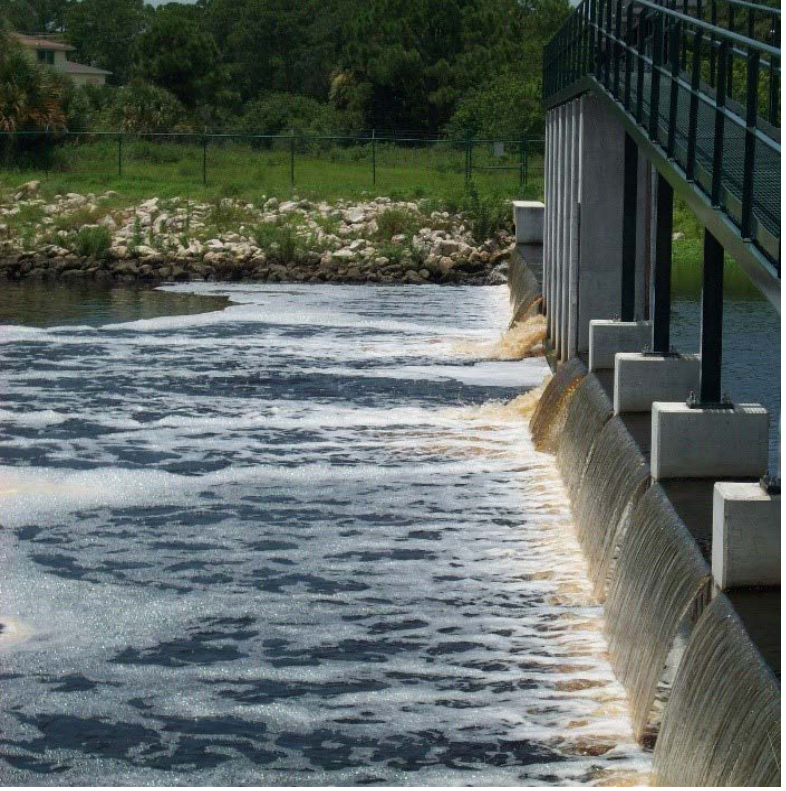

Road and Drainage District Assessment Background and Commission Direction

North Port

Commission Workshop

January 7, 2019

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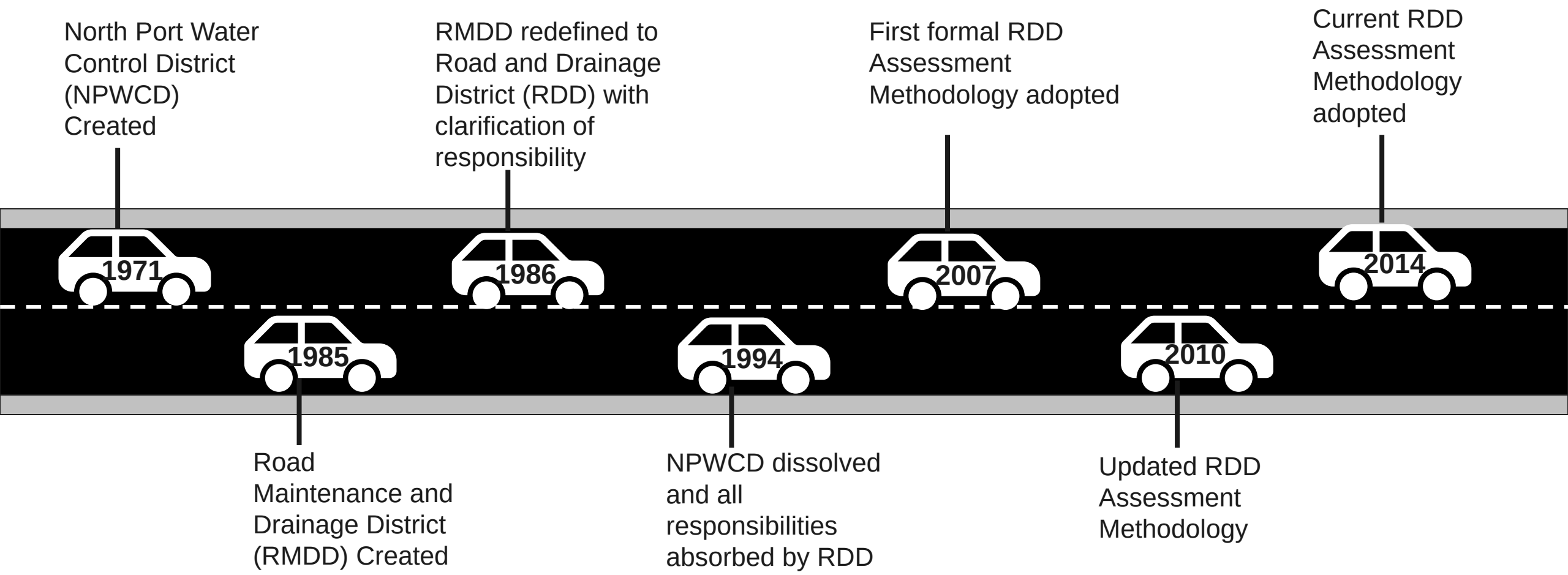
Overview

