

FUTURE ACTIVITY CENTER 6

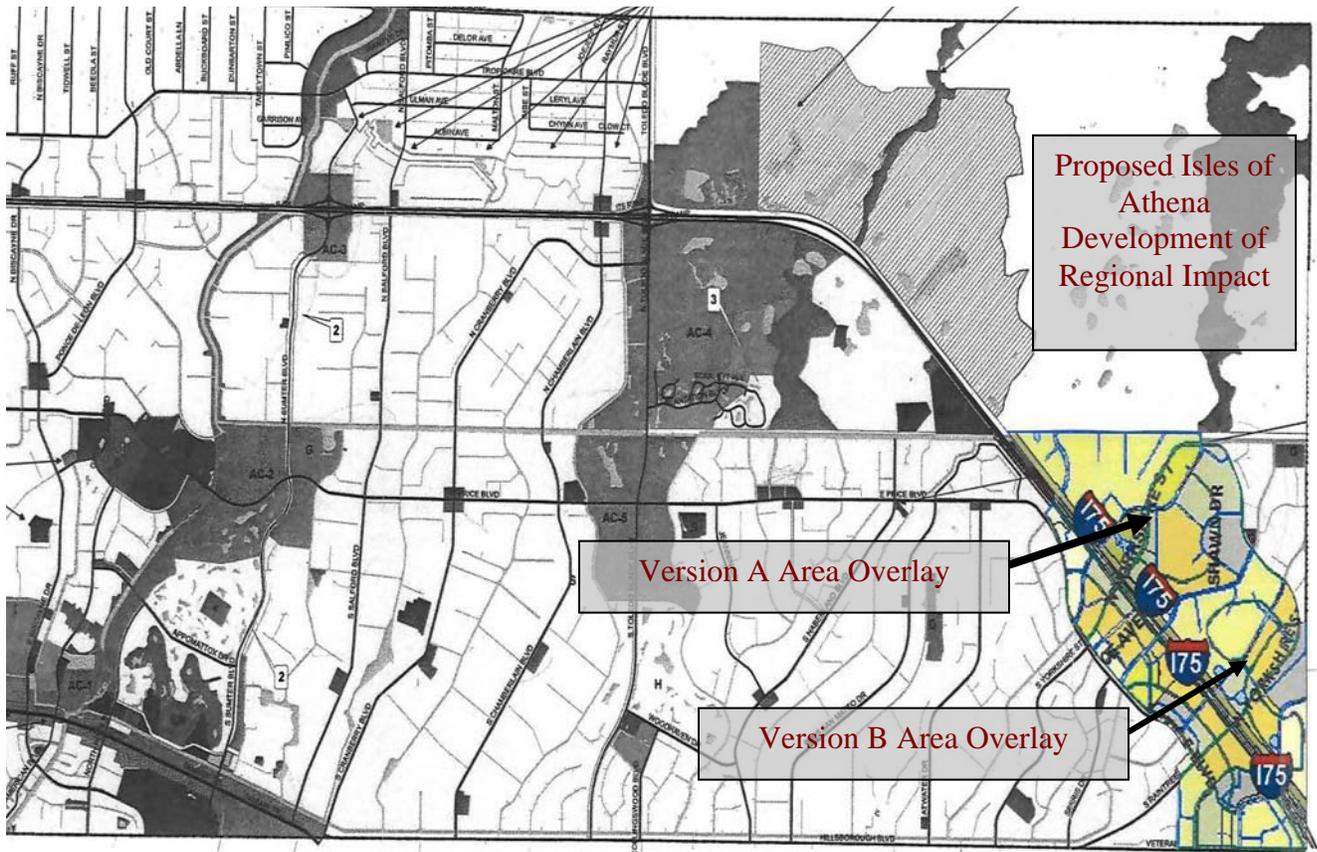
The 1997 Comprehensive Plan envisioned a future Activity Center in a general area, but did not classify the area as an Activity Center with a breakdown of land use guidelines. Interstate access was deemed to be a very important factor in selecting a general area as it would provide direct and easy access for employees and especially would provide direct access for the trucks and vendors that will service the businesses that locate in the Activity Center. The lack of industrial rail service in southwest Florida in general, is another reason why interstate access is so important. To provide access to the interstate from local roads, an interchange will have to be built at the selected location at some time in the future. The City's Comprehensive Plan has long supported a future interchange at either Yorkshire Street or Raintree Boulevard, and Charlotte County's comprehensive plan has also supported a future interchange in this area (Raintree Blvd.)

One of the "major issues" identified by the Citizens Advisory Committees during the City's 2005/06 Evaluation and Appraisal Report (EAR) process was the need for more commercial and industrial lands in the City. This finding echoed the concerns of City Boards such as the Economic Development Advisory Board, City Growth Committee, City Commissioners, and the feelings of many residents throughout the community. All recognized that North Port, like most platted lands communities in Florida, was lacking in areas for non-residential development that create jobs, enhance the quality of life, add to the tax base, and help create a more sustainable community.

As a result of this directive, and as part of the Comprehensive Plan Update, staff has analyzed a general area in the eastern portion of the City for the possibility of creating a new "Activity Center" that would provide an area for more industrial, commercial, and office development and would create jobs for the City's existing and future citizens. The City examined three location scenarios for an Activity Center in the area located between Yorkshire Street and Raintree Boulevard, just north of Price Boulevard, and abutting Interstate 75, with most of the land area concentrated to the north of the interstate. [Figure 6.1](#) shows the general area chosen for this study.

As noted above, three location scenarios were chosen as part of this exercise. These scenarios included one location with an interchange at Yorkshire Street ([scenario's A-1 & A](#)), one location with an interchange at Raintree Boulevard ([scenario B](#)), and a "combined" scenario with interchanges at both Yorkshire and Raintree ([scenario C](#)). Different land use mixes were applied to each of the three scenarios in an attempt to strike an appropriate balance of uses and to see which location offered the City its best opportunity for future success. To aid in that balance, it should be noted that the Sarasota County School Board is also planning for a future elementary, middle, and high school campus facility in this general vicinity, on the southern side of Price Boulevard, in coordination with this AC 6 report.

Figure 6.1



Potential Activity Center 6 Locations

A. Activity Center at Yorkshire Street and I-75

The following scenarios focus on a potential Activity Center at the intersection of Yorkshire Street and Interstate 75. From a geospatial standpoint, this location is very good because it would place an interchange more equidistant between the existing interchanges at Toledo Blade Boulevard in North Port and Kings Highway in Charlotte County, and is centrally located in the “triangle” of old residential platted lots that defined the City’s northeastern boundary prior to the annexation of the Kelce Ranch in the year 2000. An Activity Center in this area would also offer potential points of access with future development to the north on the annexed lands, whether that is development associated with the proposed Isles of Athena DRI or Agriculture/Estates type of development which is currently called for in North Port’s adopted Comprehensive Plan.

