BACK UP MATERIALS INCLUDED WITH AGENDA REQUEST FOR SECOND READING OF PROPOSED ORDINANCE 24-5542: AMENDMENT TO MULTI-MODAL TRANSPORTATION IMPACT FEE

Ordinance 24-5542

ORDINANCE 24-5542

AN ORDINANCE OF THE CITY OF SARASOTA, FLORIDA, AMENDING THE SARASOTA CITY CODE, CHAPTER 25, PLANNING, ARTICLE II, MULTIMODAL TRANSPORTATION IMPACT FEE, DIVISION 2, MULTIMODAL TRANSPORTATION IMPACT FEES BY PUBLIC FACILITY, SECTION 25-49, MULTIMODAL TRANSPORTATION IMPACT FEES SCHEDULE, SO AS TO INCREASE SAID IMPACT FEES TO BE IMPOSED UPON NEW DEVELOPMENT BY A TIERED AND PHASED SCHEDULE, IN SOME CIRCUMSTANCES, UP TO THE HIGHEST CALCULATED RATE SUPPORTED BY THE CITY OF SARASOTA MULTI-MODAL TRANSPORTATION IMPACT FEE UPDATE STUDY DATED JULY 16, 2024; RECITING FINDINGS AND INTENT AS WELL AS THE AUTHORITY OF THE CITY OF SARASOTA TO ENACT A MULTIMODAL TRANSPORTATION IMPACT FEE ORDINANCE; MAKING CONCURRENT MODIFICATIONS TO SUBSECTION (d)(4) THEREOF TO AUTHORIZE THE CITY MANAGER TO ADMINISTRATIVELY APPROVE AND EXECUTE FEE DEFERRAL LIEN AGREEMENTS AND TO AMEND SECTION 25-17 TO ADOPT THE UPDATED STUDY; PROVIDING FOR THE SEVERABILITY OF THE PARTS HEREOF IF DECLARED INVALID; PROVIDING FOR THE REPEALING OF ORDINANCES IN CONFLICT; PROVIDING FOR READING BY TITLE ONLY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission finds that new growth and development must be accompanied and supported by adequate multimodal transportation facilities in order to maintain the level of transportation services specified in the *Sarasota City Plan*; and

WHEREAS, the *Sarasota City Plan*, Capital Improvements Chapter, includes fiscal proposals for the expenditure of public funds for capital improvements, revenue sources, cost estimates and timing and sequencing of capital improvements; and

WHEREAS, the *Sarasota City Plan*, Capital Improvements Chapter, includes multimodal transportation facility projects necessary to correct existing deficiencies as well as projects whose need is attributable to anticipated new growth and development; and

WHEREAS, the *Sarasota City Plan,* Housing Chapter, encourages the reduction of fees for attainable housing; and

WHEREAS, the *Sarasota City Plan,* Future Land Use Chapter, encourages the use of financial incentives for new investment to eliminate blight and slum; and

WHEREAS, it is the intent of this Ordinance that, by increasing multimodal transportation impact fees by a tiered and phased schedule, in some circumstances, up to the highest calculated rate supported by the City of Sarasota Multi-Modal Transportation Impact Fee Update Study dated July 16, 2024, new growth and development within the City will pay its fair and equitable share of the additional multimodal transportation facility costs which such new growth and development contributes to the City; and

WHEREAS, this Ordinance does not increase impact fees up to the highest calculated rate supported by the City of Sarasota Multi-Modal Transportation Impact Fee Update Study dated July 16, 2024 in those circumstances when the highest rate exceeds the cap set forth in Section 163.31801(6), Florida Statutes; and

WHEREAS, pursuant to said Section 163.31801(6), Florida Statutes, this Ordinance No. 24-5542 levies one singular impact fee increase which is phased in over the first two years of the term of the increase for those impact fee rates increasing by not more than twenty-five percent (25%), and is phased in over four (4) years for those impact fee rates which are increased by in excess of twenty-five percent (25%) but not more than fifty percent (50%) of the current rate; and

WHEREAS, the City Commission has considered the matter of financing new multimodal transportation facilities, the need for which is necessitated by new development. The City Commission hereby finds and declares that a multimodal transportation impact fee imposed upon residential and non-residential development to finance multimodal transportation projects, the need for which is reasonably related to new development, furthers the public health, safety and welfare of the City of Sarasota. Therefore, the City Commission deems it advisable to increase its multimodal transportation impact fee; and

WHEREAS, the City retained the firm of Alfred Benesch & Company to study the need to update the City's multimodal transportation impact fee program; and

WHEREAS, Alfred Benesch & Company prepared and presented to the City Commission a report titled, "City of Sarasota Multi-Modal Transportation Impact Fee Update Study," dated July 16, 2024 (referred to herein as the "Technical Report") which establishes the proportionate share of new development's impacts on the City's multimodal transportation system for which impact fees are collected pursuant to Chapter 25, Article II, Sarasota City Code; and

WHEREAS, the Technical Report has been presented to and reviewed by the City Commission, which has determined: (1) that multimodal transportation impact fees are necessary to offset the costs to the City associated with meeting the necessary public service and facility demand created by projected new residential and non-residential development; (2) that the amount of the impact fees bears a reasonable relationship to the burden imposed upon the City to provide the new public facilities addressed in the Technical Report to new development, (3) the

expenditure of impact fees, pursuant to the terms of this Ordinance, will result in a beneficial use to such new development reasonably related to the impact fees, per dwelling unit, by type and per increment of non-residential development; (4) that an "essential nexus" exists between the projected new development and the need for additional public facilities to be funded via the development fees; and (5) that the amount of the development fees is "roughly proportional" to the fair share of the additional public facilities needed to provide adequate service to new development; and,

WHEREAS, each year the City Commission will amend the *Sarasota City Plan*, Capital Improvements Chapter, to include public facility improvements to serve new development subject to the payment of impact fees, based on the Technical Report; and

WHEREAS, pursuant to § 163.31801, Fla. Stat.:

(a) the Technical Report, and the impact fees recommended therein, are based on the most recent and localized data;
(b) Chapter 25, Article II, Sarasota City Code includes procedures for accounting and reporting of impact fee collections and expenditures in order to assure compliance with applicable legal standards;
(c) Chapter 25, Article II, Sarasota City Code provides for a separate accounting fund for multimodal transportation impact fees collected;
(d) administrative fees charged pursuant to Chapter 25, Article II, Sarasota City Code for the collection of impact fees are limited to actual costs;
(e) the City has provided the public adequate notice and time for review, comments and public hearings regarding the City's intent to increase its multimodal transportation impact fee. The City has published notice in the Sarasota Herald Tribune at least ten (10) days in advance of first reading and public hearing of this Ordinance No. 24-5542. Furthermore, the City has provided at least ninety (90) days notice to the public prior to the effective date of this Ordinance by completing the second reading and final adoption of this Ordinance on September 16, 2024 with an effective date of January 1, 2025; and
(f) Chapter 25, Article II, Sarasota City Code, requires audits of the City's financial statements to include an affidavit of the City's chief financial officer stating that the requirements of § 163.31801, Fla. Stat. have been complied with; and

WHEREAS, the Community Planning Act requires local governments to adopt, and the City has adopted, a Transportation Chapter of the *Sarasota City Plan* addressing multimodal issues and planning for a multimodal transportation system that emphasizes public transportation, where feasible; and

WHEREAS, Objective 3 of the Transportation Chapter of the *Sarasota City Plan* provides for continued support and promotion of a citywide multimodal transportation system; and

WHEREAS, the Community Planning Act encourages local governments to develop tools and techniques to complement the application of transportation concurrency, including

those that assign secondary priority to vehicle mobility and primary priority "to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit;" and

WHEREAS, the Community Planning Act further encourages local governments to establish "multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate level of mobility;" and

WHEREAS, the impact fees assessed pursuant to this Ordinance are necessary to ensure the public health, safety, and welfare of the residents of the City of Sarasota.

NOW THEREFORE, BE IT ENACTED BY THE PEOPLE OF THE CITY OF SARASOTA, FLORIDA:

SECTION 1. LEGISLATIVE FINDINGS, NOTICE AND INTENT. The City Commission of the City of Sarasota hereby adopts and incorporates into this Ordinance the recitals (whereas clauses) to this Ordinance and the City staff reports relating to this Ordinance as the legislative findings and intent of the City Commission. Pursuant to Section 163.31801, Florida Statutes, on August 2, 2024 the City published notice of the scheduling of a public hearing on August 19, 2024 at which the City Commission would consider this Ordinance No. 24-5542 intending to increase an impact fee. The specified effective date for this Ordinance No. 24-5542 is January 1, 2025 which is more than ninety (90) days after the date of said publication and public hearing for this Ordinance No. 24-5542. Furthermore, second reading and final adoption of this Ordinance No. 24-5542 occurred on September 16, 2024 which is also more than ninety (90) days prior to the January 1, 2025 effective date of this Ordinance No. 24-5542.

SECTION 2. The Sarasota City Code, Chapter 25, Planning, Article II, Multimodal Transportation Impact Fee, Division 2, Multimodal Transportation Impact Fees by Public Facility, Section 25-49, Multimodal transportation impact fee schedule, is hereby amended so as to increase said impact fees to be imposed upon new development by a tiered and phased schedule, in some circumstances, up to the highest calculated rate supported by the Technical Report. As amended, said Section 25-49 shall provide as follows:

Division 2 – MULTIMODAL TRANSPORTATION IMPACT FEES BY PUBLIC FACILITY

25-49 Multimodal transportation impact fee schedule

(a) Multimodal fee schedule: A multimodal fee shall be assessed and collected from new development, pursuant to all applicable provisions of this Article, in accordance with the following fee schedule:

The fees for the following land uses as reflected in the fee schedule below have been discounted by ninety percent (90%) when such land uses are located within the Newtown Community Redevelopment Area and have been discounted by seventy-five percent (75%) when such land uses are located within the North Trail Corridor: Hotel/Motel (Land Use Codes 310, 320); Movie Theater (Land Use Code 443); Health/Fitness/Athletic Club (Land Use Code 492); Recreational Community Center (Land Use Code 495); General Office uses (Land Use Code 710); Medical Office uses (Land Use Code 720); Business Park (flex space) (Land Use Code 770); Building Materials/Lumber Store (Land Use Code 812); Variety Store (Land Use Code 814); Discount Store, Free Standing (Land Use Code 815); Hardware/Paint (Land Use Code 816); Retail and Retail Shopping Center, all sizes (Land Use Code 820); Automobile Parts Store (Land Use Code 843); Supermarket (Land Use Code 850); Discount Supermarket (Land Use Code 854); Home Improvement Superstore (Land Use Code 862); Pharmacy/Drug Store with and without drive through (Land Use Codes 880 and 881); Bank/Savings w/Drive-In (Land Use Code 912); Sit Down Restaurant (Land Use Code 931); High Turn Over Restaurant (Land Use Code 932); Automobile Repair Shop (Land Use Code 942); General Light Industrial/Industrial Park (Land Use Codes 110 and 130); Manufacturing (Land Use Code 140) Museums (Land Use Code 580). The fees for the following land uses as reflected in the fee schedule below have been discounted by fifty percent (50%) when such land uses are located within the Newtown Community Redevelopment Area or within the North Trail Corridor: Residential Land Uses (Land Use Codes 210, 215, 220, 221/222, 240, 251, and 253).

The Phase I Table below will apply to any project for which an application for a building permit occurs on or after January 1, 2025. The Phase II Table below will apply to any project for which an application for a building permit occurs on or after January 1, 2026. The Phase III Table below will apply to any project for which an application for a building permit occurs on or after January 1, 2027. The Phase IV Table below will apply to any project for which an application for a building permit occurs on or after January 1, 2028.

City of Sarasota Multi-Modal Transportation Impact Fee: Phase I

ITE Code	Land Use	Unit	City-Wide Rate	Downtown <10,000 sf	Downtown ≥10,000 sf	Downtown CRA	North End
	RESIDENTIAL:						
n/a	Attainable Housing at 120% or less of the Area Median Income (AMI)	du	$0	$0	$0	$0	$0
210	Single Family (Detached)/ADU - Less than 1,500 sf	du	$6,101	$6,101	$6,101	$3,051	$3,051
	Single Family (Detached)/ADU - 1,500 to 3,499 sf	du	$8,258	$8,258	$8,258	$4,129	$4,129
	Single Family (Detached)/ADU - 3,500 sf and greater	du	$9,181	$9,181	$9,181	$9,181	$9,181
215	Single Family (Attached) - Less than 1,000 sf	du	$4,021	$4,021	$4,021	$2,010	$2,010
	Single Family (Attached) - 1,000 to 1,399 sf	du	$4,656	$4,656	$4,656	$2,329	$2,329
	Single Family (Attached) - 1,400 sf and greater	du	$5,873	$5,873	$5,873	$2,936	$2,936
220	Multi-Family (Low-Rise, 1-3 floors) - Less than 800 sf	du	$3,797	$3,797	$3,797	$1,899	$1,899
	Multi-Family (Low-Rise, 1-3 floors) - 800 sf and greater	du	$5,330	$5,330	$5,330	$2,665	$2,665
221/222	Multi-Family (Mid/High-Rise, 4+ floors) - Less than 800 sf	du	$3,702	$3,702	$3,702	$1,851	$1,851
	Multi-Family (Mid/High-Rise, 4+ floors) - 800 sf and greater	du	$5,288	$5,288	$5,288	$2,644	$2,644
240	Mobile Home Park/RV Park	du	$3,023	$3,023	$3,023	$1,512	$1,512
251	Retirement Community/Age-Restricted Single-Family	du	$2,683	$2,683	$2,683	$1,342	$1,342
253	Assisted Living Facility (ALF)/Congregate Care Facility	du	$764	$764	$764	$383	$383
	LODGING:						
310/320	Hotel/Motel	room	$2,554	$2,554	$2,554	$255	$255
	RECREATION:						
420	Marina	berth	$2,702	$2,702	$2,702	$2,702	$2,702
430	Golf Course	acres	$4,700	$4,700	$4,700	$4,700	$4,700
445	Movie Theater	1,000 sf	$8,777	$8,777	$8,777	$878	$2,195
492	Health/Fitness/Athletic Club	1,000 sf	$25,248	$25,248	$25,248	$2,525	$6,312
495	Recreational/Community Center	1,000 sf	$18,854	$18,854	$18,854	$1,885	$4,713
	INSTITUTIONS:						
520/522	Elementary/Middle School (Private)	1,000 sf	$7,450	$7,450	$7,450	$7,450	$7,450
525	High School (Private)	1,000 sf	$7,597	$7,597	$7,597	$7,597	$7,597
540	University/Junior College (7,500 or fewer students) (Private)	student	$1,901	$1,901	$1,901	$1,901	$1,901
550	University/Junior College (more than 7,500 students) (Private)	student	$1,436	$1,436	$1,436	$1,436	$1,436
560	Church	1,000 sf	$4,858	$4,858	$4,858	$4,858	$4,858
565	Day Care	1,000 sf	$0	$0	$0	$0	$0
580	Museum	1,000 sf	$1,718	$1,718	$1,718	$172	$430
	MEDICAL:						
610	Hospital	1,000 sf	$10,375	$10,375	$10,375	$10,375	$10,375
620	Nursing Home	1,000 sf	$2,643	$2,643	$2,643	$2,643	$2,643
	OFFICE:						
710	General Office	1,000 sf	$6,401	$6,401	$6,401	$640	$1,601
720	Medical Office 10,000 sq ft or less	1,000 sf	$18,690	$18,690	$18,690	$1,869	$4,672
	Medical Office greater than 10,000 sq ft	1,000 sf	$27,244	$27,244	$27,244	$2,725	$6,811
770	Business Park (Flex Space)	1,000 sf	$9,602	$9,602	$9,602	$961	$2,401
	RETAIL:						
812	Building Materials / Lumber Store	1,000 sf	$18,173	$18,173	$18,173	$1,817	$4,543
813	Discount Superstore, Free-Standing	1,000 sf	$16,604	$16,604	$16,604	$16,604	$16,604
814	Variety Store	1,000 sf	$7,099	$4,218	$7,099	$709	$1,774
815	Discount Store, Free-Standing	1,000 sf	$8,827	$8,827	$8,827	$883	$2,207
816	Hardware/Paint	1,000 sf	$985	$566	$985	$98	$246
822	Retail 6,000 square feet gross leasable area or less	1,000 sfgla	$4,798	$3,078	$4,798	$480	$1,199
	Retail 6,001 to 40,000 square feet gross leasable area	1,000 sfgla	$8,404	$8,404	$8,404	$840	$2,101
821	Retail 40,001 to 150,000 square feet gross leasable area (w/o supermarket)	1,000 sfgla	$12,125	$12,125	$12,125	$1,213	$3,032
	Retail 40,001 to 150,000 square feet gross leasable area (with supermarket)	1,000 sfgla	$12,125	$12,125	$12,125	$1,213	$3,032
820	Retail greater than 150,000 square feet gross leasable area	1,000 sfgla	$12,125	$12,125	$12,125	$1,213	$3,032
840/841	New/Used Auto Sales	1,000 sf	$15,329	$15,329	$15,329	$15,329	$15,329
843	Automobile Parts Store	1,000 sf	$34,964	$34,964	$34,964	$3,497	$8,741
848	Tire Store	1,000 sf	$10,083	$10,083	$10,083	$10,083	$10,083
850	Supermarket	1,000 sf	$17,925	$17,925	$17,925	$1,792	$4,481
854	Discount Supermarket	1,000 sf	$25,288	$25,288	$25,288	$2,528	$6,322
857	Discount Club	1,000 sf	$13,068	$13,068	$13,068	$13,068	$13,068
862	Home Improvement Superstore	1,000 sf	$9,687	$9,687	$9,687	$969	$2,422
880	Pharmacy/Drug Store without Drive-Thru	1,000 sf	$9,512	$7,433	$9,512	$952	$2,378
881	Pharmacy/Drug Store with Drive-Thru	1,000 sf	$9,512	$7,433	$9,512	$952	$2,378
890	Furniture Store	1,000 sf	$2,658	$2,658	$2,658	$2,658	$2,658
	SERVICES:						
911	Bank/Savings Walk-In	1,000 sf	$14,670	$14,670	$14,670	$1,467	$3,667
912	Bank/Savings w/Drive-In	1,000 sf	$25,259	$25,259	$25,259	$2,526	$6,315
930	Fast Casual Restaurant	1,000 sf	$25,614	$25,614	$25,614	$2,561	$6,403
931	Fine Dining Restaurant	1,000 sf	$33,989	$11,036	$33,989	$3,399	$8,497
932	High-Turnover Restaurant	1,000 sf	$37,775	$13,308	$37,775	$3,778	$9,444
933	Fast Food Restaurant without Drive-Thru	1,000 sf	$89,907	$89,907	$89,907	$89,907	$89,907
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	$90,317	$90,317	$90,317	$90,317	$90,317
941	Quick Lube	bays	$16,230	$16,230	$16,230	$16,230	$16,230
942	Automobile Repair Shop	1,000 sf	$11,435	$11,435	$11,435	$1,143	$2,859
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$9,658	$9,658	$9,658	$9,658	$9,658
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$9,658	$9,658	$9,658	$9,658	$9,658
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$9,658	$9,658	$9,658	$9,658	$9,658
947	Self-Service Car Wash	bays	$9,748	$9,748	$9,748	$9,748	$9,748
948	Automated Car Wash	1,000 sf	$46,826	$46,826	$46,826	$46,826	$46,826
	INDUSTRIAL:						
110/130	General Light Industrial/Industrial Park	1,000 sf	$4,972	$4,972	$4,972	$497	$1,243
120	General Heavy Industrial	1,000 sf	$1,124	$1,124	$1,124	$1,124	$1,124
140	Manufacturing	1,000 sf	$2,867	$2,867	$2,867	$287	$717
150	Warehousing	1,000 sf	$1,857	$1,857	$1,857	$1,857	$1,857
151	Mini-Warehouse/Storage	1,000 sf	$874	$874	$874	$874	$874