1. Purpose of this Presentation
2. District Background & History
3. Funding of the District
4. Road Assessment
5. Drainage Assessment
6. Mowing Assessment
7. Administrative Charges
8. Discussion & Commission Direction

Purpose of this Presentation

- Explain details of the Road and Drainage District's (District) background, history, and role within the City's Strategic Plan
- Discuss current and alternative structures for the Road Assessment
- Identify current structure of the Drainage Assessment
- Evaluate the Mowing Assessment structure and present alternative methods
- Receive direction from the Commission on Road, Drainage, and Mowing Assessment structures

History of the Road and Drainage District



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2018 – 2021 Strategic Plan Priorities

Infrastructure

- Develop and maintain the City's roads, bridges, storm water drainage, and water ways with creative infrastructure funding mechanisms
- Infrastructure is a critical investment in the quality of life and growth of the City
- Infrastructure directly impacts residents, visitors, and businesses every day
- Quality infrastructure and ease of transportation are essential to being a sustainable and desirable community

*Source: City of North Port Strategic Plan 2018-2021

Benefits from Infrastructure Improvements

- Enhanced property value
- Enhanced marketability of and/or ability to develop property
- More efficient delivery of municipal services
- Connectivity to the community and surrounding communities
- Protection from flooding

The Road and Drainage Non-Ad Valorem Assessment

- Used to support the road and drainage infrastructure network
- Billed through annual property tax bills to all property owners that benefit from the service
- Any revenues raised through a Non-Ad Valorem Assessment are restricted for use within the District for services provided

Legal Requirements for Non-Ad Valorem Assessments

- The Fee calculation must follow the “two-pronged test”
  1. The property assessed must derive a special benefit from the service provided
  2. The Assessment must be fairly and reasonably apportioned among the properties that receive the special benefit
- Assessed properties must be within the City Limits or Service Area
- Exempt – Government-owned properties
- Optional Local Exemptions – Churches, Non-Profits & Charitable Organizations

Road and Drainage District Service Components

- Roads
  - Administration
  - Base Roads (Arterials & Collectors)
  - Enhanced Roads (Local Roads)
- Drainage
  - Administration
  - Drainage I (Waterways & Creeks)
  - Drainage II (Retention Ditches & Outfalls)
  - Drainage III (Swales)
- Mowing
  - Administration
  - Right of Way Mowing (Undeveloped Property)

Current Non-Ad Valorem Assessment Rates

Service Component	Charge Per Unit	Basis of Unit
Road Services		
Base Roads Administrative Services	$4.40	Per Road ERU [1]
Base Road Services	$11.94	Per Road ERU [1]
Enhanced Road Services	$30.53	Per Road ERU [1]
Drainage Services		
Drainage Administrative Services	$5.27	Per Acre [2]
Primary Drainage (Drainage I)	$34.50	Per Acre [2]
Secondary Drainage (Drainage II)	$20.04	Per Acre [2]
Tertiary Drainage (Drainage III)	$21.29	Per Acre [2]
Mowing Services		
Mowing Administrative Services	$3.99	Per Parcel
Right of Way Mowing	$51.64	Per Parcel

