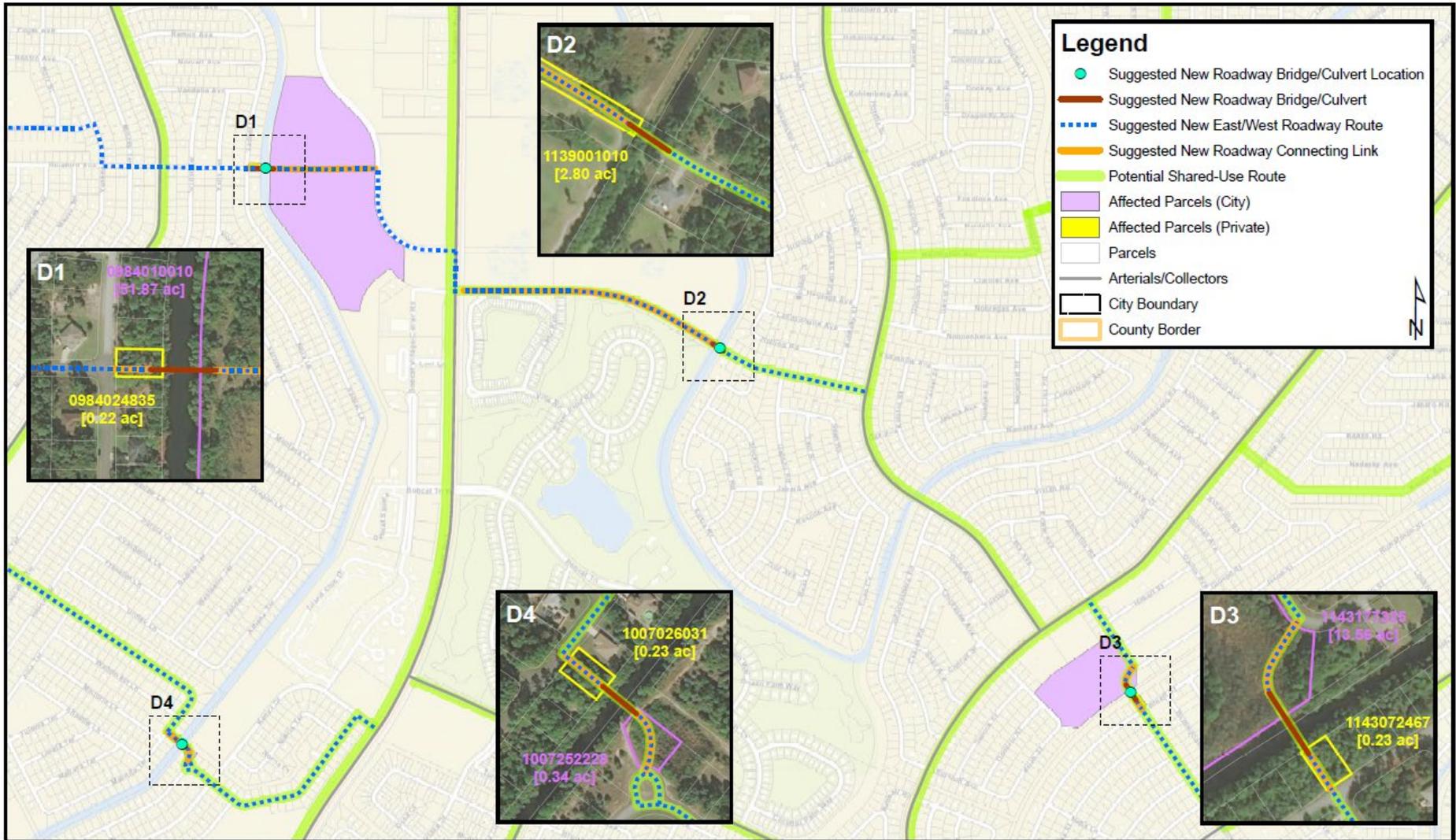


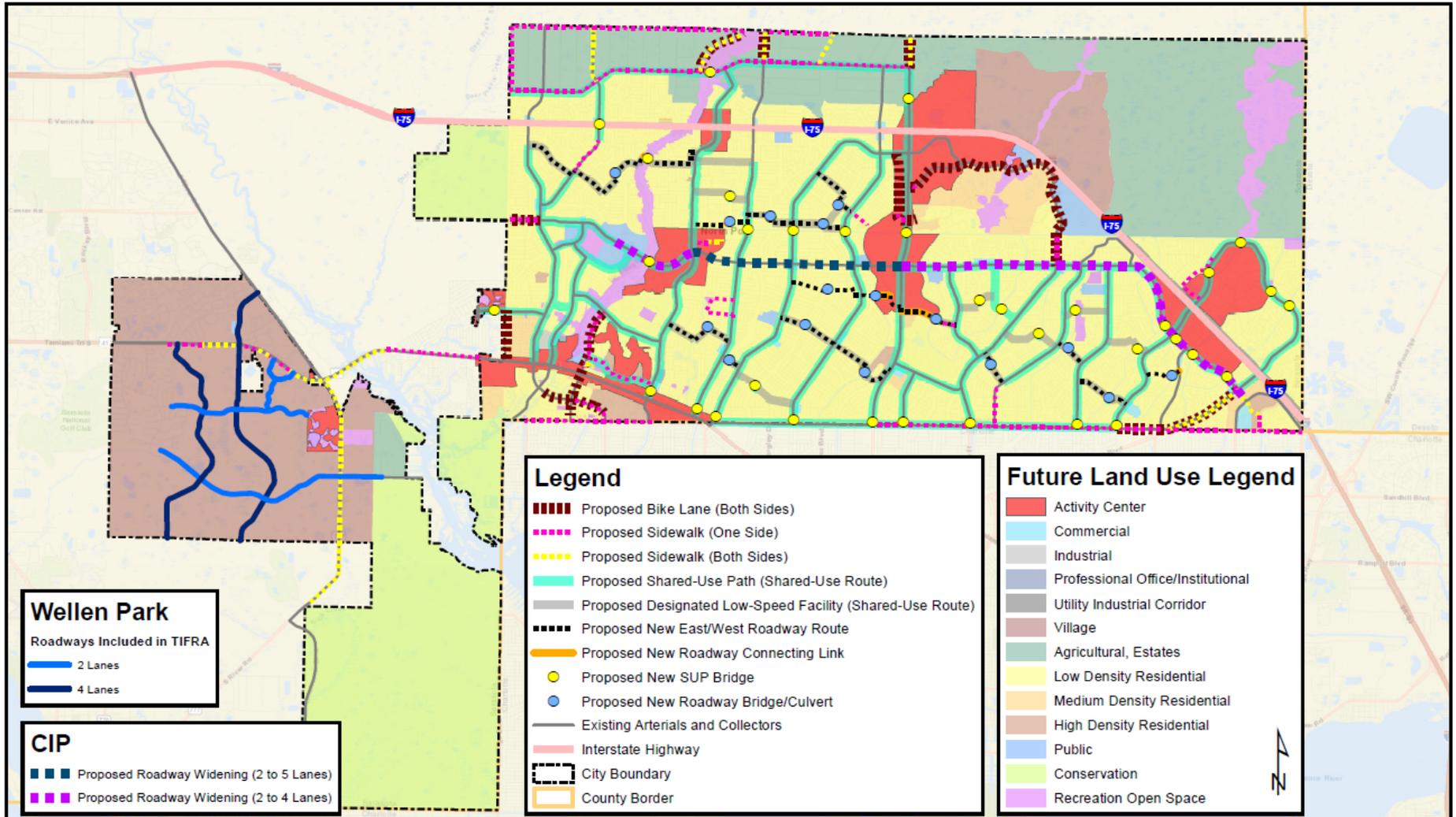
Proposed Shared-Use Routes (cont.)