City of Sarasota Multi-Modal Transportation Impact Fee: Phase II

ITE LUC	Land Use	Unit	City Wide Rate	Downtown <10,000 sf	Downtown >10,000 sf	Newtown CRA	Bowen Trail
	RESIDENTIAL:						
n/a	Attainable Housing at 120% or less of the Area Median Income (AMI)	du	$0	$0	$0	$0	$0
210	Single Family (Detached)/ADU - Less than 1,500 sf	du	$6,779	$6,779	$6,779	$3,390	$3,390
	Single Family (Detached)/ADU - 1,500 to 3,499 sf	du	$9,176	$9,176	$9,176	$4,588	$4,588
	Single Family (Detached)/ADU - 3,500 sf and greater	du	$10,201	$10,201	$10,201	$10,201	$10,201
215	Single Family (Attached) - Less than 1,000 sf	du	$4,468	$4,468	$4,468	$2,233	$2,233
	Single Family (Attached) - 1,000 to 1,399 sf	du	$5,173	$5,173	$5,173	$2,588	$2,588
	Single Family (Attached) - 1,400 sf and greater	du	$6,526	$6,526	$6,526	$3,262	$3,262
220	Multi-Family (Low-Rise, 1-3 floors) - Less than 800 sf	du	$4,219	$4,219	$4,219	$2,110	$2,110
	Multi-Family (Low-Rise, 1-3 floors) - 800 sf and greater	du	$5,922	$5,922	$5,922	$2,961	$2,961
221/222	Multi-Family (Mid/High-Rise, 4+ floors) - Less than 800 sf	du	$4,029	$4,029	$4,029	$2,014	$2,014
	Multi-Family (Mid/High-Rise, 4+ floors) - 800 sf and greater	du	$5,837	$5,837	$5,837	$2,918	$2,918
240	Mobile Home Park/RV Park	du	$3,359	$3,359	$3,359	$1,680	$1,680
251	Retirement Community/Age-Restricted Single-Family	du	$2,981	$2,981	$2,981	$1,491	$1,491
253	Assisted Living Facility (ALF)/Congregate Care Facility	du	$849	$849	$849	$426	$426
	LODGING:						
310/320	Hotel/Motel	room	$2,554	$2,554	$2,554	$255	$255
	RECREATION:						
420	Marina	berth	$2,903	$2,903	$2,903	$2,903	$2,903
430	Golf Course	acres	$5,127	$5,127	$5,127	$5,127	$5,127
445	Movie Theater	1,000 sf	$9,752	$9,752	$9,752	$976	$2,439
492	Health/Fitness/Athletic Club	1,000 sf	$28,053	$28,053	$28,053	$2,806	$7,013
495	Recreational/Community Center	1,000 sf	$19,426	$19,426	$19,426	$1,942	$4,856
	INSTITUTIONS:						
520/522	Elementary/Middle School (Private)	1,000 sf	$8,278	$8,278	$8,278	$8,278	$8,278
525	High School (Private)	1,000 sf	$8,228	$8,228	$8,228	$8,228	$8,228
540	University/Junior College (7,500 or fewer students) (Private)	student	$2,112	$2,112	$2,112	$2,112	$2,112
550	University/Junior College (more than 7,500 students) (Private)	student	$1,596	$1,596	$1,596	$1,596	$1,596
560	Church	1,000 sf	$5,274	$5,274	$5,274	$5,274	$5,274
565	Day Care	1,000 sf	$0	$0	$0	$0	$0
580	Museum	1,000 sf	$1,909	$1,909	$1,909	$191	$478
	MEDICAL:						
610	Hospital	1,000 sf	$11,177	$11,177	$11,177	$11,177	$11,177
620	Nursing Home	1,000 sf	$2,924	$2,924	$2,924	$2,924	$2,924
	OFFICE:						
710	General Office	1,000 sf	$7,112	$7,112	$7,112	$711	$1,779
720	Medical Office 10,000 sq ft or less	1,000 sf	$20,767	$20,767	$20,767	$2,077	$5,191
	Medical Office greater than 10,000 sq ft	1,000 sf	$30,271	$30,271	$30,271	$3,028	$7,568
770	Business Park (Flex Space)	1,000 sf	$10,669	$10,669	$10,669	$1,068	$2,668
	RETAIL:						
812	Building Materials / Lumber Store	1,000 sf	$18,173	$18,173	$18,173	$1,817	$4,543
813	Discount Superstore, Free-Standing	1,000 sf	$18,102	$18,102	$18,102	$18,102	$18,102
814	Variety Store	1,000 sf	$7,099	$4,218	$7,099	$709	$1,774
815	Discount Store, Free-Standing	1,000 sf	$9,808	$9,808	$9,808	$981	$2,452
816	Hardware/Paint	1,000 sf	$985	$566	$985	$98	$246
822	Retail 6,000 square feet gross leasable area or less	1,000 sfgla	$5,043	$3,237	$5,043	$504	$1,260
	Retail 6,001 to 40,000 square feet gross leasable area	1,000 sfgla	$8,404	$8,404	$8,404	$840	$2,101
821	Retail 40,001 to 150,000 square feet gross leasable area (w/o supermarket)	1,000 sfgla	$13,472	$13,472	$13,472	$1,348	$3,369
	Retail 40,001 to 150,000 square feet gross leasable area (with supermarket)	1,000 sfgla	$13,472	$13,472	$13,472	$1,348	$3,369
820	Retail greater than 150,000 square feet gross leasable area	1,000 sfgla	$13,472	$13,472	$13,472	$1,348	$3,369
840/841	New/Used Auto Sales	1,000 sf	$17,016	$17,016	$17,016	$17,016	$17,016
843	Automobile Parts Store	1,000 sf	$38,401	$38,401	$38,401	$3,841	$9,600
848	Tire Store	1,000 sf	$11,203	$11,203	$11,203	$11,203	$11,203
850	Supermarket	1,000 sf	$19,917	$19,917	$19,917	$1,991	$4,979
854	Discount Supermarket	1,000 sf	$25,288	$25,288	$25,288	$2,528	$6,322
857	Discount Club	1,000 sf	$13,721	$13,721	$13,721	$13,721	$13,721
862	Home Improvement Superstore	1,000 sf	$10,233	$10,233	$10,233	$1,023	$2,558
880	Pharmacy/Drug Store without Drive-Thru	1,000 sf	$10,569	$8,259	$10,569	$1,058	$2,642
881	Pharmacy/Drug Store with Drive-Thru	1,000 sf	$10,569	$8,259	$10,569	$1,058	$2,642
890	Furniture Store	1,000 sf	$2,953	$2,953	$2,953	$2,953	$2,953
	SERVICES:						
911	Bank/Savings Walk-In	1,000 sf	$14,670	$14,670	$14,670	$1,467	$3,667
912	Bank/Savings w/Drive-In	1,000 sf	$26,255	$26,255	$26,255	$2,625	$6,563
930	Fast Casual Restaurant	1,000 sf	$25,614	$25,614	$25,614	$2,561	$6,403
931	Fine Dining Restaurant	1,000 sf	$37,766	$12,262	$37,766	$3,777	$9,441
932	High-Turnover Restaurant	1,000 sf	$41,972	$14,787	$41,972	$4,198	$10,493
933	Fast Food Restaurant without Drive-Thru	1,000 sf	$99,532	$99,532	$99,532	$99,532	$99,532
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	$100,352	$100,352	$100,352	$100,352	$100,352
941	Quick Lube	bays	$18,033	$18,033	$18,033	$18,033	$18,033
942	Automobile Repair Shop	1,000 sf	$12,706	$12,706	$12,706	$1,270	$3,177
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$10,731	$10,731	$10,731	$10,731	$10,731
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$10,731	$10,731	$10,731	$10,731	$10,731
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$10,731	$10,731	$10,731	$10,731	$10,731
947	Self-Service Car Wash	bays	$10,831	$10,831	$10,831	$10,831	$10,831
948	Automated Car Wash	1,000 sf	$46,826	$46,826	$46,826	$46,826	$46,826
	INDUSTRIAL:						
110/130	General Light Industrial/Industrial Park	1,000 sf	$5,287	$5,287	$5,287	$528	$1,321
120	General Heavy Industrial	1,000 sf	$1,249	$1,249	$1,249	$1,249	$1,249
140	Manufacturing	1,000 sf	$3,186	$3,186	$3,186	$319	$797
150	Warehousing	1,000 sf	$1,857	$1,857	$1,857	$1,857	$1,857
151	Mini-Warehouse/Storage	1,000 sf	$942	$942	$942	$942	$942

City of Sarasota Multi-Modal Transportation Impact Fee: Phase III

ITE Use	Land Use	Unit	City Wide Rate	Downtown 10,000 sf	Downtown >10,000 sf	Overlays CRA	North Trail
	RESIDENTIAL:						
n/a	Attainable Housing at 120% or less of the Area Median Income (AMI)	du	$0	$0	$0	$0	$0
210	Single Family (Detached)/ADU - Less than 1,500 sf	du	$7,457	$7,457	$7,457	$3,729	$3,729
	Single Family (Detached)/ADU - 1,500 to 3,499 sf	du	$10,094	$10,094	$10,094	$5,047	$5,047
	Single Family (Detached)/ADU - 3,500 sf and greater	du	$11,221	$11,221	$11,221	$11,221	$11,221
215	Single Family (Attached) - Less than 1,000 sf	du	$4,915	$4,915	$4,915	$2,456	$2,456
	Single Family (Attached) - 1,000 to 1,399 sf	du	$5,690	$5,690	$5,690	$2,847	$2,847
	Single Family (Attached) - 1,400 sf and greater	du	$7,179	$7,179	$7,179	$3,588	$3,588
220	Multi-Family (Low-Rise, 1-3 floors) - Less than 800 sf	du	$4,641	$4,641	$4,641	$2,321	$2,321
	Multi-Family (Low-Rise, 1-3 floors) - 800 sf and greater	du	$6,514	$6,514	$6,514	$3,257	$3,257
221/222	Multi-Family (Mid/High-Rise, 4+ floors) - Less than 800 sf	du	$4,356	$4,356	$4,356	$2,177	$2,177
	Multi-Family (Mid/High-Rise, 4+ floors) - 800 sf and greater	du	$5,837	$5,837	$5,837	$2,918	$2,918
240	Mobile Home Park/RV Park	du	$3,695	$3,695	$3,695	$1,848	$1,848
251	Retirement Community/Age-Restricted Single-Family	du	$3,279	$3,279	$3,279	$1,640	$1,640
253	Assisted Living Facility (ALF)/Congregate Care Facility	du	$934	$934	$934	$469	$469
	LODGING:						
310/320	Hotel/Motel	room	$2,554	$2,554	$2,554	$255	$255
	RECREATION:						
420	Marina	berth	$3,104	$3,104	$3,104	$3,104	$3,104
430	Golf Course	acres	$5,127	$5,127	$5,127	$5,127	$5,127
445	Movie Theater	1,000 sf	$10,727	$10,727	$10,727	$1,074	$2,683
492	Health/Fitness/Athletic Club	1,000 sf	$30,858	$30,858	$30,858	$3,087	$7,714
495	Recreational/Community Center	1,000 sf	$19,426	$19,426	$19,426	$1,942	$4,856
	INSTITUTIONS:						
520/522	Elementary/Middle School (Private)	1,000 sf	$9,106	$9,106	$9,106	$9,106	$9,106
525	High School (Private)	1,000 sf	$8,859	$8,859	$8,859	$8,859	$8,859
540	University/Junior College (7,500 or fewer students) (Private)	student	$2,323	$2,323	$2,323	$2,323	$2,323
550	University/Junior College (more than 7,500 students) (Private)	student	$1,756	$1,756	$1,756	$1,756	$1,756
560	Church	1,000 sf	$5,690	$5,690	$5,690	$5,690	$5,690
565	Day Care	1,000 sf	$0	$0	$0	$0	$0
580	Museum	1,000 sf	$2,100	$2,100	$2,100	$210	$526
	MEDICAL:						
610	Hospital	1,000 sf	$11,979	$11,979	$11,979	$11,979	$11,979
620	Nursing Home	1,000 sf	$3,205	$3,205	$3,205	$3,205	$3,205
	OFFICE:						
710	General Office	1,000 sf	$7,823	$7,823	$7,823	$782	$1,957
720	Medical Office 10,000 sq ft or less	1,000 sf	$22,844	$22,844	$22,844	$2,285	$5,710
	Medical Office greater than 10,000 sq ft	1,000 sf	$33,298	$33,298	$33,298	$3,331	$8,325
770	Business Park (Flex Space)	1,000 sf	$11,736	$11,736	$11,736	$1,175	$2,935
	RETAIL:						
812	Building Materials / Lumber Store	1,000 sf	$18,173	$18,173	$18,173	$1,817	$4,543
813	Discount Superstore, Free-Standing	1,000 sf	$18,102	$18,102	$18,102	$18,102	$18,102
814	Variety Store	1,000 sf	$7,099	$4,218	$7,099	$709	$1,774
815	Discount Store, Free-Standing	1,000 sf	$10,789	$10,789	$10,789	$1,079	$2,697
816	Hardware/Paint	1,000 sf	$985	$566	$985	$98	$246
822	Retail 6,000 square feet gross leasable area or less	1,000 sfgla	$5,043	$3,237	$5,043	$504	$1,260
	Retail 6,001 to 40,000 square feet gross leasable area	1,000 sfgla	$8,404	$8,404	$8,404	$840	$2,101
821	Retail 40,001 to 150,000 square feet gross leasable area (w/o supermarket)	1,000 sfgla	$14,819	$14,819	$14,819	$1,483	$3,706
	Retail 40,001 to 150,000 square feet gross leasable area (with supermarket)	1,000 sfgla	$14,819	$14,819	$14,819	$1,483	$3,706
820	Retail greater than 150,000 square feet gross leasable area	1,000 sfgla	$14,819	$14,819	$14,819	$1,483	$3,706
840/841	New/Used Auto Sales	1,000 sf	$18,703	$18,703	$18,703	$18,703	$18,703
843	Automobile Parts Store	1,000 sf	$41,838	$41,838	$41,838	$4,185	$10,459
848	Tire Store	1,000 sf	$12,323	$12,323	$12,323	$12,323	$12,323
850	Supermarket	1,000 sf	$21,909	$21,909	$21,909	$2,190	$5,477
854	Discount Supermarket	1,000 sf	$25,288	$25,288	$25,288	$2,528	$6,322
857	Discount Club	1,000 sf	$13,721	$13,721	$13,721	$13,721	$13,721
862	Home Improvement Superstore	1,000 sf	$10,233	$10,233	$10,233	$1,023	$2,558
880	Pharmacy/Drug Store without Drive-Thru	1,000 sf	$11,626	$9,085	$11,626	$1,164	$2,906
881	Pharmacy/Drug Store with Drive-Thru	1,000 sf	$11,626	$9,085	$11,626	$1,164	$2,906
890	Furniture Store	1,000 sf	$3,248	$3,248	$3,248	$3,248	$3,248
	SERVICES:						
911	Bank/Savings Walk-In	1,000 sf	$14,670	$14,670	$14,670	$1,467	$3,667
912	Bank/Savings w/Drive-In	1,000 sf	$26,255	$26,255	$26,255	$2,625	$6,563
930	Fast Casual Restaurant	1,000 sf	$25,614	$25,614	$25,614	$2,561	$6,403
931	Fine Dining Restaurant	1,000 sf	$41,543	$13,488	$41,543	$4,155	$10,385
932	High-Turnover Restaurant	1,000 sf	$46,169	$16,266	$46,169	$4,618	$11,542
933	Fast Food Restaurant without Drive-Thru	1,000 sf	$109,157	$109,157	$109,157	$109,157	$109,157
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	$110,387	$110,387	$110,387	$110,387	$110,387
941	Quick Lube	bays	$19,836	$19,836	$19,836	$19,836	$19,836
942	Automobile Repair Shop	1,000 sf	$13,977	$13,977	$13,977	$1,397	$3,495
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$11,804	$11,804	$11,804	$11,804	$11,804
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$11,804	$11,804	$11,804	$11,804	$11,804
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$11,804	$11,804	$11,804	$11,804	$11,804
947	Self-Service Car Wash	bays	$11,914	$11,914	$11,914	$11,914	$11,914
948	Automated Car Wash	1,000 sf	$46,826	$46,826	$46,826	$46,826	$46,826
	INDUSTRIAL:						
110/130	General Light Industrial/Industrial Park	1,000 sf	$5,287	$5,287	$5,287	$528	$1,321
120	General Heavy Industrial	1,000 sf	$1,374	$1,374	$1,374	$1,374	$1,374
140	Manufacturing	1,000 sf	$3,505	$3,505	$3,505	$351	$877
150	Warehousing	1,000 sf	$1,857	$1,857	$1,857	$1,857	$1,857
151	Mini-Warehouse/Storage	1,000 sf	$1,010	$1,010	$1,010	$1,010	$1,010

City of Sarasota Multi-Modal Transportation Impact Fee: Phase IV

ITE LUC	Land Use	Unit	City Wide Rate	Downtown <10,000 sf	Downtown >10,000 sf	Uptown/ Gateway	North Trail
	RESIDENTIAL:						
n/a	Attainable Housing at 120% or less of the Area Median Income (AMI)	du	$0	$0	$0	$0	$0
210	Single Family (Detached)/ADU - Less than 1,500 sf	du	$8,134	$8,134	$8,134	$4,068	$4,068
	Single Family (Detached)/ADU - 1,500 to 3,499 sf	du	$11,010	$11,010	$11,010	$5,505	$5,505
	Single Family (Detached)/ADU - 3,500 sf and greater	du	$12,241	$12,241	$12,241	$12,241	$12,241
215	Single Family (Attached) - Less than 1,000 sf	du	$5,361	$5,361	$5,361	$2,680	$2,680
	Single Family (Attached) - 1,000 to 1,399 sf	du	$6,208	$6,208	$6,208	$3,105	$3,105
	Single Family (Attached) - 1,400 sf and greater	du	$7,830	$7,830	$7,830	$3,915	$3,915
220	Multi-Family (Low-Rise, 1-3 floors) - Less than 800 sf	du	$5,062	$5,062	$5,062	$2,532	$2,532
	Multi-Family (Low-Rise, 1-3 floors) - 800 sf and greater	du	$7,107	$7,107	$7,107	$3,553	$3,553
221/222	Multi-Family (Mid/High-Rise, 4+ floors) - Less than 800 sf	du	$4,681	$4,681	$4,681	$2,340	$2,340
	Multi-Family (Mid/High-Rise, 4+ floors) - 800 sf and greater	du	$5,837	$5,837	$5,837	$2,918	$2,918
240	Mobile Home Park/RV Park	du	$4,030	$4,030	$4,030	$2,016	$2,016
251	Retirement Community/Age-Restricted Single-Family	du	$3,577	$3,577	$3,577	$1,789	$1,789
253	Assisted Living Facility (ALF)/Congregate Care Facility	du	$1,018	$1,018	$1,018	$510	$510
	LODGING:						
310/320	Hotel/Motel	room	$2,554	$2,554	$2,554	$255	$255
	RECREATION:						
420	Marina	berth	$3,305	$3,305	$3,305	$3,305	$3,305
430	Golf Course	acres	$5,127	$5,127	$5,127	$5,127	$5,127
445	Movie Theater	1,000 sf	$11,703	$11,703	$11,703	$1,170	$2,926
492	Health/Fitness/Athletic Club	1,000 sf	$33,664	$33,664	$33,664	$3,366	$8,416
495	Recreational/Community Center	1,000 sf	$19,426	$19,426	$19,426	$1,942	$4,856
	INSTITUTIONS:						
520/522	Elementary/Middle School (Private)	1,000 sf	$9,933	$9,933	$9,933	$9,933	$9,933
525	High School (Private)	1,000 sf	$9,490	$9,490	$9,490	$9,490	$9,490
540	University/Junior College (7,500 or fewer students) (Private)	student	$2,535	$2,535	$2,535	$2,535	$2,535
550	University/Junior College (more than 7,500 students) (Private)	student	$1,914	$1,914	$1,914	$1,914	$1,914
560	Church	1,000 sf	$6,106	$6,106	$6,106	$6,106	$6,106
565	Day Care	1,000 sf	$0	$0	$0	$0	$0
580	Museum	1,000 sf	$2,290	$2,290	$2,290	$229	$573
	MEDICAL:						
610	Hospital	1,000 sf	$12,782	$12,782	$12,782	$12,782	$12,782
620	Nursing Home	1,000 sf	$3,484	$3,484	$3,484	$3,484	$3,484
	OFFICE:						
710	General Office	1,000 sf	$8,535	$8,535	$8,535	$853	$2,134
720	Medical Office 10,000 sq ft or less	1,000 sf	$24,919	$24,919	$24,919	$2,491	$6,229
	Medical Office greater than 10,000 sq ft	1,000 sf	$36,325	$36,325	$36,325	$3,633	$9,081
770	Business Park (Flex Space)	1,000 sf	$12,802	$12,802	$12,802	$1,281	$3,201
	RETAIL:						
812	Building Materials / Lumber Store	1,000 sf	$18,173	$18,173	$18,173	$1,817	$4,543
813	Discount Superstore, Free-Standing	1,000 sf	$18,102	$18,102	$18,102	$18,102	$18,102
814	Variety Store	1,000 sf	$7,099	$4,218	$7,099	$709	$1,774
815	Discount Store, Free-Standing	1,000 sf	$11,769	$11,769	$11,769	$1,177	$2,943
816	Hardware/Paint	1,000 sf	$985	$566	$985	$98	$246
822	Retail 6,000 square feet gross leasable area or less	1,000 sfgla	$5,043	$3,238	$5,043	$504	$1,260
	Retail 6,001 to 40,000 square feet gross leasable area	1,000 sfgla	$8,404	$8,404	$8,404	$840	$2,101
821	Retail 40,001 to 150,000 square feet gross leasable area (w/o supermarket)	1,000 sfgla	$16,167	$16,167	$16,167	$1,617	$4,042
	Retail 40,001 to 150,000 square feet gross leasable area (with supermarket)	1,000 sfgla	$16,167	$16,167	$16,167	$1,617	$4,042
820	Retail greater than 150,000 square feet gross leasable area	1,000 sfgla	$16,167	$16,167	$16,167	$1,617	$4,042
840/841	New/Used Auto Sales	1,000 sf	$20,388	$20,388	$20,388	$20,388	$20,388
843	Automobile Parts Store	1,000 sf	$45,274	$45,274	$45,274	$4,527	$11,318
848	Tire Store	1,000 sf	$13,444	$13,444	$13,444	$13,444	$13,444
850	Supermarket	1,000 sf	$23,899	$23,899	$23,899	$2,389	$5,974
854	Discount Supermarket	1,000 sf	$25,288	$25,288	$25,288	$2,528	$6,322
857	Discount Club	1,000 sf	$13,721	$13,721	$13,721	$13,721	$13,721
862	Home Improvement Superstore	1,000 sf	$10,233	$10,233	$10,233	$1,023	$2,558
880	Pharmacy/Drug Store without Drive-Thru	1,000 sf	$12,682	$9,910	$12,682	$1,269	$3,171
881	Pharmacy/Drug Store with Drive-Thru	1,000 sf	$12,682	$9,910	$12,682	$1,269	$3,171
890	Furniture Store	1,000 sf	$3,544	$3,544	$3,544	$3,544	$3,544
	SERVICES:						
911	Bank/Savings Walk-In	1,000 sf	$14,670	$14,670	$14,670	$1,467	$3,667
912	Bank/Savings w/Drive-In	1,000 sf	$26,255	$26,255	$26,255	$2,625	$6,563
930	Fast Casual Restaurant	1,000 sf	$25,614	$25,614	$25,614	$2,561	$6,403
931	Fine Dining Restaurant	1,000 sf	$45,318	$14,715	$45,318	$4,531	$11,329
932	High-Turnover Restaurant	1,000 sf	$50,367	$17,743	$50,367	$5,037	$12,592
933	Fast Food Restaurant without Drive-Thru	1,000 sf	$118,783	$118,783	$118,783	$118,783	$118,783
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	$120,423	$120,423	$120,423	$120,423	$120,423
941	Quick Lube	bays	$21,640	$21,640	$21,640	$21,640	$21,640
942	Automobile Repair Shop	1,000 sf	$15,246	$15,246	$15,246	$1,524	$3,811
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	$12,877	$12,877	$12,877	$12,877	$12,877
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	$12,877	$12,877	$12,877	$12,877	$12,877
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	$12,877	$12,877	$12,877	$12,877	$12,877
947	Self-Service Car Wash	bays	$12,997	$12,997	$12,997	$12,997	$12,997
948	Automated Car Wash	1,000 sf	$46,826	$46,826	$46,826	$46,826	$46,826
	INDUSTRIAL:						
110/130	General Light Industrial/Industrial Park	1,000 sf	$5,287	$5,287	$5,287	$528	$1,321
120	General Heavy Industrial	1,000 sf	$1,498	$1,498	$1,498	$1,498	$1,498
140	Manufacturing	1,000 sf	$3,822	$3,822	$3,822	$382	$955
150	Warehousing	1,000 sf	$1,857	$1,857	$1,857	$1,857	$1,857
151	Mini-Warehouse/Storage	1,000 sf	$1,076	$1,076	$1,076	$1,076	$1,076

(b) *Multimodal Transportation Impact Fee Account:* There is hereby established the Multimodal Transportation Impact Fee Fund into which all multimodal transportation impact fees collected shall be deposited. Multimodal transportation impact fee revenues shall be spent only on multimodal facilities and multimodal capital costs as provided in this Article.

