Tamiami Trail Linear Parking Non-Ad Valorem Assessment

North Port, FL – Public Works / Road and Drainage District

Background

Total of 36 properties; appx. 60 businesses

Insufficient parking

Installing linear parking along access roads

Plan to recover costs via non-ad valorem assessment

Costs

							Annual	
Items	Unit Cost		Units	Total Cost		Useful Life	Cost	Escalator
North Side Construction	\$	949,674	1	\$	949,674	20	\$47,484	0.00%
South Side Construction	\$	1,186,044	1	\$	1,186,044	20	\$59,302	0.00%
Parking Meter Installation	\$	9,773	22	\$	215,000	10	\$21,500	0.00%
Maintenance (Annual)	\$	25,000	1	\$	25,000	1	\$25,000	3.00%
Parking Meter Operation Costs (Annual)	\$	78,036	1	\$	78,036	1	\$78,036	3.00%
Sweeping (Monthly)	\$	575	12	\$	6,900	1	\$6,900	3.00%
Total Cost				\$	2,460,654		\$ 238,222	

Assessment Methodology

Business Trip Generation

- How many trips does each business generate?
- Uses ITE Trip Generation Rate per thousand square feet for business type
- Multiplies by the Business' Square Footage

Property's Net Parking Requirement

- How many trips does each property generate relative to the number of parking spaces it has available?
- Determine all trips generated by the businesses on a parcel
- Subtract the number of available existing parking spaces to calculate billed units



Actual Trip Generation vs. Average Trip Generation

Actual Trip Generation by Property Use

- Uses each individual business' assumed trip generation
- More accurately represents trip generation in the short-term
- Subject to revision as businesses come and go

Average Tip Generation by Class

- Classifies each business as Restaurant or Non-Restaurant
- Uses the weighted average of each classification's ITE Trip Generation Rates
- More generalized approach lowers the likelihood of revision

Parking Meters

Parking Meter Revenue Assumptions						
Number of Parking Spaces	154					
Meter Rate (\$/hr)	\$2.50					
Meter Utilization	11%					
Paid Parking Hours per Day	10					
Paid Parking Days per Year	312					
Annual Revenue	\$132,132					

Assessment per Billing Unit

No Parking Meters	Ne	2026 eeded	N	2035 eeded	Revenue from Meters		
	\$	34.30	\$	36.81	\$	-	
8% Meter Utilization	\$	35.26	\$	43.56	\$	96,096	
11% Meter Utilization	\$	26.32	\$	34.62	\$	132,132	

Annual

Based on These Assumptions

8% Meter Utilization does not generate enough revenue for the meters to prove beneficial.

11% Meter Utilization is needed for the meters to still be beneficial in 2035.

Costs per Billable Trip

	Actual Trip Generation				Average Trip Generation				
		With Parking Meters		Without Parking Meters		With Parking Meters		Without Parking Meters	
Annual Net Revenue Requirement	\$	112,473	\$	147,025	\$	112,473	\$	147,025	
Billable Trips (Rounded)		4,274		4,274		4,075		4,075	
Cost per Billable Trip	\$	26.32	\$	34.40	\$	27.60	\$	36.08	

• Restaurants charged more using Average Trip Generation.

• Retail and small offices generally charged more using Average Trip Generation.

• Medical offices generally charged more using actual trip generation.

• 15 business are charged more using actual trip generation.

• 39 businesses are charged more using average trip generation.

Recommendations

Adopt one of the apportionment methodologies for allocating the Linear Parking Assessment described. The Assessment should recover 100% of the costs associated with construction, maintenance, and parking meters. Provided the parking meters can achieve 11% utilization, consider using them to generate revenue to offset the costs of the Assessment.