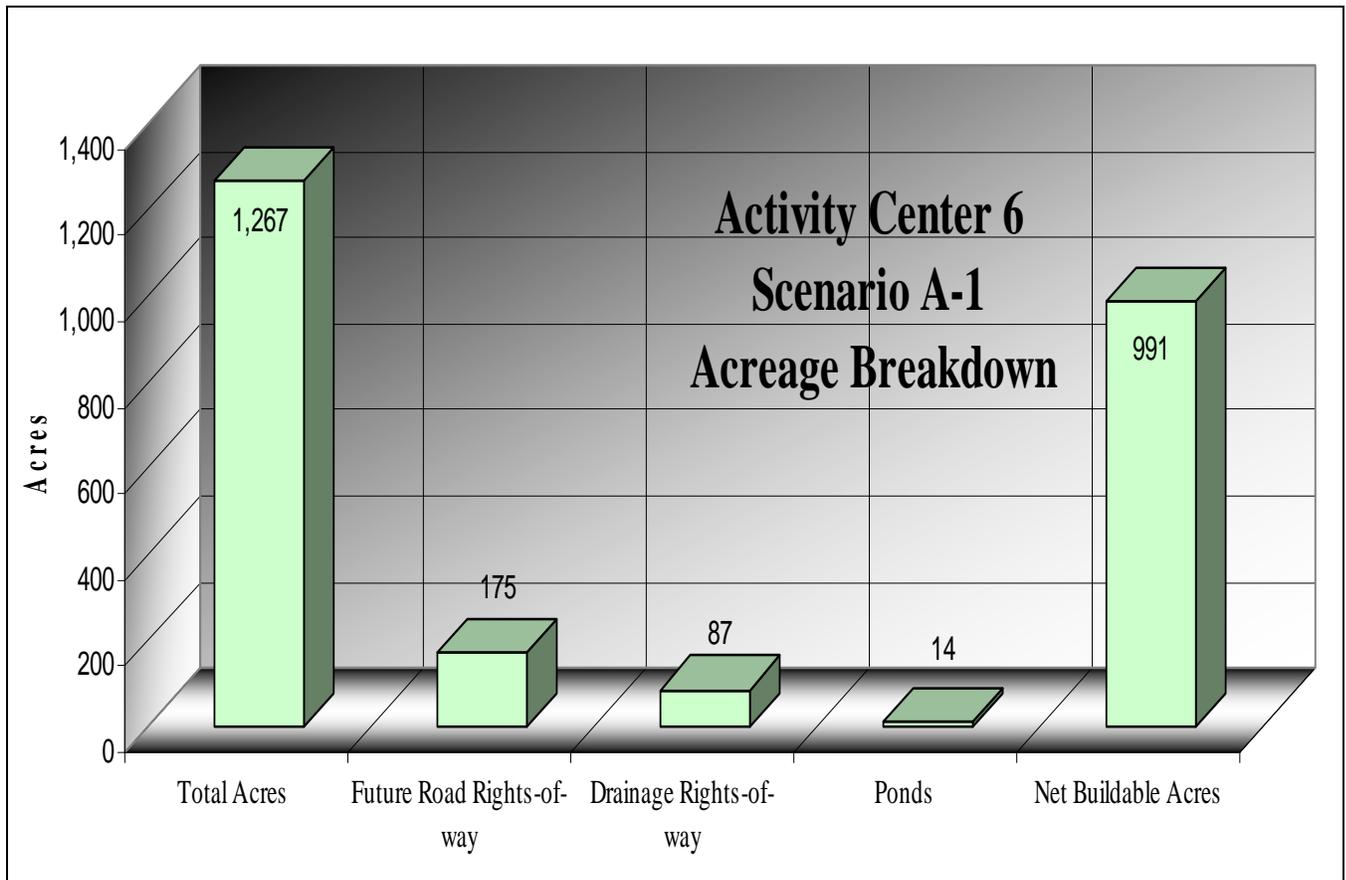
Currently, the potential Activity Center site as depicted north of I-75 on the Future Land Use Map, consists of 57 commercial parcels, 66 high density and 276 medium density residential parcels, and 78 acres of recreation/open space. There are currently no industrial or office land uses indicated for this area on the Future Land Use Map. For analysis purposes, the existing road networks were removed

from all scenario's in the analysis and were replaced by a proposed network that offers connectivity to each land use. The road rights-of-way depicted in all the acreage breakdown figures reflect those changes.

Scenario A-1

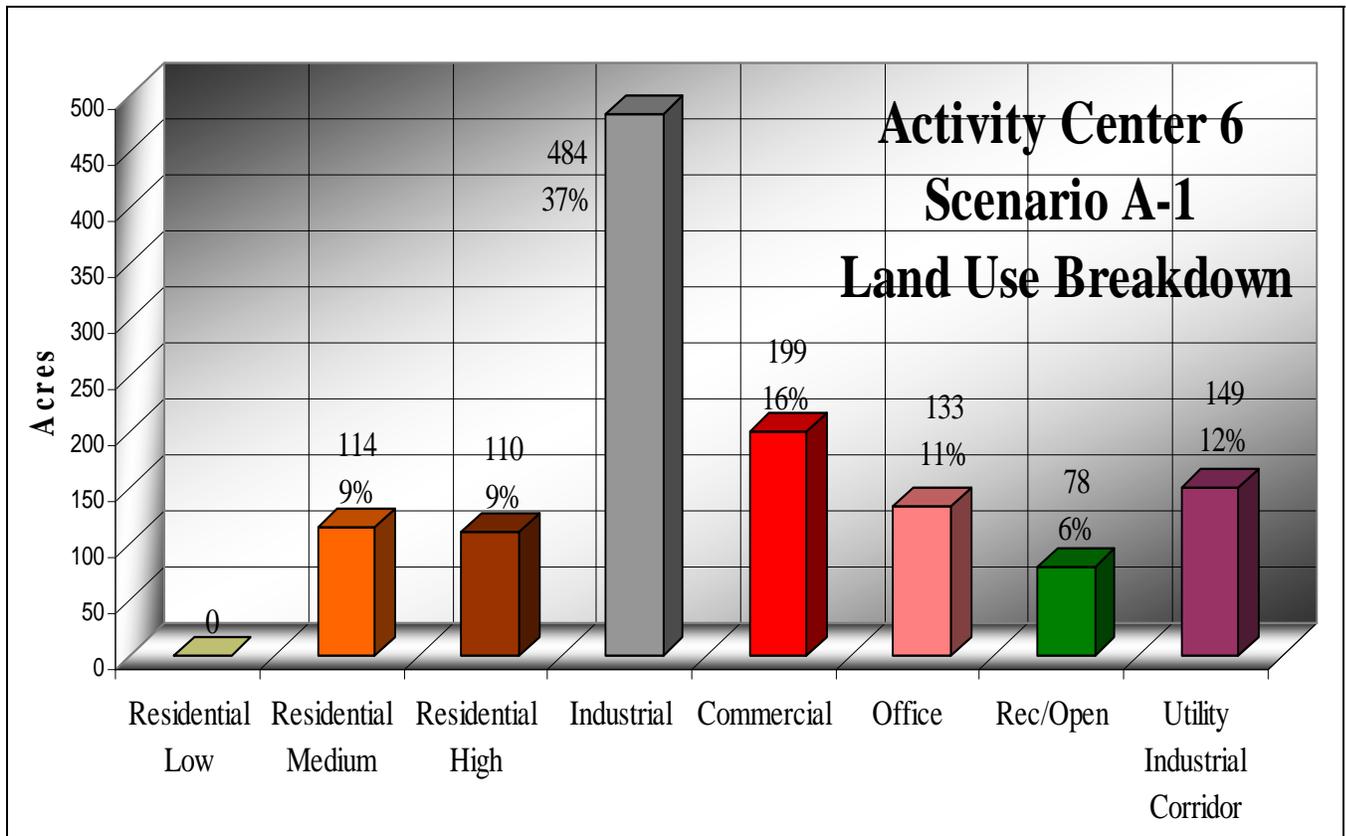
Illustrated in Exhibit A-1, this location is situated between two existing interchanges, with a future interchange at Yorkshire Street and I-75, with excellent connectivity to residential areas in North Port, including platted residential and future development to the north on annexed property. As shown in Figure 6.2, this scenario encompasses 1,267 gross acres.