(c) As used in the fee schedule set forth in Subsection (a), above, the following terms shall have the following meanings:

(1) *Downtown* shall mean the geographic area within the former Downtown Community Redevelopment Agency (CRA) of the City;

(2) *Newtown CRA* shall mean the Newtown Community Redevelopment Agency (CRA) which was established for the purpose of implementing redevelopment activities that include eliminating "blight and slum" conditions, increasing the tax base and encouraging private and public investments. The Newtown CRA is bordered to the north by Myrtle Street, to the east by the Seminole Gulf Railroad right of way, to the west by N. Tamiami Trail (U.S. 41) and to the south by 17th Street;

(3) *North Trail* shall mean those parcels which have frontage along the North Trail corridor between 10th Street and the City limit line. This area generally includes those North Trail parcels identified in the former Sarasota Enterprise Zone;

(4) *Very Low Income Housing (eligibility)* shall mean a household with an income up to fifty percent (50%) of the Area Median Income;

(5) *Low Income Housing (eligibility)* shall mean a household with an income greater than fifty percent (50%) but no more than eighty percent (80%) of the Area Median Income;

(6) *Moderate Income Housing (eligibility)* shall mean a household with an income greater than eighty percent (80%), but no more than one hundred twenty percent (120%) of the Area Median Income.

(d) Certain residential uses in the Fee Schedule set forth in Subsection (a), above, provide for assessment and collection of a reduced or deferred multi-modal transportation impact fee. The public purpose advanced by the assessment and collection of a reduced or deferred multi-modal transportation impact fee for these residential uses is to foster and encourage the provision of new moderate income, low income or very low income housing throughout the City and to encourage the provision of housing units in certain districts within the City. When a development application qualifies for one of the very low income, low income or moderate income reduced or deferred multi-modal transportation impact fees, the developer applicant shall enter into an agreement with the City in order to remain eligible for the reduced impact fee.

(1) If the development is not monitored by the Florida Housing Finance Corporation, the United States Department of Housing and Urban Development, or any other state or federal agency, including any private entities working as subcontractors of such an agency, the agreement shall provide for annual monitoring of the income of the owners or occupants of the housing units. The agreement shall also provide that the full impact fee at the City-wide rate, which would otherwise have been due for a housing unit of the same size, shall be due and payable to the City at such time as it is unable to be established to the satisfaction of the City Manager that the housing unit is owned or occupied by an individual or family which meets the definition of very low income housing, low income housing or moderate income housing set forth in Subsection (c), above. At the option of the City, the agreement may provide for recapture of the impact fee from the developer applicant through a breach of contract action or recapture of the impact fee from the future owner of the developed property through a lien foreclosure action. In the event the recaptured impact fees will be recovered from a future owner at such time as the housing unit is sold or used as market rate housing, the City's right to the recaptured impact fee shall be secured by a first lien placed upon the property as a condition precedent to the issuance of the first Certificate of Occupancy for the property.

(2) If the development is monitored by the Florida Housing Finance Corporation, the United States Department of Housing and Urban Development, or any other state or federal agency, including any private entities working as subcontractors of such an agency, the agreement must require the developer to submit to the City all monitoring reports from the developer to said agency, within sixty (60) days of submission of the report to said agency. So long as the developer complies with the rules and regulations of that governmental agency or program, the impact fee shall remain deferred and will not be paid to the City until the affordability period established by the Florida Housing Finance Corporation, the United States Department of Housing and Urban Development, or any other state or federal agency, expires. The then current property owner shall pay the City the otherwise applicable full impact fee within sixty (60) days of the expiration of the affordability period or within sixty (60) days of such time as it is unable to be established to the satisfaction of the City Manager that the housing unit is owned or occupied by an individual or family which meets the definition of very low income housing, low income housing or moderate income housing set forth in Subsection (c), above. If the then current property owner fails to timely pay the full impact fee, the City Manager is authorized to record in the Official Records of Sarasota County a lien against the property in the amount of the unpaid impact fees and accrued interest.

(3) The developer applicant or future property owner shall also be responsible to pay the City interest at the rate of one and one-half percent (1.5%) per month commencing with the first day of the month after the housing unit was last occupied by an individual or family established to then be low income or very low income or moderate income as defined in Subsection (c), above. As an alternative to such an agreement, the City may, at the option of the City Commission, decide to pay the otherwise applicable full impact fee from the City's general fund prior to the issuance of the first Certificate of Occupancy for the property.

(4) The city manager is authorized to administratively approve and execute on behalf of the City the Multimodal Transportation Impact Fee Deferral Lien Agreement required by this Subsection (d). The City Manager is also authorized to execute necessary documents which would subordinate the City's impact fee deferral lien to the development project owner's lien, including a governmental funded lien, if the project development property is encumbered by a recorded deed restriction which limits the subsequent resale of the property or subsequent leasing of the property to another individual or family which meets the definition of very low income housing or low income housing or moderate income housing as set forth in Subsection (c) above."

SECTION 3. The Sarasota City Code, Chapter 25, Planning, Article II, Multi-Modal Transportation Impact Fee, Division 1, Procedural and Administrative Requirements, Section 25-16, Purpose and authority, Section 25-17, Adoption of technical report as basis of impact fee, as

well as Section 25-20, Definitions, are hereby amended so as to change the definition of the Technical Report:

Sec. 25-16. – Purpose and authority

* * *

(e) The technical data, findings and conclusions herein are based on the report entitled "City of Sarasota Multi-Modal Transportation Impact Fee Update Study, dated ~~December 9, 2016~~ July 16, 2024, prepared by ~~Tindale Oliver~~ Alfred Benesch & Company" (referred to herein as the "Technical Report").

Sec. 25-17. - Adoption of technical report as basis of impact fees.

The city hereby adopts and incorporates by reference, the report entitled "City of Sarasota Multi-Modal Transportation Impact Fee Update Study" dated ~~December 9, 2016~~ July 16, 2024 prepared by ~~Tindale Oliver~~" Alfred Benesch & Company (referred to herein as the "Technical Report"), which, among other things, supports the rates and reasonableness of the impact fees imposed by this article.

Sec. 25-20. - Definitions.

* * *

Technical report means the "City of Sarasota Multi-modal Transportation Impact Fee Update Study," dated ~~December 9, 2016~~ July 16, 2024 prepared by ~~Tindale Oliver~~ Alfred Benesch & Company".

[Additions to existing Code are shown by underline; deletions for existing Code are shown by ~~strikethrough.~~]

SECTION 4. CONFLICT. To the extent of any conflict between any other City regulations and ordinances and this Ordinance, this Ordinance shall be deemed to control. Provided, however, that this Ordinance is not intended to amend or repeal any existing chapter or regulation, unless expressly set forth in this Ordinance.

SECTION 5. SEVERABILITY. It is hereby declared to be the intention of the City Commission that the sections, paragraphs, sentences, clauses and phrases of this Ordinance be deemed severable and if any phrase, clause, sentence, paragraph, or section of this Ordinance is declared unconstitutional or otherwise invalid by the valid judgment of a court of competent jurisdiction, such unconstitutionality or invalidity shall not affect any of the remaining phrases, clauses, sentences, paragraph or sections of this Ordinance.

SECTION 6. EFFECTIVE DATE. This Ordinance shall become effective on January 1, 2025. The regulations set forth in this Ordinance No. 24-5542 shall apply to any project for which an application for a building permit occurs on or after January 1, 2025.

PASSED on first reading by title only, after posting for public viewing at City Hall for at least three (3) days prior to first reading, as authorized by Article IV, Section 2, Charter of the City of Sarasota, Florida this 19th day of August, 2024.

PASSED on second reading and finally adopted this ____ day of _____, 2024.

_____
Liz Alpert, Mayor

ATTEST:

_____
Shayla Griggs
City Auditor and Clerk

Yes Mayor Liz Alpert
Yes Vice Mayor Jen Ahearn-Koch
Yes Commissioner Erik Arroyo
Yes Commissioner Kyle Scott Battie
Yes Commissioner Debbie Trice

Multi-Modal Transportation Impact Fee Update Study Final Report

City of Sarasota
Multi-Modal Transportation Impact Fee Update Study

Final Report
July 16, 2024

Prepared for:

City of Sarasota
1565 1st Street
Sarasota, Florida 34236
ph (941) 263-6000

Prepared by:

Benesch
1000 N. Ashley Dr., #400
Tampa, Florida 33602
ph (813) 224-8862
E-mail: nkamp@benesch.com

City of Sarasota
Multi-Modal Transportation Impact Fee Update Study

Table of Contents

Appendices:

Appendix A: Demand Component

Appendix B: Cost Component

Appendix C: Credit Component

Appendix D: Calculated Multi-Modal Transportation Impact Fee Schedule

Introduction

The City of Sarasota is continuing to experience growth primarily through redevelopment projects. In 2012, the City established a separate transportation impact fee program from that of the County's and converted it to a multi-modal fee to better address the City's needs. The City's current adopted multi-modal transportation impact fee schedule is based on a technical study that was last updated in 2016/2017. To reflect the changes to the impact fee variables since then, the City of Sarasota has retained Benesch to prepare an updated study, consistent with the City's impact fee ordinance requirements.

Methodology

The methodology used for the multi-modal impact fee study continues to follow a consumption-based impact fee approach in which new development is charged based upon the proportion of Person-Miles of Travel (PMT) that each unit of new development is expected to consume of a lane-mile of the transportation network.

Included in this document is the necessary support material used in the calculation of the multi-modal transportation impact fee. The general equation used to compute the impact fee for a given land use is:

[Demand x Cost] – Credit = Fee

The "demand" for travel placed on a transportation system is expressed in units of Person-Miles of Travel (daily vehicle-trip generation rate x the trip length x the percent new trips [of total trips] x person-trip factor) for each land use contained in the impact fee schedule. Trip generation represents the average daily rates to provide a stable measure of new development's impact. The number of trips tends to vary significantly throughout the day by time of day depending on activity levels; however, overall daily trips tend to be stable.

The "cost" of building new capacity typically is expressed in units of dollars per person-mile of transportation capacity.

The "credit" is an estimate of future non-impact fee revenues generated by new development that are allocated to provide transportation capacity expansion. The impact fee is considered to be an "up front" payment for a portion of the cost of building a person-mile of capacity that is

directly related to the amount of capacity consumed by each unit of land use contained in the impact fee schedule, that is not paid for by future tax revenues generated by the new development activity. These credits are required under the supporting case law for the calculation of impact fees where a new development activity must be reasonably assured that they are not being charged twice for the same level of service.

The input variables used in the fee equation are as follows:

Demand Variables:

- Trip generation rate
- Trip length
- Percent new trips
- Interstate & toll facility adjustment factor
- Person-trip factor

Cost Variables:

- Cost per person-mile
- Capacity added per lane mile constructed

Credit Variables:

- Equivalent gas tax credit (pennies)
- Present worth
- Fuel efficiency
- Effective days per year

Legal Overview

In Florida, legal requirements related to impact fees have primarily been established through case law since the 1980's. Impact fees must comply with the "dual rational nexus" test, which requires that they:

- Be supported by a study demonstrating that the fees are proportionate in amount to the need created by new development paying the fee; and
- Be spent in a manner that directs a proportionate benefit to new development, typically accomplished through establishment of benefit districts (if needed) and a list of capacity-adding projects included in the City's Capital Improvement Plan, Capital Improvement Element, or another planning document/Master Plan.

In 2006, the Florida legislature passed the "Florida Impact Fee Act," which recognized impact fees as "an outgrowth of home rule power of a local government to provide certain services within its jurisdiction." § 163.31801(2), Fla. Stat. The statute – concerned with mostly procedural and methodological limitations – did not expressly allow or disallow any particular public facility type from being funded with impact fees. The Act did specify procedural and methodological prerequisites, such as the requirement of the fee being based on most recent and localized data, a 90-day requirement for fee changes, and other similar requirements, most of which were common to the practice already.

More recent legislation further affected the impact fee framework in Florida, including the following:

- **HB 227 in 2009:** The Florida legislation statutorily clarified that in any action challenging an impact fee, the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee meets the requirements of state legal precedent or the Impact Fee Act and that the court may not use a deferential standard.
- **SB 360 in 2009:** Allowed fees to be decreased without the 90-day notice period required to increase the fees and purported to change the standard of legal review associated with impact fees. SB 360 also required the Florida Department of Community Affairs (now the Department of Commerce) and Florida Department of Transportation (FDOT) to conduct studies on "mobility fees," which were completed in 2010.
- **HB 7207 in 2011:** Required a dollar-for-dollar credit, for purposes of concurrency compliance, for impact fees paid and other concurrency mitigation required.
- **HB 319 in 2013:** Applied mostly to concurrency management authorities, but also encouraged local governments to adopt alternative mobility systems using a series of tools identified in section 163.3180(5)(f), Florida Statutes, including:
    - Adoption of long-term strategies to facilitate development patterns that support multi-modal solutions, including urban design, and appropriate land use mixes, including intensity and density.
    - Adoption of an area-wide level of service not dependent on any single road segment function.
    - Exempting or discounting impacts of locally desired development, such as development in urban areas, redevelopment, job creation, and mixed use on the transportation system.
    - Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit.

- Establishing multi-modal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate level of mobility.
- Reducing impact fees or local access fees to promote development within urban areas, multi-modal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

Also, under HB 319, a mobility fee funding system expressly must comply with the dual rational nexus test applicable to traditional impact fees. Furthermore, any mobility fee revenues collected must be used to implement the local government's plan, which serves as the basis to demonstrate the need for the fee. Finally, under HB 319, an alternative mobility system, that is not mobility fee-based, must not impose upon new development any responsibility for funding an existing transportation deficiency.

- **HB 207 in 2019:** Included the following changes to the Impact Fee Act along with additional clarifying language:
  - Impact fees cannot be collected prior to building permit issuance; and
  - Impact fee revenues cannot be used to pay debt service for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential and commercial construction.
- **HB 7103 in 2019:** Addressed multiple issues related to affordable housing/linkage fees, impact fees, and building services fees. In terms of impact fees, the bill required that when local governments increase their impact fees, the outstanding impact fee credits for developer contributions should also be increased. This requirement was to operate prospectively; however, HB 337 that was signed in 2021 deleted this clause and making all outstanding credits eligible for this adjustment. This bill also allowed local governments to waive/reduce impact fees for affordable housing projects without having to offset the associated revenue loss.
- **SB 1066 in 2020:** Added language allowing impact fee credits to be assignable and transferable at any time after establishment from one development or parcel to another that is within the same impact fee zone/district or that is within an adjoining impact fee zone/district within the same local government jurisdiction. In addition, added language indicating any new/increased impact fee not being applicable to current or pending permit applications submitted prior to the effective date of an ordinance or resolution imposing new/increased fees.

- **HB 1339 in 2020:** Required reporting of various impact fee related data items within the annual financial audit report submitted to the Department of Financial Services.
- **HB 337 in 2021:** Placed limits on the amount and frequency of fee increases, but also included a clause to exceed these restrictions if the local governments can demonstrate extraordinary circumstances, hold two public workshops discussing these circumstances and the increases are approved by two-thirds of the governing body.
- **HB 479 in 2024 (Effective October 1, 2024):** Required interlocal agreements between counties and municipalities when both entities collect a transportation impact fee. Placed limits on timing of impact fee study completion and adoption and data used in the studies.

The following paragraphs provide further detail on the generally applicable legal standards applicable here.

Impact Fee Definition

- An impact fee is a one-time capital charge levied against new development.
- An impact fee is designed to cover the portion of the capital costs of infrastructure capacity consumed by new development.
- The principal purpose of an impact fee is to assist in funding the implementation of multi-modal transportation capacity addition projects identified in the Capital Improvements Element (CIE) and other capital improvement programs/plans.

Impact Fee vs. Tax

- An impact fee is generally regarded as a regulatory function established based upon the specific benefit to the user related to a given infrastructure type and is not established for the primary purpose of generating revenue for the general benefit of the community, as are taxes.
- Impact fee expenditures must convey a proportional benefit to the fee payer. This is accomplished through the establishment of benefit districts, where fees collected in a benefit district are spent in the same benefit district.
- An impact fee must be tied to a proportional need for new infrastructure capacity created by new development.

Use of Impact Fee Revenues

Per State law and legal precedent, the City may use multi-modal transportation impact fee (MMTIF) revenues for the funding of capital improvement projects but not for

operational/maintenance expenses. These capital improvement projects must improve the multimodal capacity of the City's transportation network. Therefore, the projects should be along adopted thoroughfares, for qualifying projects in the City's Transportation Master Plan, or for projects identified in the City's Multimodal Connection Plan.

Examples of projects which would increase multimodal capacity include but are not limited to the following items:

1. Adding a vehicle through or turning lane to a roadway
2. Adding bicycle lanes or trails where none exist
3. Adding ADA-compliant sidewalks where no sidewalk exists
4. Installing bus shelters
5. Purchasing transit vehicles
6. Installing a roundabout at an intersection in cases where it would improve vehicle and pedestrian throughput
7. Repurposing a right-of-way in such a manner that a higher number of total users (pedestrians, bicyclists, transit riders, and drivers) are served.

Impact fee funds collected within a multi-modal transportation district may be used anywhere within the district. As the City adopted in its Comprehensive Plan that the entire City is a single multimodal transportation district, MMTIF dollars from anywhere within City limits may be used anywhere within City limits for qualifying projects. The City should maintain a record of its justification for the use of the funds for a given project for the purpose of future reviews of the program.

This technical report has been prepared to support legal compliance with existing case law and statutory requirements.

Demand Component

Travel Demand

Travel demand is the amount of transportation system consumed by a unit of new land development activity. Demand is calculated using the following variables and is measured in terms of the person-miles of new travel (PMT) that a unit of development consumes on the existing transportation system:

- Number of daily trips generated (Trip Generation Rate = TGR)
- Average length of those trips (Trip Length = TL)
- Proportion of travel that is new travel, rather than travel that is already on the transportation system and is captured by new development (Percent New Trips = PNT)
- Person-trip factor (converts vehicle-miles of travel to person-miles of travel)

As part of this update, the trip characteristics variables were primarily obtained from two sources: (1) trip characteristics studies previously conducted throughout Florida (Florida Studies Database) and (2) the Institute of Transportation Engineers' (ITE) *Trip Generation Handbook* (11th Edition). The Florida Studies Database (included in Appendix A) was used to determine trip length, percent new trips, and the trip generation rate for several land uses.

Conversion of Vehicle-Trips to Person-Trips

In the case of the multi-modal approach, it is necessary to estimate travel in units of person-miles. Vehicle-trips were converted to person-trips by applying a vehicle-trip to person-trip conversion factor of 1.50. This value was derived from a review of the District 1 Regional Planning Model. Given that a large portion of travel occurs via automobile, this approach is found to be reasonable.

Interstate & Toll Facility Adjustment Factor

This variable was used to recognize that interstate highway and toll facility improvements are funded by the State (specifically, the Florida Department of Transportation) using earmarked State and Federal funds. Typically, impact fees are not used to pay for these improvements and

the portion of travel occurring on the interstate/toll facility system is subtracted from the total travel for each use.

To calculate the interstate and toll (I/T) facility adjustment factor, the loaded highway network file was generated for the District 1 Regional Planning Model (D1RPM v2). A select zone analysis was run for all traffic analysis zones located within the City of Sarasota in order to differentiate trips with an origin and/or destination within the city versus trips that simply passed through the city.

Currently, I-75 is the only interstate/toll facility going through Sarasota County. Therefore, the limited access vehicle-miles of travel (Limited Access VMT) for trips with an origin and/or destination within the City of Sarasota was calculated for I-75. Next, the total VMT was calculated for all city-generated trips with an origin and/or destination within the City of Sarasota for all roads, including limited access facilities.

The I/T adjustment factor of 13.1 percent was determined by dividing the total limited access VMT by the total City of Sarasota VMT. The total city VMT reduced by this factor is representative of only the roadways that are eligible to be funded with multi-modal impact fee revenues. Appendix A, Table A-1 provides further detail on this calculation.

Land Use Changes

As part of this update study, the following land uses were revised/added to the City's fee schedule.

<u>Attainable Housing</u>

The current multi-modal impact fee schedule waives the impact fee rate for residential uses that qualify under very low income or low income criteria. For this update, the attainable housing discounts have been expanded:

- Attainable dwelling units for families with incomes up to 120 percent of less of the Area Median Income (AMI) will not be subject to multi-modal transportation impact fees with a 30-year commitment requirement.

<u>Multi-Family Re-Alignment</u>

The current multi-modal impact fee schedule includes "residential condo/townhouse" and "multi-family apartment" land uses. The ITE 11th Edition handbook has re-aligned multi-family

land uses into the following categories, which are reflected in the 2023 MMTIF schedule for the City of Sarasota:

- LUC 215: Single Family (Attached)
- LUC 220: Multi-Family (Low-Rise, 1-3 floors)
- LUC 221/222: Multi-Family (Mid/High-Rise, 4+ floors)

General Office

Currently, this land use is separated into several tiers based on the square footage of the office development. ITE 11th Edition data indicates that office buildings generally have a consistent trip generation per 1,000 square feet, regardless of size and therefore the tiering was removed for this update.

Retail/Shopping Center

ITE 11th Edition re-aligned this land use into three distinct square footage ranges with associated variations in trip generation rates. For this update study, the existing retail/shopping center tiers have been re-aligned to match ITE 11th Edition.

Gas Station w/Convenience Store

Currently, this land use has three tiers differentiated by the number of fueling positions. Due to the increasing popularity of larger convenient stores, ITE 11th Edition has realigned this land use to have the trip generation tiering tied to the square footage, not the number of pumps. This change is reflected in this update study.

