City of Port St. Lucie

MOBILITY FEE ADMINISTRATIVE MANUAL

PORT ST. LUCIE
HEART OF THE TREASURE COAST

AUGUST 2026

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THE REPUBLIC of DESIGN

City of Port St. Lucie

Mobility Fee Administrative Manual

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PORT ST. LUCIE
HEART OF THE TREASURE COAST

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I. INTRODUCTION

The Mobility Fee Administrative Manual (or "Manual") contains supplemental details regarding the process for administering and implementing the City of Port St. Lucie's Mobility Fee System as adopted and incorporated into the City's Code of Ordinances Title XV, Chapter 159, Article II Mobility Fees. It is the intent of the City of Port St. Lucie to have administrative decisions governed by specific criteria and mobility fee methods documented in the Mobility Plan and Mobility Fee Technical Report and the legislative findings, purpose, and intent articulated by the City Council in Article II Mobility Fees.

The City Council approved the Mobility Fee Administrative Manual, by Ordinance No. XX-XXX, on 10/DAY /2026. In Port St. Lucie, mobility fees are codified in the Code of Ordinances Title XV, Chapter 159, Article II Mobility Fees. This Manual is organized according to the section headings under Article II Mobility Fees; however, is not intended to replace or act as a governing document.

Applicants and staff shall reference the current version of the Mobility Fee Article, in addition to this Manual and the most recently adopted Mobility Plan and Mobility Fee Technical Report which function as supporting documents. The City Council's findings and the legislative intent guide the administration and implementation of the mobility fee system.

Defined terms unique to the administration of mobility fees are listed in **Appendix A**. The majority of defined terms are also included in the Mobility Fee Article and the Mobility Fee Technical Report. This Manual will include additional defined terms and where there is a difference between defined terms in this Manual versus the Mobility Fee Article, the defined term will include additional detail as to why the terms differ.

The Mobility Fee Schedule features streamlined land use categories to make it easier for Applicants to determine the mobility fees owed for development activity and to facilitate administration and implementation of the mobility fee system **(Appendix B)**. A crosswalk table has been prepared between the Mobility Fee Schedule of land uses and the land use codes from the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Report **(Appendix C)**. This Manual includes details addressing requests for alternative land use determinations. The determination of the type of development activity to be assessed mobility fees is based on increases in person travel demand **(Appendix D).**

This Manual includes a number of forms to be filled out by Applicants or their authorized representative. These forms address requests such as exemptions, alternative land use determinations, alternative studies, credit, offsets, and refunds **(Appendix E)**. These forms may require additional documentation to be submitted in support of the request. The City may also assess a service charge or application fee depending on the type of request and the staff time involved in review of the request. These forms are subject to amendment overtime and will be made available for download from the City's website at:

https://www.cityofpsl.com/Government/Your-City-Government/Departments/Planning-Zoning/Mobility-Plan

II. CHRONICLED RECORD OF GOVERNING DOCUMENTS

The following table provides a complete account of the historical evolution regarding the Mobility Fee Ordinance, as well as the Mobility Fee Administrative Manual. The Adoption History Table below summarizes revisions, amendments, and updates to the Mobility Fee Ordinance, Mobility Plan, and Mobility Fee Technical Report and support documents such as the ITE Trip Generation Manual and the Long-Range Transportation Plan (LRTP).

Table 1. Mobility Fee History

Document Number	Date Adopted	Purpose/Summary of Changes
Ord 13-26	2013	The City amended its Road Impact Fee Ordinance. The Road Impact Fee rate schedule in effect at that time is utilized by several entities with developer agreements and road impact fee credits.
Ord 21-75	09/13/2021	Adoption of Mobility Fees based on the Phase One Mobility Plan and Mobility Fee Technical Report. The Mobility Fee replaced the City and County Road Impact Fees. The Technical Report utilized the 10th edition of the ITE Trip Generation Manual and 2045 LRTP.
Ord 22-87	09/26/2022	The Mobility Fees were updated based on the Phase Two Mobility Plan and Mobility Fee Technical Report. The update removed County Road from the Mobility Plan and the City agreed to collect a reduced County Road Impact Fee and amended City Mobility Fee. The Technical Report utilized the 11th edition of the ITE Trip Generation Manual and the 2045 LRTP.
Ord 23-42	07/10/2023	The City adopts the 2045 Mobility Plan. The ordinance is updated to clarify the process for ordinance amendments and the Mobility Plan and to amend several definitions. The ordinance also references that the Phase Two Mobility Plan and Mobility Fee Technical Report is still the basis for the adopted Mobility Fee.
Ord 23-42	10/xx/2026	The City adopts the 2050 Mobility Plan, the Mobility Fee Technical Report, and the Administrative Manual. The ordinance reflects update mobility fee rates to address the current needs of the Port St. Lucie community.

Document Number	Date Adopted	Purpose/Summary of Changes
Ord xx-xx	xx/xx/xxxx	Reserved.
Ord xx-xx	xx/xx/xxxx	Reserved.
Ord xx-xx	xx/xx/xxxx	Reserved.
Res xx-xx	xx/xx/xxxx	Reserved.
Ord xx-xx	xx/xx/xxxx	Reserved.
Res xx-xx	xx/xx/xxxx	Reserved.
Ord xx-xx	xx/xx/xxxx	Reserved.
Res xx-xx	xx/xx/xxxx	Reserved.