Figure 6.2



In terms of Future Land Use designations, this scenario offers a diversity of non-residential uses. The proposed land use breakdown as illustrated in Figure 6.3 shows that this Activity Center would encompass 199 commercial acres, 133 office acres, and 484 acres of industrial. In terms of residential, 224 acres of medium and high density residential land uses are proposed. This scenario, with the exception of scenario C offers the greatest amount of industrial at 37% of the gross acres. For reference, 15 PGT sites would adequately fit on 484 acres of industrial land use. This scenario would eliminate ±1,076 single family platted lots.

Figure 6.3



Three of the 4 quadrants of the future interchange area are proposed to be served by commercial land uses. The fourth quadrant would access a future community/regional park that could include government satellite office and a fire station, offering more balance to the area. Industrial acres are primarily located to the center, with uses such as office and medium/high density residential buffering the perimeter areas adjacent to the platted lots as well as the canal system. The commercial areas to the south of Price are designated as neighborhood commercial to further the gradation from higher intensities to lower intensities. Using gross acres, and a floor area ratio of .20 to .30, a total of 6,919 residents and 12,777 to 19,165 employees may eventually live and/or work here, which is a high approximation. Table 6.1 illustrates the potential demand for very low and low income household units, using the .20 FAR¹.

Table 6.1

Projected Unit Demand by Households and Income	
Income Range	Potential Unit Demand w/Possible Development
Very Low Income	761
Low Income	1,389
Moderate Income	2,285
Total	4,435

¹ Jobs were calculated using an employee per square foot ratio: Retail 1/500; Office 1/300; Industrial 1/750; Warehouse 1/1000. Income ratio's derived from employees at very low/17%; low/31%; moderate 51%. Less 13% for market incomes over 120% AMI. .20 FAR was used due to gross acres which does not account for additional road systems and setback requirements.

While there are apparent benefits to an Activity Center of this size, Community Viz (a GIS based visioning software with analysis and visualization tools to help municipalities make informed, efficient decisions about land–use planning and resource management) was utilized to gain further insight into the potential impacts of Scenario A-1. The following are a list of potential impacts of the proposed land uses at a .25 Floor Area Ratio. It should be noted that vehicle trips, whether generation or destination, do not account for an assumed 25 - 30% internal capture rate or interstate traffic, therefore these calculations will be on the higher end until more detailed analysis is obtained.

School children:	417
Commercial/Industrial/Office vehicle trips per day:	191,325
Gallons per day non-residential waste water ² :	887,393
Gallons per day non-residential water use:	985,992
Residential vehicle trips per day:	24,276
Gallons per day residential waste water:	619,743
Gallons per day residential water use:	688,604

Findings: *This scenario is predominantly industrial with mixes of commercial, office and nearly equal amounts of multi-family land uses. The gradation from higher to lower intensities, aids in buffering the surrounding residential areas from these uses. The proposed connectivity between uses within and outside of the Activity Center will not only reduce vehicular trips but will encourage pedestrian/bike travel as well. Geospatially, the distance between AC 2, AC 5, and scenario A-1 is fairly equal, and is well-situated within the platted lots in this southeastern quadrant of the City.*

Scenario A

This scenario looks at the same area as scenario A-1 with a future interchange at Yorkshire Street and I-75. This version, which was the first scenario developed by staff, is different because of a land use mix that includes a platted low-density residential area on the northwest corner of the proposed Activity Center, which also increases the size of this proposed Activity Center. This scenario is also different because the mix of uses would have less industrial, office, and commercial land, and would include more residential. This scenario, like scenario A-1, also expands this area to the south of I-75 to Price Boulevard with office, commercial, industrial and high/medium density residential land uses. As shown in [Figure 6.4](#), the total acreage for this scenario is 1,699 total acres. The land uses shown on [Exhibit A](#) illustrate a proposed mix of residential, office, commercial, and industrial land uses.

² Calculations utilized Light Industrial water and wastewater usage.