Other Land Use Changes Based on Input from the City of Sarasota

- Separation of LUC 880 (Pharmacy without Drive-Thru) and LUC 881 (pharmacy with Drive-Thru) into two separate uses (currently combined)
- Addition of:
    - Bank/Savings Walk-In
    - Fast Casual Restaurant
    - Fast Food Restaurant without Drive-Thru

Downtown District Demand Adjustment

Previous trip characteristic studies conducted in Florida suggested that certain establishments, such as retail, restaurants, and recreational uses in a downtown/Central Business District (CBD) setting have travel characteristics that are different than those located in suburban/rural areas. In many cases, these establishments do not offer on-site parking and use shared street parking. Visitors to the area tend to link trips by walking from one establishment to another as opposed to traveling by vehicle. The local Florida studies, as well as those conducted in other states, suggest that captured trips increase from 70 percent to 80 percent for non-office and non-residential land uses. Given this, a capture rate of 75 percent is suggested for the multi-modal fee for certain uses located in the downtown district, which results in a percent-new trips factor of 25 percent.

This capture rate adjustment will apply to select small retail developments (shops, sit-down restaurants, high-turnover restaurants, variety stores, hardware/paint stores, and pharmacies) that have less than 10,000 square feet of space. Table 7 and Appendix D provide the resulting fees for these land uses.

Cost Component

Cost information from the City of Sarasota, Sarasota County, and other counties in Florida was reviewed to develop a unit cost for all phases involved in the construction of one lane-mile of roadway capacity. Appendix B provides the data and other support information utilized in these analyses.

City/County Roadway Cost

This section examines the right-of-way (ROW), construction, and other cost components associated with city/county roads with respect to transportation capacity expansion improvements in the City of Sarasota/Sarasota County. In addition to local data, bid data for recently completed/ongoing projects as well as upcoming roadway projects throughout Florida were used to supplement the cost data for city and county roadway improvements. The cost for each roadway capacity project was separated into four components: design, right-of-way (ROW), construction, and construction engineering/inspection (CEI).

Design and CEI

Design costs for city/county roads were estimated at eleven (11) percent of construction phase costs based on a review of other Florida jurisdictions. Additional details are provided in Appendix B, Table B-1.

CEI costs for city/county roads were estimated at nine (9) percent of construction phase costs based on a review of other Florida jurisdictions. Additional details are provided in Appendix B, Table B-5.

Right-of-Way

The ROW cost reflects the total cost of the acquisitions along a corridor that are necessary to have sufficient cross-section width to widen an existing road or, in the case of new construction, to build a new road. This factor was determined through a review of recent ROW-to-construction ratios seen in other jurisdictions throughout Florida, which average approximately 36 percent. For purposes of the multi-modal fee calculation, a 35-percent ROW-to-construction factor was used for city/county roadways. Additional details are provided in Appendix B, Table B-2.

Construction Cost

A review of construction cost data for local city/county roadway capacity expansion projects

included an improvement completed in 2014 (Bee Ridge Rd from Mauna Loa Blvd to Iona Rd) in unincorporated Sarasota County with a construction cost of approximately $2.62 million per lane mile. A review of construction cost indices (including Engineering News Record and Producer Price Index) indicated an average cost increase of over 40 percent since 2014. With that average index applied to the Bee Ridge Rd improvement, the cost is increased to approximately $3.79 million per lane mile. Additional details are provided in Appendix B, Table B-3.

In addition to local data, a review of recently completed or bid projects (from 2014 to 2023) throughout the state of Florida was conducted. As shown in Appendix B, Table B-3, a total of 46 projects from 15 different counties (including Sarasota County) were identified with a weighted average cost of approximately $3.70 million per lane mile.

Based on this review and discussions with City of Sarasota, the construction cost for city/county roads was estimated at **$3.70 million** per lane mile for use in the multi-modal transportation impact fee calculation.

As presented in Table 1, the total cost for city/county roads is estimated at $5.74 million per lane mile.

Table 1
Estimated Total Cost per Lane Mile
for City/County Roads

Cost Phase	Cost per Lane Mile
Design[1]	$407,000
Right-of-Way[2]	$1,295,000
Construction[3]	$3,700,000
CEI[4]	$333,000
Total Cost	**$5,735,000**

1) Design is estimated at 11% of construction costs
2) ROW is estimated at 35% of construction costs
3) Source: Appendix B, Table B-3
4) CEI is estimated at 9% of construction costs

Note: All figures rounded to nearest $000

State Roadway Cost

This section examines the right-of-way (ROW), construction, and other cost components associated with state roads with respect to transportation capacity expansion improvements in the City of Sarasota. In addition to local data, cost data for recently completed/ongoing projects and estimates for upcoming projects throughout Florida were used to supplement the cost data for state roadway improvements. The cost for each roadway capacity project was separated into four components: design, right-of-way (ROW), construction, and construction engineering/inspection (CEI).

Design and CEI

Design costs for state roads were estimated at eleven (11) of construction phase costs based on a review of cost data from jurisdictions throughout Florida. Additional details are provided in Appendix B, Table B-1.

CEI costs for state roads were estimated at eleven (11) of construction phase costs based on a review of cost data from jurisdictions throughout Florida. Additional details are provided in Appendix B, Tables B-5.

Right-of-Way

Given the limited data on ROW costs for state roads in City of Sarasota/Sarasota County and based on experience in other jurisdictions, the ROW cost ratio calculation for city/county roads was also applied to state roads. Using this ROW-to-construction ratio of 35 percent, the ROW cost for state roads is approximately $1.75 million per lane mile.

Construction

A review of recent state road capacity improvements in Sarasota County identified two projects (additional detail in Appendix B, Table B-4):

- SR 45A (US 41) (Venice Bypass) from Gulf Coast Blvd to Bird Bay Dr W
- SR 45A (US 41) (Venice Bypass) from Center Rd to Gulf Coast Blvd

These improvements ranged from $6.66 million to $7.27 million per lane mile, with a weighted average cost of $6.96 million per lane mile. In addition to local data, a review of recently bid projects (from 2014 to 2023) throughout the state of Florida was conducted. As shown in Appendix B, Table B-4, a total of 63 projects from 31 different counties (including Sarasota County) were identified with a weighted average cost of approximately $4.19 million per lane

mile. However, when only considering more recent improvements (2020+), the construction cost was well above $5.00 million per lane mile.

Based on this review and discussions with City of Sarasota, the construction cost for state roads was estimated at **$5.00 million** per lane mile.

With all the cost components, the total cost for state roads is estimated at $7.85 million per lane mile for use in the multi-modal transportation impact fee calculation as shown in Table 2.

Table 2
Estimated Total Cost per Lane Mile
for State Roads

Cost Phase	Cost per Lane Mile
Design[1]	$550,000
Right-of-Way[2]	$1,750,000
Construction[3]	$5,000,000
CEI[4]	$550,000
Total Cost	**$7,850,000**

1) Design is estimated at 11% of construction costs
2) ROW is estimated at 35% of construction costs
3) Source: Based on Appendix B, Table B-4
4) CEI is estimated at 11% of construction costs

Note: All figures rounded to nearest $000

Summary of Costs (Blended Cost Analysis)

The weighted average cost per lane mile for city/county and state roads is presented in Table 3. The resulting weighted average cost of approximately $5.78 million per lane mile was utilized as the roadway cost input in the calculation of the multi-modal impact fee schedule. The weighted average cost per lane mile includes city/county and state roads and is based on the distribution of future lane miles for the capacity improvements in the Sarasota/Manatee Metropolitan Planning Organization's (MPO) 2045 LRTP.

Table 3

Estimated Cost per Lane Mile for City/County & State Roads

Cost Phase	City/County Roads[1]	State Roads[2]	City/County and State Roads[3]
Design	$407,000	$550,000	**$410,000**
Right-of-Way	$1,295,000	$1,750,000	**$1,304,000**
Construction	$3,700,000	$5,000,000	**$3,726,000**
CEI	$333,000	$550,000	**$337,000**
Total Cost	**$5,735,000**	**$7,850,000**	**$5,777,000**
Lane Mile Distribution[4]	98%	2%	100%

1) Source: Table 1
2) Source: Table 2
3) Lane mile distribution (item 4) multiplied by the design, ROW, construction, and CEI phases costs by jurisdiction to develop a weighted average cost per lane mile
4) Source: Appendix B, Table B-6; Items (a) and (b)

Note: All figures rounded to nearest $000

Person-Miles of Capacity per Lane Mile (Roadways)

An additional component of the multi-modal impact fee equation is the capacity added per lane-mile of roadway constructed. The vehicle-miles of capacity (VMC) is an estimate of capacity added per lane mile for city, county and state roadway improvements in the Sarasota/Manatee MPO's 2045 Long Range Transportation Plan. As shown in Table 4, each lane mile will add approximately 8,900 VMC. This figure was then converted to person-miles of capacity (PMC) using the person-trip factor (1.50 persons per vehicle) previously discussed, resulting in a weighted average PMC of 13,350 per lane mile.

Table 4

Weighted Average Vehicle-Miles of Capacity per Lane Mile

Road Type	Lane Miles Added[1]	Vehicle-Miles of Capacity Added[1]	VMC Added per Lane Mile[2]	Vehicle-Trip to Person-Trip Factor[3]	PMC Added per Lane Mile[4]
City/County Roads	98.00	872,135	**8,899**	1.50	**13,349**
State Roads	2.36	23,718	**10,100**	1.50	**15,150**
Total	**100.36**	**895,853**	-	-	-
Weighted Average VMC/PMC Added per Lane Mile			**8,900**	**1.50**	**13,350**

1) Source: Appendix B, Table B-6
2) Vehicle-miles of capacity added divided by lane miles added
3) Source: Based on a review of the District 1 Regional Planning Model (D1RPM v2)
4) VMC added per lane mile (Item 2) multiplied by the vehicle-trip to person-trip factor (Item 3)

Cost per Person-Mile of Capacity (Roadways)

The transportation cost per unit of development is assessed based on the cost per person-mile of capacity. As shown in Tables 3 and 4, the cost and capacity for roadways in the City of Sarasota have been calculated based on typical roadway improvements planned to be constructed in the future. As shown in Table 5, the cost for travel within the city is approximately $433 per PMC.

The cost per PMC figure is used in the multi-modal impact fee calculation to determine the total cost per unit of development based on person-miles of travel consumed. For each person-mile of travel that is added to the roadway system, approximately $433 of transportation capacity is consumed.

Table 5

Cost per Person-Mile of Capacity Added (Roadways)

Source	Cost per Lane Mile[(1)]	Average PMC Added per Lane Mile[(2)]	Cost per PMC[(3)]
City/County Roads	$5,735,000	13,349	$429.62
State Roads	$7,850,000	15,150	$518.15
Weighted Average	**$5,777,000**	**13,350**	**$432.73**

1) Source: Table 3
2) Source: Table 4
3) Cost per lane mile (Item 1) divided by the average PMC added per lane mile (Item 2)

Bicycle & Pedestrian Facility Costs

Bicycle and pedestrian facilities provide for relatively small portion of the total vehicle-miles of travel due to the difference in the average distance traveled by a car trip versus pedestrian/bicycle trips. Because of their relatively small role in the urban travel scheme, they do not have a significant effect on evaluating the costs of providing for mobility. However, bike and pedestrian facilities are important and provide a source of travel for those who cannot drive or cannot afford to drive, and they are a standard part of the urban street and sometimes included in rural roadways. Their costs are included in the standard roadway cross-sections for which costs are estimated for safety and mobility reasons. Thus, the costs of these facilities on major roads are included in the multi-modal fee. The multi-modal fee provides funding for only those bike and pedestrian facilities associated with roadways on the classified road system (excluding local/neighborhood roads) and allows for facilities to be added to existing classified

roadways or included in the construction of a new classified roadway or lane addition improvement.

Transit Capital Cost per Person-Mile of Travel

A model for transit service and cost was developed to establish both the capital cost per person-mile of capacity and the system operating characteristics in terms of system coverage, hours of service, and headways. The model developed for the City of Sarasota was based on information from the Breeze Transit Development Plan (TDP). Components of the transit capital cost include:

- Vehicle acquisition tied to new routes
- Bus stops, shelters, and benches
- Cost of road network used by transit vehicles

Transit capital costs are computed as the cost of capital features needed to expand the transit system, as follows:

Transit Capital Cost = Bus Infrastructure Cost + Road Capacity Cost

Taking into account the infrastructure costs and the decline in potential vehicle-capacity that comes with adding transit, it was determined that the difference between constructing a lane mile of roadway (for cars only) versus constructing a roadway with transit is not significant. The roadway with transit cost per PMC is approximately four (4) percent higher per lane mile than the cost to simply construct a road without transit amenities. Therefore, for the multi-modal fee calculation, the cost per PMC of approximately $433 is representative of the cost to provide transportation capacity for all modes of travel. Additional information regarding the transit capital cost calculation is included in Appendix B, Tables B-7 and B-8.

Credit Component

Capital Improvement Credit

The credit component of the impact fee accounts for the existing City, County, and State funding sources that are being expended on transportation capacity expansion (excluding impact fee funds). This section summarizes the calculations utilized in the credit for non-impact fee contributions. Additional details are provided in Appendix C.

The present value of the portion of non-impact fee funding generated by new development over a 25-year period that is expected to be expended on capacity expansion projects was credited against the cost of the system consumed by travel associated with new development. In order to provide a connection to the demand component, which is measured in terms of travel, the non-impact fee dollars were converted to a fuel tax equivalency.

City Credit

As shown in Table 6, the City of Sarasota spends an average of $2.42 million per year on transportation capacity-expansion projects funded with non-impact fee revenues, which equates to revenues generated from 1.4 pennies of one-cent per gallon tax on gasoline and diesel fuels. Additional detail is provided in Appendix C, Table C-2.

County Credit

A review of Sarasota County's FY 2023 Adopted Budget's Capital Improvement Plan indicated a combination of impact fees, fuel tax and sales tax revenues being used to fund transportation capacity expansion. Based on this review, Sarasota County allocates an equivalent of 1.0 pennies for the portion of non-impact fee revenues dedicated to transportation capacity expansion improvements. Additional details are provided in Appendix C, Table C-3.

Additionally, the County is using non-impact fee revenues to retire debt service used to fund transportation capacity expansion improvements. A total impact fee credit of approximately 10.6 pennies was calculated for debt service associated with multi-modal improvements. Additional detail is provided in Appendix C, Table C-4.

State Credit

As shown in Table 6, state expenditures for transportation capacity projects in Sarasota County were reviewed and a credit for the capacity-expansion portion attributable to state projects was

estimated (excluding expenditures on limited access facilities). This review, which included 10 years of historical expenditures, as well as five (5) years of planned expenditures, indicated that FDOT's transportation capacity spending averages $32.8 million per year and generates a credit of **18.9 pennies** of equivalent gas tax revenue, annually. The use of a 15-year period for developing a state credit accounts for the volatility in FDOT spending in the given area over short time periods. Additional details are provided in Appendix C, Table C-15.

In summary, for transportation, the City of Sarasota allocates 1.4 pennies and Sarasota County allocates 11.6 pennies (including debt service), while the State spends an average of 18.9 pennies, annually. The portion of capital improvement funding included in the multi-modal impact fee equation for credit calculations recognizes the future capital revenue that is expected to be generated by new development from all non-impact fee revenues. This credit does not include revenues generated by the existing population.

Table 6

Equivalent Pennies of Gas Tax Revenue

Credit	Average Annual Expenditures	Value per Penny[5]	Equivalent Pennies per Gallon[6]
City Revenues[1]	$2,420,625	$1,731,356	$0.014
County Revenues[2]	$1,745,274	$1,731,356	$0.010
County Debt Service[3]	$18,379,065	$1,731,356	$0.106
State Revenues[4]	$32,757,090	$1,731,356	$0.189
Total			**$0.319**

1) Source: Appendix C, Table C-2
2) Source: Appendix C, Table C-3
3) Source: Appendix C, Table C-4
4) Source: Appendix C, Table C-5
5) Source: Appendix C, Table C-1
6) Average annual expenditures divided by the value per penny (Item 4) divided by 100

Present Worth Variables

- Facility Life: The roadway facility life used in the impact fee analysis is 25 years, which represents the reasonable life of a roadway.

- Interest Rate: This is the discount rate at which gasoline tax revenues might be bonded. It is used to compute the present value of the gasoline taxes generated by new development.

The discount rate of 3.86 percent was used in the impact fee calculation based on estimates provided by the City of Sarasota.

Fuel Efficiency

The fuel efficiency (i.e., the average miles traveled per gallon of fuel consumed) of the fleet of motor vehicles was estimated using the quantity of gasoline consumed by travel associated with a particular land use.

Appendix C, Table C-16 documents the calculation of fuel efficiency value based on the following equation, where "VMT" is vehicle miles of travel and "MPG" is fuel efficiency in terms of miles per gallon.

$$Fuel\ Efficiency = \sum VMT_{Roadway\ Type} \div \sum \left(\frac{VMT_{Vehicle\ Type}}{MPG_{Vehicle\ Type}} \right)_{Roadway\ Type}$$

The methodology uses non-interstate VMT and average fuel efficiency data for passenger vehicles (i.e., passenger cars and other 2-axle, 4-tire vehicles, such as vans, pickups, and SUVs) and large trucks (i.e., single-unit, 2-axle, 6-tire or more trucks and combination trucks) to calculate the total gallons of fuel used by each of these vehicle types.

The combined total VMT for the vehicle types is then divided by the combined total gallons of fuel consumed to calculate, in effect, a "weighted" fuel efficiency value that reflects the existing fleet mix of traffic on non-interstate roadways. The VMT and average fuel efficiency data were obtained from the most recent Federal Highway Administration's *Highway Statistics 2021*. Based on the calculation completed in Appendix C, Table C-16, the fuel efficiency rate to be used in the updated impact fee equation is **19.05 miles per gallon**.

Effective Days per Year

An effective 365 days per year of operation was used for all land uses in the proposed fee. However, this will not be the case for all land uses since some uses operate only on weekdays (e.g., office buildings) and/or only seasonally (e.g., schools). The use of 365 days per year, therefore, provides a conservative estimate, ensuring that non-impact fee contributions are adequately credited against the fee.

Calculated Multi-Modal Transportation Impact Fee Schedule

Detailed impact fee calculations for each land use are included in Appendix D, which includes the major land use categories and the impact fees for the individual land uses contained in each of the major categories. For each land use, Appendix D illustrates the following:

- Demand component variables (trip rate, trip length, and percent of new trips);
- Total impact fee cost;
- Annual capital improvement credit;
- Present value of the capital improvement credit; and
- Net multi-modal transportation impact fee.

It should be noted that the net impact fee illustrated in Appendix D is not necessarily a recommended fee, but instead represents the technically calculated multi-modal transportation impact fee per unit of land use that could be charged in the City of Sarasota.

For clarification purposes, it may be useful to walk through the calculation of a multi-modal transportation impact fee for one of the land use categories. In the following example, the net multi-modal transportation impact fee is calculated for the single-family residential detached land use category (ITE LUC 210) using information from the impact fee schedules included in Appendix D. For each land use category, the following equations are utilized to calculate the net impact fee:

Net Multi-Modal Transportation Impact Fee = Total Impact Cost – Capital Improvement Credit

Where:

Total Multi-Modal Impact Cost = ([Trip Rate × Adjusted Trip Length × % New Trips] / 2) × (1 – Interstate/Toll Facility Adjustment Factor) × (Person-Trip Factor) × (Cost per Person-Mile of Capacity)

Capital Improvement Credit = Present Value (Annual Capital Improvement Credit), given 3.86% interest rate & a 25-year facility life

Annual Capital Improvement Credit = ([Trip Rate × Total Trip Length × % New Trips] / 2) × (Effective Days per Year × $/Gallon to Capital) / Fuel Efficiency

Each of the inputs has been discussed previously in this document; however, for purposes of this example, brief definitions for each input are provided in the following paragraphs, along with the actual inputs used in the calculation of the fee for the single-family detached residential land use category (2,000 sq. ft.):

- *Trip Rate* = the average daily trip generation rate, in vehicle-trips/day (7.94)
- *Assessable Trip Length* = the average trip length on collector roads or above, for the category, in vehicle-miles (6.62)
- *Total Trip Length* = the assessable trip length plus an adjustment factor of half a mile, which is added to the trip length to account for the fact that gas taxes are collected for travel on all roads including local roads (6.62 + 0.50 = 7.12)
- *% New Trips* = adjustment factor to account for trips that are already on the roadway (100%)
- *Divide by 2* = the total daily miles of travel generated by a particular category (i.e., rate*length*% new trips) is divided by two to prevent the double-counting of travel generated between two land use codes since every trip has an origin and a destination
- *Interstate/Toll Facility Adjustment Factor* = discount factor to account for travel demand occurring on interstate highways and/or toll facilities (13.1%)
- *Person-Trip Factor* = converts vehicle-miles of travel to person-miles of travel (1.50)
- *Cost per Lane* Mile = unit cost to construct one lane mile of roadway, in $/lane-mile ($5,777,000)
- *Average Person-Capacity Added per Lane* Mile = represents the average daily person-traffic on one travel lane at capacity for one lane mile of roadway, in person/lane-mile/day (13,350)
- *Cost per Person-Mile of Capacity* = unit of person-miles of capacity consumed per unit of development. Cost per person-mile divided by average capacity added per lane mile ($432.73)
- *Present Value* = calculation of the present value of a uniform series of cash flows, gas tax payments in this case, given an interest rate, “i,” and a number of periods, “n;” for 3.86% interest and a 25-year facility life, the uniform series present worth factor is 15.8558
- *Effective Days per Year* = 365 days
- *$/Gallon to Capital* = the amount of equivalent gas tax revenue per gallon of fuel that is used for capital improvements, in $/gallon ($0.319)
- *Fuel Efficiency* = average fuel efficiency of vehicles, in vehicle-miles/gallon (19.05)

Multi-Modal Transportation Impact Fee Calculation

Using these inputs, a net impact fee can be calculated for the single-family residential detached (2,000 sf) land use category as follows:

Multi-Modal Transportation Impact Fee:

Total Impact Cost = ([7.94 * 6.62 * 1.0] /2) * (1 - 0.131) * (1.50) * ($432.73) = **$14,824**

Annual Cap. Improv. Credit = ([7.94 * 7.12 * 1.0] /2) * 365 * ($0.319 /19.05) = **$173**
Capital Improvement Credit = $173 * 15.8558 = $**2,743**

Net Impact Fee = $14,824 – $2,743 = **$12,081**

Table 7 presents the calculated multi-modal transportation impact fee rates for the City of Sarasota for all land uses. Consistent with current policy, attainable housing and day care land uses are not subject to multi-modal transportation impact fees and select downtown land uses have reduced rates due to increased person-trip capture. These uses have been highlighted in Table 7. In the case of day care land use, the City should reimburse the multi-modal fee account from the General Fund or another revenue source. Additional information is provided in Appendix D, Table D-2.