III. ADMINISTRATIVE ORGANIZATION & RESPONSIBILITY

A. City Manager

The City Manager or designee is hereby authorized to interpret and implement all provisions of this Administrative Manual and the appropriate ordinances of Port St. Lucie and to carry out the general administration of mobility fees enacted by the City of Port St. Lucie. The City Manager shall have the responsibility to administer and implement the mobility fee system to include, but are not limited to, the following:

1. Management of the mobility fee system consistent with legal and statutory requirements;

2. Determination of land uses and mobility fees for development activity based on the adopted mobility fee schedule **(Appendix B)**;

3. Review request for alternative land use determinations based on the land use categories in the Mobility Fee Schedule and the land use crosswalk **(Appendix C)**. The City Manager shall have the responsibility to approve or deny the request or to require an alternative mobility fee analysis for unique land uses;

4. Review request for alternative mobility fee analysis. The City Manager shall have the responsibility to approve or deny the request based on the submitted analysis;

5. Determine mobility fee credits based on developer or mobility fee agreements, or development order conditions, to satisfy mobility fee payments to the City;

6. Review existing road impact fee credits and the agreements that established the credits. Coordinate with the City Attorney to establishing true-up agreements between an Applicant and the City that addresses the amount of remaining road impact fee credits and the drawdown of those credits;

7. Determine the amount to mobility fee offsets from redevelopment or change of land use that will be applied against required mobility fee payments to the City;

8. Determine exemptions from mobility fee payments to the City based on development activity that does not result in an increase in person travel demand;

9. Coordinate the expenditure of mobility fees consistent with the City's Mobility Plan and the Multimodal Program;

10. Verify mobility fees are expended within the Mobility Fee Benefit Districts in which they are collected. Prepare written findings for expenditure of mobility fees outside the Mobility Fee Benefit Districts in which they were collected;

11. Review and process, if applicable, request for mobility fee refunds;

12. Prepare the annual report for the collection and expenditure of mobility fees and recommend necessary updates based upon applicable statute, case law or substantial updates in the variables used to calculate fees;

13. Prepare all appeal requests before the City Council using the procedures described in Article II Mobility Fee and in this Manual;

14. Engage approved consultants to assist with administration and implementation of the mobility fee system including updates to the mobility plan and mobility fee, alternative land use and mobility fee analysis request, amended or new developer agreement involving mobility fees, road impact fees, and credits, and other unique or technical request;

15. Prepare public notice and adjust the Mobility Fee Schedule to address inflation and increases to mobility fee rates;

16. Undertake the necessary steps, including amendments and updates to mobility fees, and administration and implementation to ensure the mobility fee system is consistent with legal and statutory requirements.

B. City Attorney

The City Manager shall refer all legal matters regarding the administration and implementation of this Administrative Manual and Article II Mobility Fees to the City Attorney. The City Attorney shall consult with the City Manager and applicable staff in the amendment or establishment of developer agreements, mobility fee agreements, and development order conditions related to mobility fees, credits, and offsets.

C. City Departments

Departments and staff of Port St. Lucie provide advice, assistance, data, information, technical expertise, and other applicable functions, services, and support upon the request of the City Manager to administer and implement the mobility fee system.

D. Chief Financial Officer

The Chief Financial Officer for the City is required to provide a signed affidavit to be submitted with the County's annual financial report or its annual financial audit, to the State of Florida Department of Commerce, attesting, to the best of their knowledge, that:

1. All mobility fees were collected and expended by the County in full compliance with the spending period provision in Article II Mobility Fees; and

2. Funds expended from each mobility fee trust fund account were used only to acquire, construct, or improve specific infrastructure needs.

IV. IMPOSITION OF MOBILITY FEE

A. Mobility Fee Imposed

All development activity that submits an application for a building permit, change of use, or the functional equivalent for development activity that does not require a building permit, on or after October 5th, 2021, is required to pay a mobility fee to the City. Any building permit assessed a road impact fee that expires or is denied due to insufficient information, inconsistencies with the Florida Building Code, or other factors determined relevant by the Building Official, on or after October 5th, 2021, would be assessed and required to pay a mobility fee if the applicant seeks to reapply for the building permit. If a building permit is denied or a building permit expires and an applicant elects to not reapply, then no mobility fee payment is due.

B. Mobility Fee Required

All development activity that submits an application for a building permit, change of use, or the functional equivalent for development activity that does not require a building permit, on or after October 1st, 2021, shall be required to pay the applicable mobility fee rates in the manner and amount set forth in Article II Mobility Fees. The Mobility Fee Schedule based on the 2050 Mobility Plan and Mobility Fee Technical Report is provided as a reference in **Appendix B**. The most recent Mobility Fee Schedule may be requested from the Planning and Zoning Department.

C. Development Activity

Development activity can include site preparation, new development, redevelopment, reconstruction, or modifications, change of use along with other activities that differ from the existing use of property. This could include building a new residential dwelling, replacing an existing roof, or installing a new pool. The type of development activity that requires payment of a mobility fee is an activity that results in an increase in person travel demand above the demand generated by the existing use of property for a period of time that extends beyond the development activity itself.

D. Increase in Person Travel Demand

The requirement to pay a mobility fee is based on development activity that results in an increase in person travel demand. The mobility fee for land uses on the Mobility Fee Schedule is based on the increase in person travel demand for each land use **(Appendix D)**.

1. Construction activity that results in a temporary increase in person travel demand, such as the replacement of an existing roof or the installation of a new pool, will not be required to pay a mobility fee. This type of activity does not generate consistent person travel demand; once the replaced roof is completed or the pool is installed, there will not be an ongoing increase in person travel demand.

2. Development activity that results in new residential or non-residential uses will result in an ongoing increase in person travel demand to the extent the land uses are occupied or utilized.

3. New single-family and multi-family residential dwelling units will result in an increase in person travel demand.

4. Additions to residential dwelling units that increase air-conditioned square footage (sq. ft.) under roof up to the following maximum square footages per dwelling unit will result in an increase in person travel demand:

    a. Single-family residential: 3,500 square feet (sq. ft.).

    b. Multi-family residential: 2,500 square feet (sq. ft.).

    c. To determine the share of square footage of an addition that is required to pay a mobility fee:

        i. Add the existing air-conditioned square footage (sq. ft.) of the dwelling unit and the air-conditioned sq. ft. of the addition. If the total air-conditioned sq. ft. is less than the maximum square footage per dwelling unit, then mobility fees are assessed on the total air-conditioned sq. ft. of the addition.