Proposed New Roadway Routes (cont'd)





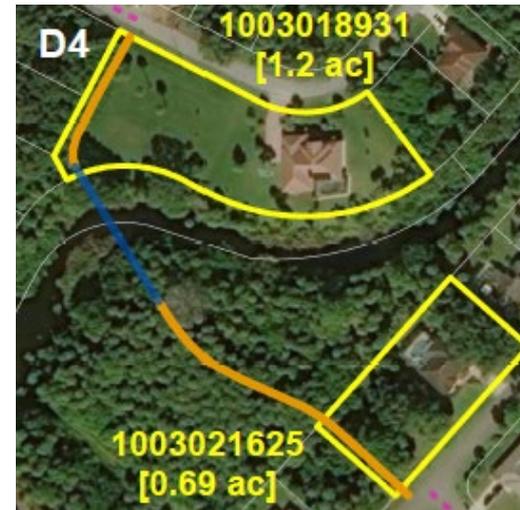
1. Estimation of Unit Cost for the following types of improvements:

- Sidewalks
- Bike Lanes
- Improved Shoulders
- Shared-Use Paths
- SUP Connecting Links
- SUP Crosswalks
- Special SUP Crosswalks
- 2-Lane Roadway Segments
- Designated Low-Speed Facilities (LSF)
- Pedestrian Bridges
- SUP Bridges
- Roadway Bridges
- Roadway Widening
- New Roadways
- Intersection Improvements

2. Estimation of Unit Cost for strategic land acquisition:



**Full-Parcel
Acquisition**



**Partial
Acquisition**

Sources – Mobility Improvements

City of North Port

Actual construction cost from recent projects and cost estimates.

FDOT LRE (Long Range Estimates)

Cost-per-mile models for long range estimating

FDOT SM (Structures Manual)

Structures design guidelines

North Port - Land for Sale Price

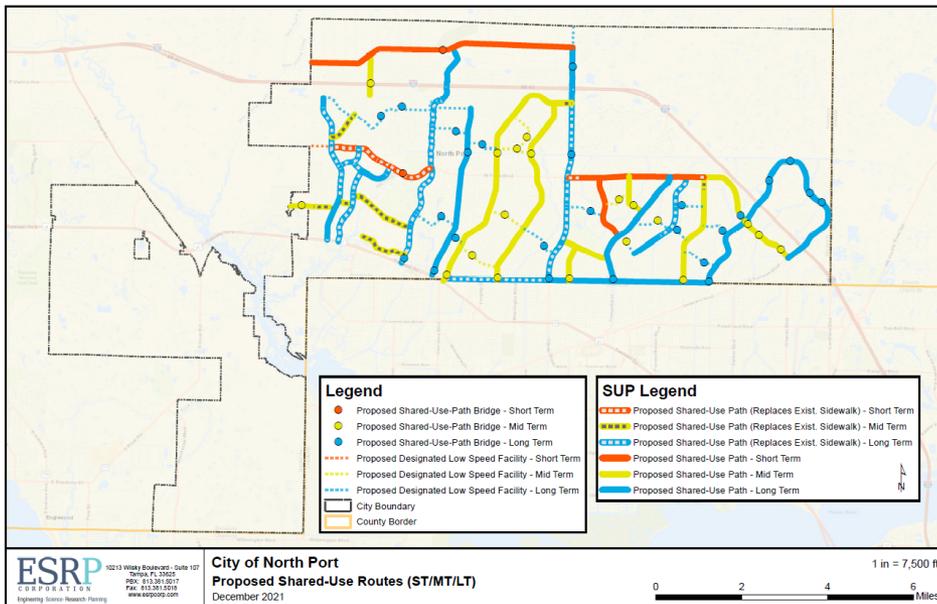
Source: zillow.com

Property for Sale	Square Footage	Acreage	Price	Price/SF	Price/Acre
Observ. ID					
1	10,454.40	0.240	\$ 32,900.00	\$ 3.15	\$ 137,083.33
2	10,018.80	0.230	\$ 24,500.00	\$ 2.45	\$ 106,521.74
3	10,018.80	0.230	\$ 22,000.00	\$ 2.20	\$ 95,652.17
4	10,018.80	0.230	\$ 37,000.00	\$ 3.69	\$ 160,869.57
5	23,609.52	0.542	\$ 45,900.00	\$ 1.94	\$ 84,686.35
6	16,552.80	0.380	\$ 79,900.00	\$ 4.83	\$ 210,263.16
7	10,018.80	0.230	\$ 28,000.00	\$ 2.79	\$ 121,739.13
8	10,018.80	0.230	\$ 36,900.00	\$ 3.68	\$ 160,434.78
9	9,583.20	0.220	\$ 45,000.00	\$ 4.70	\$ 204,545.45
10	10,018.80	0.230	\$ 34,900.00	\$ 3.48	\$ 151,739.13
Average Price:				\$ 3.29	\$ 143,353.48
Estimated Transaction Fees and Other Costs:				\$ 0.33	\$ 14,335.35
Average Price Including Fees and Other Costs:				\$ 3.62	\$ 157,688.83

Short-Term → 2022 through 2026 (5 years)

Mid-Term → 2027 through 2034 (8 years)

Long-Term → 2035 through 2045 (11 years)



Estimated Cost of Plan (Scenario 1)