Figure 6.4

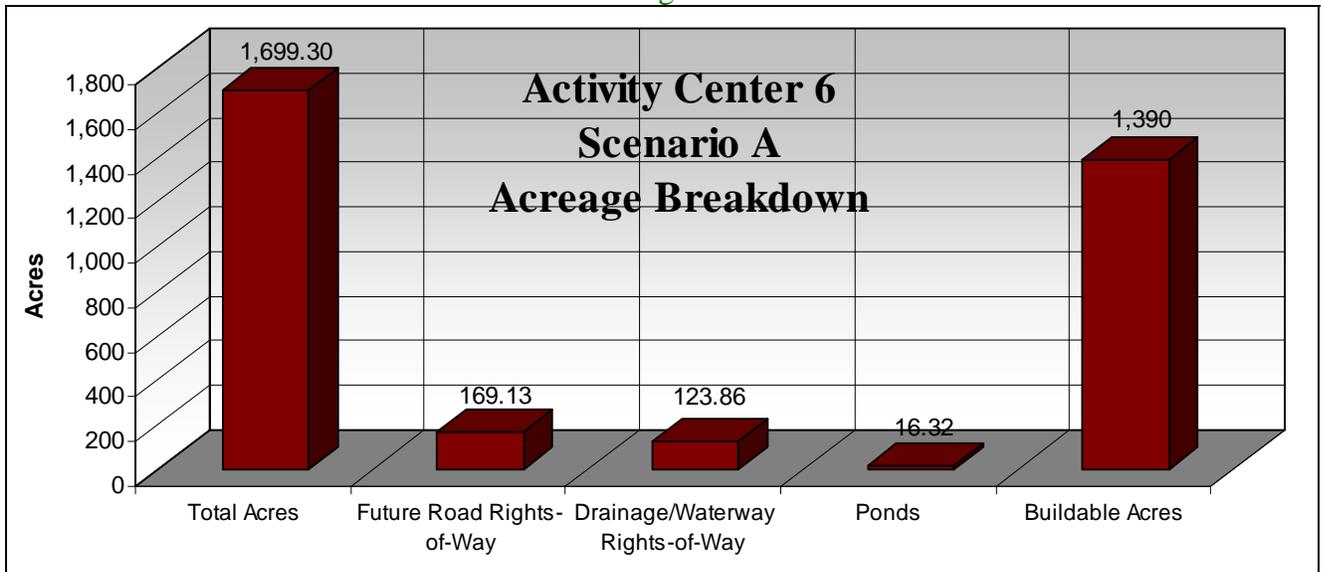
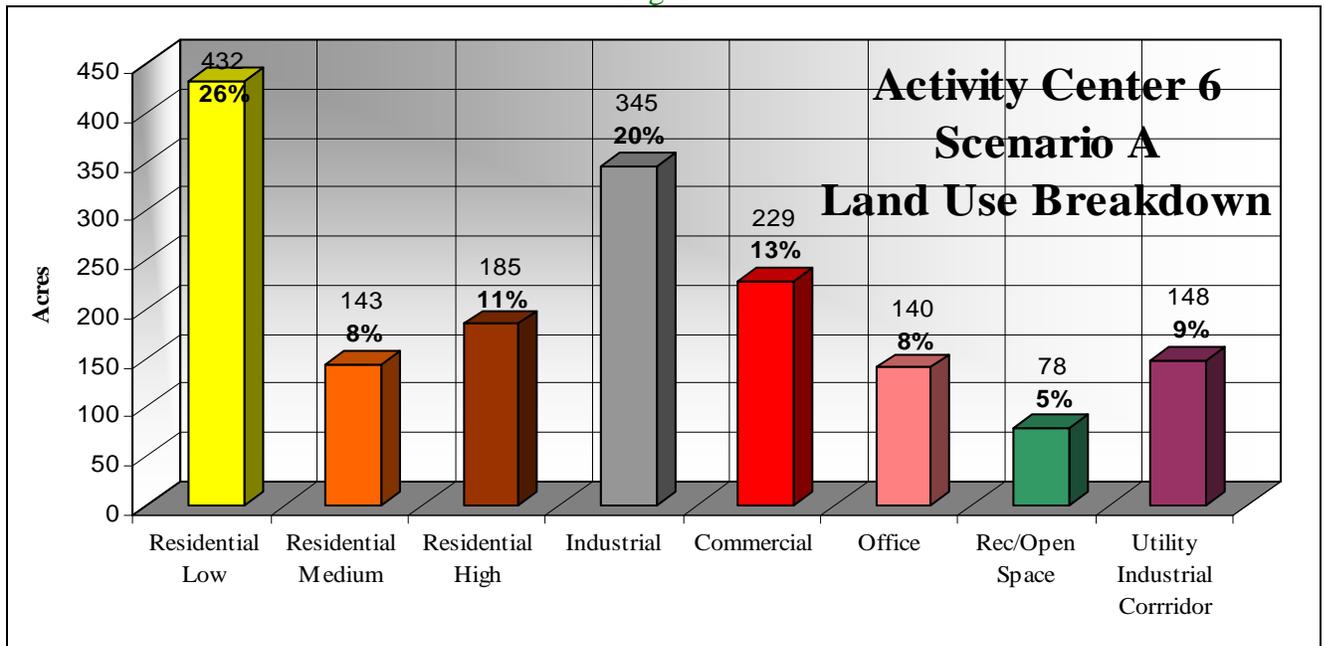


Figure 6.5 identifies the amount of acres and percentage of land uses that would encompass this scenario. Specifically, 714 acres, or 41% of the land uses are non-residential uses. With approximately 345 acres, or 20% of the site, devoted to industrial uses, numerous large scale companies could locate in this Activity Center (*8 PGT sites could fit on 345 acres*). Like scenario A-1, this scenario will offer housing, office, and commercial areas as well. The high percentage of low density residential (26%) is due to the inclusion of 432 acres of pre-existing plated residential lots in this scenario as opposed to the first scenario, A-1 which did not include these existing lots.

Figure 6.5



Community Viz was again utilized to gain further insight into the potential impacts of Scenario A. The following are a list of potential impacts at a .25 Floor Area Ratio. It should be noted once again, that vehicle trips include all trips and do not account for an assumed 25 - 30% internal capture rate.

School children created:	1,061
Commercial/Industrial/Office vehicle trips per day:	211,186
Gallons per day non-residential waste water ³ :	788,917
Gallons per day non-residential water use:	876,574
Residential vehicle trips per day:	53,684
Gallons per day residential waste water ⁴ :	1,332,446
Gallons per day residential water use:	1,480,496

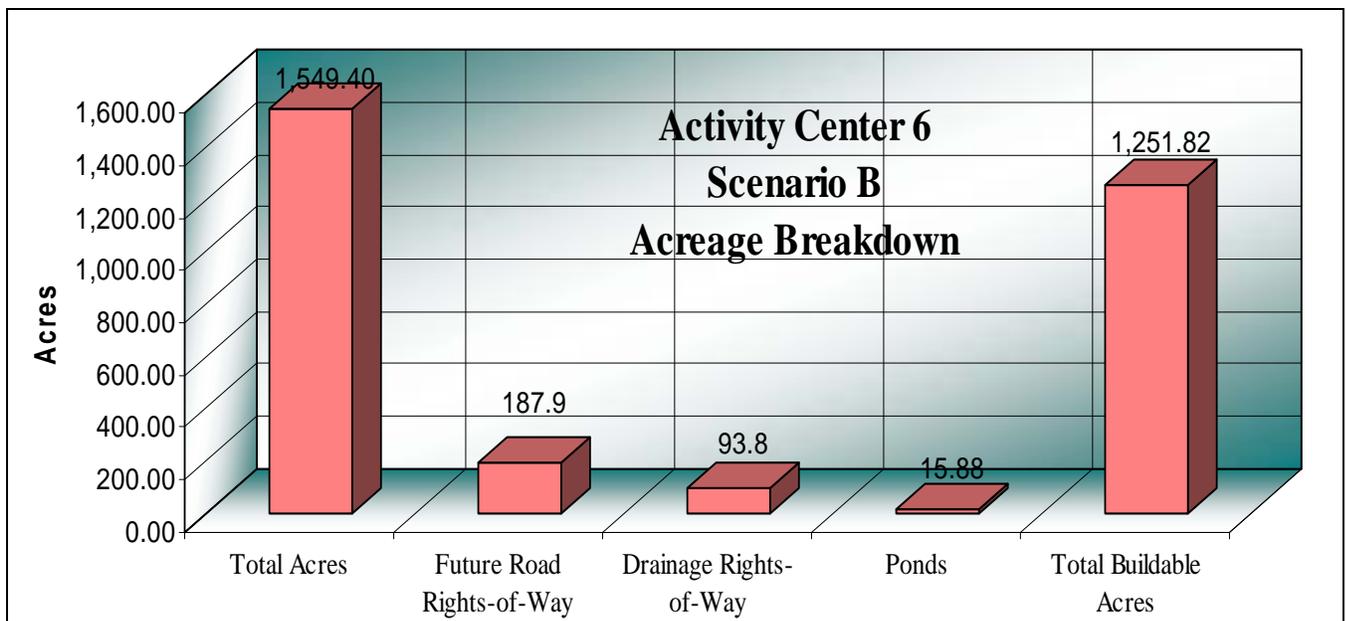
Findings: Scenario A is basically a modification of A-1 with the addition single family residential lots, offers more multi-family, commercial, and office acres, however less industrial acres. Due to the increase in multi-family (and single family) there is a significant increase in the number of school children created, as well as water consumption.