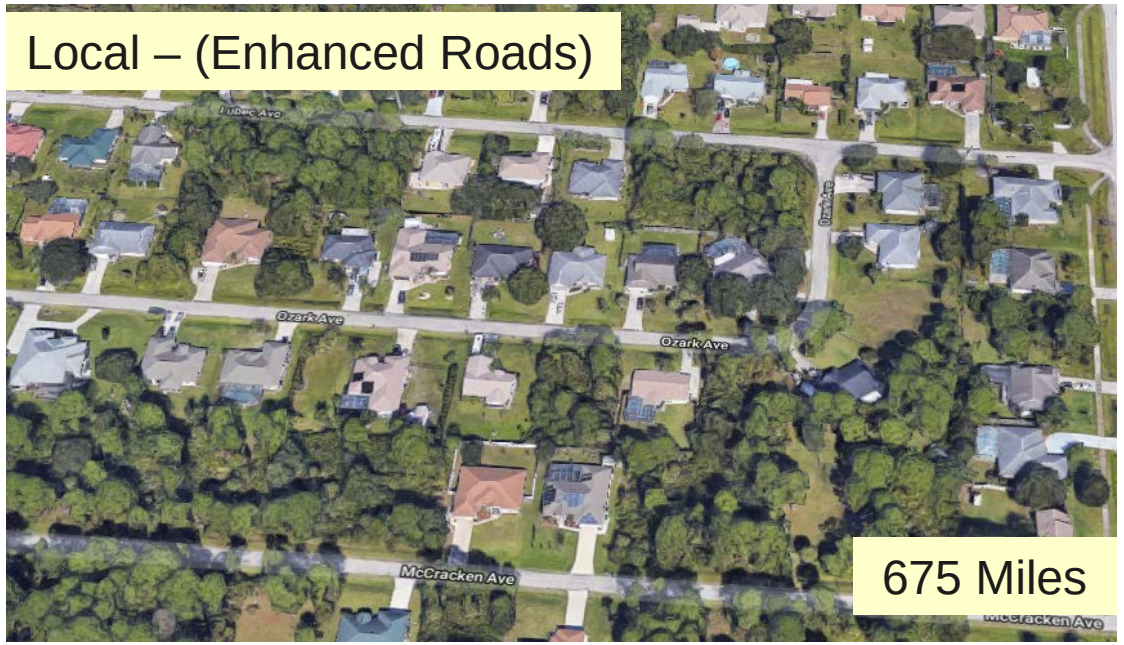
1. Equivalent road units (ERUs) based on Institute of Transportation Engineers (ITE) Trip Generation Rates
2. Minimum of one acre

The Road System Network

Arterials – (Base Roads)

Collectors – (Base Roads)

Local – (Enhanced Roads)



*Images sourced via Google Maps

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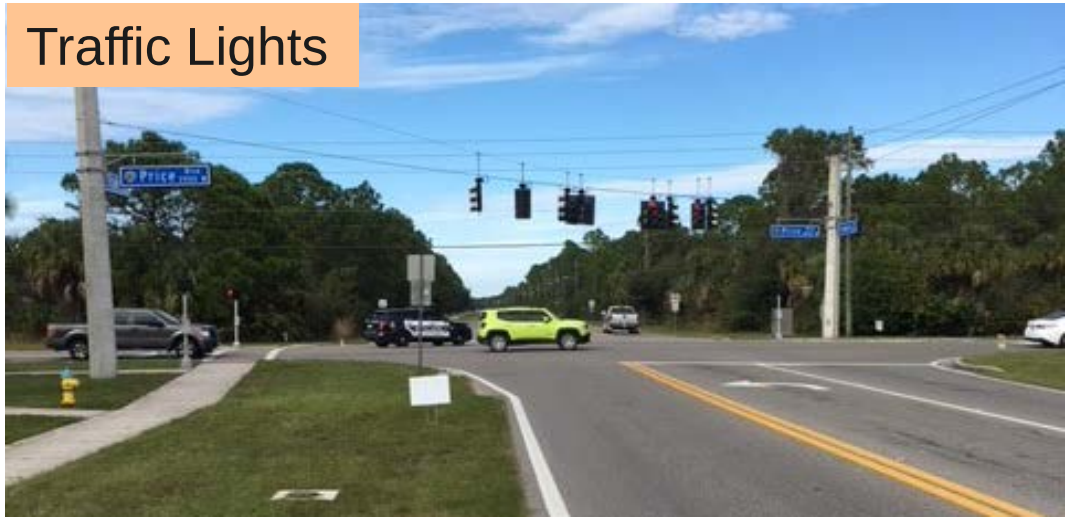
Road System Services