All Improvements

Type of Improvement	Unit	Loaded Unit Cost	Short-Term 2022 through 2026 (5 years)		Mid-Term 2027 through 2034 (8 years)		Long-Term 2035 through 2045 (11 years)		Total	
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
			Sidewalks (8'-wide)	SY	\$ 68.82	39,952.89	\$ 2,749,507.87	21,224.89	\$ 1,460,670.32	200,921.78
Bike Lanes (both sides)	LF	\$ 525.09	3,198.00	\$ 1,679,234.71	26,019.00	\$ 13,662,291.43	39,867.00	\$ 20,933,724.30	69,084.00	\$ 36,275,250.44
Improved Shoulders (both sides / RRR)	LF	\$ 46.70	0.00	\$ -	22,752.00	\$ 1,062,482.85	0.00	\$ -	22,752.00	\$ 1,062,482.85
Shared-Use Paths (12'-wide / Asphalt)	SY	\$ 74.53	93,810.67	\$ 6,991,784.41	174,586.67	\$ 13,012,084.64	286,082.67	\$ 21,321,971.16	554,480.00	\$ 41,325,840.20
SUP Connecting Links (12'-wide / Asphalt)	SY	\$ 74.53	0.00	\$ -	1,777.33	\$ 132,466.08	3,900.00	\$ 290,670.14	5,677.33	\$ 423,136.22
SUP Crosswalks (without ped signals)	Each	\$ 3,983.62	78.00	\$ 310,722.56	166.00	\$ 661,281.34	192.00	\$ 764,855.52	436.00	\$ 1,736,859.41
Special SUP Crosswalks (Additional Cost)	Each	\$ 138,044.02	24.00	\$ 3,313,056.53	50.00	\$ 6,902,201.11	58.00	\$ 8,006,553.29	132.00	\$ 18,221,810.93
2-Lane Roadway (22'-wide)	LF	\$ 389.33	2,370.00	\$ 922,714.07	3,746.00	\$ 1,458,433.29	2,129.00	\$ 828,885.34	8,245.00	\$ 3,210,032.69
Designated Low-Speed Facilities (LSF)	LF	\$ 12.57	2,437.00	\$ 30,632.72	23,319.00	\$ 293,116.31	70,318.00	\$ 883,886.64	96,074.00	\$ 1,207,635.67
Land Acquisition - Entire Parcels	AC	\$ 157,688.83	9.90	\$ 1,561,389.69	0.00	\$ -	0.00	\$ -	9.90	\$ 1,561,389.69
Land Acquisition - Partial	AC	\$ 157,688.83	0.71	\$ 111,959.07	0.00	\$ -	0.00	\$ -	0.71	\$ 111,959.07
Pedestrian Bridges (10' typical section)	LF	\$ 2,556.13	0.00	\$ -	1,385.00	\$ 3,540,233.13	650.00	\$ 1,661,481.25	2,035.00	\$ 5,201,714.38
SUP Bridges (20' typical section)	LF	\$ 6,881.88	639.00	\$ 4,397,518.13	2,513.00	\$ 17,294,151.88	3,512.00	\$ 24,169,145.00	6,664.00	\$ 45,860,815.00
Roadway Bridges (40' typical section)	LF	\$ 14,353.63	372.00	\$ 5,339,548.50	0.00	\$ -	119.00	\$ 1,708,081.38	491.00	\$ 7,047,629.88
Roadway Widening - Price Phase I	LF	\$ 3,375.04	16,960.17	\$ 57,241,270.00	0.00	\$ -	0.00	\$ -	16,960.17	\$ 57,241,270.00
Roadway Widening - Price Phase II	LF	\$ 5,419.56	0.00	\$ -	6,971.41	\$ 37,782,000.00	0.00	\$ -	6,971.41	\$ 37,782,000.00
Roadway Widening - Price Phase III	LF	\$ 2,932.52	0.00	\$ -	0.00	\$ -	33,705.45	\$ 98,842,007.51	33,705.45	\$ 98,842,007.51
Wellen Park 4-Lane Roadways (TIFRA)*	LF	\$ 2,533.75	25,537.04	\$ 64,704,511.28	16,599.17	\$ 42,058,170.50	0.00	\$ -	42,136.21	\$ 106,762,681.78
Wellen Park 2-Lane Roadways (TIFRA)*	LF	\$ 1,239.19	14,503.90	\$ 17,973,153.59	23,018.45	\$ 28,524,337.41	0.00	\$ -	37,522.35	\$ 46,497,491.00
Intersection Improvements	Site	\$ 950,000.00	1.00	\$ 950,000.00	2.00	\$ 1,900,000.00	0.00	\$ -	3.00	\$ 2,850,000.00
			\$ 168,277,003.13		\$ 169,743,920.27		\$ 193,238,447.10		\$ 531,259,370.50	
Average Cost Per Year:			\$ 33,655,400.63		\$ 21,217,990.03		\$ 17,567,131.55			

* TIFRA: A Transportation Impact Fee Reimbursement Agreement between Wellen Park, LLP, the West Villages Improvement District, and the City of North Port regarding public roadways network within Wellen Park.

Estimated Cost of Plan (Scenario 2)

Without Price Blvd Phase III

Type of Improvement	Unit	Loaded Unit Cost	Short-Term 2022 through 2026 (5 years)		Mid-Term 2027 through 2034 (8 years)		Long-Term 2035 through 2045 (11 years)		Total	
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			\$ 168,277,003.13		\$ 169,743,920.27		\$ 94,396,439.59		\$ 432,417,362.99	
Average Cost Per Year:			\$ 33,655,400.63		\$ 21,217,990.03		\$ 8,581,494.51			

* TIFRA: A Transportation Impact Fee Reimbursement Agreement between Wellen Park, LLP, the West Villages Improvement District, and the City of North Port regarding public roadways network within Wellen Park.

Growth In Vehicle Miles of Travel (VMT)

January, 2022

Year	Arterial & Collector Roads	Interstate 75	Total
2015 (Model base year)	951,365	1,142,179	2,093,544
2022 (Mobility Plan base year)	1,090,761	1,232,708	2,323,469
2045 (Model and plan future year)	1,709,400	1,583,811	3,293,211
VMT Increase (2022 to 2045)	618,638	351,103	969,741

Source: Projected growth in vehicle miles of travel (VMT) prepared by ESRP Corporation. The FDOT District One Regional Planning Model (D1RPM) was used to calculate 2015 and 2045 VMT. For the Mobility Plan base year, 2022, growth rates developed based on model data were used to estimate peak season weekday average daily traffic PSWADT as well as average annual daily traffic (AADT) and VMT.

Existing Conditions Evaluation factor (ECEf)

$$\text{TVMC} = \sum (\text{LENc} \times \text{CAPc}) + \sum (\text{LENa} \times \text{CAPa})$$

$$\text{TVMT} = \sum (\text{LENc} \times \text{AADTc}) + \sum (\text{LENa} \times \text{AADTa})$$

$$\text{ECEf} = (\text{TVMC} / \text{TVMT})$$

Where:

- LENc = Length of Collector Roads
- CAPc = Capacity of Collector Roads
- LENa = Length of Arterial Roads
- CAPa = Capacity of Arterial Roads
- ECEf = Existing Conditions Evaluation factor
- TVMC = Total Vehicle Miles of Capacity
- TVMT = Total Vehicle Miles Traveled

Increase in Person Miles of Travel (PMTi)

$$2022 \text{ PMT} = (2022 \text{ VMT} \times \text{PMTf})$$

$$2045 \text{ PMT} = (2045 \text{ VMT} \times \text{PMTf})$$

$$\text{PMTi} = (2045 \text{ PMT} - 2022 \text{ PMT})$$

Where:

- PMT = Person Miles of Travel
- VMT = Vehicle Miles of Travel
- PMTf = Person Miles of Travel factor of 1.84
- PMTi = Person Miles of Travel Increase

Capacity Addition Ratio (CAR)

$$PMCi = \sum (LENmp \times CAPmp)$$

$$CAR = (PMCi / PMTi)$$

Where:

- LENmp = Length of Mobility Plan Improvements
- CAPmp = Person Capacity of Mobility Plan Improvements
- CAR = Capacity Addition Ratio
- PMTi = Person Miles of Travel increase
- PMCi = Person Miles of Capacity increase

Person Miles of Capacity Rate (PMCr)

$$BCSTmp = (GCSTmp \times ECEf)$$

$$NCSTmp = (BCSTmp \times NGEf)$$

$$PMCr = (NCSTmp / PMCi)$$

Where:

