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

Items	Unit Cost	Units	Total Cost	Useful Life	Annual 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

Assumptions

Three businesses in the Assessment Area whose natures, to a large extent, do not involve parking.

Drive-Through Bank | Car Wash | Gas Station

Gas Station and Car Wash assume only 5% of trips generated require parking.

Drive-Through Bank assumes only 50% of trips generated require parking.

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

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

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.

Questions