Traffic Lights



Street and Road Signs

Street Lights

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Road System Services

Road Repair

Road Markings

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Road System Services

Pedestrian Bridge Maintenance

Road Bridge Maintenance

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Road System Services

Sidewalk Repair

Weed Maintenance

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Benefits of the Road Network

Two-Pronged Test

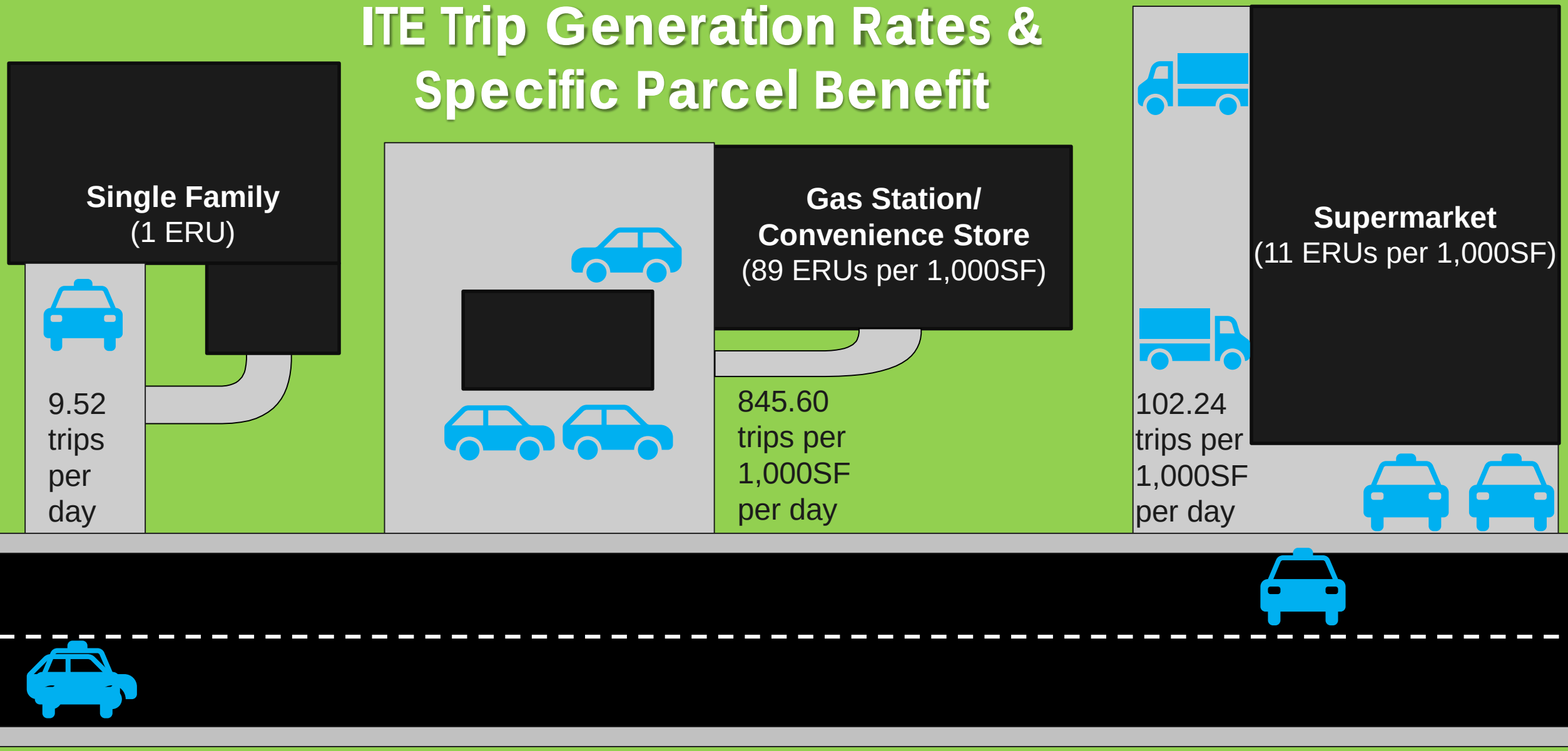
1. Special Benefit – Accessibility of maintained Roads network
2. Fair Apportionment – Apportioned based on trips generated by property class