- GCSTmp = Gross Cost of Mobility Plan
- ECEf = Existing Conditions Evaluation factor
- BCSTmp = Backlog Adjusted Cost of Mobility Plan improvements
- NGEf = New Growth Evaluation factor
- NCSTmp = Net Cost Mobility Plan improvements
- PMCi = Person Miles of Capacity increase
- PMCr = Person Miles of Capacity rate

Person Travel Demand per use (PTDu)

$$Tvmt = (\sum ACvmt + \sum LAVmt)$$

$$LAEf = 1 - (\sum LAVmt / Tvmt)$$

$$PTDuac = (((((TG \times \% \text{NEW}) \times PTfac) \times (PTlac \times LAEf)) \times ODAf)$$

$$PTDuoc = (((((TG \times \% \text{NEW}) \times PTfoac) \times (PTloac \times LAEf)) \times ODAf)$$

Where:

ACvmt = 2022 projected VMT for arterials and collectors

LAVmt = 2022 projected VMT for the Florida Turnpike & Interstate 95

Tvmt = Total 2022 vehicle miles of travel (VMT)

LAEf = Limited Access Evaluation factor of 0.41

ac = Within activity center

oac = Outside Activity Center

PTDuac = Person Travel Demand per use within activity center

PTDuoc = Person Travel Demand per use outside activity center

TG = Trip Generation

% NEW = Percent of Trips that are Primary Trips

PTfac = Person Trip Factor by Trip Purpose within activity center

PTlac = Person Trip Length by Trip Purpose within activity center

PTfoac = Person Trip Factor by Trip Purpose outside activity center

PTloac = Person Trip Length by Trip Purpose outside activity center

ODAf = Origin & Destination Adjustment factor of 0.50 to avoid double-counting trips

Mobility Fee per use (MFu)

$$\text{Mfuac} = \text{PTDuac} \times \text{PMCr}$$

$$\text{Mfuaoac} = \text{PTDuoac} \times \text{PMCr}$$

Where:

ac = Within activity center

oac = Outside Activity Center

PTDuac = Person Travel Demand per use within activity center

PTDuoac = Person Travel Demand per use within activity center

PMCr = Person Miles of Capacity rate

MFuac = Mobility Fee per use within activity center

MFuaoac = Mobility Fee per use within activity center

Proposed Impact-Fee Schedule (DRAFT)

The initial Mobility-Fee Schedule was revised in order to match the land-use categories of this proposed Impact-Fee Schedule.

E.1: Maximum Justified Development Impact Fees

Land Use	Demand Unit	General Government Facilities	Fire and Rescue Facilities	Law Enforcement Facilities	Parks	Solid Waste Facilities	Total
<i>Residential (per Dwelling Unit)</i>							
Single Family	Dwelling Unit	\$ 330	\$ 634	\$ 476	\$ 2,702	\$ 398	\$ 4,540
Multifamily	Dwelling Unit	239	459	345	1,957	236	3,236
Senior Unit	Dwelling Unit	152	292	220	1,245	150	2,059
<i>Nonresidential (per 1,000 Sq. Ft. or per Hotel Room)</i>							
Commercial: Retail	1,000 Sq. Ft.	\$ 89	\$ 1,227	\$ 1,537	\$ -	\$ 982	\$ 3,835
Commercial: Restaurant	1,000 Sq. Ft.	212	2,918	3,654	-	4,712	11,496
Commercial: Retail/Restaurant with Drive-thru	1,000 Sq. Ft.	441	6,080	7,613	-	7,376	21,510
Commercial: Gas Station (Building Area)	1,000 Sq. Ft.	89	1,227	1,537	-	3,933	6,786
Commercial: Car Wash	Tunnel	74	1,013	1,269	-	658	3,014
Commercial: Hotel/Lodging	Room	24	324	406	1,040	277	2,071
Office	1,000 Sq. Ft.	137	1,888	2,364	-	462	4,851
Medical Office	1,000 Sq. Ft.	173	2,391	2,994	-	550	6,108
Industrial: Manufacturing/Warehouse	1,000 Sq. Ft.	49	672	841	-	843	2,405
Institutional (schools, churches, daycare)	1,000 Sq. Ft.	89	1,226	1,535	-	1,413	4,263
Nursing Home/ Congregate Care Facility	1,000 Sq. Ft.	86	1,181	1,479	-	398	3,144
Recreational: Golf Course	Acre	21	284	355	-	-	660
Recreational: Golf Course	1,000 Sq. Ft.	-	-	-	-	1,015	1,015
Recreational: Community Center	1,000 Sq. Ft.	45	614	769	-	897	2,325

Mobility Fee Schedule

Person Travel Demand by Use

Land Use	Demand Unit	Within Activity Center			Outside Activity Center		
		Person Trip Factor	Person Trip Length	Person Travel Demand	Person Trip Factor	Person Trip Length	Person Travel Demand
Residential (per Dwelling Unit)							
Single Family	Dwelling Unit	1.85	4.24	14.76	1.86	4.85	16.98
Multifamily	Dwelling Unit	1.85	4.24	11.06	1.86	4.85	12.72
Senior Unit	Dwelling Unit	1.85	4.24	6.43	1.86	4.85	7.40
Nonresidential (per 1,000 Sq. Ft. or per Hotel Room)							
Commercial: Retail	1,000 Sq. Ft.	1.7	3.75	24.19	1.71	4.1	26.61
Commercial: Restaurant	1,000 Sq. Ft.	2.06	3.79	49.56	2.08	4.09	54.00
Commercial: Retail/Restaurant with Drive-thru	1,000 Sq. Ft.	2.06	3.79	142.44	2.08	4.09	155.21
Commercial: Gas Station (Building Area)	1,000 Sq. Ft.	1.59	3.35	161.49	1.59	3.52	169.68
Commercial: Car Wash	Tunnel	1.59	3.35	159.25	1.59	3.52	167.33
Commercial: Hotel/Lodging	Room	1.85	4.24	7.54	1.86	4.85	8.67
Office	1,000 Sq. Ft.	1.28	6.36	15.51	1.28	7.72	18.83
Medical Office	1,000 Sq. Ft.	1.52	4.23	19.76	1.52	4.74	22.14
Industrial: Manufacturing/Warehouse	1,000 Sq. Ft.	1.28	6.36	6.16	1.28	7.72	7.47
Institutional (schools, churches, daycare)	1,000 Sq. Ft.	1.97	4.06	6.23	1.98	4.51	6.96
Nursing Home/ Congregate Care Facility	1,000 Sq. Ft.	1.85	4.24	9.58	1.86	4.85	11.02
Recreational: Golf Course	Acre	1.86	4.15	5.92	1.88	5.04	7.26
Recreational: Golf Course	1,000 Sq. Ft.	--	--	--	--	--	--
Recreational: Community Center	1,000 Sq. Ft.	1.86	4.15	20.03	1.88	5.04	24.59