        ii. **Example:** a single-family dwelling unit with 1,500 sq. ft. constructs a 400 sq. ft. addition for a total of 1,900 sq. ft. (1,500 + 400 = 1,900). The maximum sq. ft. for a single-family dwelling is 3,500 sq. ft., which is greater than the 1,900 sq. ft. total (3,500 > 1,900). Thus, mobility fees would be assessed for the entire 400 sq. ft. addition.

        iii. Add the existing air-conditioned square footage (sq. ft.) of the dwelling unit and the air-conditioned sq. ft. of the addition. If the total air-conditioned sq. ft. is greater than the maximum square footage per dwelling unit, then mobility fees are assessed based on subtracting the existing air-conditioned sq. ft. of the dwelling unit from the maximum square footage.

        iv. **Example:** a single-family dwelling unit with 3,300 sq. ft. constructs a 500 sq. ft. addition for a total of 3,800 sq. ft. (3,300 + 500 = 3,800). The maximum sq. ft. for a single-family dwelling is 3,500 sq. ft., which is less than the 3,800 sq. ft. total (3,500 < 3,800). Thus, mobility fees would be assessed for 200 sq. ft. based on subtracting the existing 3,300 sq. ft. from the maximum 3,500 sq. ft. (3,500 - 3,300 = 200).

5. New overnight lodging land uses with one (1) or more guest rooms or the addition of one (1) or more guest rooms to an existing overnight lodging land will result in an increase in person travel demand.

6. Placing a mobile residence on a vacant parcel of land, or the development of new spaces, lots, or pads in a mobile residence park, or the addition of spaces, lots, or pads in an existing park will result in an increase in person travel demand.

7. New institutional, industrial, recreational, office and commercial buildings or structures or increases in the square footage of buildings or structures for these non-residential land uses will result in an increase in person travel demand.

8. New outdoor commercial recreation facilities or uses or outdoor commercial storage, increase in acreage for outdoor commercial recreation uses or outdoor commercial storage, of the addition of outdoor commercial recreation facilities will result in an increase in person travel demand.

9. New marinas with wet berths or dry slips or the addition of wet berths or dry slips will result in an increase in person travel demand.

10. Non-residential land uses with additive fees for commercial and retail uses with the following units of measure will result in an increase in person travel demand:

    a. New or additional bank drive-thru lanes or free-standing ATMs. This does not include walk-up ATMs attached to or enclosed within a bank, office, or commercial building. See mobility fee determination for further detail related to free standing walk-up ATMs.

    b. New or additional motor vehicle and boat cleaning square footage.

    c. New or additional motor vehicle charging or fueling positions.

    d. New or additional motor vehicle service bays or stations.

    e. New or additional drive-thru lane(s) for any retail use.

    f. New or additional drive-thru lane(s) or parking space(s) where food is ordered at either a speaker, window, online, or with a food delivery service.

11. The increase in person travel demand for new buildings, structures, or use of land is based on the property being vacant under the following circumstances:

    a. The property has not been developed and was either a vacant parcel or was an agricultural land use; or

    b. The property has previously been developed but air-conditioned residential buildings or non-residential buildings and structures that were not accessory uses have been demolished or removed as of October 1st, 2021. Accessory buildings and structures, agricultural buildings and structures, or utilities, either above ground or underground are not considered developed for the purposes of determining increases in person travel demand.

12. The increase in person travel demand for changes of use, redevelopment, replacement, or modification of an existing building, structure, or use of land is based on the following:

    a. Calculate the person travel demand for buildings, structures, and use of land based on the existing use of property utilizing the person travel demand per land use found in **Appendix D**.

b. Calculate the person travel demand for buildings, structures, and use of land for the proposed use of property utilizing the person travel demand per land use found in **Appendix D**.

c. Subtract the person travel demand calculated for the existing use of property from the person travel demand calculated for the proposed use of property.

   i. If the existing person travel demand is greater than or equal to the proposed person travel demand, there is no increase in person travel demand, and no mobility fee would be assessed.

   ii. **Example:** The existing person travel demand for a parcel of land with a 2,500 sq. ft. bank and two (2) drive-thru lanes within the east of 95 assessment area would be calculated as follows **(Appendix D)**:

   2,500 sq. ft. building: (2,500 / 1,000 = 2.5; 2.5 x 26.61 = 66.53)

   Two (2) drive-thru lanes: (2 x 48.89 = 97.78)

   Total person travel demand: (66.53 + 97.78 = 164.31)

   The proposed person travel demand for a 6,500 sq. ft. freestanding medical office within the east of I-95 assessment area would be calculated as follows **(Appendix D)**:

   6,500 sq. ft. medical office: (6,500 / 1,000) = 6.5; 6.5 x 23.81 = 154.77

   The existing person travel demand is greater than the proposed person travel demand (164.32 > 154.77). Thus, **no** mobility fee is due.

   iii. If the existing person travel demand is less than the proposed person travel demand, then there is an increase in person travel demand and payment of a mobility fee would be required.

   iv. **Example:** The person travel demand for the existing 2,500 sq. ft. bank with two (2) drive-thru lanes example from above is 164.31. The proposed use is a 1,250 square foot free-standing quick service restaurant with two (2) drive thru lanes. The proposed person travel demand would be calculated as follows:

   1,250 sq. ft. building: (1,250 / 1,000 = 1.25; 1.25 x 26.61 = 33.26)

   Two (2) drive-thru lanes: (2 x 75.09 = 150.18

   Total person travel demand: (33.26 + 150.18 = 183.44)

   Existing person travel demand is less than the proposed person travel demand (164.31 < 183.44). Thus, a mobility fee is due.