B. Activity Center at Raintree Boulevard and Interstate 75

Scenario B

Activity Center scenario B proposes an interchange at Raintree Boulevard and incorporates some of the land uses also shown in Figure 6.1. To create a potential Activity Center for this analysis, a mix of residential, industrial, commercial and office uses were added, contiguous to the already mapped future land uses in the area bounded by Raintree Boulevard, Orlando Boulevard, and Veterans Boulevard. This scenario, as shown in Exhibit B, abuts Desoto and Charlotte Counties. Total acres for this scenario total 1,549 acres as shown in Figure 6.6 below.

Figure 6.6

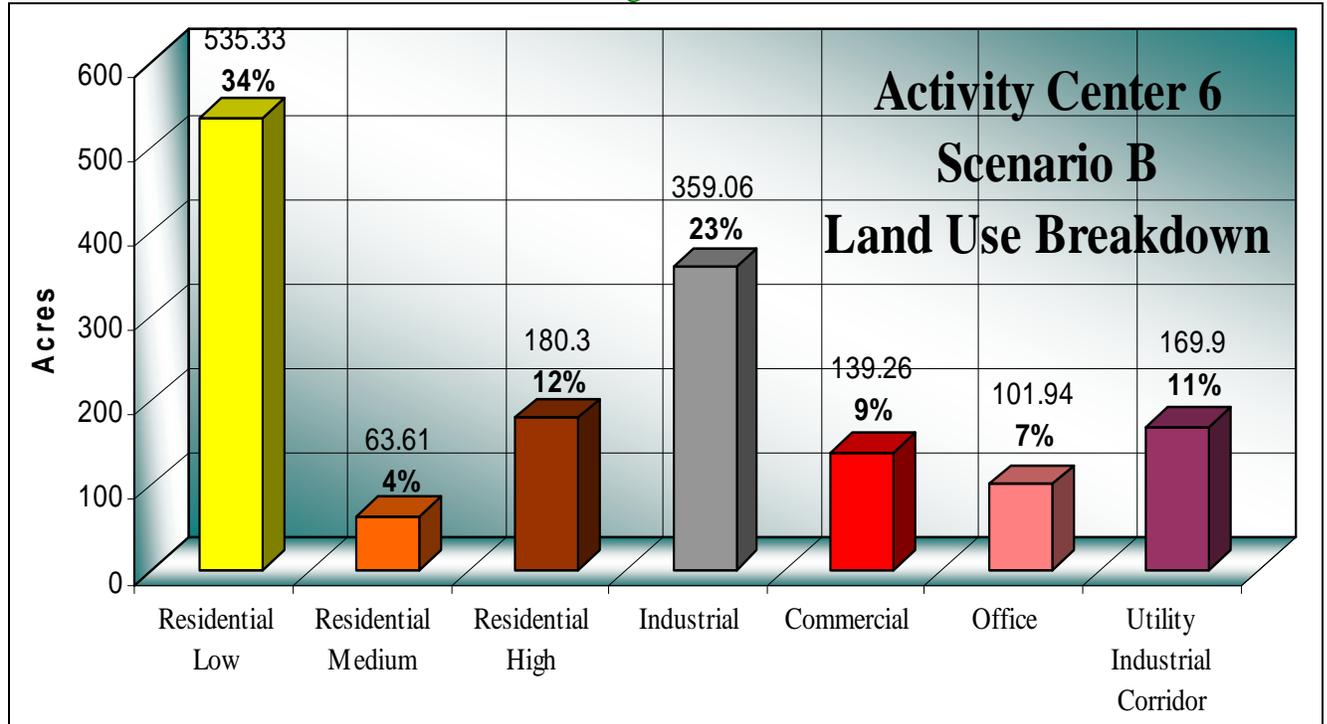


³ Calculations utilized Light Industrial water and wastewater usage

⁴ Calculations assume low density residential platted lots within AC 6 have City water/sewer and not well and septic systems.

In terms of land use per acre, Figure 6.7 illustrates that scenario B is 39% non-residential or 600 acres.

Figure 6.7



Scenario B offers a large amount of industrial land uses, although, due to land configurations, does not have a land use flow and balance from residential to non-residential as opposed to scenarios A-1 and A. In fact, several areas of industrial land would abut low density residential. In addition, this scenario borders both Charlotte and Desoto Counties, and will likely have more impacts on those areas as opposed to scenario's A-1 and A.

Community Viz was again utilized to gain further insight into the potential impacts of Scenario B. The following are a list of potential impacts at a .25 Floor Area Ratio. It should be noted once again, that vehicle trips include all trips and do not account for an assumed 25% internal capture rate.

School children created:	951
Commercial/Industrial/Office vehicle trips per day:	139,327
Gallons per day non-residential waste water ⁵ :	653,476
Gallons per day non-residential water use:	726,084
Residential vehicle trips per day:	49,410
Gallons per day residential waste water ⁶ :	1,233,454
Gallons per day residential water use:	1,370,505

Findings: Scenario B moves the interchange area from Yorkshire further south to Raintree, and abuts both Charlotte and Desoto Counties. This area is seemingly far removed from other Activity Centers

⁵ Calculations utilized Light Industrial water and wastewater usage

⁶ Calculations assume low density residential platted lots within AC 6 have City water/sewer and not well and septic systems