Mobility Fee Schedule

Trip Generation Source

Land Use	Demand Unit	Trip Generation Rate	% New Trips	ITE Land Use Codes ¹
Residential (per Dwelling Unit)				
Single Family	Dwelling Unit	9.18	100%	210, 215
Multifamily	Dwelling Unit	6.88	100%	220, 240
Senior Unit	Dwelling Unit	4.00	100%	251, 252
Nonresidential (per 1,000 Sq. Ft. or per Hotel Room)				
Commercial: Retail ²	1,000 Sq. Ft.	46.28	40%	820, 821, 822
Commercial: Restaurant	1,000 Sq. Ft.	103.21	30%	930, 931, 932
Commercial: Retail/Restaurant with Drive-thru	1,000 Sq. Ft.	444.99	20%	934, 937, 938
Commercial: Gas Station (Building Area) ³	1,000 Sq. Ft.	739.46	20%	945
Commercial: Car Wash	Tunnel	729.20	20%	947, 948, 949
Commercial: Hotel/Lodging	Room	4.69	100%	310, 311, 312, 320, 330
Office	1,000 Sq. Ft.	11.62	80%	710, 712, 714, 715, 750, 760, 770
Medical Office	1,000 Sq. Ft.	18.74	80%	610, 630, 640, 650, 710, 720
Industrial: Manufacturing/Warehouse ⁴	1,000 Sq. Ft.	3.69	100%	110, 130, 140, 150, 151, 154, 155, 156, 157, 160, 170, 180
Institutional (schools, churches, daycare)	1,000 Sq. Ft.	7.60	50%	560
Nursing Home/ Congregate Care Facility	1,000 Sq. Ft.	5.96	100%	254, 620
Recreational: Golf Course	Acre	3.74	100%	430
Recreational: Golf Course	1,000 Sq. Ft.	-	-	n/a
Recreational: Community Center	1,000 Sq. Ft.	25.32	50%	492, 493, 495

¹ Institute of Transportation Engineers (ITE) 11th Edition Trip Generation Manual. The trip generation rates are based on the weekday trip generation rate per the indicated land use code. For uses where daily trips are not provided, the AM and PM Peak hours of adjacent street traffic where averaged and divided by a peak-to-daily ratio of 0.1 (on average 10% of daily traffic occurs during peak periods). For land uses with more than one ITE code, the trip generation was calculated by weighing trips based on the number of studies completed as indicated in the ITE Trip Generation Manual to ensure that a trip generation rate based on one (1) study does not have the same weight as a trip generation rate based on thirty (30) studies. Weighting is based on the following: Total studies per use divided by the sum of studies completed for all ITE codes listed = weight per ITE Code. Trip Generation is equal to the sum of the weight per ITE code times the trip generation rate per ITE Code. For example: Senior Housing Single Family (ITE 251) = 15 studies, Senior Housing Multi Family (ITE 252) = 6 studies. $15 + 6 = 21$. $15/21 = \sim 0.715$, $6/21 = \sim 0.285$. Trip Generation (ITE 251) = 4.31 , (ITE 252) = 3.24 . $4.31 \times 0.715 = \sim 3.07$, $3.24 \times 0.285 = \sim 0.93$. Senior Unit Housing Trip Generation = 4.00 (numbers rounded to nearest 100th place).

² ITE Code 821 provides trip generation rates for retail centers with and without grocery stores. The trip generation and number of studies for both 821 trip generation rates were used.

³ ITE Code 155 provides trip generation rates for fulfillment centers with and without sorting. The trip generation and number of studies for both 821 trip generation rates were used.

⁴ ITE Code 945 provides trip generation rates for convenience stores with gas based on three (2) tiers based on number of fueling positions. The trip generation and number of studies for all three 945 trip generation rates based on number of fueling positions were used.

Proposed MFS (Scenario 1) - DRAFT

City of North Port

Proposed Mobility-Fee vs Existing Transportation Impact Fee Comparison

All Improvements

Land Use	Demand Unit	Calculated Mobility Fees		Existing Transportation Impact Fees (TIFs) (75% of approved fees)		Calculated MF Percentage Increase (Based on 75% TIFs)		Calculated MF Percentage Increase (Based on 100% TIFs)		Suggested Mobility Fees		Suggested MF Percentage Increase (Based on 75% TIFs)	
		OAC	AC	Citywide	Impact-fee LU Category ¹	OAC	AC	OAC	AC	OAC	AC	OAC	AC
Residential (per Dwelling Unit)													
Single Family	Dwelling Unit	\$ 5,788	\$ 5,032	\$ 3,402.75	Single Family Detached/Attached	70.08%	47.89%	52.56%	35.92%	\$ 5,104	\$ 4,438	50.00%	30.43%
Multifamily	Dwelling Unit	\$ 4,337	\$ 3,772	\$ 2,310.00	Multi Family/Apartment	87.77%	63.27%	65.83%	47.45%	\$ 3,465	\$ 3,013	50.00%	30.43%
Senior Unit	Dwelling Unit	\$ 2,522	\$ 2,193	\$ 787.50	Retirement Community	220.23%	178.45%	165.17%	133.84%	\$ 1,181	\$ 1,027	50.00%	30.43%
Nonresidential (per 1,000 Sq. Ft. or per Hotel Room)													
Commercial: Retail	1,000 Sq. Ft.	\$ 9,070	\$ 8,248	\$ 5,701.50	Shopping Center 50,000 Sfor Less	59.09%	44.66%	44.32%	33.49%	\$ 8,552	\$ 7,776	50.00%	36.39%
Commercial: Restaurant	1,000 Sq. Ft.	\$ 18,409	\$ 16,894	\$ 15,868.50	Sit Down Restaurant	16.01%	6.47%	12.01%	4.85%	\$ 18,409	\$ 16,894	16.01%	6.47%
Commercial: Retail/Restaurant with Drive-thru	1,000 Sq. Ft.	\$ 52,913	\$ 48,560	\$ 43,078.50	Fast Food Restaurant W/Drive-Thru	22.83%	12.73%	17.12%	9.54%	\$ 52,913	\$ 48,560	22.83%	12.73%
Commercial: Gas Station (Building Area)	1,000 Sq. Ft.	\$ 57,847	\$ 55,053	\$ 59,677.50	Convenience / Gasoline / Fast Food	-3.07%	-7.75%	-2.30%	-5.81%	\$ 57,847	\$ 55,053	-3.07%	-7.75%
Commercial: Car Wash	Tunnel	\$ 57,044	\$ 54,289							\$ 57,044	\$ 54,289		
Commercial: Hotel/Lodging	Room	\$ 2,957	\$ 2,571	\$ 1,396.50	Motel / Hotel	111.73%	84.10%	83.80%	63.08%	\$ 2,095	\$ 1,821	50.00%	30.43%
Office	1,000 Sq. Ft.	\$ 6,420	\$ 5,289	\$ 4,391.25	Office, General 50,001-100,000 Sf	46.19%	20.44%	34.65%	15.33%	\$ 6,420	\$ 5,289	46.19%	20.44%
Medical Office	1,000 Sq. Ft.	\$ 7,549	\$ 6,737	\$ 8,484.00	Medical Office 1 - 10,000 Sf	-11.02%	-20.60%	-8.27%	-15.45%	\$ 7,549	\$ 6,737	-11.02%	-20.60%
Industrial: Manufacturing/Warehouse	1,000 Sq. Ft.	\$ 2,548	\$ 2,099	\$ 1,077.75	Manufacturing	136.45%	94.79%	102.33%	71.09%	\$ 1,617	\$ 1,332	50.00%	23.58%
Institutional (schools, churches, daycare)	1,000 Sq. Ft.	\$ 2,371	\$ 2,124	\$ 3,669.00	High School (9-12)	-35.36%	-42.11%	-26.52%	-31.58%	\$ 2,371	\$ 2,124	-35.36%	-42.11%
Nursing Home/ Congregate Care Facility	1,000 Sq. Ft.	\$ 3,757	\$ 3,267	\$ 812.25	Nursing Home	362.60%	302.24%	271.95%	226.68%	\$ 1,218	\$ 1,059	50.00%	30.43%
Recreational: Golf Course	Acre	\$ 2,477	\$ 2,018	\$ 2,124.00	Golf Course	16.60%	-5.01%	12.45%	-3.76%	\$ 2,477	\$ 2,018	16.60%	-5.01%
Recreational: Golf Course	1,000 Sq. Ft.	--	--							--	--		
Recreational: Community Center	1,000 Sq. Ft.	\$ 8,383	\$ 6,830	\$ 6,503.25	Recreational / Community Center	28.91%	5.02%	21.68%	3.76%	\$ 8,383	\$ 6,830	28.91%	5.02%

