ACHIEVE ANYTHING

Presented To:

North Port City Commission

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PLANNING FOR OUR FUTURE

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Mobility Plan Considerations

Congestion

Multimodal

Safety

Natural Environment

Existing Homes

Quality of Life

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Impact Fee vs. Mobility Fee

IMPACT FEE	MOBILITY FEE
• Calculated based on Vehicle Miles of Travel	• Calculated based on Person Miles of Travel
• Intended for roadway capacity (vehicles only)	• Intended for all modes of transportation
• Based on capacity consumed – not a Plan	• Based on a Mobility Plan
• Does not encourage mixed-use, activity centers or infill	• Encourages mixed-use, urban infill & activity centers

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Mobility Fee Benefit

- Mixed Use and lower fees
- Mobility Fees fund multi-modal projects, complete streets, and intersection capacity projects.
- Fair and Equitable means for development to mitigate their trips.
- Rational Nexus test
- Implementation

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Mobility Fee Breakdown

- Roadway Projects
  - Developed from Plans anticipated to be constructed by the city through a certain timeframe
  - Assigned to the mobility district that benefits from the improvement
- Multimodal Project
  - Developed from the Bike/Pedestrian Master Plan anticipated to be constructed by a certain timeframe
  - Assigned to the mobility district that benefits from the improvement

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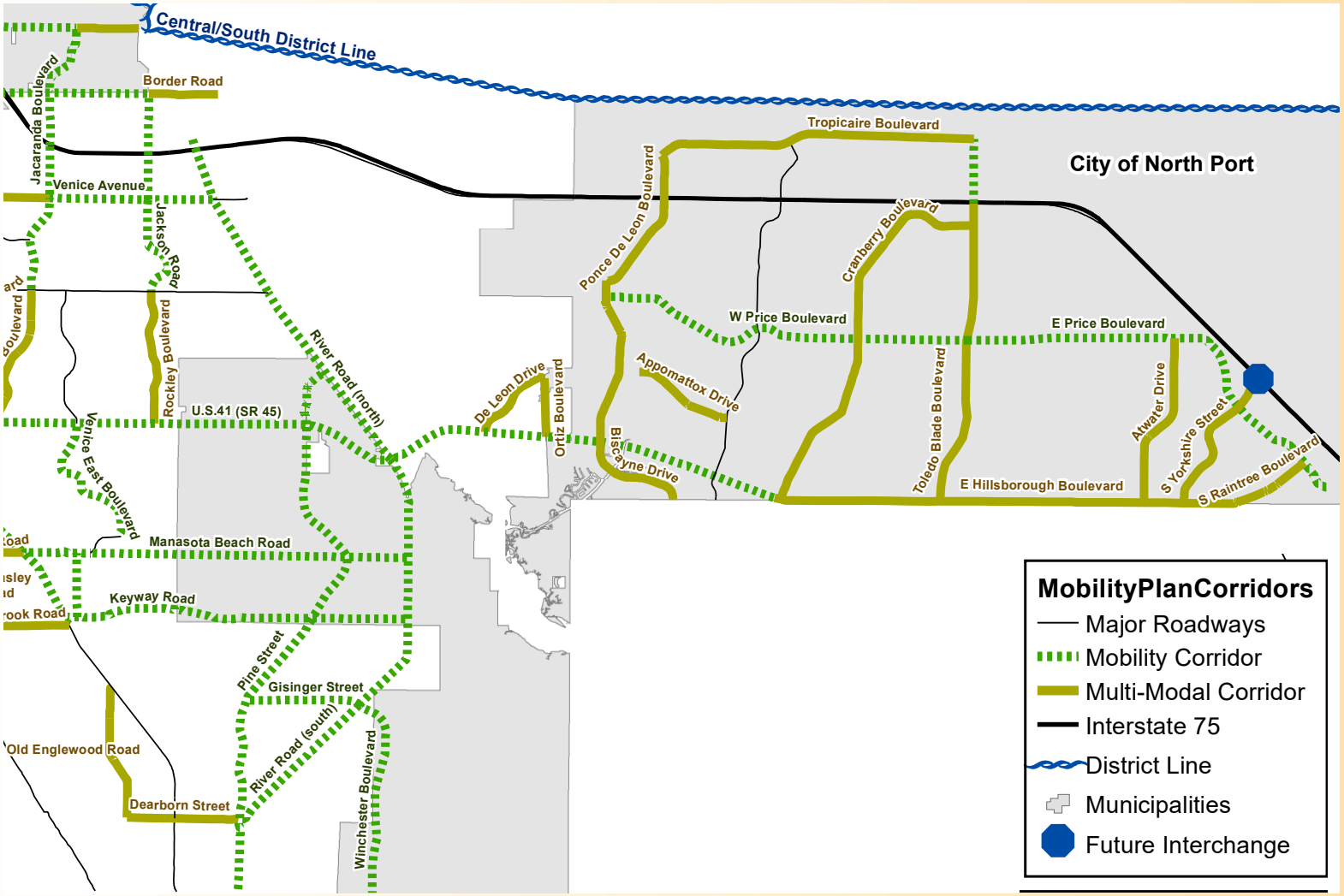
Mobility Plan – North Port