- Base Road Services
  - Arterial and collector roads
  - Repair of potholes and utility cuts, road shoulder maintenance, road rehabilitation, maintenance of bridges, landscape, and sidewalks, debris removal
  - **There is a benefit conferred upon all parcels from Base Road services.**
- Enhanced Road Services
  - Local roads
  - Repair of potholes and utility cuts, road shoulder maintenance, road rehabilitation
  - **There is a benefit conferred from Enhanced Road services only upon parcels that are located on the local road network.**

Current Road Methodology

- Road Assessments are apportioned based on weekday trip generations calculated by property class
- The Institute of Transportation Engineers (ITE) Trip Generation Manual is utilized throughout the country and found to be legally defensible
- The ITE Trip Generation Manual was first published in 1976 and is typically updated every 3-5 years

ITE Trip Generation Rates & Specific Parcel Benefit



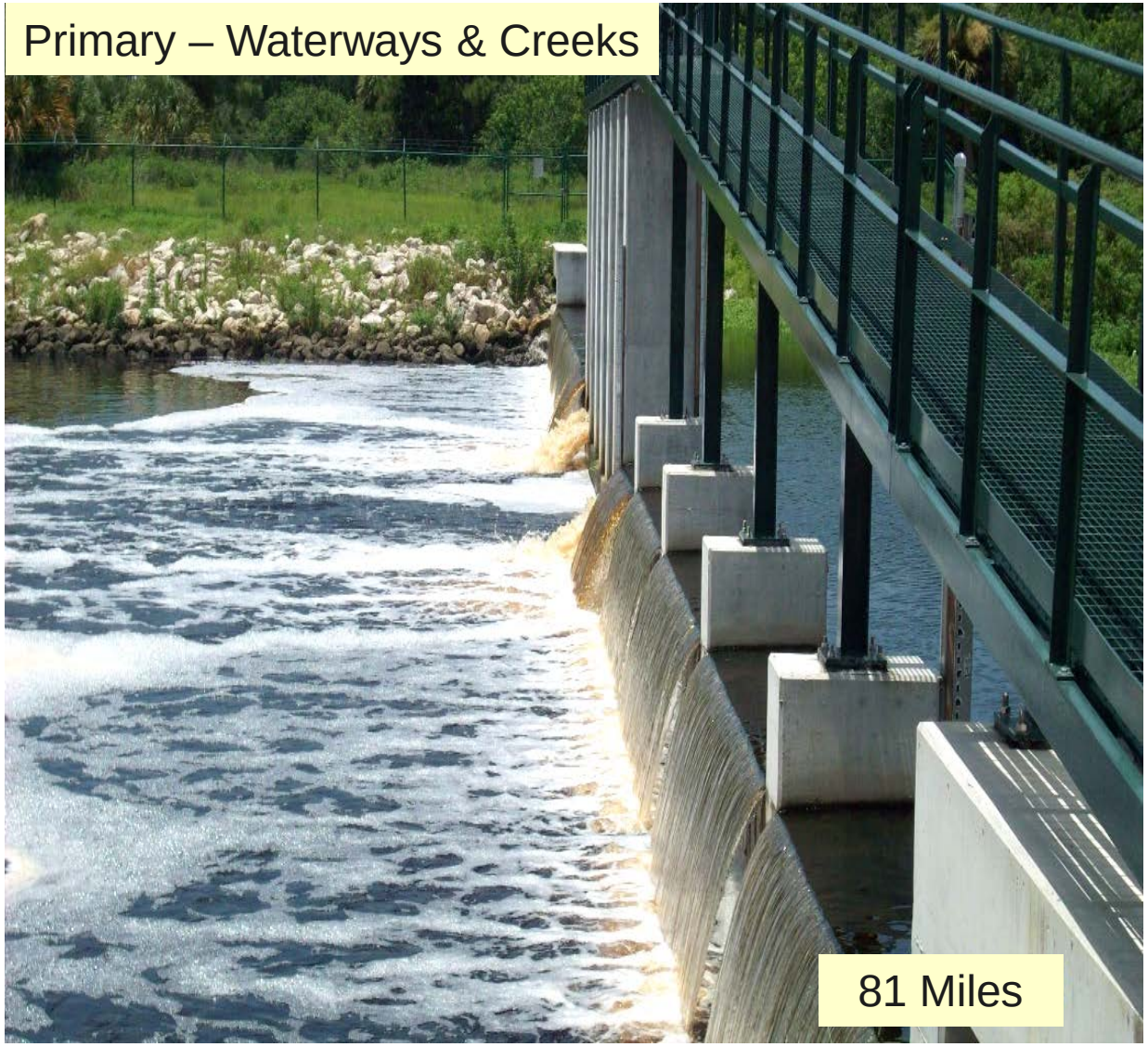
Alternative Road Assessment Methodologies