OAC: Outside Activity Centers

AC: Inside Activity Centers (with existing transportation/mobility infrastructure)

¹ The existing Impact-Fee Schedule has 53 land-use categories while the proposed mobility-fee schedule only has 17 land-use categories (a side-by-side comparison is not feasible)



Proposed MFS (Scenario 2) - DRAFT

City of North Port

Proposed Mobility-Fee vs Existing Transportation Impact Fee Comparison

Without Price Boulevard Phase III

Land Use	Demand Unit	Calculated Mobility Fees		Existing Transportation Impact Fees (TIFs) (75% of approved fees)		Calculated MF Percentage Increase (Based on 75% TIFs)		Calculated MF Percentage Increase (Based on 100% TIFs)		Suggested Mobility Fees		Suggested MF Percentage Increase (Based on 75% TIFs)	
		OAC	AC	Citywide	Impact-fee LU Category ¹	OAC	AC	OAC	AC	OAC	AC	OAC	AC
Residential (per Dwelling Unit)													
Single Family	Dwelling Unit	\$ 4,711	\$ 4,096	\$ 3,402.75	Single Family Detached/Attached	38.44%	20.38%	28.83%	15.28%	\$ 4,711	\$ 4,096	38.44%	20.38%
Multifamily	Dwelling Unit	\$ 3,530	\$ 3,070	\$ 2,310.00	Multi Family/Apartment	52.84%	32.89%	39.63%	24.67%	\$ 3,465	\$ 3,013	50.00%	30.43%
Senior Unit	Dwelling Unit	\$ 2,053	\$ 1,785	\$ 787.50	Retirement Community	160.65%	126.64%	120.49%	94.98%	\$ 1,181	\$ 1,027	50.00%	30.43%
Nonresidential (per 1,000 Sq. Ft. or per Hotel Room)													
Commercial: Retail	1,000 Sq. Ft.	\$ 7,383	\$ 6,713	\$ 5,701.50	Shopping Center 50,000 Sfor Less	29.49%	17.74%	22.12%	13.31%	\$ 7,383	\$ 6,713	29.49%	17.74%
Commercial: Restaurant	1,000 Sq. Ft.	\$14,984	\$13,751	\$ 15,868.50	Sit Down Restaurant	-5.58%	-13.34%	-4.18%	-10.01%	\$14,984	\$13,751	-5.58%	-13.34%
Commercial: Retail/Restaurant with Drive-thru	1,000 Sq. Ft.	\$43,068	\$39,526	\$ 43,078.50	Fast Food Restaurant W/Drive-Thru	-0.02%	-8.25%	-0.02%	-6.19%	\$43,068	\$39,526	-0.02%	-8.25%
Commercial: Gas Station (Building Area)	1,000 Sq. Ft.	\$47,084	\$44,810	\$ 59,677.50	Convenience / Gasoline / Fast Food	-21.10%	-24.91%	-15.83%	-18.68%	\$47,084	\$44,810	-21.10%	-24.91%
Commercial: Car Wash	Tunnel	\$46,431	\$44,189							\$46,431	\$44,189		
Commercial: Hotel/Lodging	Room	\$ 2,407	\$ 2,093	\$ 1,396.50	Motel / Hotel	72.34%	49.85%	54.25%	37.39%	\$ 2,095	\$ 1,821	50.00%	30.43%
Office	1,000 Sq. Ft.	\$ 5,225	\$ 4,305	\$ 4,391.25	Office, General 50,001-100,000 Sf	18.99%	-1.97%	14.25%	-1.48%	\$ 5,225	\$ 4,305	18.99%	-1.97%
Medical Office	1,000 Sq. Ft.	\$ 6,144	\$ 5,483	\$ 8,484.00	Medical Office 1 - 10,000 Sf	-27.58%	-35.37%	-20.68%	-26.53%	\$ 6,144	\$ 5,483	-27.58%	-35.37%
Industrial: Manufacturing/Warehouse	1,000 Sq. Ft.	\$ 2,074	\$ 1,709	\$ 1,077.75	Manufacturing	92.45%	58.55%	69.34%	43.91%	\$ 1,617	\$ 1,332	50.00%	23.58%
Institutional (schools, churches, daycare)	1,000 Sq. Ft.	\$ 1,930	\$ 1,729	\$ 3,669.00	High School (9-12)	-47.39%	-52.88%	-35.54%	-39.66%	\$ 1,930	\$ 1,729	-47.39%	-52.88%
Nursing Home/ Congregate Care Facility	1,000 Sq. Ft.	\$ 3,058	\$ 2,659	\$ 812.25	Nursing Home	276.53%	227.41%	207.40%	170.55%	\$ 1,218	\$ 1,059	50.00%	30.43%
Recreational: Golf Course	Acre	\$ 2,016	\$ 1,642	\$ 2,124.00	Golf Course	-5.09%	-22.68%	-3.82%	-17.01%	\$ 2,016	\$ 1,642	-5.09%	-22.68%
Recreational: Golf Course	1,000 Sq. Ft.	-- --	-- --							-- --	-- --		
Recreational: Community Center	1,000 Sq. Ft.	\$ 6,824	\$ 5,559	\$ 6,503.25	Recreational / Community Center	4.93%	-14.52%	3.69%	-10.89%	\$ 6,824	\$ 5,559	4.93%	-14.52%

OAC: Outside Activity Centers

AC: Inside Activity Centers (with existing transportation/mobility infrastructure)

¹ The existing Impact-Fee Schedule has 53 land-use categories while the proposed mobility-fee schedule only has 17 land-use categories (a side-by-side comparison is not feasible)