13. Existing buildings, structures, or uses of land that were no longer in operation, abandoned, or vacant on or before November 1st, 2025 no longer have person travel demand associated with the property as the data collected for the most recent mobility fee would not have captured any travel demand to and from the property.

   a. Residential land uses can demonstrate that the property was not abandoned or vacant by providing one (1) of the following showing the property address for a period of three (3) months before and three (3) months after the cut-off date:

      i. Electric bills;

      ii. Internet or cable bills;

      iii. Rental payments;

      iv. Medical insurance bills or statements;

      v. Motor vehicle bills or statements;

      vi. Paycheck stubs;

      vii. Credit card statements; or

      viii. Another form of documentation demonstrating the residential dwelling was occupied during the time frame. Additional documentation is subject to approval by the City Manager.

   b. Non-residential land uses can demonstrate that the property was not abandoned or vacant and still operating by providing one (1) of the following showing the property address for a period of three (3) months before and three (3) months after the cut-off date:

      i. Electric bills;

      ii. Internet or cable bills;

      iii. Lease or rental payments;

      iv. Sales receipts or sales tax remittance to the State;

      v. Valid and unexpired business use permit or business license;

      vi. Customer, guest, or tenant transactions; or

      vii. Another form of documentation demonstrating the residential dwelling was occupied during the time frame. Additional documentation is subject to approval by the City Manager.

c. Future cut-off dates will be based on a date one (1) year before the adoption date of a mobility fee update to reflect that vehicle and person travel demand data is typically available nine (9) months to one (1) year after it is collected.

d. Should the City establish an annual traffic count program or utilize a technologic service that can provide real time data, then the cut-off date would be based on the date of data collection and publishing of the data.

e. The City may elect to conduct a survey of existing buildings, structures, or uses of land that were no longer in operation, abandoned, or vacant as part of future updates of the mobility fee. The date of survey would establish a new baseline for determination of whether person travel demand is generated for existing buildings, structures, or uses of land.

E. Mobility Fee Exemption

Development activity that does not result in an increase in person travel demand above the existing use of property is exempt from payment of a mobility fee. The following are types of construction activity that are exempt from mobility fees:

Non-Residential Alterations & Remodel

1. Alterations, reconstruction, rehabilitation, or remodeling of an existing non-residential building or structure where no additional square footage is added, the units of measure are not increased, and no additional person travel demand will be generated. Additions or expansions required to meet the Florida Building Code or as required by the City's Fire Official to meet occupancy requirements that will not result in an increase in the number of seats or occupancy of a building or structure.

Residential Alterations & Remodel

2. Alterations, expansion, reconstruction, rehabilitation, or remodeling of an existing residential building or structure where no additional air-conditioned square footage is added and where no additional person travel demand will be generated. Non enclosed and non-climate-controlled spaces, such as porches, covered patios, garages, pool enclosures, sheds, and workshops are not considered to be air-conditioned spaces, unless otherwise provided for as part of an updated mobility fee schedule. **Any garage, porch, or other structure which is enclosed and made into air-conditioned space is not exempt from mobility fees.**

Change of Use

3. Any change of use that will not result in an increase in person travel demand.

Rebuilding Damaged or Destroyed

4. Rebuilding of a damaged or destroyed building or structure, provided there is no increase in the:

   a. Square footage or number of dwelling units for residential uses;

   b. Square footage or units of measure for non-residential uses;

c. Person travel demand from a change of use;

d. Mobility fees would only be assessed for the net increase square footage, dwelling units, or person travel demand.

Americans with Disabilities Act (ADA)

5. Any addition, alteration, expansion, reconstruction, rehabilitation, or remodeling for the purposes of complying with the Americans with Disabilities Act (ADA) or to provide accessibility and accommodations for mobility impaired persons include those needing to use a wheelchair, motorized mobility device, or a walker.

Residential Common Areas

6. Common areas for multi-family residential uses such as elevators, hallways, lobbies, leasing and sales offices, and residential amenities such as conference room or office space, games rooms, movie rooms and shared open areas, **unless otherwise provided for as part of an updated Mobility Fee Schedule.**

Accessory Buildings

7. Accessory buildings or structures or a change of use which will not produce additional person travel demand. Accessory buildings or structures for residential and non-residential uses include the following:

a. Clubhouses, recreation facilities such as tennis courts or swimming pools, gyms or fitness equipment, and golf courses that are for the exclusive use of residents **and are not available for use by the general public at any time**.

i. Guest and family of a resident of the development are not considered the public;

ii. A residential development may assess dues, fees, or payment for memberships to residents or dwellings units of the development;

iii. **Any dues, fees, or membership payments assessed to members of the public or individuals that are not residents of the development would not be considered an accessory use and would be required to pay the applicable mobility fee. Even temporary access to the public when a use first opens will require payment of the mobility fee.**

b. Any building, structure, or facility that used to store items such as equipment, materials, supplies, and vehicles and is used for landscape, maintenance, and upkeep and is not a principal use of property.

c. Any building, structure, or facility that is used for garbage, recycling, refuse, or sanitation, including but not limited to compactors, dumpsters, and enclosers and is not a principal use of property.

d. Any building, structure, or facility that is used solely for access control, guard houses, security personnel, or is made available for exclusive use of county, federal, municipal, or state emergency medical personnel, first responders, or law enforcement.

e. Ancillary office space associated with a recreational, maintenance, sanitation, or security accessory uses.

Charter & Public Schools

8. Charter and public schools. Post-secondary educational uses such as trades schools, colleges, and universities, whether public or private, are not exempt from mobility fees. Private schools and day cares are not exempt from mobility fees.

Governmental Uses

9. County, federal, municipal, or state governmental buildings, structures, facilities, parks or other land used for functions and operations of governmental entities. Small spaces for third party vendors of perishable goods such as drinks and food located within government buildings. **Square footage or acreage leased to non-profit or for-profit entities that are not carrying out a direct service that would be considered governmental in nature such as maintenance of the health, safety, and welfare of the general public are not exempt from payment of a mobility fee.**

Non-Commercial Electrical Vehicle Charging

10. Non-commercial charging facilities for electric vehicles (EV) provided as an amenity of accessory use for residents, guest, or customers or as required as a development order or land development condition. **To qualify for the exemption, the charging or fueling of vehicles shall not be a principal or commercial use of the property, equivalent to a gas station or service station.**

Parking

11. Parking garages, parking structures, surface parking, or residential garages, unless otherwise provided for motor vehicle rental, sales, or storage, or as part of an updated mobility fee schedule. Residential developments that provide storage space for resident's boats, trailers, recreational vehicles, or other vehicles not permitted to be stored on residential parcels or garages and are only available for resident use. **Any commercial rental, sale, or storage of boats, trailers, or vehicles that charges dues, fees, membership, or payment for storage is not exempt from mobility fees.**

Utilities

12. Utilities that are not enclosed within an accessible building with only limited travel demand for installation or general maintenance purposes, such as cell towers, pumping stations, lift stations, electric sub-stations, transmission lines, service panels, and solar farms are exempt from mobility fees. This exemption does not apply to utilities such as plants for sewage treatment, water, electric, telephone, internet, cable, data or cloud centers, or administrative and office space for the utilities.