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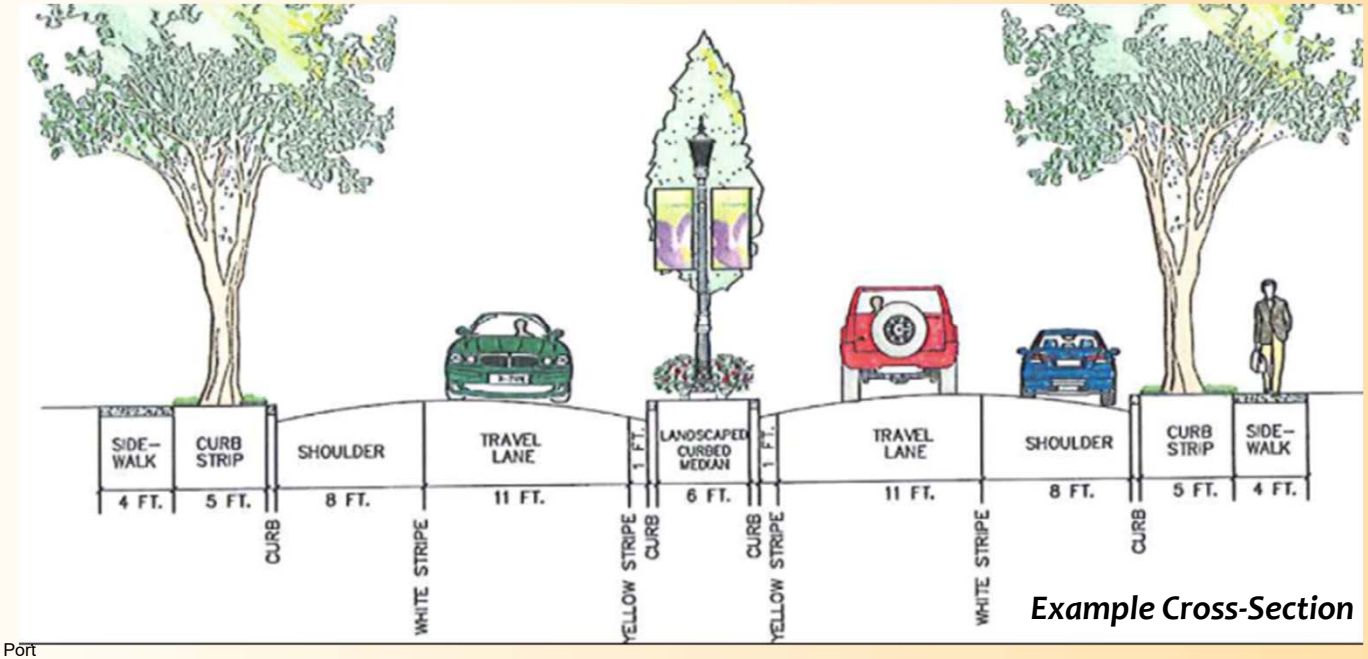
Mobility Corridors