Proposed MFS (Scenario 1) - DRAFT

City of North Port

Proposed Mobility-Fee vs Existing Transportation Impact Fee Comparison

All Improvements

Land Use	Demand Unit	Existing Transportation Impact Fees (TIFs) (75% of approved fees)		Suggested Mobility Fees		Suggested MF Percentage Increase (Based on 75% TIFs)	
		Citywide	Impact-fee LU Category ¹	OAC	AC	OAC	AC
Residential (per Dwelling Unit)							
Single Family	Dwelling Unit	\$ 3,402.75	Single Family Detached/Attached	\$ 5,104	\$ 4,438	50.00%	30.43%
Multifamily	Dwelling Unit	\$ 2,310.00	Multi Family/Apartment	\$ 3,465	\$ 3,013	50.00%	30.43%
Senior Unit	Dwelling Unit	\$ 787.50	Retirement Community	\$ 1,181	\$ 1,027	50.00%	30.43%
Nonresidential (per 1,000 Sq. Ft. or per Hotel Room)							
Commercial: Retail	1,000 Sq. Ft.	\$ 5,701.50	Shopping Center 50,000 Sf or Less	\$ 8,552	\$ 7,776	50.00%	36.39%
Commercial: Restaurant	1,000 Sq. Ft.	\$ 15,868.50	Sit Down Restaurant	\$ 18,409	\$ 16,894	16.01%	6.47%
Commercial: Retail/Restaurant with Drive-thru	1,000 Sq. Ft.	\$ 43,078.50	Fast Food Restaurant W/Drive-Thru	\$ 52,913	\$ 48,560	22.83%	12.73%
Commercial: Gas Station (Building Area)	1,000 Sq. Ft.	\$ 59,677.50	Convenience / Gasoline / Fast Food	\$ 57,847	\$ 55,053	-3.07%	-7.75%
Commercial: Car Wash	Tunnel			\$ 57,044	\$ 54,289		
Commercial: Hotel/Lodging	Room	\$ 1,396.50	Motel / Hotel	\$ 2,095	\$ 1,821	50.00%	30.43%
Office	1,000 Sq. Ft.	\$ 4,391.25	Office, General 50,001-100,000 Sf	\$ 6,420	\$ 5,289	46.19%	20.44%
Medical Office	1,000 Sq. Ft.	\$ 8,484.00	Medical Office 1 - 10,000 Sf	\$ 7,549	\$ 6,737	-11.02%	-20.60%
Industrial: Manufacturing/Warehouse	1,000 Sq. Ft.	\$ 1,077.75	Manufacturing	\$ 1,617	\$ 1,332	50.00%	23.58%
Institutional (schools, churches, daycare)	1,000 Sq. Ft.	\$ 3,669.00	High School (9-12)	\$ 2,371	\$ 2,124	-35.36%	-42.11%
Nursing Home/ Congregate Care Facility	1,000 Sq. Ft.	\$ 812.25	Nursing Home	\$ 1,218	\$ 1,059	50.00%	30.43%
Recreational: Golf Course	Acre	\$ 2,124.00	Golf Course	\$ 2,477	\$ 2,018	16.60%	-5.01%
Recreational: Golf Course	1,000 Sq. Ft.			-- --	-- --		
Recreational: Community Center	1,000 Sq. Ft.	\$ 6,503.25	Recreational / Community Center	\$ 8,383	\$ 6,830	28.91%	5.02%

OAC: Outside Activity Centers

AC: Inside Activity Centers (with existing transportation/mobility infrastructure)

¹ The existing Impact-Fee Schedule has 53 land-use categories while the proposed mobility-fee schedule only has 17 land-use categories (a side-by-side comparison is not feasible)

Proposed MFS (Scenario 2) - DRAFT

City of North Port

Proposed Mobility-Fee vs Existing Transportation Impact Fee Comparison

Without Price Boulevard Phase III

Land Use	Demand Unit	Existing Transportation Impact Fees (TIFs) (75% of approved fees)		Suggested Mobility Fees		Suggested MF Percentage Increase (Based on 75% TIFs)	
		Citywide	Impact-fee LU Category ¹	OAC	AC	OAC	AC
Residential (per Dwelling Unit)							
Single Family	Dwelling Unit	\$ 3,402.75	Single Family Detached/Attached	\$ 4,711	\$ 4,096	38.44%	20.38%
Multifamily	Dwelling Unit	\$ 2,310.00	Multi Family/Apartment	\$ 3,465	\$ 3,013	50.00%	30.43%
Senior Unit	Dwelling Unit	\$ 787.50	Retirement Community	\$ 1,181	\$ 1,027	50.00%	30.43%
Nonresidential (per 1,000 Sq. Ft. or per Hotel Room)							
Commercial: Retail	1,000 Sq. Ft.	\$ 5,701.50	Shopping Center 50,000 Sf or Less	\$ 7,383	\$ 6,713	29.49%	17.74%
Commercial: Restaurant	1,000 Sq. Ft.	\$ 15,868.50	Sit Down Restaurant	\$ 14,984	\$ 13,751	-5.58%	-13.34%
Commercial: Retail/Restaurant with Drive-thru	1,000 Sq. Ft.	\$ 43,078.50	Fast Food Restaurant W/Drive-Thru	\$ 43,068	\$ 39,526	-0.02%	-8.25%
Commercial: Gas Station (Building Area)	1,000 Sq. Ft.	\$ 59,677.50	Convenience / Gasoline / Fast Food	\$ 47,084	\$ 44,810	-21.10%	-24.91%
Commercial: Car Wash	Tunnel			\$ 46,431	\$ 44,189		
Commercial: Hotel/Lodging	Room	\$ 1,396.50	Motel / Hotel	\$ 2,095	\$ 1,821	50.00%	30.43%
Office	1,000 Sq. Ft.	\$ 4,391.25	Office, General 50,001-100,000 Sf	\$ 5,225	\$ 4,305	18.99%	-1.97%
Medical Office	1,000 Sq. Ft.	\$ 8,484.00	Medical Office 1 - 10,000 Sf	\$ 6,144	\$ 5,483	-27.58%	-35.37%
Industrial: Manufacturing/Warehouse	1,000 Sq. Ft.	\$ 1,077.75	Manufacturing	\$ 1,617	\$ 1,332	50.00%	23.58%
Institutional (schools, churches, daycare)	1,000 Sq. Ft.	\$ 3,669.00	High School (9-12)	\$ 1,930	\$ 1,729	-47.39%	-52.88%
Nursing Home/ Congregate Care Facility	1,000 Sq. Ft.	\$ 812.25	Nursing Home	\$ 1,218	\$ 1,059	50.00%	30.43%
Recreational: Golf Course	Acre	\$ 2,124.00	Golf Course	\$ 2,016	\$ 1,642	-5.09%	-22.68%
Recreational: Golf Course	1,000 Sq. Ft.			-- --	-- --		
Recreational: Community Center	1,000 Sq. Ft.	\$ 6,503.25	Recreational / Community Center	\$ 6,824	\$ 5,559	4.93%	-14.52%

OAC: Outside Activity Centers

AC: Inside Activity Centers (with existing transportation/mobility infrastructure)

¹ The existing Impact-Fee Schedule has 53 land-use categories while the proposed mobility-fee schedule only has 17 land-use categories (a side-by-side comparison is not feasible)