Request for Exemption

13. Any request for exemption of mobility fees that is not covered by the factors identified above shall be made by applying for an exemption from mobility fees a minimum of fifteen (15) business days prior to submittal of a development activity application. The exemption from mobility fees not addressed above would be determined by the City Manager based on one (1) or more of the following criteria:

    a. Does the building, structure, facility, or use of property generate person travel demand above the principal use of property from areas outside of a development? If yes, mobility fees may be required;

    b. Is the building, structure, facility, or use of property accessible to the public? If yes, mobility fees may be required;

    c. Can the principal use of property continue normal operations if the building, structure, facility, or use is not provided? If no, mobility fees may be required;

    d. Is the building, structure, facility, or use of property exempt from mobility fees or impact fees based on Florida Statute or an Administrative Rule of the State of Florida? If no, mobility fees may be required;

    e. Are dues, fees, membership, or payment required to use the building, structure, facility, or use of property. If yes, mobility fees may be required;

    f. Denial of the exemption request may be appealed through the process established in section XI of this Manual.

F. Mobility Fee Payment

Assessed mobility fee shall be paid no later than at the time of building permit issuance or development activity approval that does not require a building permit. The following are additional payment considerations:

1. An Applicant may voluntarily elect to pay assessed mobility fees prior to the issuance of a building permit or development activity approval once an official mobility fee assessment has been made by the City Manager.

2. To limit the processing of refunds and the need to collect additional payments that may delay building permit issuance or development activity approval, prepayment of mobility fees is prohibited until an official mobility fee assessment has been made by the City Manager.

3. For changes of land use or redevelopment of land, an Applicant shall be required to submit a mobility fee offset application at least fifteen (15) business days before applying for a building permit, change of use, or development activity that does not require a building permit. Failure to submit an offset application will either result in loss of the right to claim a mobility fee offset or the need to reapply for a new building permit or development activity approval, including payment of associated fees.

4. An Applicant that intends to utilize a road or mobility fee credit shall request use of the credit and submit the appropriate forms authorizing use of the credit at that time of building permit application or application submittal for development activity that does not require a building permit. Failure to request use of the credit and submittal of documentation authorizing use of the credit will either result in loss of the right to claim a mobility fee credit or the need to reapply for a new building permit or development activity, including the payment of all associated expenses.

5. The City Manager may allow an Applicant to pay assessed mobility fees later than issuance of a building permit but before the issuance of a certificate of occupancy based on the following:

   a. An Applicant submits a request for an alternative land use determination and during review, it is determined by the City Manager that the request requires conducting an alternative mobility fee study.

      i. The City Manager may permit, in writing, that a building permit may be issued while the alternative mobility fee study is being conducted;

      ii. The City Manager shall review the alternative mobility fee study and either approve, deny, or request additional analysis; and

      iii. A certificate of occupancy, development order, or functional equivalent approval shall not be issued until such time as the required mobility fee is paid.

      iv. The amount of mobility fee to be paid shall be based on either the City assessment or the mobility fee based on the approved alternative mobility fee study.

   b. An Applicant submits a request for an alternative mobility fee study for a unique land use, multi-use development, or mixed-use development that advances goals, objectives, or policies of the Comprehensive Plan or advances strategic initiatives of the City;

      i. The City Manager may permit, in writing, that a building permit may be issued while the alternative mobility fee study is being conducted;

      ii. The City Manager shall review the alternative mobility fee study and either approve, deny, or request additional analysis; and

      iii. A certificate of occupancy or development order approval shall not be issued until such time as the required mobility fee is paid to the City based on either the City assessment or the approved mobility fee based on an alternative mobility fee study, or

      iv. The Applicant enters into a developer agreement, for multi-phase development activity, with the City that specifies the amount of mobility fee to be paid and the timing for the payment.

c. An Applicant submits a request for a mobility fee credit for the construction and / or dedication of land for a multimodal capital improvement to advance a mobility plan project or strategic City initiative.

i. The City Manager may permit, in writing, that a building permit may be issued while the mobility fee credit request is prepared for review by City Council;

ii. The City Council shall review the mobility fee credit request and either approve or deny the request;

iii. A certificate of occupancy shall not be granted until such time as the mobility fee is paid; or

iv. A mobility fee credit account is established; or

v. The Applicant enters into a developer agreement with the City that specifies the amount of mobility fee and the timing for the payment.

6. The City Manager shall have the ability to address, in writing, all other limited and unique circumstances where an Applicant requests to pay a mobility fee or satisfy its mobility fee obligation after issuance of a building permit.

a. An Applicant submits a written request for an alternative payment arrangement that requires an individual review by the City Manager, in.

i. The written request shall provide support documentation and justification as to why an alternative payment arrangement is necessary;

ii. The written request shall provide a proposed time frame for payment of the mobility fee and support documentation to ensure that the Applicant has the ability to pay the mobility fee as proposed;

iii. The written request shall provide a proposed remedy should the payment not be paid as agreed, such as disconnection or utility service to the land use or restriction of access to the use.

b. Alternative payment arrangements should only be considered and granted for truly unique circumstances. Considerations should include:

i. The proposed use is occupying a building, structure, or parcel of land for a limited duration until a more suitable location is available;

ii. The proposed use is occupying a building, structure, or parcel of land for a limited duration due to an act of nature or a force majeure event beyond the control of the use that necessitates temporary relocation;

iii. The proposed use is temporarily occupying a space until a permanent location is finished or remodeled and available for the use;

iv. The proposed use is only proposed for a limited duration event; or

v. Other factors that should be considered that would result in the proposed use occupying a building, structure, or parcel of land that is of limited duration or a truly unique circumstance.

c. The City Manager is under no obligation to approve an alternative payment arrangement that differs from the Mobility Fee Ordinance.