- **Suburban & Developing Areas**
- **New 2 Lane & 4 Lane Roads**
- **Widen Roads to 4 & 6 Lanes**
- **Complete Streets: Sidewalk, Trails & Bicycle Lanes**



Example Cross-Section

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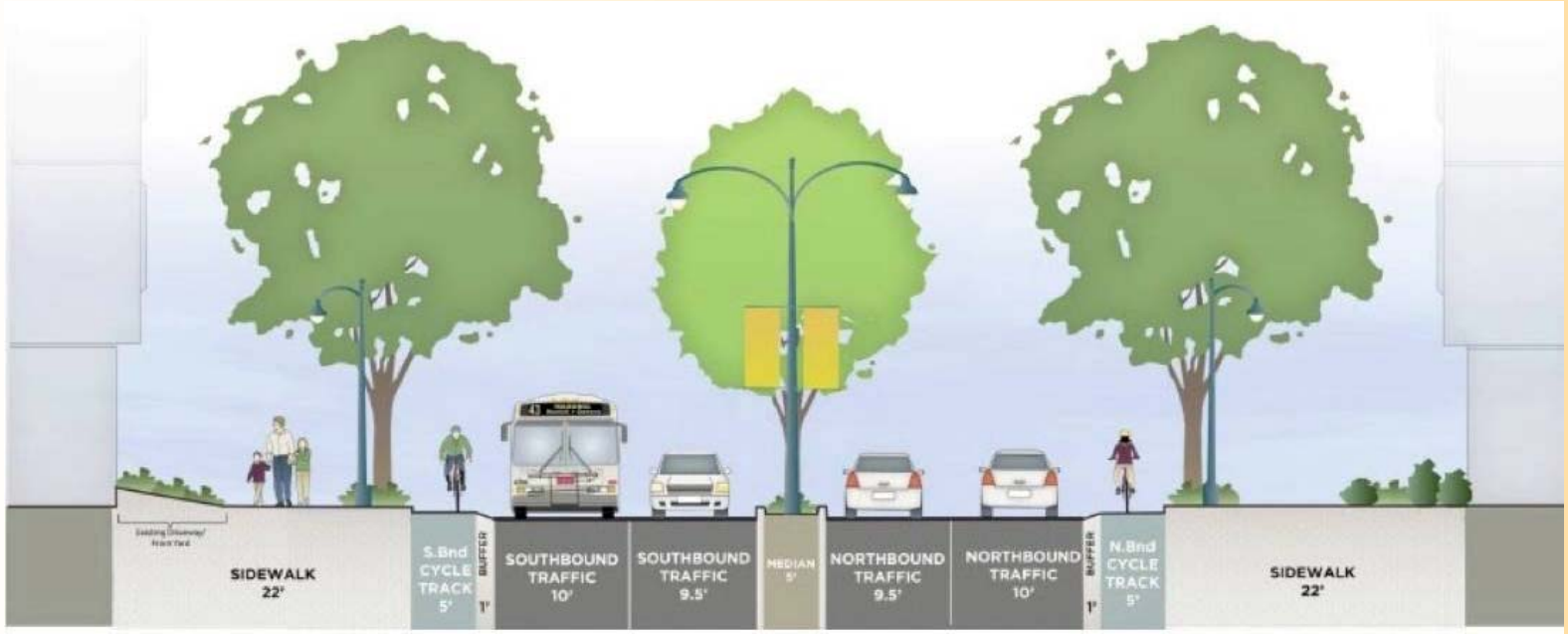
Multimodal Corridors