MF Comparison (Scenario 1) - DRAFT

City of North Port

Mobility-Fee Comparison

All Improvements

Land Use	Demand Unit	City of	City of	Sarasota County	Sarasota County	Sarasota County	Hillsborough County
		North Port	North Port	Regular Fee	Mixed-Use	Urban Infill	Urban District
		OAC	AC				
Residential (per Dwelling Unit)							
Single Family	Dwelling Unit	\$ 5,104	\$ 4,438	\$2,338 to \$5,389	\$1,754 to \$4,042	\$1,228 to \$2,829	\$2,764 to \$8,440
Multifamily	Dwelling Unit	\$ 3,465	\$ 3,013	\$1,558 to \$3,116	\$1,169 to \$2,337	\$1,090 to \$1,636	\$1,244 to \$5,329
Senior Unit	Dwelling Unit	\$ 1,181	\$ 1,027	\$1,106	\$829	\$581	---
Nonresidential (per 1,000 Sq. Ft. or per Hotel Room)							
Commercial: Retail	1,000 Sq. Ft.	\$ 8,552	\$ 7,776	\$3,295 to \$12,730	\$2,471 to \$9,547	\$1,370 to \$6,683	\$2,818 to \$13,216
Commercial: Restaurant	1,000 Sq. Ft.	\$ 18,409	\$ 16,894	\$7,162 to \$9,365	\$5,372 to \$7,024	\$3,760 to \$4,917	\$16,488 to \$54,531
Commercial: Retail/Restaurant with Drive-thru	1,000 Sq. Ft.	\$ 52,913	\$ 48,560	\$8,040 to \$17,867	\$6,030 to \$13,400	\$4,221 to \$9,380	\$83,595
Commercial: Gas Station (Building Area)	1,000 Sq. Ft.	\$ 57,847	\$ 55,053	Rates per Vehicle Fueling Position			Rates per VFP
Commercial: Car Wash	Tunnel	\$ 57,044	\$ 54,289	Rates per wash stall (Non-automated)			Rates per Service Bay
Commercial: Hotel/Lodging	Room	\$ 2,095	\$ 1,821	\$2,267	\$1,700	\$1,190	\$1,575 to \$3,334
Office	1,000 Sq. Ft.	\$ 6,420	\$ 5,289	\$4,327	\$3,245	\$2,272	\$6,669 to \$8,004
Medical Office	1,000 Sq. Ft.	\$ 7,549	\$ 6,737	\$4,327	\$3,245	\$2,272	\$17,488 to \$25,167
Industrial: Manufacturing/Warehouse	1,000 Sq. Ft.	\$ 1,617	\$ 1,332	\$617 to \$1,984	\$463 to \$1,488	\$324 to \$1,042	\$580 to \$2,652
Institutional (schools, churches, daycare)	1,000 Sq. Ft.	\$ 2,371	\$ 2,124	\$1,450 to \$4,083	\$1,088 to \$3,062	\$761 to \$2,143	Rates per Student
Nursing Home/ Congregate Care Facility	1,000 Sq. Ft.	\$ 1,218	\$ 1,059	\$1,584	\$1,188	\$831	Rates per DU or Bed
Recreational: Golf Course	Acre	\$ 2,477	\$ 2,018	Rates per Hole			Rates per Hole
Recreational: Golf Course	1,000 Sq. Ft.	-- --	-- --	Rates per Hole			Rates per Hole
Recreational: Community Center	1,000 Sq. Ft.	\$ 8,383	\$ 6,830	\$6,015	\$4,511	\$3,158	---

OAC: Outside Activity Centers

AC: Inside Activity Centers (with existing transportation/mobility infrastructure)

MF Comparison (Scenario 2) - DRAFT

City of North Port

Mobility-Fee Comparison

Without Price Boulevard Phase III

Land Use	Demand Unit	City of North Port	City of North Port	Sarasota County	Sarasota County	Sarasota County	Hillsborough County
		OAC	AC	Regular Fee	Mixed-Use	Urban Infill	Urban District
Residential (per Dwelling Unit)							
Single Family	Dwelling Unit	\$ 4,711	\$ 4,096	\$2,338 to \$5,389	\$1,754 to \$4,042	\$1,228 to \$2,829	\$2,764 to \$8,440
Multifamily	Dwelling Unit	\$ 3,465	\$ 3,013	\$1,558 to \$3,116	\$1,169 to \$2,337	\$1,090 to \$1,636	\$1,244 to \$5,329
Senior Unit	Dwelling Unit	\$ 1,181	\$ 1,027	\$1,106	\$829	\$581	---
Nonresidential (per 1,000 Sq. Ft. or per Hotel Room)							
Commercial: Retail	1,000 Sq. Ft.	\$ 7,383	\$ 6,713	\$3,295 to \$12,730	\$2,471 to \$9,547	\$1,370 to \$6,683	\$2,818 to \$13,216
Commercial: Restaurant	1,000 Sq. Ft.	\$ 14,984	\$ 13,751	\$7,162 to \$9,365	\$5,372 to \$7,024	\$3,760 to \$4,917	\$16,488 to \$54,531
Commercial: Retail/Restaurant with Drive-thru	1,000 Sq. Ft.	\$ 43,068	\$ 39,526	\$8,040 to \$17,867	\$6,030 to \$13,400	\$4,221 to \$9,380	\$83,595
Commercial: Gas Station (Building Area)	1,000 Sq. Ft.	\$ 47,084	\$ 44,810	Rates per Vehicle Fueling Position			Rates per VFP
Commercial: Car Wash	Tunnel	\$ 46,431	\$ 44,189	Rates per wash stall (Non-automated)			Rates per Service Bay
Commercial: Hotel/Lodging	Room	\$ 2,095	\$ 1,821	\$2,267	\$1,700	\$1,190	\$1,575 to \$3,334
Office	1,000 Sq. Ft.	\$ 5,225	\$ 4,305	\$4,327	\$3,245	\$2,272	\$6,669 to \$8,004
Medical Office	1,000 Sq. Ft.	\$ 6,144	\$ 5,483	\$4,327	\$3,245	\$2,272	\$17,488 to \$25,167
Industrial: Manufacturing/Warehouse	1,000 Sq. Ft.	\$ 1,617	\$ 1,332	\$617 to \$1,984	\$463 to \$1,488	\$324 to \$1,042	\$580 to \$2,652
Institutional (schools, churches, daycare)	1,000 Sq. Ft.	\$ 1,930	\$ 1,729	\$1,450 to \$4,083	\$1,088 to \$3,062	\$761 to \$2,143	Rates per Student
Nursing Home/ Congregate Care Facility	1,000 Sq. Ft.	\$ 1,218	\$ 1,059	\$1,584	\$1,188	\$831	Rates per DU or Bed
Recreational: Golf Course	Acre	\$ 2,016	\$ 1,642	Rates per Hole			Rates per Hole
Recreational: Golf Course	1,000 Sq. Ft.	-- --	-- --	Rates per Hole			Rates per Hole
Recreational: Community Center	1,000 Sq. Ft.	\$ 6,824	\$ 5,559	\$6,015	\$4,511	\$3,158	---

OAC: Outside Activity Centers

AC: Inside Activity Centers (with existing transportation/mobility infrastructure)

❖ **May 10th** – First Adoption Hearing

❖ **July 26th** – Second Adoption Hearing



NORTH PORT

MOBILITY AND CONNECTIVITY PLAN