	1. Local Trip Generations	2. Land Development Code
Structure Description	➢ Conduct a local study to generate weekday trips by property class ➢ Follow ITE Trip Generation methodology	➢ Applies a fee to properties on the basis of land use type and land development code
Pros	➢ Localized data ➢ Similar to in-place methodology	➢ Based on local zoning codes ➢ Leverages Zoning Department's efforts

Cons	➢ Local study would be expensive and timely
	  ➢ To be updated every 3-5 years
		➢ Not widely used
		➢ Brand new methodology and structure
		➢ Not as equitable relative to benefit
		  ➢ Could result in large property bill impacts

The Drainage System Network

Primary – Waterways & Creeks



Secondary – Retention Ditches & Outfalls

Tertiary - Swales

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Drainage System Services

Waterways

Water Control Structures

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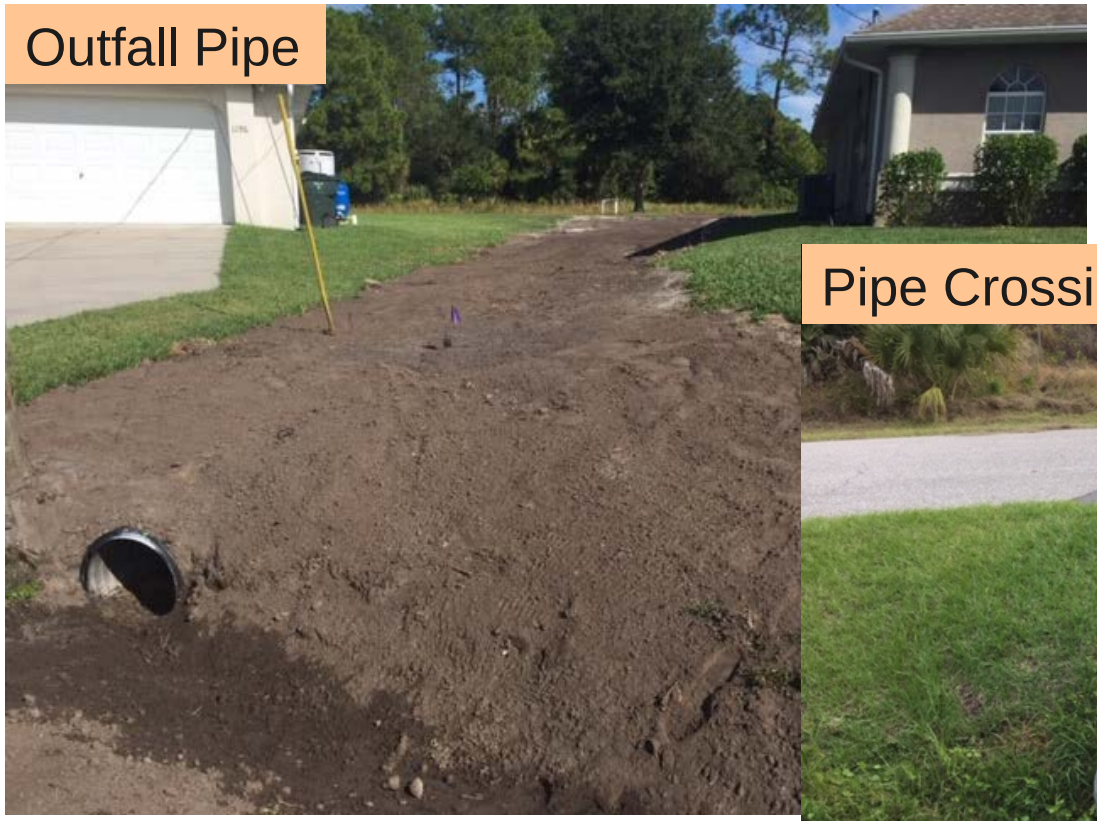
Drainage System Services

Outfall Pipe



Pipe Crossing

Pipe and Catch Basin

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Drainage System Services

Retention Pond

Retention Ditch

Drainage System Services

Swale

Swale

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Drainage System Services

Aquatic Weed Vegetation Management

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Benefits of the Drainage Network