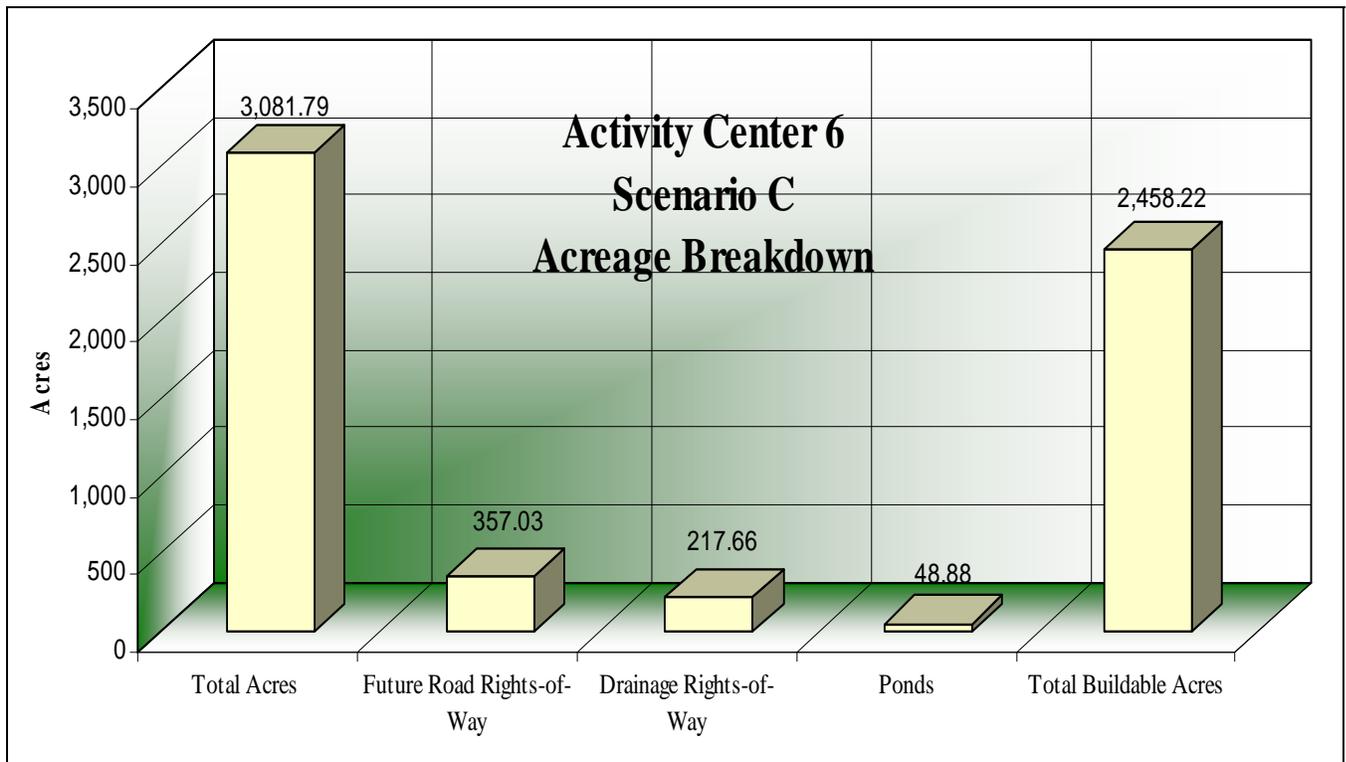
and will add traffic impacts outside of the City limits. This scenario offers more industrial acres than scenario A, although the A offers more commercial and office land uses. Impacts such as schools, vehicular trips and water consumption are fairly equivalent to those of scenario A.

C. Combined Activity Center with Interchanges at Yorkshire Street and Raintree Boulevards

Scenario C

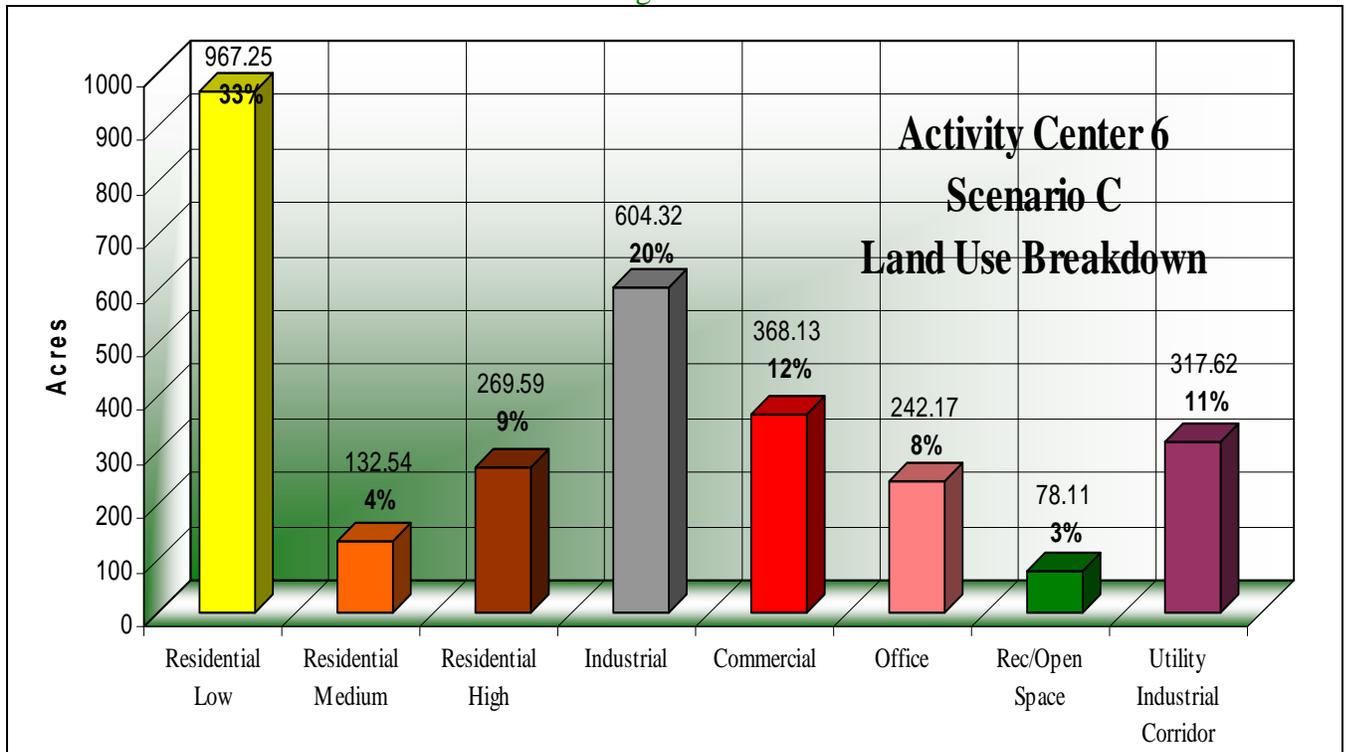
Scenario C combines both scenario A and B, flanking both sides of the interstate within the entire southeast quadrant of the City including interchanges at both Yorkshire Street and Raintree Boulevard as illustrated in Exhibit C. As shown in Figure 6.8, all total, scenario C totals 3,082 acres (which is equivalent in area to 4 AC 1's) of which 2,458 acres are buildable when ponds and rights-of-ways are considered.