The detailed definition of each land use in the City's multi-modal impact fee schedule corresponds to the definitions presented in the Institution of Transportation Engineer's Trip Generation Manual, 11th Edition.

Multi-Modal Transportation Impact Fee Comparison

Table 8 presents the calculated multi-modal transportation impact fee rates for the City of Sarasota compared to other transportation impact fee rates from surrounding and other jurisdictions in Florida.

Note that differences in fee levels for a given land use can be caused by several factors, including the year of the technical study, adoption percentage, study methodology including variation in costs, credits, and travel demand, land use categories included in the fee schedule, etc.

Table 7

Calculated Multi-Modal Transportation Impact Fee Rates

ITE LUC	Land Use	Unit	City-Wide Rate	Downtown		Newtown CRA	North Trail
				<10,000 sf	>=10,000 sf		
	RESIDENTIAL:						
n/a	Attainable Housing at 120% or less of the Area Median Income (AMI)*	du	**$0**	$0	$0	$0	$0
210	Single Family (Detached)/ADU - Less than 1,500 sf**	du	**$10,563**	$10,563	$10,563	$5,282	$5,282
	Single Family (Detached)/ADU - 1,500 to 3,499 sf**	du	**$12,081**	$12,081	$12,081	$6,041	$6,041
	Single Family (Detached)/ADU - 3,500 sf and greater**	du	**$13,482**	$13,482	$13,482	$13,482	$13,482
215	Single Family (Attached) - Less than 1,000 sf	du	**$9,532**	$9,532	$9,532	$4,766	$4,766
	Single Family (Attached) - 1,000 to 1,399 sf	du	**$10,040**	$10,040	$10,040	$5,020	$5,020
	Single Family (Attached) - 1,400 sf and greater	du	**$11,518**	$11,518	$11,518	$5,759	$5,759
220	Multi-Family (Low-Rise, 1-3 floors) - Less than 800 sf	du	**$6,964**	$6,964	$6,964	$3,482	$3,482
	Multi-Family (Low-Rise, 1-3 floors) - 800 sf and greater	du	**$8,654**	$8,654	$8,654	$4,327	$4,327
221/222	Multi-Family (Mid/High-Rise, 4+ floors) - Less than 800 sf	du	**$4,681**	$4,681	$4,681	$2,341	$2,341
	Multi-Family (Mid/High-Rise, 4+ floors) - 800 sf and greater	du	**$5,837**	$5,837	$5,837	$2,919	$2,919
240	Mobile Home Park/RV Park	du	**$4,381**	$4,381	$4,381	$2,191	$2,191
251	Retirement Community/Age-Restricted Single-Family	du	**$4,396**	$4,396	$4,396	$2,198	$2,198
253	Assisted Living Facility (ALF)/Congregate Care Facility	du	**$1,172**	$1,172	$1,172	$586	$586
	LODGING:						
310/320	Hotel/Motel	room	**$2,554**	$2,554	$2,554	$255	$255
	RECREATION:						
420	Marina	berth	**$3,305**	$3,305	$3,305	$3,305	$3,305
430	Golf Course	acres	**$5,127**	$5,127	$5,127	$5,127	$5,127
445	Movie Theater	1,000 sf	**$35,720**	$35,720	$35,720	$3,572	$8,930
492	Health/Fitness/Athletic Club	1,000 sf	**$38,224**	$38,224	$38,224	$3,822	$9,556
495	Recreational/Community Center	1,000 sf	**$19,426**	$19,426	$19,426	$1,943	$4,857
	INSTITUTIONS:						
520/522	Elementary/Middle School (Private)	1,000 sf	**$12,082**	$12,082	$12,082	$12,082	$12,082
525	High School (Private)	1,000 sf	**$9,490**	$9,490	$9,490	$9,490	$9,490
540	University/Junior College (7,500 or fewer students) (Private)	student	**$2,743**	$2,743	$2,743	$2,743	$2,743
550	University/Junior College (more than 7,500 students) (Private)	student	**$2,061**	$2,061	$2,061	$2,061	$2,061
560	Church	1,000 sf	**$6,106**	$6,106	$6,106	$6,106	$6,106
565	Day Care	1,000 sf	**$0**	$0	$0	$0	$0
580	Museum	1,000 sf	**$2,470**	$2,470	$2,470	$247	$618
	MEDICAL:						
610	Hospital	1,000 sf	**$12,782**	$12,782	$12,782	$12,782	$12,782
620	Nursing Home	1,000 sf	**$3,484**	$3,484	$3,484	$3,484	$3,484
	OFFICE:						
710	General Office	1,000 sf	**$11,758**	$11,758	$11,758	$1,176	$2,940
720	Medical Office 10,000 sq ft or less	1,000 sf	**$26,982**	$26,982	$26,982	$2,698	$6,746
	Medical Office greater than 10,000 sq ft	1,000 sf	**$38,731**	$38,731	$38,731	$3,873	$9,683
770	Business Park (Flex Space)	1,000 sf	**$13,880**	$13,880	$13,880	$1,388	$3,470
	RETAIL:						
812	Building Materials / Lumber Store	1,000 sf	**$18,173**	$18,173	$18,173	$1,817	$4,543
813	Discount Superstore, Free-Standing	1,000 sf	**$18,102**	$18,102	$18,102	$18,102	$18,102
814	Variety Store	1,000 sf	**$7,099**	$4,218	$7,099	$710	$1,775
815	Discount Store, Free-Standing	1,000 sf	**$16,269**	$16,269	$16,269	$1,627	$4,067
816	Hardware/Paint	1,000 sf	**$985**	$566	$985	$99	$246
822	Retail 6,000 square feet gross leasable area or less	1,000 sfgla	**$5,043**	$3,238	$5,043	$504	$1,261
	Retail 6,001 to 40,000 square feet gross leasable area	1,000 sfgla	**$8,404**	$8,404	$8,404	$840	$2,101
821	Retail 40,001 to 150,000 square feet gross leasable area (w/o supermarket)	1,000 sfgla	**$16,507**	$16,507	$16,507	$1,651	$4,127
	Retail 40,001 to 150,000 square feet gross leasable area (with supermarket)	1,000 sfgla	**$26,443**	$26,443	$26,443	$2,644	$6,611
820	Retail greater than 150,000 square feet gross leasable area	1,000 sfgla	**$17,480**	$17,480	$17,480	$1,748	$4,370
840/841	New/Used Auto Sales	1,000 sf	**$20,388**	$20,388	$20,388	$20,388	$20,388
843	Automobile Parts Store	1,000 sf	**$45,274**	$45,274	$45,274	$4,527	$11,319
848	Tire Store	1,000 sf	**$16,375**	$16,375	$16,375	$16,375	$16,375
850	Supermarket	1,000 sf	**$24,426**	$24,426	$24,426	$2,443	$6,107
854	Discount Supermarket	1,000 sf	**$25,288**	$25,288	$25,288	$2,529	$6,322
857	Discount Club	1,000 sf	**$13,721**	$13,721	$13,721	$13,721	$13,721
862	Home Improvement Superstore	1,000 sf	**$10,233**	$10,233	$10,233	$1,023	$2,558
880	Pharmacy/Drug Store without Drive-Thru	1,000 sf	**$13,311**	$10,389	$13,311	$1,331	$3,328
881	Pharmacy/Drug Store with Drive-Thru	1,000 sf	**$16,004**	$12,505	$16,004	$1,600	$4,001
890	Furniture Store	1,000 sf	**$4,749**	$4,749	$4,749	$4,749	$4,749
	SERVICES:						
911	Bank/Savings Walk-In	1,000 sf	**$14,670**	$14,670	$14,670	$1,467	$3,668
912	Bank/Savings w/Drive-In	1,000 sf	**$26,255**	$26,255	$26,255	$2,626	$6,564
930	Fast Casual Restaurant	1,000 sf	**$25,614**	$25,614	$25,614	$2,561	$6,404
931	Fine Dining Restaurant	1,000 sf	**$46,978**	$15,257	$46,978	$4,698	$11,745
932	High-Turnover Restaurant	1,000 sf	**$52,608**	$18,526	$52,608	$5,261	$13,152
933	Fast Food Restaurant without Drive-Thru	1,000 sf	**$118,783**	$118,783	$118,783	$118,783	$118,783
934	Fast Food Restaurant w/Drive-Thru	1,000 sf	**$126,339**	$126,339	$126,339	$126,339	$126,339
941	Quick Lube	bays	**$23,648**	$23,648	$23,648	$23,648	$23,648
942	Automobile Repair Shop	1,000 sf	**$16,663**	$16,663	$16,663	$1,666	$4,166
944	Gas Station w/Convenience Store <2,000 sq ft	fuel pos.	**$16,602**	$16,602	$16,602	$16,602	$16,602
945	Gas Station w/Convenience Store 2,000 to 5,499 sq ft	fuel pos.	**$25,512**	$25,512	$25,512	$25,512	$25,512
	Gas Station w/Convenience Store 5,500+ sq ft	fuel pos.	**$33,369**	$33,369	$33,369	$33,369	$33,369
947	Self-Service Car Wash	bays	**$14,486**	$14,486	$14,486	$14,486	$14,486
948	Automated Car Wash	1,000 sf	**$46,826**	$46,826	$46,826	$46,826	$46,826
	INDUSTRIAL:						
110/130	General Light Industrial/Industrial Park	1,000 sf	**$5,287**	$5,287	$5,287	$529	$1,322
120	General Heavy Industrial	1,000 sf	**$1,623**	$1,623	$1,623	$1,623	$1,623
140	Manufacturing	1,000 sf	**$5,158**	$5,158	$5,158	$516	$1,290
150	Warehousing	1,000 sf	**$1,857**	$1,857	$1,857	$1,857	$1,857
151	Mini-Warehouse/Storage	1,000 sf	**$1,076**	$1,076	$1,076	$1,076	$1,076

Source: Appendix D, Table D-1

*Attainable housing discounts require a 30-year commitment

**ADU = Accessory Dwelling Unit. Single Family/ADU rate should be based on the combined square footage of both structures.

Table 8

Transportation Impact Fee Comparison

Land Use	Unit[2]	City of Sarasota						Sarasota County[5]						Manatee County[6]				Charlotte County[7]	City of Punta Gorda[8]	
		Calculated[3]			Existing[4]			Urban Infill	West of I-75	East of I-75	Mixed- Use			NE District	NW District	SE District	SW District		City Only	w/County portion
		Citywide Rates	Newtown CRA	North Trail	Citywide Rates	Newtown CRA	North Trail				Urban Infill	W. of I-75	E. of I-75							
Date of Last Update		**2024**			2016			2022			2022			2024				2021	2019	
Assessed Portion of Calculated[1]		**100%**			100%			100%			100%			Varies				100%	100%	
Residential:																				
Single Family/ADU (2,000 sq ft)	du	**$12,081**	**$6,041**	**$6,041**	$7,340	$3,670	$3,670	$1,954	$3,178	$4,370	$1,466	$2,384	$3,278	$10,336	$9,861	$7,608	$6,007	$6,289	$853	$3,620
Multi-Family (1,300 sq ft)	du	**$8,654**	**$4,327**	**$4,327**	$4,738	$2,369	$2,369	$1,270	$2,066	$2,841	$953	$1,550	$2,131	$5,550	$5,550	$4,426	$3,507	$4,231	$689	$2,551
Non-Residential:																				
Light Industrial	1,000 sf	**$5,287**	**$529**	**$1,322**	$4,657	$466	$1,164	$661	$1,095	$1,637	$495	$821	$1,228	$4,354	$4,152	$3,205	$3,114	$2,783	$240	$1,465
Office (50,000 sq ft)	1,000 sf	**$11,758**	**$1,176**	**$2,940**	$10,338	$1,034	$2,585	$1,843	$3,054	$4,567	$1,382	$2,291	$3,425	$6,891	$6,573	$5,071	$4,929	$5,228	$440	$2,740
Retail (125,000 sq ft)	1,000 sfgla	**$16,507**	**$1,651**	**$4,127**	$10,778	$1,078	$2,695	$4,210	$6,572	$8,428	$3,158	$4,929	$6,321	$16,332	$16,332	$12,960	$12,595	$7,509	$340	$3,644

1) Represents the portion of the maximum calculated fee for each respective jurisdiction that is actually charged. Fees may have been lowered/raised through indexing or policy discounts. Does not account for moratoriums/suspensions
2) Du = dwelling unit
3) Source: Appendix D, Table D-1
4) Source: City of Sarasota Neighborhood and Development Services Department
5) Source: Sarasota County Planning & Development Services Department
6) Source: Manatee County Financial Management Department, Impact Fee Administration. Draft rates, not yet adopted
7) Source: Charlotte County Planning & Zoning Department
8) Source: City of Punta Gorda Zoning Department. In addition to the city impact fee, 44% of the county impact fee is assessed within the City of Punta Gorda

Table 8 (continued)

Transportation Impact Fee Comparison

Land Use	Unit[2]	City of Sarasota						City of Lakeland[5]	City of Bradenton[6]	Osceola County[7]		Pasco County[8]			Hillsborough County[9]	
		Calculated[3]			Existing[4]											
		Citywide Rates	Newtown CRA	North Trail	Citywide Rates	Newtown CRA	North Trail			Non-Rural	Rural	Urban	Suburban	Rural	Urban	Rural
Date of Last Update		**2024**			2016			2019	-	2020		2021			2020	
Assessed Portion of Calculated[1]		**100%**			100%			100%	-	100%		100%			100%	
Residential:																
Single Family/ADU (2,000 sq ft)	du	**$12,081**	**$6,041**	**$6,041**	$7,340	$3,670	$3,670	$6,965	$2,074	$9,999	$15,941	$6,018	$8,839	$10,107	$9,183	$13,038
Multi-Family (1,300 sq ft)	du	**$8,654**	**$4,327**	**$4,327**	$4,738	$2,369	$2,369	$3,597	$2,387	$7,754	$7,754	$4,427	$7,391	$9,832	$4,864	$6,933
Non-Residential:																
Light Industrial	1,000 sf	**$5,287**	**$529**	**$1,322**	$4,657	$466	$1,164	$1,143	$816	$2,274	$2,274	$0	$0	$0	$4,230	$5,982
Office (50,000 sq ft)	1,000 sf	**$11,758**	**$1,176**	**$2,940**	$10,338	$1,034	$2,585	$5,141	$1,824	$6,025	$6,025	$0	$0	$0	$8,336	$11,777
Retail (125,000 sq ft)	1,000 sfgla	**$16,507**	**$1,651**	**$4,127**	$10,778	$1,078	$2,695	$10,045	$2,784	$25,943	$25,943	$6,346	$7,932	$9,915	$13,562	$15,962

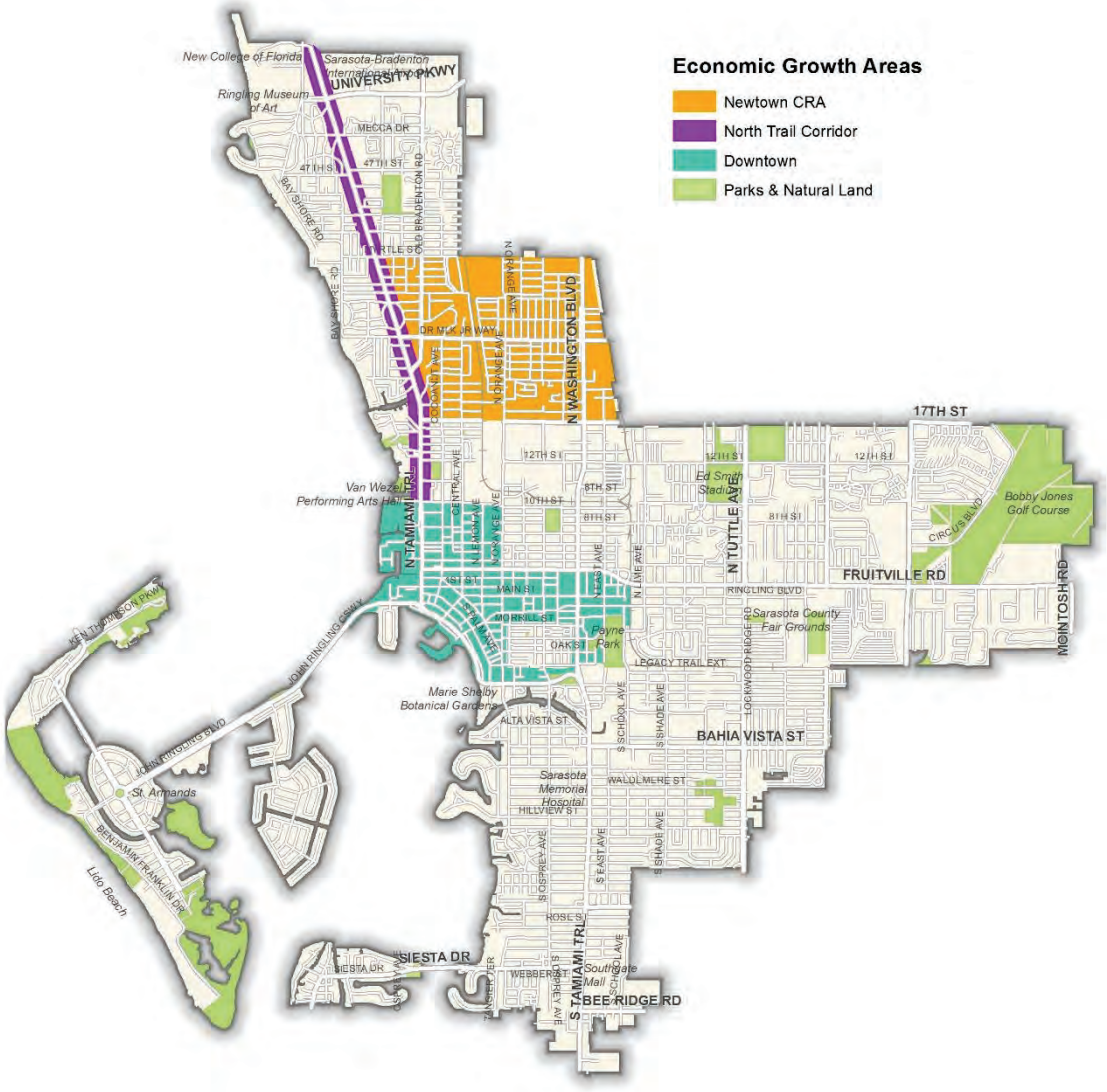
1) Represents the portion of the maximum calculated fee for each respective jurisdiction that is actually charged. Fees may have been lowered/raised through indexing or policy discounts. Does not account for moratoriums/suspensions
2) Du = dwelling unit
3) Source: Appendix D, Table D-1
4) Source: City of Sarasota Neighborhood and Development Services Department
5) Source: City of Lakeland, Community & Economic Development Department. Rates shown include City of Lakeland and Polk County rates
6) Source: City of Bradenton Planning & Community Development Department. Residential rates based on “3 bedroom” classification
7) Source: Osceola County Community Development Department, Impact and Mobility Fees Office
8) Source: Pasco County Development Services Department
9) Source: Hillsborough County Development Services Department

Multi-Modal Transportation Impact Fee Discounts

During the previous multi-modal transportation impact fee update in 2016/2017, consistent with the City's economic development and growth management goals, the City implemented differential fees for certain residential and non-residential categories in the Newtown Community Redevelopment Area (CRA) and North Trail Corridor shown in Map 1. These fee reductions ranged from 50 percent to 90 percent for select land uses.

Map 1

City of Sarasota Economic Growth Areas



Discounted land uses included:

- Residential
- Hotel/motel
- Movie theater
- Heath/fitness/athletic club
- Recreational/community center
- Day care center
- General office
- Medical office
- Business park
- Building materials/lumber stores
- Variety stores
- Discount stores
- Hardware/paint stores
- General retail
- Automobile parts stores
- Supermarkets
- Discount supermarkets
- Home improvement superstores
- Pharmacy/drug stores
- Bank/savings w/drive-thru
- Restaurants (sit-down, high-turnover)
- Automobile repair shops
- General light industrial/industrial park
- Manufacturing
- Museum/arts/performance/cultural center

Examples of goals established in the City's planning documents that support this effort include:

<u>Newtown CRA</u>

- The intent for the Newtown CRA is to redevelop the area into a mixed-use live/work neighborhood with pedestrian-scale corridors, major and minor commercial activity nodes, multi-family structures that buffer single-family areas, and a strong sense of place that will "make Newtown a destination in Sarasota County".

<u>North Trail Area</u>

- Vision for the corridor is to transform the image of the North Trail into a true, definable, and marveled place known for its historical, cultural, educational, civic, neighborhood, and commercial assets.
- Intent of the North Trail Zone District is to promote development and re-development in a manner that creates a safe and attractive environment for specified uses as well as cultivate an attractive gateway to the City.

Local governments can adopt impact fees at a reduced rate when the reduction is applied to all land uses. Care should be given when discounting fees for select land uses and/or areas to ensure those who paid the full fee receive the associated benefit. If the discount results in a compromise of facilities that would have been built with full fees, the equity among land uses

is jeopardized. The fees can be reduced for select land uses and/or geographic subareas under the following conditions:

- ***Travel Characteristics:*** If it can be demonstrated that a given land use or an area generates less travel due to certain characteristics, it is appropriate to apply a reduced fee instead of the citywide average. Examples would be a downtown core with limited parking and a mix of land uses that result in lower trip generates.

- ***Qualified Affordable/Workforce Housing Discounts:*** As discussed previously, since 2019, the local governments are able to discount/waive fees for qualified affordable/workforce housing without having to backfill the impact fee account for lost revenues.

- ***De-minimis Impact:*** If the uses that are being discounted are permitted infrequently such that revenues generated from these groups are considered de-minimis, it is possible to provide the discount without jeopardizing the City's transportation improvements program.

In addition to these methods, the City has the option to buy down the fees with additional taxes and/or other non-impact fee revenue sources.

<u>De-Minimis Impact</u>

As mentioned previously, de-minimis impact is based on a review of permitting/development levels of various land uses and the impact fee revenues these land uses generate. As a general industry standard, if the revenues from these land uses comprise less than five (5) percent of total impact fee revenues generated in the city, the land use is considered de-minimis. When using this methodology, it is important for the City to set up a monitoring system to track revenue generation levels annually. As shown in Table 9, the development levels in subareas do account for slightly more than five (5) percent of the recent residential development, while non-residential development in the Newtown CRA also accounts for more than five (5) percent of the citywide non-residential development. These figures suggest that the City needs to charge some level of fees in these areas to maintain de-minimis impact.