- **Urbanized / Developed Areas**
  - **Sidewalk, Multiuse Paths & Trails**
  - **Bicycle Lanes**
  - **Transit Facilities**
  - **Turn lanes & round-a-bouts**



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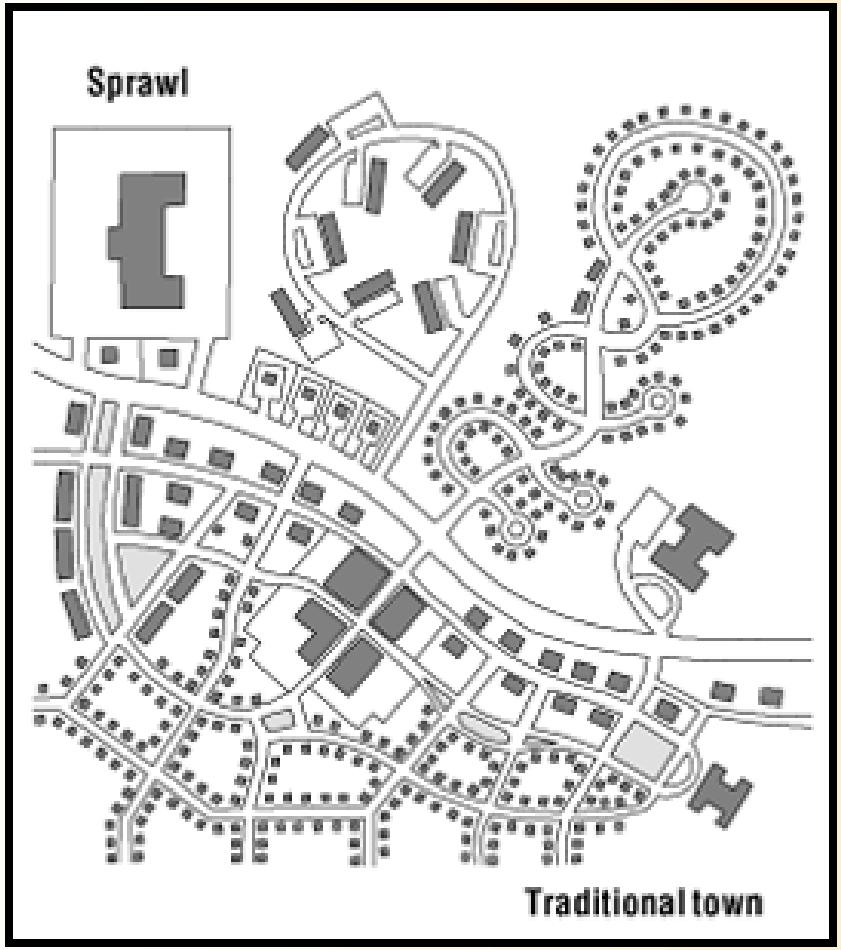
Example Cross-Section

Mixed-Use (Activity Centers)