7. All actions of the City Manager, City representative, or City Council made pursuant to this Section F must be made in compliance with applicable law.

The remainder of this page is reserved.

V. MOBILITY FEE ASSESSMENT

A. Mobility Fee Schedule

The mobility fee for all development activity shall be based on the Mobility Fee Schedule in effect at the time of building permit application or development order application for development activity that does not require a building permit. The Mobility Fee Schedule may be adjusted or updated from time to time. The City's Planning and Zoning Department shall maintain the latest Mobility Fee Schedule and make the schedule available to the public upon request.

B. Vested Fee Schedules

For development activity vested to a road impact fee schedule or a Mobility Fee Schedule through an adopted and valid agreement with the City or a City approved and valid development order, the road impact fee or mobility fee shall be based on the fee schedule included with the agreement or order.

C. Land Use Determination

The assessment of a mobility fee shall be determined based on the most applicable land use per the adopted Mobility Fee Schedule of land uses **(Appendix B)**. To assist in determining the most applicable land use, a land use crosswalk table has been prepared that provides the adopted land use on the Mobility Fee Schedule and the Institute of Transportation Engineers (ITE) land use codes and land use descriptions that correspond to the Mobility Fee Schedule of land uses **(Appendix C)**.

D. Closest Land Use Determination

In the event development activity involves a land use not contemplated under the adopted Mobility Fee Schedule of land uses and the land use crosswalk table, the City shall determine the mobility fee utilizing the closest land use category. The City Manager may initiate a study to determine a mobility fee for a unique land use or require an Applicant to conduct a study to determine the impact of the land use.

E. Assessment Areas

The mobility fee applied to development activity is based on the assessment area in which the development activity is located. The Mobility Fee Schedule features four (4) assessment areas with mobility fee rates that vary due to differences in travel characteristics and result in different mobility fees for land uses based on the assessment area in which the development activity is located. The following are the four (4) mobility fee assessment areas based on their location relative to Interstate 95 **(Map A)**:

1. **East of Interstate 95:** This assessment area includes all portions of the City that are east of Interstate 95, south of Midway Road, west of the intercoastal, and north of Martin County. This assessment area may also be referred to as "East Assessment Area", "East", "East of 95", "E", "East of I-95" or "E of 95".

2. **Southwest of Interstate 95:** This assessment area includes all portions of the City that are west of Interstate 95, south of the C-24 canal, north of Martin County, and extend westward to City limits. This assessment area may also be referred to as "Southwest Assessment Area", "Southwest", "Southwest of 95", "Southwest of I-95", "SW", "SW of I-95", or "SW of 95".

3. **Northwest of Interstate 95:** This assessment area includes all portions of the City that are west of Interstate 95, north of the C-24 canal, south of Midway Road, and extend westward to City limits. This assessment area may also be referred to as "Northwest Assessment Area", "Northwest", "Northwest of 95", "Northwest of I-95", "NW", "NW of I-95" or "NW of 95".

4. **West of Interstate 95:** This assessment area includes all portions of the City that are west of Interstate 95, south of Midway Road and Okeechobee Road, west of Range Line Road, and Range Line Road extending north from Glades Cut-off to Midway Road. This assessment area may also be referred to as "West Assessment Area", "West", "West of 95", "West of I-95", "W", "W of I-95" or "W of 95".

5. The mobility fee assessment area map also depicts areas of unincorporated St. Lucie County that could annex into Port St. Lucie **(Map A)**. The mobility fee assessment area map does not show any areas north of Midway Road, but it is possible that some areas could annex. It is generally recognized that the City of Ft. Pierce would annex areas of unincorporated St. Lucie County north of Midway Road.

6. Future areas of the County may annex into the City that may not be shown on the mobility fee assessment area map. These areas would fall into one (1) of the four (4) assessment areas based on the following:

   a. The area east of Interstate 95 would be located in the east assessment area;

   b. The area west of Interstate 95, east of Range Line Road, southwest of the C-24 canal, and southeast of Glades Cut-off would be located in the southwest assessment area;

   c. The area west of Interstate 95, east of Range Line Road, northeast of the C-24, and northwest of the Glades Cut-off would be located in the northwest assessment area; and

   d. The area west of Range Line Road, between Midway Road and Martin County, would be located in the west assessment area. For the area north of Glades Cut-Off, Range Line Road is a future corridor and runs along the same Section Line as Range Line Road south of Glades Cut-off.

F. Mobility Fee Assessment

The assessment of mobility fees on development activity shall be based on the mobility fee rates per type of land use on the Mobility Fee Schedule in effect at the time of assessment, the assessment area in which the development activity is located, and the unit of measure used to calculate the mobility fee assessment.

The mobility fee assessments for the majority of land uses on the Mobility Fee Schedule are based on a unit of measure of either residential or non-residential square footage. There are several land uses that do feature a unique unit of measure that is used to assess the mobility fee.