It is important that the City track the impact fee discount amounts and compare them to the non-impact fee capacity funding programmed in the five-year Capital Improvement Plan to ensure that the discounted amounts do not exceed funding provided by other sources. This process should be documented in an annual report.

As mentioned previously, the level of discount is more of a policy decision and could be at any level between no discounts and levels that result in de-minimis revenue loss. Any additional discounts would either need to be applied to all land uses or to be bought down by the General Fund or other revenue sources.

Table 9

Recent Development in the City of Sarasota

Use Code	Description	Unit	2016 to 2023			2020 to 2023		
			Newtown CRA	North Trail	Citywide	Newtown CRA	North Trail	Citywide
0100	Single Family Detached	du	21	0	608	10	0	274
0101	Single Family Attached - End Unit	du	0	0	88	0	0	61
0102	Single Family Attached - Inside Unit	du	0	0	76	0	0	24
010X	Single Family & Other Bldg	du	2	0	16	2	0	6
0200	Manufactured 1-Fam Res	du	0	0	23	0	0	6
031X	Multi-family 10 - 19 units - mixed use	du	0	0	4	0	0	4
0320	Multi-family 20 - 49 units	du	0	47	67	0	47	47
0350	Multi-family 50 - 99 units	du	0	0	97	0	0	0
0380	Govt.-subsidized Multifamily Complex	du	84	0	84	84	0	84
0390	Multi-family 100 or more units	du	0	0	1,102	0	0	222
039L	Multi-family => 100 units, LIHTC	du	72	0	152	0	0	0
039X	Multi-family => 100 units, mixed use	du	0	0	180	0	0	0
0401	CONDO - Det Single Family	du	0	0	1	0	0	0
0402	CONDO - Duplex or Villa	du	0	0	4	0	0	0
0403	CONDO - Low-Rise 2-3 Stories	du	0	0	14	0	0	10
0404	CONDO - Mid-Rise 4-6 Stories	du	0	146	327	0	146	188
0405	CONDO - Hi-Rise 7+ Stories	du	0	0	513	0	0	158
0407	CONDO - Row House	du	0	0	19	0	0	10
0810	Multiple Single Fam Dwellings	du	2	0	47	0	0	13
081X	Multiple Single Fam Mixed	du	0	0	0	0	0	0
0820	2-Family Dwelling	du	0	0	12	0	0	4
082X	2-Family & Other Bldg	du	0	0	6	0	0	0
0890	Multi-family apts 5-9 units	du	0	0	8	0	0	0
1100	Store -one story	sq ft	9,753	0	9,753	9,753	0	9,753
1104	Retail condo unit	sq ft	0	0	50,024	0	0	6,124
1110	Strip store-1 story < 10,000 sf	sq ft	0	0	5,513	0	0	0
1140	Store-1/story/ convenience-with gas	sq ft	0	0	5,539	0	0	5,539
1620	Community neighborhood ctr/30k-100k sf	sq ft	0	0	62,622	0	0	62,622
1640	Community multi story strip store <10,000 sf	sq ft	0	0	9,912	0	0	0
165X	Community multi story strip ctr=>10,000 sf mixed use	sq ft	0	0	28,256	0	0	0
1700	Office - 1 story/single tenant <10,000 sf	sq ft	0	0	1,992	0	0	1,992
1720	Office - 1 story/multi tenant <10,000 sf	sq ft	0	0	5,008	0	0	5,008
1804	Office condo unit	sq ft	0	0	28,540	0	0	17,419
1830	Office /multi story-=>2 tenants=>10,000 sf	sq ft	0	0	26,524	0	0	0
1910	Medical profess/1 story-1 tenant <10,000 sf	sq ft	5,888	0	5,888	0	0	0
1940	Medical profess/multi story-single or multi tenant	sq ft	0	0	4,740	0	0	0
2100	Restaurant -Full service	sq ft	0	0	3,229	0	0	0
2104	Restaurant condominium	sq ft	0	0	12,186	0	0	7,343
2210	Restaurant - quick service with drive-through window	sq ft	0	2,221	2,221	0	0	0
2304	Bank condominium	sq ft	0	0	7,972	0	0	0
2350	Financial institutions (Retail w/drive-through)	sq ft	0	0	2,220	0	0	0
2710	Auto sales (used)	sq ft	0	0	300	0	0	300
2810	Use In Transition	sq ft	0	0	1,031	0	0	0
2827	Automotive/vehicular sales/svc extended use	sq ft	0	0	2,700	0	0	0
3940	Hotels/motels/lodging (41 or more units)	sq ft	0	0	667,889	0	0	71,380
4100	Manufacturing - light	sq ft	0	0	24,000	0	0	0
4800	Warehouse	sq ft	2,700	0	2,700	2,700	0	2,700
4860	Mini-storage warehousing	sq ft	0	0	66,410	0	0	0
7210	College (private)	sq ft	116,861	0	116,861	0	0	0
7500	Orphanages/non-profit/charitable services	sq ft	0	0	30,734	0	0	0
8220	Parks - Recreational area	sq ft	0	0	208	0	0	208
9150	Water and sewer Utility	sq ft	0	0	10,120	0	0	10,120
		Total Res Units:	**181**	**193**	**3,448**	**96**	**193**	**1,111**
		Total Non-Res Sq Ft:	**135,202**	**2,221**	**1,195,092**	**12,453**	**0**	**200,508**
		Res Units vs City:	**5.2%**	**5.6%**	**-**	**8.6%**	**17.4%**	**-**
		Non-Res Sq Ft vs City:	**11.3%**	**0.2%**	**-**	**6.2%**	**0.0%**	**-**

Source: Sarasota County Property Appraiser's parcel database

Appendix A
Demand Component

Appendix A: Demand Component

This appendix presents the detailed calculations for the demand component of the road impact fee study.

Interstate & Toll Facility Adjustment Factor

Table A-1 presents the interstate and toll facility adjustment factor used in the calculation of the road impact fee. This variable is based on data from the District 1 Regional Planning Model v2), specifically the 2045 projected vehicle-miles of travel of all city-generated trips on all in-county roadways. It should be noted that the adjustment factor excludes all external-to-external trips, which represent traffic that goes through the City of Sarasota but does not necessarily stop in the city. This traffic is excluded from the analysis since it does not come from development within the city. The I/T adjustment factor is used to reduce the VMT that the impact fee charges for each land use.

Table A-1
Interstate/Toll Facility Adjustment Factor

Roadway	VMT (2045)	% VMT
Interstate/Toll Facilities	306,168	13.1%
Other Roads	2,036,375	86.9%
Total (All Roads)	**2,342,543**	**100.0%**
Total (Interstate/Toll Roads)	**306,168**	**13.1%**

Source: D1RPM v2, 2045

Florida Studies Trip Characteristics Database

The Florida Studies Trip Characteristics Database includes approximately 345 studies on 40 different residential and non-residential land uses collected over the last 30 years. Data from these studies include trip generation, trip length, and percent new trips for each land use. This information has been used in the development of impact/multi-modal/mobility fees and the creation of land use plan category trip characteristics for communities throughout Florida and the U.S.

Benesch estimates trip generation rates for all land uses in an impact fee schedule using data from studies in the Florida Studies Database and the Institute of Transportation Engineers' (ITE) *Trip Generation* reference report (11th edition). In instances, when both ITE *Trip Generation*

reference report (11th edition) and Florida Studies trip generation rate (TGR) data are available for a particular land use, the data is typically blended together to increase the sample size and provide a more valid estimate of the average number of trips generated per unit of development. If no Florida Studies data is available, only TGR data from the ITE reference report is used in the fee calculation.

The trip generation rate for each respective land use is calculated using machine counts that record daily traffic into and out of the site studied. The traffic count hoses are set at entrances to residential subdivisions for the residential land uses and at all access points for non-residential land uses.

The trip length information is obtained through origin-destination surveys that ask respondents where they came from prior to arriving at the site and where they intended to go after leaving the site. The results of these surveys were used to estimate average trip length by land use.

The percent new trip variable is based on assigning each trip collected through the origin-destination survey process a trip type (primary, secondary, diverted, and captured). The percent new trip variable is then calculated as 1 minus the percentage of trips that are captured. Benesch has published an article entitled, *Measuring Travel Characteristics for Transportation Impact Fees*, ITE Journal, April 1991, on the data collection methodology for trip characteristics studies.

Table A-2

Land Use 151: Mini-Warehouse

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Orange Co, FL	89.6	2006	-	-	1.23	-	-	-	-	Orange County
Orange Co, FL	84.7	2006	-	-	1.39	-	-	-	-	Orange County
Orange Co, FL	93.0	2006	-	-	1.51	-	-	-	-	Orange County
Orange Co, FL	107.0	2007	-	-	1.45	-	-	-	-	Orange County
Orange Co, FL	77.0	2009	-	-	2.18	-	-	-	-	Tindale Oliver
Orange Co, FL	93.7	2012	-	-	1.15	-	-	-	-	Tindale Oliver

Total Size	545.0	6	**Average Trip Length:**	**n/a**	
ITE	880.0	16	**Weighted Average Trip Length:**	**n/a**	
Blended total	1,425.0		Weighted Percent New Trip Average:	-	
			Weighted Average Trip Generation Rate:		1.47
			ITE Average Trip Generation Rate:		1.45
			Blend of FL Studies and ITE Average Trip Generation Rate:		**1.46**

Table A-3

Land Use 210: Single Family - Detached

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sarasota Co, FL	76	Jun-93	70	70	10.03	-	6.00	-	60.18	Sarasota County
Sarasota Co, FL	79	Jun-93	86	86	9.77	-	4.40	-	42.99	Sarasota County
Sarasota Co, FL	135	Jun-93	75	75	8.05	-	5.90	-	47.50	Sarasota County
Sarasota Co, FL	152	Jun-93	63	63	8.55	-	7.30	-	62.42	Sarasota County
Sarasota Co, FL	193	Jun-93	123	123	6.85	-	4.60	-	31.51	Sarasota County
Sarasota Co, FL	97	Jun-93	33	33	13.20	-	3.00	-	39.60	Sarasota County
Sarasota Co, FL	282	Jun-93	146	146	6.61	-	8.40	-	55.52	Sarasota County
Sarasota Co, FL	393	Jun-93	207	207	7.76	-	5.40	-	41.90	Sarasota County
Hernando Co, FL	76	May-96	148	148	10.01	9a-6p	4.85	-	48.55	Tindale Oliver
Hernando Co, FL	128	May-96	205	205	8.17	9a-6p	6.03	-	49.27	Tindale Oliver
Hernando Co, FL	232	May-96	182	182	7.24	9a-6p	5.04	-	36.49	Tindale Oliver
Hernando Co, FL	301	May-96	264	264	8.93	9a-6p	3.28	-	29.29	Tindale Oliver
Charlotte Co, FL	135	Oct-97	230	-	5.30	9a-5p	7.90	-	41.87	Tindale Oliver
Charlotte Co, FL	142	Oct-97	245	-	5.20	9a-5p	4.10	-	21.32	Tindale Oliver
Charlotte Co, FL	150	Oct-97	160	-	5.00	9a-5p	10.80	-	54.00	Tindale Oliver
Charlotte Co, FL	215	Oct-97	158	-	7.60	9a-5p	4.60	-	34.96	Tindale Oliver
Charlotte Co, FL	257	Oct-97	225	-	7.60	9a-5p	7.40	-	56.24	Tindale Oliver
Charlotte Co, FL	345	Oct-97	161	-	7.00	9a-5p	6.60	-	46.20	Tindale Oliver
Charlotte Co, FL	368	Oct-97	152	-	6.60	9a-5p	5.70	-	37.62	Tindale Oliver
Charlotte Co, FL	383	Oct-97	516	-	8.40	9a-5p	5.00	-	42.00	Tindale Oliver
Charlotte Co, FL	441	Oct-97	195	-	8.20	9a-5p	4.70	-	38.54	Tindale Oliver
Charlotte Co, FL	1,169	Oct-97	348	-	6.10	9a-5p	8.00	-	48.80	Tindale Oliver
Collier Co, FL	90	Dec-99	91	-	12.80	8a-6p	11.40	-	145.92	Tindale Oliver
Collier Co, FL	400	Dec-99	389	-	7.80	8a-6p	6.40	-	49.92	Tindale Oliver
Lake Co, FL	49	Apr-02	170	-	6.70	7a-6p	10.20	-	68.34	Tindale Oliver
Lake Co, FL	52	Apr-02	212	-	10.00	7a-6p	7.60	-	76.00	Tindale Oliver
Lake Co, FL	126	Apr-02	217	-	8.50	7a-6p	8.30	-	70.55	Tindale Oliver
Pasco Co, FL	55	Apr-02	133	-	6.80	8a-6p	8.12	-	55.22	Tindale Oliver
Pasco Co, FL	60	Apr-02	106	-	7.73	8a-6p	8.75	-	67.64	Tindale Oliver
Pasco Co, FL	70	Apr-02	188	-	7.80	8a-6p	6.03	-	47.03	Tindale Oliver
Pasco Co, FL	74	Apr-02	188	-	8.18	8a-6p	5.95	-	48.67	Tindale Oliver
Pasco Co, FL	189	Apr-02	261	-	7.46	8a-6p	8.99	-	67.07	Tindale Oliver
Marion Co, FL	102	Apr-02	167	-	8.02	7a-6p	5.10	-	40.90	Kimley-Horn & Associates
Marion Co, FL	105	Apr-02	169	-	7.23	7a-6p	7.22	-	52.20	Kimley-Horn & Associates
Marion Co, FL	124	Apr-02	170	-	6.04	7a-6p	7.29	-	44.03	Kimley-Horn & Associates
Marion Co, FL	132	Apr-02	171	-	7.87	7a-6p	7.00	-	55.09	Kimley-Horn & Associates
Marion Co, FL	133	Apr-02	209	-	8.04	7a-6p	4.92	-	39.56	Kimley-Horn & Associates
Citrus Co, FL	111	Oct-03	273	-	8.66	7a-6p	7.70	-	66.68	Tindale Oliver
Citrus Co, FL	231	Oct-03	155	-	5.71	7a-6p	4.82	-	27.52	Tindale Oliver
Citrus Co, FL	306	Oct-03	146	-	8.40	7a-6p	3.94	-	33.10	Tindale Oliver
Citrus Co, FL	364	Oct-03	345	-	7.20	7a-6p	9.14	-	65.81	Tindale Oliver
Citrus Co, FL	374	Oct-03	248	-	12.30	7a-6p	6.88	-	84.62	Tindale Oliver
Lake Co, FL	42	Dec-06	122	-	11.26	-	5.56	-	62.61	Tindale Oliver
Lake Co, FL	51	Dec-06	346	-	18.22	-	9.46	-	172.36	Tindale Oliver
Lake Co, FL	59	Dec-06	144	-	12.07	-	10.79	-	130.24	Tindale Oliver
Lake Co, FL	90	Dec-06	194	-	9.12	-	5.78	-	52.71	Tindale Oliver
Lake Co, FL	239	Dec-06	385	-	7.58	-	8.93	-	67.69	Tindale Oliver
Hernando Co, FL	232	Apr-07	516	-	8.02	7a-6p	8.16	-	65.44	Tindale Oliver
Hernando Co, FL	95	Apr-07	256	-	8.08	7a-6p	5.88	-	47.51	Tindale Oliver
Hernando Co, FL	90	Apr-07	338	-	7.13	7a-6p	5.86	-	41.78	Tindale Oliver
Hernando Co, FL	58	Apr-07	153	-	6.16	7a-6p	8.39	-	51.68	Tindale Oliver
Collier Co, FL	74	Mar-08	503	-	12.81	7a-6p	3.05	-	39.07	Tindale Oliver
Collier Co, FL	97	Mar-08	512	-	8.78	7a-6p	11.29	-	99.13	Tindale Oliver
Collier Co, FL	315	Mar-08	1,347	-	6.97	7a-6p	6.55	-	45.65	Tindale Oliver
Collier Co, FL	42	Mar-08	314	-	9.55	7a-6p	10.98	-	104.86	Tindale Oliver
Total Size	10,380	55	13,130			**Average Trip Length:**	**6.83**			
						Weighted Average Trip Length:	**6.62**			

Weighted Average Trip Generation Rate: **7.81**

Table A-4

LUC 215: Single Family Attached Housing

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Hernando Co, FL	31	May-96	31	31	6.12	9a-6p	-	-	-	Tindale Oliver
Hernando Co, FL	128	May-96	198	198	6.47	9a-6p	-	-	-	Tindale Oliver
Pasco Co, FL	229	Apr-02	198	198	4.77	9a-6p	-	-	-	Tindale Oliver
Pasco Co, FL	248	Apr-02	353	353	4.24	9a-6p	-	-	-	Tindale Oliver
Total Size	636	4	780			**Average Trip Length:**	**-**			
ITE	2,640	22				**Weighted Average Trip Length:**	**-**			
Blended total	3,276									

Weighted Average Trip Generation Rate: 4.97

ITE Average Trip Generation Rate: 7.20

Blend of FL Studies and ITE Average Trip Generation Rate: **6.77**

Table A-5

LUC 220/221/222: Multi-Family/Apartment

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sarasota Co, FL	212	Jun-93	42	42	5.78	-	5.20	-	30.06	Sarasota County
Sarasota Co, FL	243	Jun-93	36	36	5.84	-	-	-	-	Sarasota County
Marion Co, FL	214	Apr-02	175	175	6.84	-	4.61	-	31.53	Kimley-Horn & Associates
Marion Co, FL	240	Apr-02	174	174	6.96	-	3.43	-	23.87	Kimley-Horn & Associates
Marion Co, FL	288	Apr-02	175	175	5.66	-	5.55	-	31.41	Kimley-Horn & Associates
Marion Co, FL	480	Apr-02	175	175	5.73	-	6.88	-	39.42	Kimley-Horn & Associates
Marion Co, FL	500	Apr-02	170	170	5.46	-	5.94	-	32.43	Kimley-Horn & Associates
Lake Co, FL	250	Dec-06	135	135	6.71	-	5.33	-	35.76	Tindale Oliver
Lake Co, FL	157	Dec-06	265	265	13.97	-	2.62	-	36.60	Tindale Oliver
Lake Co, FL	169	Dec-06	212	-	8.09	-	6.00	-	48.54	Tindale Oliver
Lake Co, FL	226	Dec-06	301	-	6.74	-	2.17	-	14.63	Tindale Oliver
Hernando Co, FL	312	Apr-07	456	-	4.09	-	5.95	-	24.34	Tindale Oliver
Hernando Co, FL	176	Apr-07	332	-	5.38	-	5.24	-	28.19	Tindale Oliver
Total Size	3,467	13	2,648			**Average Trip Length:**	**4.91**			
						Weighted Average Trip Length:	**5.21**			

Table A-6

Land Use 240: Mobile Home Park

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Marion Co, FL	67	Jul-91	22	22	5.40	48hrs.	2.29	-	12.37	Tindale Oliver
Marion Co, FL	82	Jul-91	58	58	10.80	24hr.	3.72	-	40.18	Tindale Oliver
Marion Co, FL	137	Jul-91	22	22	3.10	24hr.	4.88	-	15.13	Tindale Oliver
Sarasota Co, FL	996	Jun-93	181	181	4.19	-	4.40	-	18.44	Sarasota County
Sarasota Co, FL	235	Jun-93	100	100	3.51	-	5.10	-	17.90	Sarasota County
Marion Co, FL	188	Apr-02	147	-	3.51	24hr.	5.48	-	19.23	Kimley-Horn & Associates
Marion Co, FL	227	Apr-02	173	-	2.76	24hr.	8.80	-	24.29	Kimley-Horn & Associates
Marion Co, FL	297	Apr-02	175	-	4.78	24hr.	4.76	-	22.75	Kimley-Horn & Associates
Hernando Co, FL	1,892	May-96	425	425	4.13	9a-6p	4.13	-	17.06	Tindale Oliver
Total Size	4,121	9	1,303			**Average Trip Length:**	**4.84**			
						Weighted Average Trip Length:	**4.60**			
								Weighted Average Trip Generation Rate:		**4.17**

Table A-7

Land Use 251: Retirement Community/Senior Adult Housing - Detached

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Lakeland, FL	67	3/28-4/2/90	26	24	3.50	9am-4pm	2.44	-	8.54	Tindale Oliver
Marion Co, FL	778	Apr-02	175	-	2.96	24hr.	3.49	-	10.33	Kimley-Horn & Associates
Marion Co, FL	877	Apr-02	209	-	2.91	24hr.	5.90	-	17.17	Kimley-Horn & Associates
Marion Co, FL	1,054	Apr-02	173	-	3.65	24hr.	6.00	-	21.90	Kimley-Horn & Associates
Marion Co, FL	3,076	Apr-02	198	-	2.63	24hr.	5.16	-	13.57	Kimley-Horn & Associates
Marion Co, FL	3,625	Apr-02	164	-	2.50	24hr.	5.83	-	14.58	Kimley-Horn & Associates
Total Size	9,477	6	945			**Average Trip Length:**	**4.80**			
ITE	9,690	15				**Weighted Average Trip Length:**	**5.42**			
Blended total	19,167							Weighted Average Trip Generation Rate:		2.75
								ITE Average Trip Generation Rate:		4.31
								Blend of FL Studies and ITE Average Trip Generation Rate:		**3.54**

Table A-8

Land Use 253: Assisted Living/Congregate Care Facility

Location	Size / Units	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Park, FL	72	Aug-89	25	19	3.50	9am-5pm	2.20	79.0	7.70	Tindale Oliver
Palm Harbor, FL	200	Oct-89	58	40	-	9am-5pm	3.40	69.0	-	Tindale Oliver
Total Size	272	2	83			**Average Trip Length:**	**2.80**			
ITE	720	4				**Weighted Average Trip Length:**	**3.08**			
Blended total	992							Weighted Percent New Trip Average:	71.6	
	792							Weighted Average Trip Generation Rate:		3.50
								ITE Average Trip Generation Rate:		2.21
								Blend of FL Studies and ITE Average Trip Generation Rate:		**2.33**

Table A-9

Land Use 310: Hotel

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	174	Aug-89	134	106	12.50	7-11a/3-7p	6.30	79.0	62.21	Tindale Oliver
Pinellas Co, FL	114	Oct-89	30	14	7.30	12-7p	6.20	47.0	21.27	Tindale Oliver
								Weighted Percent New Trip Average:	66.3	