Figure 6.8



In terms of land uses, Figure 6.9 illustrates that 46 % of the potential Activity Center, or 1,369 acres are residential uses, and 40%, or 1,214 acres are non-residential uses.

Figure 6.9



Community Viz was again utilized to gain further insight into the potential impacts of Scenario C. The following are a list of potential impacts at a .25 Floor Area Ratio. It should be noted once again, that vehicle trips include all trips and do not account for an assumed 25% internal capture rate.

School children created:	2,059
Commercial/Industrial/Office vehicle trips per day:	341,084
Gallons per day non-residential waste water ⁷ :	1,436,933
Gallons per day non-residential water use:	1,596,592
Residential vehicle trips per day:	139,418
Gallons per day residential waste water ⁸ :	4,132,849
Gallons per day residential water use:	4,592,055

Findings: Although Scenario C, which combines both A and B, would offer the greatest amount of land uses dedicated to non-residential and multi-family dwelling units, and would generate the highest amount of revenue for the City, the overall impacts to schools, water usage, surrounding residential neighborhoods, and road systems (local, arterial, and systems within Charlotte County) outweigh the benefits. In addition, this scenario would require the funding of two interchanges to accommodate the additional vehicular trips.

⁷ Calculations utilized Light Industrial water and wastewater usage

⁸ Calculations assume low density residential platted lots within AC 6 have City water/sewer and not well and septic systems

D. Staff Recommended Location for Activity Center 6

After reviewing the scenarios and Community Viz data described above, it is recommended that **Scenario A-1** be chosen as the new Activity Center 6. As noted previously, this location is spatially situated in an ideal location between two existing interchanges, and is in a location with excellent connectivity to residential areas in North Port, including pre-platted residential and future development to the north on annexed property. This scenario is in the general location identified in the 1997 Comprehensive Plan as a possible location for a new Activity Center, and where a future interchange is supported. The mix of land uses in this scenario contains a good mix of proposed land uses with a large area of contiguous industrial land and a logical gradation of uses including park, office, commercial, and higher density residential leading to low density residential lands (most of which are already platted). The new land uses would decrease the existing low density residential platted lands by approximately 238 acres.

Another positive aspect of this location is the fact an interchange at Yorkshire Street would offer direct access not only to industrial, office, and commercial areas, it would also offer access to a future community or regional level park. This scenario placed an arc of commercial land use adjacent to the park site with the intent that at some point, when the park develops, hotels and other commercial establishments would utilize the park, as well as nearby residents, and industrial, office, and commercial employees.

In addition, the spatial nature of each Activity Center and interchange is seemingly more beneficial than that of Raintree, due to the closeness to the Veterans exit in Charlotte County. Not only should this be discussed with Charlotte County, but if adopted, the nature of this Activity Center, should prompt the need for a Master Plan in order to establish phases of development and the costs of improvements as listed below.

Although community leaders and citizens alike have called for an industrial area such as the scenario's described above, there are capital improvements that must be addressed. The following are a list of major infrastructure components to consider:

- Although it is highly beneficial to reduce the overall amount of platted lots, approximately 1,000 platted lots within the new border of AC 6 would have to be assembled and unplatted.
- An interchange, essential to serve the industrial uses as well as the commercial and office components, would cost in the region of \$50-70 million (diamond interchange)⁹.
- Vehicular bridges over the numerous canal systems will be necessary in order to foster connectivity between land uses at an estimated cost of \$1.3 million each¹⁰.
- Pedestrian bridges to foster interconnectivity and reduce overall vehicle trips will be necessary, at a cost \$250,000 per bridge.
- The extension of water and sewer infrastructure will be costly, and the City would have to ensure that water capacity would be available for future use.

⁹ FDOT improvement estimates and related costs, August 2007.

¹⁰ Cost derived from Madagascar Neighborhood improvement study, January 2007.

- The widening of arterials and collectors necessary to serve the increased traffic the proposed land uses, along with surrounding single family residential will generate, at a cost of an estimated \$13 million per mile¹¹. Utilizing Community Viz, a rudimentary analysis, generated from residential and non-residential trips created from the potential AC 6, the following assumptions were used:
 - Incoming/outgoing non-North Port interstate trips @ 20% with impacts to I-75, Yorkshire Street and the conceptual roadway indicated within the southern portion of AC 6.
 - Incoming/outgoing commuter trips @ 20% with impacts to I-75, Price Boulevard and Yorkshire Street.
 - Incoming/outgoing trips to/from Activity Centers 4,5, and 2 @ 20% with impacts to Price Boulevard, Toledo Blade, and Hillsborough Avenue.
 - Incoming/outgoing trips to employment and commercial from residential single family platted lots (both North Port and Charlotte County) from Toledo Blade Boulevard to the eastern City limits @ 30% with impacts to Yorkshire Street, Price Boulevard, Orlando, and Hillsborough Boulevard.
 - Incoming/outgoing trips from single family platted lots to park, school, and government services @10% with impacts to Yorkshire Street, Price Boulevard, and Hillsborough.

It is possible that if Price Boulevard is not widened to 4 lanes between Toledo Blade and the City limits, I-75 may become a local road for many residents at build out. In addition, the canal systems are inhibiting connectivity and forcing all traffic to Price and Hillsborough. Therefore, it is evident that roadway improvement to Yorkshire (2.3 miles N of I-75), Price (Conceptual road to Orlando 4.28 miles), Orlando (to City limits .24 miles), Conceptual road (1.39 miles), and sections of Hillsborough may need to be 4 laned. It should be noted that parks strips flanking Yorkshire Street will reduce road cuts and therefore may eliminate some of the need for residential frontage roads along this arterial. Not including Hillsborough or right-of-way acquisition, a total of 8.21 miles at \$13 million per mile (today's dollars) would be \$1.06 billion, or \$18.12 per acre based on 1,267 AC 6 acres. Because traffic will also be created by the existing platted lots within the southeast area of the City, this figure will be reduced due to impact fee revenues.

To implement the vision and ensure the success of this Activity Center, a dialogue regarding challenges of funding over the next 10-15 years for these improvements must take place upon final approval of this Activity Center. Since Activity Center 6 will be a regional asset, funding mechanisms such as but not limited to Tax Increment Financing (TIF) must be considered. TIF currently requires County approval because Sarasota County is a "Home Rule" County. The City should include policy language in its Comprehensive Plan update pushing for legislative changes that would allow cities in home rule counties to be able to use the City increment for improvements such as those illustrated above. This initiative will also accomplish recommendations made not only in this report but also the Housing Report. The ability for North Port residents to live, work, and engage in recreation within close proximity, reducing costs associated with commuting is just one of many ways to enhance the quality of life. An alternate option may be a discussion in the Joint Planning Agreement regarding the funding of

¹¹ Cost derived from Sumter Boulevard widening project from 2 to 4 lanes.

an interchange as well. Other funding may include Doc stamps, vehicle registration renewal, or possibly raising taxes.