Two-Pronged Test:

1. Special Benefit – Drainage provided by the Drainage System components
2. Fair Apportionment – Apportioned based on benefit provided by the specific system components

- The drainage system within the District is a network
  - Primary, Secondary, and Tertiary systems
- If any portion of the drainage network were to be removed or otherwise obstructed…
  - Stormwater would not be conveyed out of the District
  - Flooding would occur
  - Access to properties would be blocked
  - Damage would likely occur to many properties

Therefore, **all properties receive a special benefit from the drainage network** for it is available to safely detain, retain, convey, or treat drainage discharged from properties within the District.

Mowing Services

The Department maintains a schedule of all rights of way mowing on undeveloped parcels

Arterials & Collectors – 8x/yr

Local Roads– 6x/yr

Swales– 2x/yr

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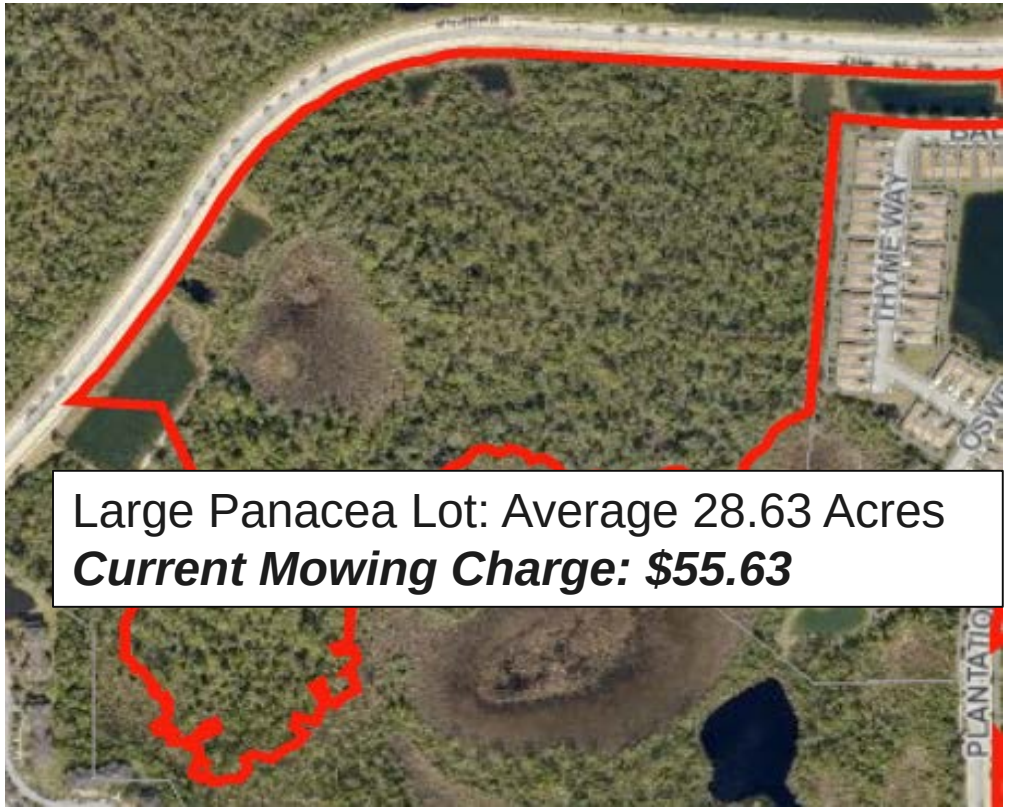
Current Mowing Methodology