Table A-10

Land Use 320: Motel

Location	Size (Rooms)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	48	Oct-89	46	24	-	10a-2p	2.80	65.0	-	Tindale Oliver
Pinellas Co, FL	54	Oct-89	32	22	-	12p-7p	3.80	69.0	-	Tindale Oliver
Pinellas Co, FL	120	Oct-89	26	22	-	2p-7p	5.20	84.6	-	Tindale Oliver
Total Size	222	3	104			**Average Trip Length:**	**3.93**			
ITE	654	6				**Weighted Average Trip Length:**	**4.34**			
						Weighted Percent New Trip Average:		76.6		

Table A-11

Land Use 445: Movie Theater

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	24.7	Oct-89	151	116	113.10	2p-8p	2.70	77.0	235.13	Tindale Oliver
Pinellas Co, FL	34.0	Sep-89	122	116	63.40	2p-8p	1.90	95.0	114.44	Tindale Oliver
Total Size	58.7	2	273			**Average Trip Length:**	**2.30**			
ITE	28.0	1				**Weighted Average Trip Length:**	**2.24**			
Blended total	86.7					Weighted Percent New Trip Average:		87.4		
								Weighted Average Trip Generation Rate:		84.31
								ITE Average Trip Generation Rate:		78.09
								Blend of FL Studies and ITE Average Trip Generation Rate:		**82.30**

Table A-12

Land Use 492: Health/Fitness Club

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	33	31	-	-	7.90	94.0	-	Kimley-Horn & Associates
Total Size		1	33			**Average Trip Length:**	**n/a**			
ITE	37	8				Percent New Trip Average:		94.0		

Table A-13

Land Use 565: Day Care Center

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pinellas Co, FL	5.6	Aug-89	94	66	66.99	7a-6p	1.90	70.0	89.10	Tindale Oliver
Pinellas Co, FL	10.0	Sep-89	179	134	66.99	7a-6p	2.10	75.0	105.51	Tindale Oliver
Tampa, FL	-	Mar-86	28	25	-	-	2.60	89.0	-	Kimley-Horn & Associates
Total Size	15.6	3	301			**Average Trip Length:**	**2.20**			
ITE	135.0	27				**Weighted Average Trip Length:**	**2.03**			
Blended total	150.6					Weighted Percent New Trip Average:		73.2		
								Weighted Average Trip Generation Rate:		66.99
								ITE Average Trip Generation Rate:		47.62
								Blend of FL Studies and ITE Average Trip Generation Rate:		**49.63**

Table A-14

Land Use 620: Nursing Home

Location	Size (Beds)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Lakeland, FL	120	Mar-90	74	66	2.86	11a-4p	2.59	89.0	6.59	Tindale Oliver
		1	74			**Average Trip Length:**	**2.59**			
						Weighted Average Trip Length:	**2.59**			
						Weighted Percent New Trip Average:		89.0		

Table A-15

Land Use 710: General Office Building

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Sarasota Co, FL	14.3	Jun-93	14	14	46.85	-	11.30	-	529.41	Sarasota County
Gwinnett Co, GA	98.0	Dec-92	-	-	4.30	-	5.40	-	-	Street Smarts
Gwinnett Co, GA	180.0	Dec-92	-	-	3.60	-	5.90	-	-	Street Smarts
Pinellas Co, FL	187.0	Oct-89	431	388	18.49	7a-5p	6.30	90.0	104.84	Tindale Oliver
St. Petersburg, FL	262.8	Sep-89	291	274	-	7a-5p	3.40	94.0	-	Tindale Oliver
		5	736			**Average Trip Length:**	**6.46**			
						Weighted Average Trip Length:	**5.15**			
						Weighted Percent New Trip Average:		92.3		

Table A-16

LUC 720: Small Medical/Dental Office Building: 10,000 sf or Less

Site	Size (1,000 sf)	Tues., Jan 11		Wedn., Jan 12		Thur., Jan 13		TOTAL		AVERAGE		AVERAGE (per 1,000 sf)		
		IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	TOTAL
Site 1	2.100	35	35	22	22	13	13	70	70	23.33	23.33	**11.11**	**11.11**	**22.22**
Site 2	3.000	40	40	52	52	53	53	145	145	48.33	48.33	**16.11**	**16.11**	**32.22**
Site 3	2.000	28	28	19	21	24	26	71	75	23.67	25.00	**11.84**	**12.50**	**24.34**
Site 4	1.000	30	30	52	52	57	57	139	139	46.33	46.33	**46.33**	**46.33**	**92.66**
Site 5	3.024	31	32	43	43	24	24	98	99	32.67	33.00	**10.80**	**10.91**	**21.71**
Site 6	1.860	22	24	19	17	11	11	52	52	17.33	17.33	**9.32**	**9.32**	**18.64**
Average												**17.59**	**17.71**	**35.30**
Average (excluding Site 4)												**11.84**	**11.99**	**23.83**

Table A-17

Land Use 720: Medical-Dental Office Building

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	33	26	-	-	6.00	79.0	-	Kimley-Horn & Associates
Palm Harbor, FL	14.6	Oct-89	104	76	33.98	9a-5p	6.30	73.0	156.27	Tindale Oliver
St. Petersburg, FL	-	Nov-89	34	30	57.20	9a-4p	1.20	88.0	-	Tindale Oliver
Hernando Co, FL	58.4	May-96	390	349	28.52	9a-6p	6.47	89.5	165.09	Tindale Oliver
Hernando Co, FL	28.0	May-96	202	189	49.75	9a-6p	6.06	93.8	282.64	Tindale Oliver
Charlotte Co, FL	11.0	Oct-97	-	186	49.50	9a-5p	4.60	92.1	209.67	Tindale Oliver
Charlotte Co, FL	28.0	Oct-97	-	186	31.00	9a-5p	3.60	81.6	91.04	Tindale Oliver
Charlotte Co, FL	30.4	Oct-97	-	324	39.80	9a-5p	3.30	83.5	109.68	Tindale Oliver
Citrus Co, FL	38.9	Oct-03	-	168	32.26	8-6p	6.80	97.1	213.03	Tindale Oliver
Citrus Co, FL	10.0	Nov-03	-	340	40.56	8-630p	6.20	92.4	232.33	Tindale Oliver
Citrus Co, FL	5.3	Dec-03	-	20	29.36	8-5p	5.25	95.2	146.78	Tindale Oliver
Orange Co, FL	50.6	2009	-	-	26.72	-	-	-	-	Orange County
Orange Co, FL	23.5	2010	-	-	16.58	-	-	-	-	Tindale Oliver
			13	763			**Average Trip Length:**	**5.07**		
							Weighted Average Trip Length:	**5.55**		

Weighted Percent New Trip Average: 88.9

Average Trip Generation Rate: 32.59

ITE Average Trip Generation Rate: 36.00

Blend of FL Studies and ITE Average Trip Generation Rate: 34.21

Table A-18

Land Use 770: Business Park

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Collier Co, FL	14.1	May-99	-	55	33.48	8a-6p	3.60	72.7	87.62	Tindale Oliver
Collier Co, FL	66.0	May-99	-	43	11.53	8a-6p	5.70	79.0	51.92	Tindale Oliver
Collier Co, FL	211.1	May-99	-	284	17.91	8a-6p	5.40	93.0	89.94	Tindale Oliver
Total Size	291.2	3					**Average Trip Length:**	**4.90**		
ITE	6,288.0	16					**Weighted Average Trip Length:**	**5.38**		
Blended total	6,579.2									

Weighted Percent New Trip Average: 88.8

Weighted Average Trip Generation Rate: 17.22

ITE Average Trip Generation Rate: 12.44

Blend of FL Studies and ITE Average Trip Generation Rate: 12.65

Table A-19

Land Use 812: Building Materials and Lumber Store

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	86.9	Jun-93	40	-	-	7a-430p	6.58	73.0	-	Tindale Oliver
Tampa, FL	98.5	Jun-93	40	-	-	7a-430p	6.00	-	-	Tindale Oliver
Tampa, FL	-	Jun-93	40	-	-	7a-430p	5.87	75.7	-	Tindale Oliver
Total Size	185.4	3	120				**Average Trip Length:**	**6.15**		
ITE	234.0	13					**Weighted Average Trip Length:**	**6.27**		

Weighted Percent New Trip Average: 74.4

Table A-20

Land Use 813: Free-Standing Discount Superstore

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Citrus Co, FL	203.6	Nov-03	-	236	55.01	8a-6p	5.91	91.8	298.5	Tindale Oliver
Total Size	203.6	1					**Average Trip Length:**	**-**		
ITE	13,896.0	72					**Weighted Average Trip Length:**	**-**		
Blended total	14,099.6									

Weighted Percent New Trip Average: -

Average Trip Generation Rate: 55.01

ITE Average Trip Generation Rate: 50.52

Blend of FL Studies and ITE Average Trip Generation Rate: 50.58

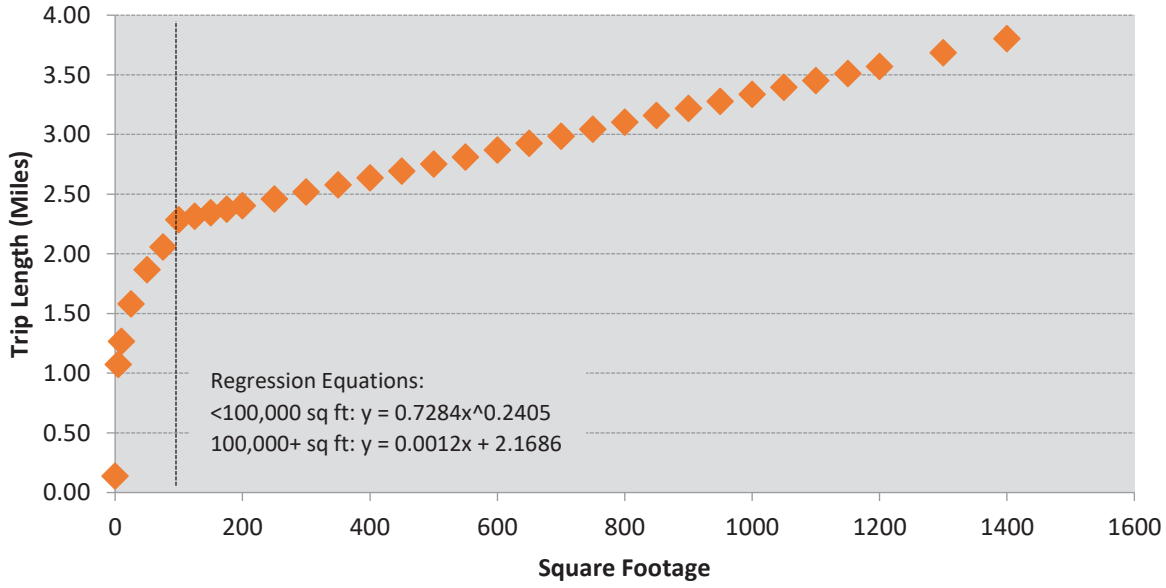
Table A-21

Land Use 820/821/822: Retail/Shopping Center

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	527	348	-	-	-	66.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	170	-	-	-	1.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	354	269	-	-	-	76.0	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	144	-	-	-	2.50	-	-	Kimley-Horn & Associates
St. Petersburg, FL	1,192.0	Aug-89	384	298	-	11a-7p	3.60	78.0	-	Tindale Oliver
St. Petersburg, FL	132.3	Sep-89	400	368	77.00	10a-7p	1.80	92.0	127.51	Tindale Oliver
Largo, FL	425.0	Aug-89	160	120	26.73	10a-6p	2.30	75.0	46.11	Tindale Oliver
Dunedin, FL	80.5	Sep-89	276	210	81.48	9a-5p	1.40	76.0	86.69	Tindale Oliver
Pinellas Park, FL	696.0	Sep-89	485	388	-	9a-6p	3.20	80.0	-	Tindale Oliver
Seminole, FL	425.0	Oct-89	674	586	-	-	-	87.0	-	Tindale Oliver
Hillsborough Co, FL	134.0	Jul-91	-	-	-	-	1.30	74.0	-	Tindale Oliver
Hillsborough Co, FL	151.0	Jul-91	-	-	-	-	1.30	73.0	-	Tindale Oliver
Collier Co, FL	-	Aug-91	68	64	-	-	3.33	94.1	-	Tindale Oliver
Collier Co, FL	-	Aug-91	208	154	-	-	2.64	74.0	-	Tindale Oliver
Sarasota/Bradenton, FL	109.0	Sep-92	300	185	-	12a-6p	-	61.6	-	King Engineering Associates, Inc.
Ocala, FL	133.4	Sep-92	300	192	-	12a-6p	-	64.0	-	King Engineering Associates, Inc.
Sarasota Co, FL	110.0	Jun-93	58	58	122.14	-	3.20	-	-	Sarasota County
Sarasota Co, FL	146.1	Jun-93	65	65	51.53	-	2.80	-	-	Sarasota County
Sarasota Co, FL	157.5	Jun-93	57	57	79.79	-	3.40	-	-	Sarasota County
Sarasota Co, FL	191.0	Jun-93	62	62	66.79	-	5.90	-	-	Sarasota County
Hernando Co, FL	107.8	May-96	608	331	77.60	9a-6p	4.68	54.5	197.85	Tindale Oliver
Charlotte Co, FL	88.0	Oct-97	-	-	73.50	9a-5p	1.80	57.1	75.56	Tindale Oliver
Charlotte Co, FL	191.9	Oct-97	-	-	72.00	9a-5p	2.40	50.9	87.97	Tindale Oliver
Charlotte Co, FL	51.3	Oct-97	-	-	43.00	9a-5p	2.70	51.8	60.08	Tindale Oliver
Lake Co, FL	67.8	Apr-01	246	177	102.60	-	3.40	71.2	248.37	Tindale Oliver
Lake Co, FL	72.3	Apr-01	444	376	65.30	-	4.50	59.0	173.37	Tindale Oliver
Pasco Co, FL	65.6	Apr-02	222	-	145.64	9a-5p	1.46	46.9	99.62	Tindale Oliver
Pasco Co, FL	75.8	Apr-02	134	-	38.23	9a-5p	2.36	58.2	52.52	Tindale Oliver
Citrus Co, FL	185.0	Oct-03	-	784	55.84	8a-6p	2.40	88.1	118.05	Tindale Oliver
Citrus Co, FL	91.3	Nov-03	-	390	54.50	8a-6p	1.60	88.0	76.77	Tindale Oliver
			30 6,346				Average Trip Length:	2.71		

Figure A-1

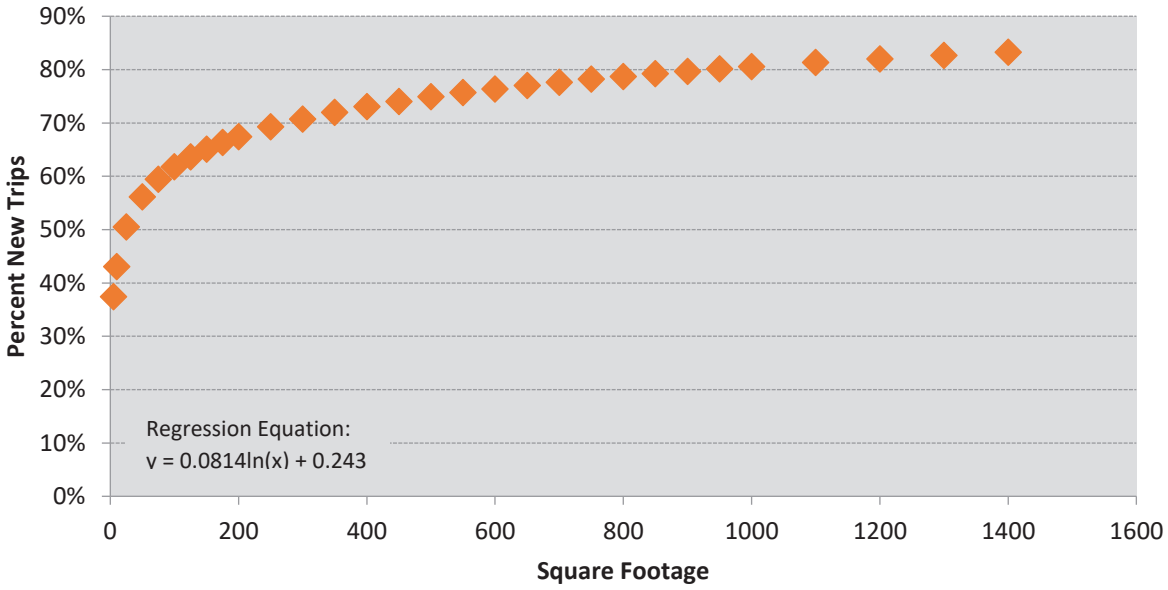
LUC 820: Retail/Shopping Center – Florida Curve Trip Length Regression



Source: Regression analysis based on FL Studies data for LUC 820

Figure A-2

LUC 820: Retail/Shopping Center – Florida Curve Percent New Trips Regression



Source: Regression analysis based on FL Studies data for LUC 820

Table A-22

Land Use 840/841: New/Used Automobile Sales

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
St.Petersburg, FL	43.0	Oct-89	152	120	-	9a-5p	4.70	79.0	-	Tindale Oliver
Clearwater, FL	43.0	Oct-89	136	106	29.40	9a-5p	4.50	78.0	103.19	Tindale Oliver
Orange Co, FL	13.8	1997	-	-	35.75	-	-	-	-	Orange County
Orange Co, FL	34.4	1998	-	-	23.45	-	-	-	-	Orange County
Orange Co, FL	66.3	2001	-	-	28.50	-	-	-	-	Orange County
Orange Co, FL	39.1	2002	-	-	10.48	-	-	-	-	Orange County
Orange Co, FL	116.7	2003	-	-	22.18	-	-	-	-	Orange County
Orange Co, FL	51.7	2007	-	-	40.34	-	-	-	-	L-TEC
Orange Co, FL	36.6	-	-	-	15.17	-	-	-	-	Orange County
Orange Co, FL	216.4	2008	-	-	13.45	-	-	-	-	Orange County
Total Size	618.0	10	288				**Average Trip Length:**	**4.60**		
ITE (840)	648.0	18					**Weighted Average Trip Length:**	**4.60**		
ITE (841)	28.0	14					Weighted Percent New Trip Average:	78.5		
Blended total	1,294.0									

Weighted Average Trip Generation Rate:	21.04
ITE Average Trip Generation Rate (LUC 840):	27.84
ITE Average Trip Generation Rate (LUC 841):	27.06
Blend of FL Studies and ITE Average Trip Generation Rate:	**24.58**

Table A-23

Land Use 850: Supermarket

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Palm Harbor, FL	62.0	Aug-89	163	62	106.26	9a-4p	2.08	56.0	123.77	Tindale Oliver
Total Size	62.0	1	163				**Average Trip Length:**	**2.08**		
ITE	1,144.0	22					**Weighted Average Trip Length:**	**2.08**		
Blended total	1,206.0						Weighted Percent New Trip Average:	56.0		

Weighted Average Trip Generation Rate:	106.26
ITE Average Trip Generation Rate:	93.84
Blend of FL Studies and ITE Average Trip Generation Rate:	**94.48**

Table A-24

Land Use 880/881: Pharmacy with and without Drive-Through Window

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Pasco Co, FL	11.1	Apr-02	138	38	88.97	-	2.05	27.5	50.23	Tindale Oliver
Pasco Co, FL	12.0	Apr-02	212	90	122.16	-	2.04	42.5	105.79	Tindale Oliver
Pasco Co, FL	15.1	Apr-02	1192	54	97.96	-	2.13	28.1	58.69	Tindale Oliver
Total Size	38.2	3	1,542			**Average Trip Length:**	**2.07**			
ITE (LUC 880)	66.0	6				**Weighted Average Trip Length:**	**2.08**			
ITE (LUC 881)	208.0	16				Weighted Percent New Trip Average:		32.4		
Blended total	312.2							Average Trip Generation Rate:		103.03
								ITE Average Trip Generation Rate (LUC 880):		90.08
								ITE Average Trip Generation Rate (LUC 881):		108.40
								Blend of FL Studies and ITE Average Trip Generation Rate:		**103.86**

Table A-25

Land Use 890: Furniture Store

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	15.0	7/28-30/92	64	34	-	-	4.63	52.5	-	Tindale Oliver
Tampa, FL	16.9	Jul-92	68	39	-	-	7.38	55.7	-	Tindale Oliver
Total Size	31.90	2	132			**Average Trip Length:**	**6.01**			
ITE	779.0	19				**Weighted Average Trip Length:**	**6.09**			
Blended total	810.90					Weighted Percent New Trip Average:		54.2		

Table A-26

Land Use 912: Bank/Savings w/Drive-Thru

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	77	-	-	-	2.40	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	211	-	-	-	-	54.0	-	Kimley-Horn & Associates
Clearwater, FL	0.4	Aug-89	113	52	-	9a-6p	5.20	46.0	-	Tindale Oliver
Largo, FL	2.0	Sep-89	129	94	-	-	1.60	73.0	-	Tindale Oliver
Seminole, FL	4.5	Oct-89	-	-	-	-	-	-	-	Tindale Oliver
Marion Co, FL	2.3	Jun-91	69	29	-	24hr.	1.33	42.0	-	Tindale Oliver
Marion Co, FL	3.1	Jun-91	47	32	-	24hr.	1.75	68.1	-	Tindale Oliver
Marion Co, FL	2.5	Jul-91	57	26	-	48hrs.	2.70	45.6	-	Tindale Oliver
Collier Co, FL	-	Aug-91	162	96	-	24hr.	0.88	59.3	-	Tindale Oliver
Collier Co, FL	-	Aug-91	116	54	-	-	1.58	46.6	-	Tindale Oliver
Collier Co, FL	-	Aug-91	142	68	-	-	2.08	47.9	-	Tindale Oliver
Hernando Co, FL	5.4	May-96	164	41	-	9a-6p	2.77	24.7	-	Tindale Oliver
Marion Co, FL	2.4	Apr-02	70	-	-	24hr.	3.55	54.6	-	Kimley-Horn & Associates
Marion Co, FL	2.7	May-02	50	-	246.66	24hr.	2.66	40.5	265.44	Kimley-Horn & Associates
Total Size	25.2	14	1,407			**Average Trip Length:**	**2.38**			
ITE	114.0	19				**Weighted Average Trip Length:**	**2.46**			
Blended total	139.2					Weighted Percent New Trip Average:		46.2		
	116.7							Weighted Average Trip Generation Rate:		246.66
								ITE Average Trip Generation Rate:		100.35
								Blend of FL Studies and ITE Average Trip Generation Rate:		**103.73**