For illustration purposes, using the North Port Fiscal Analysis Model (NP FAM), (using today's tax and impact fee structure) as shown in **Table 6.2**, inputting acres from scenario A-1 at a conservative floor area ratio of .20 (to take into consideration future setbacks and additional roadways) assume an overall timeframe of 30 years, with no development taking place until year 15 then growing at an even pace for 15 years. The incremental revenue for a Tax Increment Financing (TIF) area could be \$82 million and potential impact fees could reach \$83 million over the 30 year time frame. This would possibly fund the interchange with approximately \$10-20 million for road improvements.

In terms of fiscal sustainability, scenario A-1 could potentially generate \$318 million in revenue for the City over a cumulative 30 year period. In contrast, it will cost the City over \$289 million in operating expenses over the cumulative 30 year period to serve the Activity Center. Therefore, A-1 would operate with a fiscal surplus of \$28 million, making this a sustainable Activity Center. *(These projections and assumptions are subject to change in acres, dependant on actual square footage built, change in millage rates or impact fees, and homestead exemption or other legislation)*

Table 6.2

I. OPERATING REVENUE IMPACT	<u>Years 1 - 5</u>	<u>Years 6 - 10</u>	<u>Years 11 - 15</u>	<u>Years 16 - 20</u>	<u>Years 21 - 25</u>	<u>Years 26 - 30</u>	<u>Years 1 - 30</u>
A. Taxes							
1 Ad Valorem Taxes	\$0	\$0	\$2,402,523	\$13,901,233	\$28,329,494	\$41,985,657	\$86,618,907
2 Other Taxes & Franchise Fees	\$0	\$0	\$1,252,034	\$5,021,374	\$9,295,879	\$12,875,492	\$28,444,778
Total Taxes	\$0	\$0	\$3,654,557	\$18,922,606	\$37,625,372	\$54,861,149	\$115,063,685
B. Licenses and Permits	\$0	\$0	\$538,051	\$2,354,561	\$4,420,553	\$6,094,214	\$13,407,380
C. Intergovernmental Revenue	\$0	\$0	\$780,429	\$3,212,445	\$5,990,559	\$8,168,179	\$18,151,611
D. Charges for Services	\$0	\$0	\$7,305,615	\$30,071,096	\$56,076,352	\$76,460,260	\$169,913,323
E. Fines, Fees, & Forfeitures	\$0	\$0	\$63,815	\$262,680	\$489,845	\$667,909	\$1,484,250
F. Miscellaneous Revenues/Other Sources	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL OPERATING REVENUE IMPACT	\$0	\$0	\$12,342,467	\$54,823,389	\$104,602,682	\$146,251,711	\$318,020,249
II. OPERATING EXPENDITURE IMPACT	<u>Years 1 - 5</u>	<u>Years 6 - 10</u>	<u>Years 11 - 15</u>	<u>Years 16 - 20</u>	<u>Years 21 - 25</u>	<u>Years 26 - 30</u>	<u>Years 1 - 30</u>
A. General Government	\$0	\$0	\$1,700,162	\$6,998,304	\$13,050,419	\$17,794,360	\$39,543,246
B. Economic Development	\$0	\$0	\$28,483	\$117,245	\$218,637	\$298,114	\$662,479
C. Parks and Recreation	\$0	\$0	\$222,105	\$584,184	\$1,019,095	\$1,231,954	\$3,057,338
D. Police	\$0	\$0	\$1,557,178	\$6,409,747	\$11,952,879	\$16,297,854	\$36,217,657
E. Fire Rescue - EMS	\$0	\$0	\$791,334	\$3,257,334	\$6,074,269	\$8,282,318	\$18,405,255
F. Fire Rescue - Emergency Management	\$0	\$0	\$10,018	\$41,236	\$76,897	\$104,849	\$233,000
G. Engineering	\$0	\$0	\$232,087	\$955,330	\$1,781,497	\$2,429,086	\$5,397,999
H. Non-Departmental	\$0	\$0	\$548,521	\$2,257,853	\$4,210,438	\$5,740,969	\$12,757,780
I. Fire Rescue District	\$0	\$0	\$906,722	\$3,732,303	\$6,959,988	\$9,490,004	\$21,089,018
J. Road and Drainage District	\$0	\$0	\$2,295,289	\$9,448,000	\$17,618,605	\$24,023,121	\$53,385,014
K. Solid Waste District	\$0	\$0	\$957,778	\$3,942,460	\$7,351,889	\$10,024,365	\$22,276,493
L. Utilities District	\$0	\$0	\$2,363,999	\$9,730,829	\$18,146,024	\$24,742,261	\$54,983,113
M. Building & Fleet Maintenance	\$0	\$0	\$925,992	\$3,811,621	\$7,107,901	\$9,691,685	\$21,537,199
TOTAL OPERATING EXPENDITURE IMPACT	\$0	\$0	\$12,539,668	\$51,286,446	\$95,568,538	\$130,150,940	\$289,545,593
III. NET OPERATING SURPLUS/DEFICIT	<u>Years 1 - 5</u>	<u>Years 6 - 10</u>	<u>Years 11 - 15</u>	<u>Years 16 - 20</u>	<u>Years 21 - 25</u>	<u>Years 26 - 30</u>	<u>Years 1 - 30</u>
	\$0	\$0	-\$197,201	\$3,536,943	\$9,034,144	\$16,100,770	\$28,474,656
IV. AD VALOREM INCREMENTAL REVENUE	<u>Years 1 - 5</u>	<u>Years 6 - 10</u>	<u>Years 11 - 15</u>	<u>Years 16 - 20</u>	<u>Years 21 - 25</u>	<u>Years 26 - 30</u>	<u>Years 1 - 30</u>
	\$0	\$0	\$2,282,397	\$13,206,171	\$26,913,019	\$39,886,374	\$82,287,961
V. TOTAL IMPACT FEES	<u>Years 2 - 6</u>	<u>Years 7 - 11</u>	<u>Years 12 - 16</u>	<u>Years 17 - 21</u>	<u>Years 22 - 26</u>	<u>Years 27 - 31</u>	<u>Years 2 - 31</u>
Law Enforcement	\$0	\$0	\$477,132	\$756,963	\$839,463	\$525,802	\$2,599,360
Fire	\$0	\$0	\$1,440,636	\$2,282,763	\$2,532,463	\$1,584,783	\$7,840,646
Parks & Recreation	\$0	\$0	\$1,331,760	\$937,960	\$1,725,560	\$0	\$3,995,280
Transportation	\$0	\$0	\$13,227,877	\$19,026,843	\$21,529,893	\$12,808,357	\$66,592,969
Solid Waste	\$0	\$0	\$44,640	\$31,440	\$57,840	\$0	\$133,920
General Government	\$0	\$0	\$489,200	\$776,114	\$860,814	\$538,996	\$2,665,125
TOTAL IMPACT FEES	\$0	\$0	\$17,011,245	\$23,812,084	\$27,546,034	\$15,457,937	\$83,827,300