- Mowing services are currently charged per undeveloped parcel

Standard Lot: 80’x120’,¼ Acre
Current Mowing Charge: $55.63

Estates Lot: 230’x570’,3 Acres
Current Mowing Charge: $55.63



Large Panacea Lot: Average 28.63 Acres
Current Mowing Charge: $55.63

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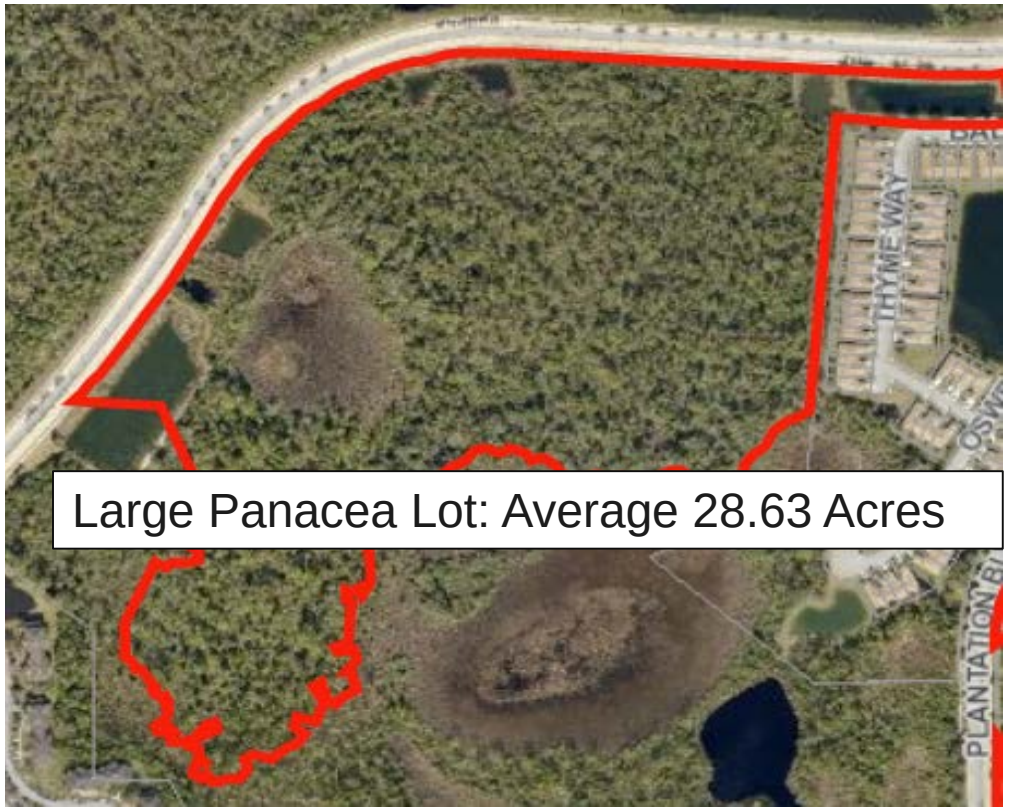
Potential Update to Current Mowing Methodology

- Potential to update charge to be based on linear feet of frontage

Standard Lot: 80’x120’,¼ Acre

Estates Lot: 230’x570’,3 Acres



Large Panacea Lot: Average 28.63 Acres

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Benefits of Mowing

Two-Pronged Test:

1. Special Benefit – Provided by mowing of rights of way on undeveloped parcels
2. Fair Apportionment – Apportioned equally to all undeveloped parcels benefitted

- Right of Way Mowing
  - Clear line-of-sight for traffic safety, road signs, and hazards
  - Improved stormwater drainage flow capabilities

Therefore, right of way mowing benefits hydraulic function of drainage network and line-of-sight and safety of the road network.

Potential Elimination of Mowing Charges

- All services and costs associated with mowing benefit either the Road Network or the Drainage Network
- Propose to eliminate mowing assessment and allocate costs to Roads and Drainage

Potential Consolidation of Administrative Charges

- Each service currently has individual administration charge
- Currently scaled by parcel in mowing charges and by equivalent units in road and drainage charges
- Proposing one overall administration charge that includes costs such as billing, customer service, property appraiser fees, and methodology studies that will be allocated equally per parcel
- All other administration costs will be absorbed into road and drainage service costs and assessments

Discussion and Commission Direction

1. Road Assessment Structure
   a) **Current/Recommended – ITE Trip Generation Rates**
   b) Option – Conduct Local Trip Study
   c) Option – Alternative Approach

Commission Direction

2. Drainage Assessment Structure
   a) **Current/Recommended – Based on Acreage; Primary, Secondary, and Tertiary**

Commission Direction

Discussion and Commission Direction

3. Mowing Assessment Structure
   a) Current – Per Parcel
   b) Option – Linear Feet of Frontage
   c) Recommended Option – Absorb mowing services into road and drainage

Commission Direction

4. Administrative Charges
   a) Current – Individual administration per service component
   b) Recommended Option – Consolidate administrative charges

Commission Direction