Table A-27

Land Use 931: Sit-Down (Fine Dining) Restaurant

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	76	62	-	-	2.10	82.0	-	Kimley-Horn & Associates
St. Petersburg, FL	7.5	Oct-89	177	154	-	11a-2p/4-8p	3.50	87.0	-	Tindale Oliver
Clearwater, FL	8.0	Oct-89	60	40	110.63	10a-2p/5-9p	2.80	67.0	207.54	Tindale Oliver
Total Size	15.5	3	313			**Average Trip Length:**	**2.80**			
ITE	90.0	10				**Weighted Average Trip Length:**	**3.14**			
Blended total	105.5					Weighted Percent New Trip Average:		76.7		
	98.0							Weighted Average Trip Generation Rate:		110.63
								ITE Average Trip Generation Rate:		83.84
								Blend of FL Studies and ITE Average Trip Generation Rate:		**86.03**

Table A-28

Land Use 932: High-Turnover Restaurant

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Hernando Co, FL	6.2	1996	242	175	187.51	9a-6p	2.76	72.5	375.00	Tindale Oliver
Hernando Co, FL	8.2	1996	154	93	102.71	9a-6p	4.15	60.2	256.43	Tindale Oliver
St. Petersburg, FL	5.0	1989	74	68	132.60	1130-7p	2.00	92.0	243.98	Tindale Oliver
Kenneth City, FL	5.2	1989	236	176	127.88	4p-730p	2.30	75.0	220.59	Tindale Oliver
Pasco Co, FL	5.2	2002	114	88	82.47	9a-6p	3.72	77.2	236.81	Tindale Oliver
Pasco Co, FL	5.8	2002	182	102	116.97	9a-6p	3.49	56.0	228.77	Tindale Oliver
Orange Co, FL	5.0	1996	-	-	135.68	-	-	-	-	Orange County
Orange Co, FL	9.7	1996	-	-	132.32	-	-	-	-	Orange County
Orange Co, FL	11.2	1998	-	-	18.76	-	-	-	-	Orange County
Orange Co, FL	7.0	1998	-	-	126.40	-	-	-	-	Orange County
Orange Co, FL	4.6	1998	-	-	129.23	-	-	-	-	Orange County
Orange Co, FL	7.4	1998	-	-	147.44	-	-	-	-	Orange County
Orange Co, FL	6.7	1998	-	-	82.58	-	-	-	-	Orange County
Orange Co, FL	11.3	2000	-	-	95.33	-	-	-	-	Orange County
Orange Co, FL	7.2	2000	-	-	98.06	-	-	-	-	Orange County
Orange Co, FL	11.4	2001	-	-	91.67	-	-	-	-	Orange County
Orange Co, FL	5.6	2001	-	-	145.59	-	-	-	-	Orange County
Orange Co, FL	5.5	-	-	-	100.18	-	-	-	-	Orange County
Orange Co, FL	11.3	-	-	-	62.12	-	-	-	-	Orange County
Orange Co, FL	10.4	-	-	-	31.77	-	-	-	-	Orange County
Orange Co, FL	5.9	-	-	-	147.74	-	-	-	-	Orange County
Orange Co, FL	8.9	2008	-	-	52.69	-	-	-	-	Orange County
Orange Co, FL	9.7	2010	-	-	105.84	-	-	-	-	Orange County
Orange Co, FL	9.5	2013	-	-	40.46	-	-	-	-	Orange County
Orange Co, FL	11.0	2015	-	-	138.39	-	-	-	-	Orange County
Total Size	194.9	25	1,102				**Average Trip Length:**	**3.07**		
ITE	250.0	50					**Weighted Average Trip Length:**	**3.17**		
Blended total	444.9						Weighted Percent New Trip Average:	70.8		

Weighted Average Trip Generation Rate:	98.67
ITE Average Trip Generation Rate:	107.20
Blend of FL Studies and ITE Average Trip Generation Rate:	**103.46**

Table A-29

Land Use 934: Fast Food Restaurant with Drive-Through Window

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Tampa, FL	-	Mar-86	61	-	-	-	2.70	-	-	Kimley-Horn & Associates
Tampa, FL	-	Mar-86	306	-	-	-	-	65.0	-	Kimley-Horn & Associates
Pinellas Co, FL	2.20	Aug-89	81	48	502.80	11a-2p	1.70	59.0	504.31	Tindale Oliver
Pinellas Co, FL	4.30	Oct-89	456	260	660.40	1 day	2.30	57.0	865.78	Tindale Oliver
Tarpon Springs, FL	-	Oct-89	233	114	-	7a-7p	3.60	49.0	-	Tindale Oliver
Marion Co, FL	1.60	Jun-91	60	32	962.50	48hrs.	0.91	53.3	466.84	Tindale Oliver
Marion Co, FL	4.00	Jun-91	75	46	625.00	48hrs.	1.54	61.3	590.01	Tindale Oliver
Collier Co, FL	-	Aug-91	66	44	-	-	1.91	66.7	-	Tindale Oliver
Collier Co, FL	-	Aug-91	118	40	-	-	1.17	33.9	-	Tindale Oliver
Hernando Co, FL	5.43	May-96	136	82	311.83	9a-6p	1.68	60.2	315.27	Tindale Oliver
Hernando Co, FL	3.13	May-96	168	82	547.34	9a-6p	1.59	48.8	425.04	Tindale Oliver
Orange Co, FL	8.93	1996	-	-	377.00	-	-	-	-	Orange County
Lake Co, FL	2.20	Apr-01	376	252	934.30	-	2.50	74.6	1742.47	Tindale Oliver
Lake Co, FL	3.20	Apr-01	171	182	654.90	-	-	47.8	-	Tindale Oliver
Lake Co, FL	3.80	Apr-01	188	137	353.70	-	3.30	70.8	826.38	Tindale Oliver
Pasco Co, FL	2.66	Apr-02	100	46	283.12	9a-6p	-	46.0	-	Tindale Oliver
Pasco Co, FL	2.96	Apr-02	486	164	515.32	9a-6p	2.72	33.7	472.92	Tindale Oliver
Pasco Co, FL	4.42	Apr-02	168	120	759.24	9a-6p	1.89	71.4	1024.99	Tindale Oliver
Total Size	48.8	18	4,463				**Average Trip Length:**	**2.11**		
ITE	213.0	71					**Weighted Average Trip Length:**	**2.05**		
Blended total	261.8						Weighted Percent New Trip Average:	57.9		
	34.0									

Weighted Average Trip Generation Rate:	530.19
ITE Average Trip Generation Rate:	467.48
Blend of FL Studies and ITE Average Trip Generation Rate:	**479.17**

Table A-30

Land Use 942: Automobile Care Center

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	5.5	Sep-89	34	30	37.64	9a-5p	2.40	88.0	79.50	Tindale Oliver
Jacksonville, FL	2.3	2/3-4/90	124	94	-	9a-5p	3.07	76.0	-	Tindale Oliver
Jacksonville, FL	2.3	2/3-4/90	110	74	-	9a-5p	2.96	67.0	-	Tindale Oliver
Jacksonville, FL	2.4	2/3-4/90	132	87	-	9a-5p	2.32	66.0	-	Tindale Oliver
Lakeland, FL	5.2	Mar-90	24	14	-	9a-4p	1.36	59.0	-	Tindale Oliver
Lakeland, FL	-	Mar-90	54	42	-	9a-4p	2.44	78.0	-	Tindale Oliver
Orange Co, FL	25.0	Nov-92	41	39	-	2-6p	4.60	-	-	LCE, Inc.
Orange Co, FL	36.6	-	-	-	15.17	-	-	-	-	Orange County
Orange Co, FL	7.0	-	-	-	46.43	-	-	-	-	Orange County
Total Size	86.2	9	519				**Average Trip Length:**	**2.74**		
ITE	102.0	6					**Weighted Average Trip Length:**	**3.62**		
Blended total	188.2						Weighted Percent New Trip Average:	72.2		
	151.1									

Weighted Average Trip Generation Rate:	22.14
ITE Average Trip Generation Rate (adjusted):	31.10
Blend of FL Studies and ITE Average Trip Generation Rate:	**28.19**

Table A-31

Land Use 944: Gasoline/Service Station

Location	Size (1,000 sf)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	0.6	Nov-89	70	14	-	8am-5pm	1.90	23.0	-	Tindale Oliver
Collier Co, FL	-	Aug-91	168	40	-	-	1.01	23.8	-	Tindale Oliver
Total Size	0.6	1	238			**Average Trip Length:**	**1.46**			
ITE (vfp)	144.0	18				**Weighted Average Trip Length:**	**1.90**			
						Weighted Percent New Trip Average:		23.0		
								ITE Average Trip Generation Rate - per fuel position:		**172.01**

Convenience Store/Gas Station (ITE LUC 945) - Mid-Size Blend

ITE	48	Conv. Store 2,000 to 3,999 sf:		265.12
ITE	5	Conv. Store 4,000 to 5,499 sf:		257.13
	53	**Blend of ITE Average Trip Generation Rates for Convenience Store/Gas Station 2,000 to 5,499 sf:**		**264.38**

Table A-32

Land Use 947: Self-Service Car Wash

Location	Size (Bays)	Date	Total # Interviews	# Trip Length Interviews	Trip Gen Rate	Time Period	Trip Length	Percent New Trips	VMT	Source
Largo, FL	10	Nov-89	111	84	-	8am-5pm	2.00	76.0	-	Tindale Oliver
Clearwater, FL	-	Nov-89	177	108	-	10am-5pm	1.30	61.0	-	Tindale Oliver
Collier Co, FL	11	Dec-09	304	-	30.24	-	2.50	57.0	-	Tindale Oliver
Collier Co, FL	8	Jan-09	186	-	22.75	-	1.96	72.0	-	Tindale Oliver
Total Size	29	4	778			**Average Trip Length:**	**1.94**			
Total Size (TGR)	19	2				**Weighted Average Trip Length:**	**2.18**			
ITE	5	1				Weighted Percent New Trip Average:		67.7		
Blended total	24							Weighted Average Trip Generation Rate:		27.09
								ITE Average Trip Generation Rate:		108.00
								Blend of FL Studies and ITE Average Trip Generation Rate:		**43.94**

Residential Trip Generation Rate Tiering

Single Family Detached

As part of this study, the single family residential trip generation rate tiering was included to reflect a three-tier analysis to ensure equity by the size of a home. To facilitate this, an analysis was completed on the comparative relationship between housing size and household travel behavior. This analysis utilized data from the 2017 National Household Travel Survey (NHTS) and the 2021 American Housing Survey (AHS) to examine overall trip-making characteristics of households in the United States.

Table A-33 presents that trip characteristics being utilized in the calculated multi-modal transportation impact fee schedule for the single family (detached) land use. The 2017 NHTS database was used to assess average annual household vehicle miles of travel (VMT) for various annual household income levels. In addition, the 2021 AHS database was used to compare median annual family/household incomes with housing unit size. It is important to recognize that the use of the income variable in each of these databases is simply to provide a convenient linking mechanism between household VMT from the NHTS and housing unit size from the AHS.

Table A-33

Calculated Single Family (Detached) Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT
Single Family (Detached)	7.81	6.62	51.70

Source: Florida Studies for LUC 210 included in this Appendix

The results of the NHTS and AHS analyses are included in Tables A-34 and A-35. First, the data shown in Table A-34 presents the average income in the U.S. for families/households living in the three housing tiers. As shown, the average income for housing units between 1,500 square feet and 3,499 square feet in size ($76,628) is higher than the overall average income for the U.S. ($66,289). Next, in Table A-35, the annual average household VMT was calculated from the NHTS database for a number of different income levels and ranges related to the resulting AHS income data from Table A-34.

Table A-34

Annual Income by Housing Size

2021 AHS Average Income Data by Housing Size	Annual Income[(1)]
Less than 1,500 sf	$51,697
1,500 to 2,499 sf	$74,416
1,500 to 3,499 sf	$76,628
3,500 sf or more	$93,260
Average of All Houses	$66,289

Source: American Housing Survey for the United States in 2021

1) Weighted average of annual income for each tier

To calculate a corresponding trip rate for the new tiers it was necessary to rely on comparative ratios. As an example, consider the $51,697 annual income category. First, it was determined that the average annual household VMT for this income level is 19,167 miles. This figure was compared to the overall average annual VMT per household in the U.S. and normalized to the average of the $74,416 (20,191 miles) category to derive a ratio of 0.888. It should be noted that the $74,416 (1,500 square feet - 2,499 square feet) category is not an impact fee tier, but rather the average home size that corresponds with the Florida Studies data shown in Table A-33.

Table A-35

NHTS VMT Annual VMT by Income Category

2017 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean	Normalized to 1.054
Total (All Homes)	19,167	365	52.51	1.000	-
Average of $51,697	17,934	365	49.13	0.936	0.888
Average of $74,416	20,191	365	55.32	1.054	1.000
Average of $76,628	20,546	365	56.29	1.072	1.017
Average of $93,260	22,926	365	62.81	1.196	1.135

Source: 2017 National Household Travel Survey Database, Federal Highway Administration

Next, the normalized ratio was applied to the daily VMT for the average single family housing unit size (less than 1,500 square feet) to generate a daily VMT of 45.91 for the tier, as shown in Table A-36. This daily VMT figure was then divided by the proposed assessable trip length of 6.62 miles to obtain a trip generation rate of 6.94 trips per day.

Table A-36

Trip Generation Rate by Single Family (Detached) Land Use Tier

Estimation of Trip Rate by Tier	Trip Rate[(1)]	Assessable Trip Length[(2)]	Daily VMT[(3)]	Ratio to Mean[(4)]
Single Family (Detached)				
Less than 1,500 sf	**6.94**	6.62	45.91	0.888
1,500 to 2,499 sf	**7.81**	6.62	51.70	1.000
1,500 to 3,499 sf	**7.94**	6.62	52.58	1.017
3,500 sf or larger	**8.86**	6.62	58.68	1.135

1) Daily VMT (Item 3) divided by assessable trip length (Item 2) for each tier
2) Source: Table A-33
3) Ratio to the mean (Item 4) multiplied by the total daily VMT for the 1,500 square feet to 2,499 square feet tier
4) Source: Table A-35

Table A-37 illustrates the impact that the trip generation rate tiers for the single family (detached) land use have on the City's calculated multi-modal transportation impact fee rate.

Table A-37

Net Impact Fee by Single Family (Detached) Land Use Tier

Impact of Tiering on Fee Schedule	Trip Rate[1]	Assessable Trip Length[2]	Daily VMT[3]	Net Fee[4]
Single Family (Detached)				
Less than 1,500 sf	**6.94**	6.62	45.91	**$10,563**
1,500 to 3,499 sf	**7.94**	6.62	52.58	**$12,081**
3,500 sf or larger	**8.86**	6.62	58.68	**$13,482**

1) Source: Table A-36, Item 1
2) Source: Table A-33
3) Source: Table A-36
4) Source: Appendix D, Table D-1

Single Family Attached & Multi-Family

Similar to the single family detached land use, tiers by unit size were developed for the single family attached and multi-family land uses in the City of Sarasota. Tables A-38 through A-52 detail these calculations for each land use.

Table A-38

Calculated Single Family (Attached) Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT
Single Family (Attached)	6.77	6.62	44.82

Source: Florida Studies for LUC 215 included in this Appendix

Table A-39

Annual Income by Housing Size

2021 AHS Average Income Data by Housing Size	Annual Income[1]
Less than 1,000 sf	$43,692
1,000 to 1,399 sf	$58,658
1,000 to 1,999 sf	$63,985
1,400 sf or more	$79,943
Average of All Houses	$66,289

Source: American Housing Survey for the United States in 2021
1) Weighted average of annual income for each tier

Table A-40

NHTS VMT Annual VMT by Income Category

2017 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean	Normalized to 0.985
Total (All Homes)	19,167	365	52.51	1.000	-
Average of $43,692	17,454	365	47.82	0.911	0.925
Average of $58,658	18,406	365	50.43	0.960	0.975
Average of $63,985	18,877	365	51.72	0.985	1.000
Average of $79,944	21,106	365	57.82	1.101	1.118

Source: 2017 National Household Travel Survey Database, Federal Highway Administration

Table A-41

Trip Generation Rate by Single Family (Attached) Land Use Tier

Estimation of Trip Rate by Tier	Trip Rate[1]	Assessable Trip Length[2]	Daily VMT[3]	Ratio to Mean[4]
Single Family (Attached)				
Less than 1,000 sf	**6.26**	6.62	41.46	0.925
1,000 to 1,399 sf	**6.60**	6.62	43.70	0.975
1,000 to 1,999 sf	**6.77**	6.62	44.82	1.000
1,400 sf or larger	**7.57**	6.62	50.11	1.118

1) Daily VMT (Item 3) divided by assessable trip length (Item 2) for each tier
2) Source: Table A-38
3) Ratio to the mean (Item 4) multiplied by the total daily VMT for the 1,000 square feet to 1,999 square feet tier
4) Source: Table A-40

Table A-42

Net Impact Fee by Single Family (Attached) Land Use Tier

Impact of Tiering on Fee Schedule	Trip Rate[1]	Assessable Trip Length[2]	Daily VMT[3]	Net Fee[4]
Single Family (Attached)				
Less than 1,000 sf	**6.26**	6.62	41.46	**$9,532**
1,000 to 1,399 sf	**6.60**	6.62	43.70	**$10,040**
1,400 sf or larger	**7.57**	6.62	50.11	**$11,518**

1) Source: Table A-41, Item 1
2) Source: Table A-38
3) Source: Table A-41
4) Source: Appendix D, Table D-1

Table A-43

Calculated Multi-Family (Low-Rise) Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT
Multi-Family; Low-Rise	6.74	5.21	35.12

Source: ITE 11th Edition and Florida Studies for LUC 220/221/222 included in this Appendix

Table A-44

Annual Income by Housing Size

2021 AHS Average Income Data by Housing Size	Annual Income[(1)]
Less than 800 sf	$38,422
750 to 1,499 sf	$54,955
800 sf or more	$69,182
Average of All Houses	$66,289

Source: American Housing Survey for the United States in 2021

1) Weighted average of annual income for each tier

Table A-45

NHTS VMT Annual VMT by Income Category

2017 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean	Normalized to 0.964
Total (All Homes)	19,167	365	52.51	1.000	-
Average of $38,422	15,722	365	43.07	0.820	0.867
Average of $54,955	18,129	365	49.67	0.946	1.000
Average of $69,182	19,532	365	53.51	1.019	1.077

Source: 2017 National Household Travel Survey Database, Federal Highway Administration

Table A-46

Trip Generation Rate by Multi-Family (Low-Rise) Land Use Tier

Estimation of Trip Rate by Tier	Trip Rate[(1)]	Assessable Trip Length[(2)]	Daily VMT[(3)]	Ratio to Mean[(4)]
Multi-Family; Low-Rise				
Less than 800 sf	**5.84**	5.21	30.45	0.867
750 to 1,499 sf	**6.74**	5.21	35.12	1.000
800 sf or larger	**7.26**	5.21	37.82	1.077

1) Daily VMT (Item 3) divided by assessable trip length (Item 2) for each tier
2) Source: Table A-43
3) Ratio to the mean (Item 4) multiplied by the total daily VMT for the 750 square feet to 1,499 square feet tier
4) Source: Table A-45

Table A-47

Net Impact Fee by Multi-Family (Low-Rise) Land Use Tier

Impact of Tiering on Fee Schedule	Trip Rate[1]	Assessable Trip Length[2]	Daily VMT[3]	Net Fee[2]
Multi-Family; Low-Rise				
Less than 800 sf	**5.84**	5.21	30.45	**$6,964**
800 sf or larger	**7.26**	5.21	37.82	**$8,654**

1) Source: Table A-46, Item 1
2) Source: Table A-43
3) Source: Table A-46
4) Source: Appendix D, Table D-1

Table A-48

Calculated Multi-Family (Mid/High-Rise) Trip Characteristics

Calculated Values Excluding Tiering	Trip Rate	Assessable Trip Length	Daily VMT
Multi-Family; Mid/High-Rise	4.54	5.21	23.65

Source: ITE 11th Edition and Florida Studies for LUC 220/221/222 included in this Appendix

Table A-49

Annual Income by Housing Size

2021 AHS Average Income Data by Housing Size	Annual Income[1]
Less than 800 sf	$38,422
750 to 1,499 sf	$54,955
800 sf or more	$69,182
Average of All Houses	$66,289

Source: American Housing Survey for the United States in 2021
1) Weighted average of annual income for each tier

Table A-50

NHTS VMT Annual VMT by Income Category

2017 NHTS Travel Data by Annual HH Income	Annual VMT/HH	Days	Daily VMT	Ratio to Mean	Normalized to 0.964
Total (All Homes)	19,167	365	52.51	1.000	-
Average of $38,422	15,722	365	43.07	0.820	0.867
Average of $54,955	18,129	365	49.67	0.946	1.000
Average of $69,182	19,532	365	53.51	1.019	1.077

Source: 2017 National Household Travel Survey Database, Federal Highway Administration

Table A-51

Trip Generation Rate by Multi-Family (Mid/High-Rise) Land Use Tier

Estimation of Trip Rate by Tier	Trip Rate[1]	Assessable Trip Length[2]	Daily VMT[3]	Ratio to Mean[4]
Multi-Family; Mid/High-Rise				
Less than 800 sf	**3.93**	5.21	20.50	0.867
750 to 1,499 sf	**4.54**	5.21	23.65	1.000
800 sf or larger	**4.89**	5.21	25.47	1.077

1) Daily VMT (Item 3) divided by assessable trip length (Item 2) for each tier
2) Source: Table A-48
3) Ratio to the mean (Item 4) multiplied by the total daily VMT for the 750 square feet to 1,499 square feet tier
4) Source: Table A-50

Table A-52

Net Impact Fee by Multi-Family (Mid/High-Rise) Land Use Tier

Impact of Tiering on Fee Schedule	Trip Rate[1]	Assessable Trip Length[2]	Daily VMT[3]	Net Fee[2]
Multi-Family; Mid/High-Rise				
Less than 800 sf	**3.93**	5.21	20.50	**$4,681**
800 sf or larger	**4.89**	5.21	25.47	**$5,837**

1) Source: Table A-51, Item 1
2) Source: Table A-48
3) Source: Table A-51
4) Source: Appendix D, Table D-1

Demand Variable Changes

Since the last demand component update in 2016, the trip generation rate (TGR), trip length (TL), and percent new trips (PNT) has changed for several land uses. Tables A-53 through A-56 present the change in each variable for each land use for the 2024 update.