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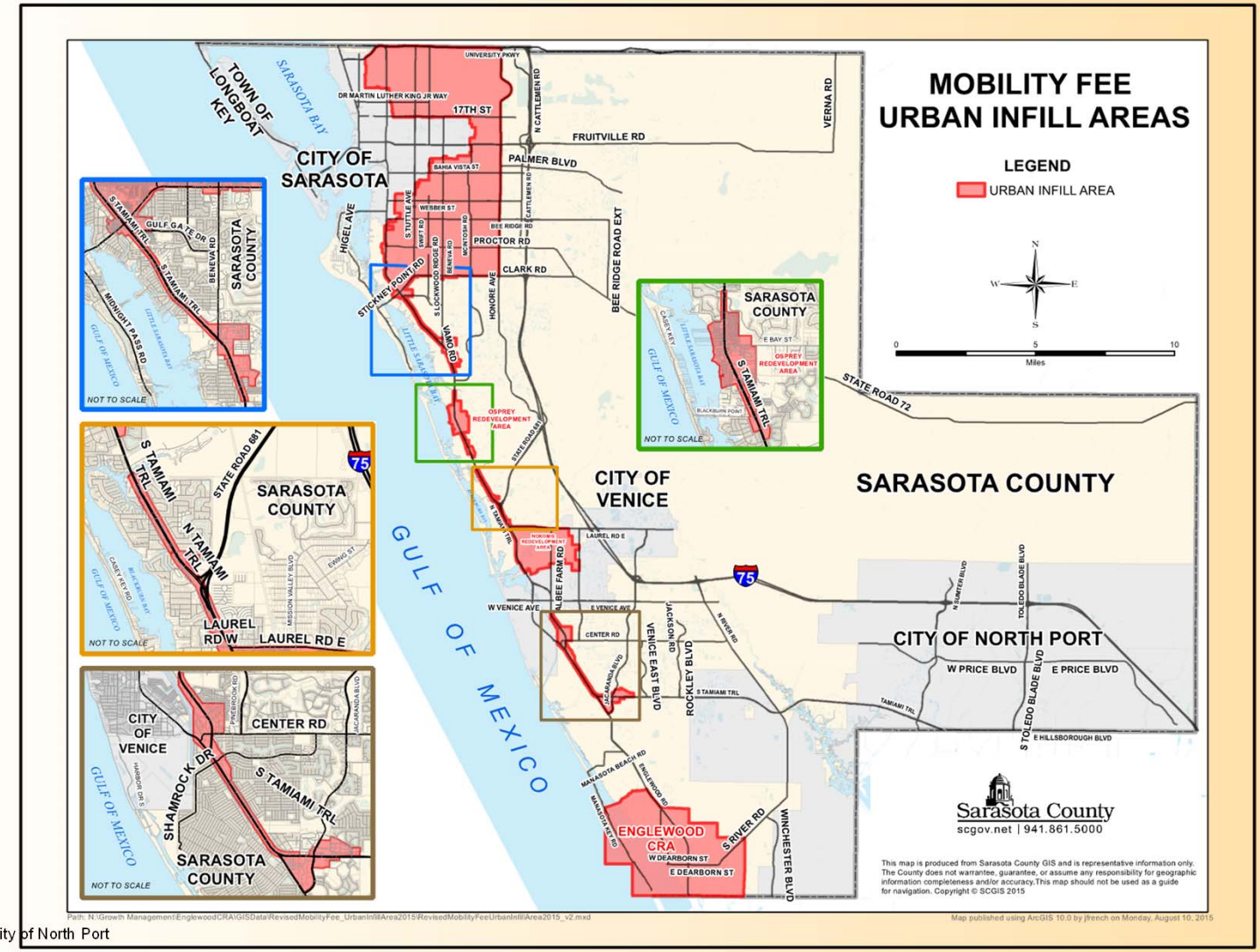
Urban Infill (US 41)