The following are the units of measure for each land use on the Mobility Fee Schedule, along additional detail unique to the land use category:

Residential

1. The unit of measure used to calculate the mobility fee for single-family and multi-family residential uses is based on the total residential square footage, up to the following maximum thresholds, per dwelling unit:

    a. Residential square footage is based on the area of each dwelling unit measured from the exterior surface of the exterior walls or walls adjoining public spaces such as multifamily or dormitory hallways, or the centerline of common walls shared with other dwelling units.

        i. Residential square footage includes all air-conditioned enclosed spaces (enclosed by a roof, doors, windows, or walls) in a dwelling unit.

        ii. Residential square footage does not include unconditioned garages or unenclosed areas under roof.

        iii. For multifamily uses, common hallways, lobbies, leasing offices, and residential amenities not accessible to the public are not included in the square feet calculation.

        iv. Residential square footage or amenities leased to an unaffiliated third party provides drinks, food, goods, or services either to the public or to paid memberships available to individuals that do not reside in a dwelling unit in the residential building would pay the applicable mobility fee rate for the use.

    b. Single-family residential per dwelling unit: 3,500 square feet (sq. ft.).

    c. Multi-family residential per dwelling unit: 2,500 square feet (sq. ft.).

    d. Mobility fees are not assessed for square footage above these thresholds, unless otherwise provided for in the Mobility Fee Ordinance.

e. The mobility fee rates per assessment area are provided per square footage:

i. **Example 1:** The calculation for a 2,000 sq. ft. single family residential unit within the east assessment area would be: 2,000 x $1.80 = $3,600.

ii. **Example 2:** The calculation for a 200-unit multi-family residential development with 100 units each 800 sq. ft. in size, 75 units each 1,050 sq. ft. in size and 25 units each 1,300 sq. ft in the southwest assessment area would be as follows:

(1) (800 x $2.10) = $1,680; 100 x $1,680; = $168,000

(2) (1,050 x $2.10) = $2,205; 75 x $2,205 = $165,375

(3) (1,300 x $2.10) = $2,730; 25 x $2,730 = $68,250

(4) $168,000 + $165,375+ $68,250 = $401,625

iii. The mobility fee rates for additions would be calculated per the examples above and the calculations for determining square footage per addition per subsection IV. F. 4. d.

iv. The mobility fee rates are based on the mobility fee schedule effective as of December 31st, 2026, for the east of 95 assessment area.

Overnight Lodging

2. The unit of measure used to calculate a mobility fee for overnight lodging land uses is based on the total number of guest rooms that are available for overnight accommodations multiplied by the applicable mobility fee rate per room.

a. Common area square footage for spaces such as lobbies, check-in, conference space, hallways, gyms, and dining is excluded from mobility fee calculations.

b. Any square footage leased to a third-party retail or restaurant use, open to the public, shall be assessed the applicable mobility fee rate for the land use.

c. **Example:** 125 room hotel east of 95 assessment area [2027]:

(125 x $2,248 = $281,000).

Mobile Residence

3. The unit of measure used to calculate a mobility fee for mobile residence is based on the total number of spaces or lots multiplied by the applicable mobility fee rate per mobile residence.

a. Mobile residence includes mobile homes, recreational vehicles, travel trailers, and any residence on wheels.

b. To the extent permitted by land use, zoning, and land development regulations, a mobile residence may be located on an individual parcel.

c. The majority of mobile residences are likely to be in a park or a unified development with designated spaces or lots per residence.

Institutional Uses

4. The unit of measure used to calculate a mobility fee for institutional uses including community service, long term care, and private education is based on the total non-residential square footage of the land use(s) multiplied by the applicable mobility fee rate per square foot.

   a. Common areas, shared spaces, and all areas included under the definition for non-residential square footage are included in the mobility fee calculation.

   b. Institutional sq. ft. rented to a third-party retail or restaurant use that is open to the public would be assessed the applicable mobility fee rate per sq. ft.

Industrial Uses

5. The unit of measure to calculate a mobility fee for industrial uses including commercial storage and distribution land uses is based on the total non-residential square footage for the applicable land use multiplied by the applicable mobility fee rate per sq. ft.

   a. For commercial storage, any areas used for outdoor storage for equipment, goods, materials or vehicles shall be converted into square footage by summing the total acreage devoted to outdoor storage divided by 43,560 (the total square footage per acre).

   b. Outdoor storage area excludes drive aisles, stormwater management areas, required buffers, and parking areas for the facility office that are not used for storage purposes. Any parking behind enclosed fences or walls that are access controlled by a gate would be considered available space for outdoor storage.

   c. Outdoor storage for building and construction materials for wholesale suppliers to the building and construction industry would be considered commercial storage.

   d. Nurseries for sale to the public or wholesale, including materials for hardscape and landscape would be considered commercial storage. The exception would be for wholesale nurseries that are able to provide documentation that they are an agricultural use or are deemed an agricultural use by the State.

   e. Junkyard, salvage yards, landscape debris, construction and demolition materials storage and processing would be considered outdoor storage.

   f. Boats, cars, equipment, machinery, RV's or vehicles parked for auction, rental, or storage purposes not associated with a residential parcel or for exclusive use of residents by a residential development shall be considered commercial storage and shall be assessed a mobility fee based on the square footage of covered or outdoor storage.

Marina

6. The unit of measure for a marina is based on the total number of wet berths and dry boat slips where a boat could be docked or stored multiplied by the applicable mobility fee rate per berth.

   a. The conversion of dry slips to wet berths is a ratio of three (3) dry slips equals one (1) wet berth to account for the additional time associated with storing and retrieving boats from dry slips and the fact that boats stored in dry slips are not utilized as often as wet berths. If the total unit of measure for dry slips does not ends in a whole number, then the number of units would be rounded up or down to the nearest whole number.

   b. Non-residential uses within the marina that are open to the public shall be assessed per the applicable unit of measure and mobility fee for the land use. If retail uses are integrated into the marina and not a free-standing building or outparcel, then they would be considered multi-tenant.

   c. Ancillary services for the marina such as office space, bait shop, fueling, docks, and the sale of perishable and non-perishable goods for marina customers and not the public would not be assessed a mobility fee.

   d. Marina's may have accessory areas for minor maintenance, repair, and fueling of boats. Land uses for boat assembly, fabrication, maintenance, and repair would be considered an industrial use and would pay the applicable mobility fee rate per square foot of the facility.

   e. Land uses for boat sales would be considered a retail land use and would pay the applicable mobility fee rate per square foot for the retail lane use. The outdoor storage of boats associated with a retail use would pay the commercial storage mobility fee rate.