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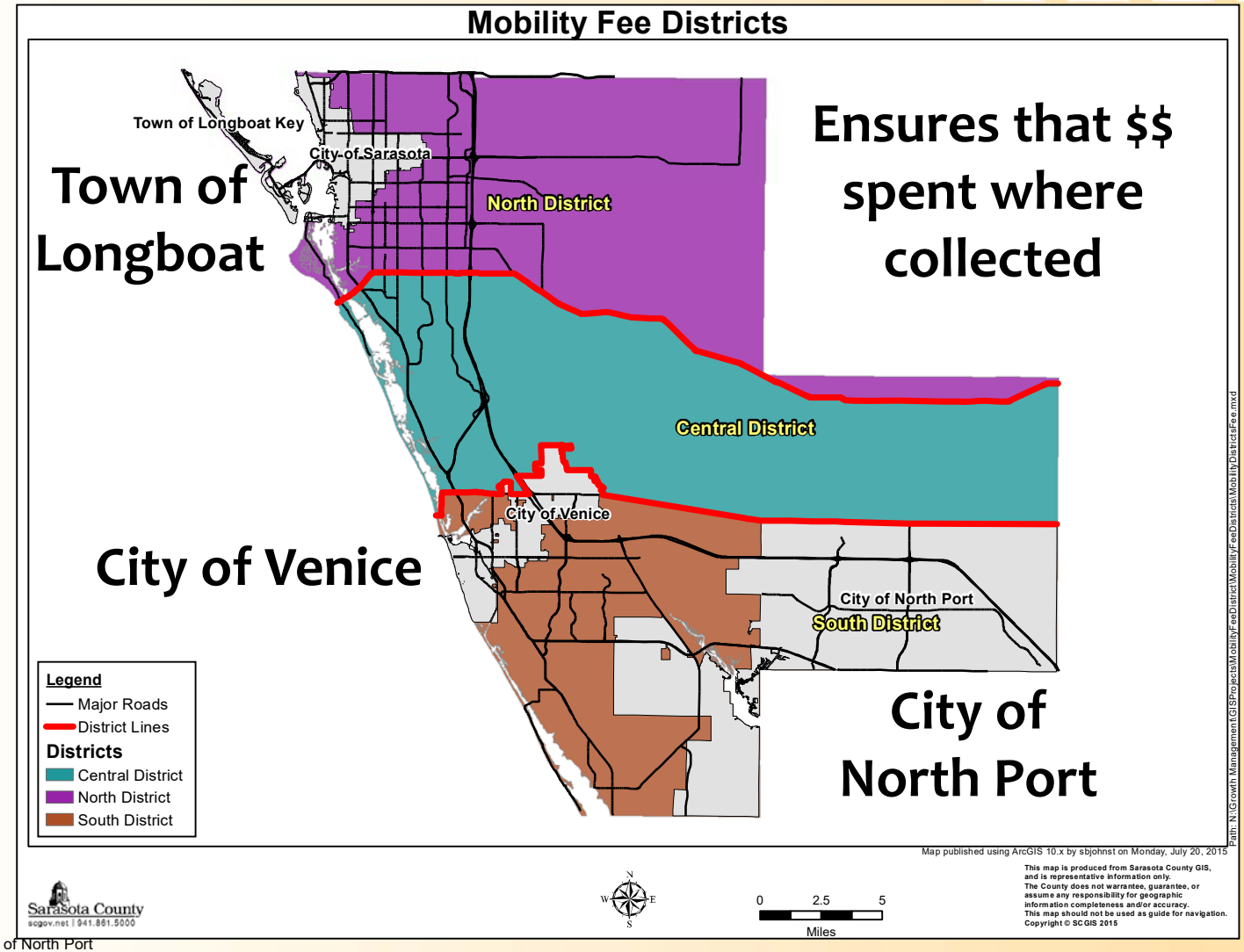
Mobility Fee Districts



Town of Longboat

Ensures that $$ spent where collected

City of Venice

City of North Port

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Mobility Fee in Practice (Example)

Table 24. Mobility Fee Schedule Category/Land Use Type	Mobility Fee	Mixed-Use Mobility Fee	Urban Infill Mobility Fee	Road Impact Fee Rate
Residential Per Dwelling Unit				
Single Family				
Less than 1,500 sq. ft.	$3,603	$2,703	$1,892	$1,994
1,500 - 3,500 sq. ft.	$4,734	$3,551	$2,485	$2,585
Greater than 3,500 sq. ft.	$5,389	$4,042	$2,829	$2,887
Rural Single Family	$7,184	N/A	N/A	N/A
Multi-Family	$3,116	$2,337	$1,636	$2,208
Townhome / Condo / Urban Flat	$2,722	$2,042	$1,429	$2,379
Mobile Home / RV	$2,338	N/A	N/A	$1,427
Adult Congregate Living Facility	$1,106	$829	$581	$576

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Mobility Fee in Practice (Example)

Table 24. Mobility Fee Schedule Category/Land Use Type	Mobility Fee	Mixed-Use Mobility Fee	Urban Infill Mobility Fee	Road Impact Fee Rate
Office per 1,000 FT2				
Office / Medical / Dental / Research	$4,327	$3,245	$2,272	$3,004
Industrial Buildings per 1,000 FT2				
Warehousing / Manufacturing / Industrial	$1,984	$1,488	$1,042	$1,497
Mini-Warehousing	$617	$463	$324	$515
General Commercial Retail per 1,000 FT2				
Neighborhood Retail (less than 10,000 FT^2)	$3,811	$2,859	$2,001	$5,659
Community Retail (10,000 FT^2 to 100,000 FT^2)	$7,162	$5,372	$3,760	$5,659
Regional Retail (greater than 100,000 FT^2)	$9,365	$7,024	$4,917	$5,659
Variety / Dollar Store	$8,260	$6,195	$4,336	$5,659
Discount Superstore with Grocery	$12,730	$9,547	$6,683	$5,659
Wholesale / Discount Club - Membership	$10,485	$7,864	$5,504	$5,659
Grocery Store	$10,379	$7,784	$5,449	$5,659
Pharmacy with Drive-Thru	$8,040	$6,030	$4,221	$5,659
Restaurant with Drive-Thru	$17,867	$13,400	$9,380	$13,621
Car Sales	$5,983	$4,487	$3,141	$2,685
Auto Parts Store	$7,986	$5,990	$4,193	$6,612
Tire & Auto Repair	$3,295	$2,471	$1,730	$2,685

Old Fee-
One Size Fits All

Did not support
Small Business

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Mobility Fee Expenditure

- *Roadway Capacity – New Roads, Widen Roads, Turn Lanes, Roundabouts*
- *Bicycle Capacity – Bicycle Lanes, Cycle Tracks, Paved Shoulders, Trails*
- *Pedestrian Capacity – Sidewalks, Trails, Paths, Pedestrian Bridges*
- *Transit Capacity – Buses, Transit Stops & Shelters, Bus pullout lanes*
- *Elected Officials prioritize projects on annual basis as part of the Capital Improvements Program and annual budget updates*
- *CANNOT BE SPENT ON MAINTENANCE (RESURFACE, REPAIR, REHABILITATION)*
- *CANNOT BE SPENT ON TRANSIT SERVICE OR OPERATIONS*
- *ROAD IMPACT FEES ONLY SPENT ON ROAD CAPACITY*

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Mobility Fee Collection & Programming

CURRENT:

- ***City currently collects portion of County's Impact Fee***

PROPOSED:

- ***City Collects Fee & Service Charge and sends to County (City keeps part of charge)***
- ***City provides input on fee expenditure by County through annual CIP budget***
  - ***Each January, City & County Staff will coordinate CIP in advance of budget***
- ***County will spend all Mobility Fees collected in City within City***
- ***County may only spend fees outside City limits in South District, with City consent***
- ***Intent is to cooperatively fund improvements within Mobility Plan corridors & bicycle, pedestrian & trail Master Plan projects***

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Recommendation

Staff is recommending the Commission direct City staff to work with Sarasota County to provide the necessary documentation for the City to opt into the County's Mobility Plan and Fee Program.

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Next Steps

The following City actions to fully incorporate and implement County Mobility Plan and Fee Program are as follows:

- City/County Inter Local Agreement
- Comprehensive Plan Amendments
- Coordination of City/County Land Use Types

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Comprehensive Plan Amendments

- Future Land Use Element
  - FLU integrating land use and transportation to lay the foundation for a Mobility Plan and Fee. Emphasize pedestrian oriented design and form based codes over traditional development standards for height, setback, articulation and orientation of buildings.
- Transportation Element
  - Transportation Policies to recognize Mobility Fees are a means in which a development can mitigate its impact to the transportation system.
- Capital Improvement Element
  - CIE Policies to recognize Mobility Fees are a means in which a development can mitigate its impact to the transportation system.

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