   f. **Example:** The following is the mobility fee calculation for a marina with 50 wet berths, 125 dry slips, a 6,500 square foot restaurant, a boardwalk with a 1,000 square foot bait shop and restrooms, and 6,000 square feet for fueling and maintenance in the east of 95 assessment area [2027]:

      i. Wet berths: (50 x $709 = $35,450)

      ii. Dry slips: (125 / 3 = 41.66; 42 x $709 = $29,778)

      iii. Restaurant: (6,500 x $5.38 = $34,970)

      iv. Boardwalk: (no mobility fee)

      v. Bait shop: (1,000 sq. ft. ancillary use, no mobility fee)

      vi. Fueling and maintenance: (6,000 sq. ft. ancillary use, no mobility fee)

      vii. Mobility fee calculation: ($35,450 + $29,778 + $34,970 = $100,198)

Golf Course (Open to Public or Non-Resident Members)

7. The unit of measure for golf courses is based on the total number of holes for course play multiplied by the applicable mobility fee rate per hole.

    a. The total number of holes would be based on those included on a golf course where a par rating is typically assigned per hole.

    b. Golf courses that are for the exclusive use of the residents of a residential community and are not available to the public or non-resident members would not be assessed a mobility fee. Resident exclusive golf courses that become open to the public or allow for non-residents to become members would be required to pay mobility fees, where mobility fees have not previously been assessed, based on the number of holes, acreage considered outdoor commercial recreation, or buildings and structures considered indoor commercial recreation, retail or other land use on the mobility fee schedule.

    c. Ancillary buildings and structures that include restrooms, cart barns, or storage for cart and course maintenance are excluded from mobility fee calculations.

    d. Areas used for driving ranges, practice tees, putting greens, or any courts or fields for other recreation sports would be considered outdoor commercial with a mobility fee assessed based on total acreage for buffers, stormwater management facilities not part of a golf course, putting green or practice tee, vehicle circulation, and parking would not be included in the total acreage.

    e. Development activity with a combination of indoor and outdoor recreational uses would be assessed:

        i. Per square foot for indoor commercial uses, such as a clubhouse or pro shop selling non-perishable items;

        ii. Per acre for outdoor commercial recreation uses;

        iii. Food or beverage sales that are incidental to the commercial recreation use would fall under square footage;

        iv. Food or beverage sales offered by a third party would be considered a retail land use and would pay the applicable mobility fee rate for retail land uses;

f. Multipurpose recreation facilities with some combination of indoor commercial recreation, outdoor commercial recreation, overnight lodging, residential, or retail land uses would be assessed a mobility fee based on the applicable unit of measure and mobility fee rate for each land use.

Outdoor Commercial Recreation

8A. The unit of measure for outdoor commercial recreation is based on the total acreage of the land use used for active and passive recreation purposes multiplied by the applicable mobility fee rate per acre.

a. Active and passive recreation includes, but is not limited to, amphitheaters, cages, courts, courses, fields, holes, ranges, stadiums, tracks, and trails.

b. Ancillary buildings and structures such as restrooms, sales kiosk, covered or uncovered areas for seating or standing, or maintenance of facilities are to be included as part of the site total acreage. These ancillary buildings and structures are not counted as square footage or considered to be indoor recreation, commercial storage, or retail and thus would not be assessed a separate mobility fee for the building or structure.

c. Acreage for buffers, stormwater management facilities, vehicle circulation, and parking are not included in the acreage.

d. Development activity with a combination of indoor and outdoor recreational uses would be assessed:

i. Per square foot for indoor commercial uses, such as a clubhouse or pro shop selling non-perishable items;

ii. Per acre for outdoor commercial uses, such as fields, or courts;

iii. Food or beverage sales that are incidental to the commercial recreation use would fall under either square footage or acreage;

iv. Food or beverage sales that are provided by a third party would be considered a retail land use and would pay the applicable mobility fee rate for retail land uses;

v. Practice fields or stadiums would be included in the total acreage.

e. Multipurpose recreation facilities with some combination of indoor commercial recreation, outdoor commercial recreation, overnight lodging, residential, or retail land uses would be assessed a mobility fee based on the applicable unit of measure and mobility fee rate for each land use.

Indoor Commercial Recreation

8B. The unit of measure used to calculate a mobility fee for indoor commercial recreation uses is based on the total non-residential square footage multiplied by the applicable mobility fee rate per square foot.

a. Development activity with a combination of indoor and outdoor recreational uses would be assessed:

i. Per square foot for indoor commercial uses, such as a clubhouse or pro shop selling non-perishable items;

ii. Per acre for outdoor commercial uses, such as driving range, or courts;

iii. Food or beverage sales that are incidental to the commercial recreation use would fall under square footage. Food or beverage sales that have a recreation component would be considered a retail land use and would pay the applicable mobility fee rate for retail land uses.

b. Multipurpose recreation facilities with overnight lodging, residential, or retail land uses would be assessed a mobility fee based on the applicable unit of measure and mobility fee rate for land uses that would not be considered indoor or outdoor commercial recreation.

Office Uses

9. The unit of measure used to calculate a mobility fee for office and free-standing medical office uses is based on the total non-residential square footage of the land use multiplied by the applicable mobility fee rate per square foot.

Commercial Services & Retail Uses

10. The unit of measure used to calculate a mobility fee for commercial services and retail uses including local retail, multi-tenant retail, and free-standing retail is based on the total non-residential square footage of the land use multiplied by the applicable mobility fee rate per square foot.

a. Local retail includes entertainment, restaurant, retail, or personal service uses that are locally owned and are not national chains or national franchisees. Local shall be defined as five (5) or fewer locations in Florida and no locations outside Florida. The City may adopt additional criteria for determining local.

b. Multi-tenant retail means a single building, with two (2) or more separate uses under lease or ownership where no single use exceeds 75% of the total square footage of the building.

c. Free-standing retail means a single building where any single use under lease or ownership exceeds 75% of the total square footage of the building.

d. Outdoor seating or service for drinking establishments and restaurants shall be included in the overall square footage of the building. The square footage shall be measured based on the outside perimeter of the area used for seating or service. The area may be under roof, under canopy, under some cover, or have no coverage structure.

e. Covered areas adjacent to the building that are used for outdoor storage or display shall be included in the overall square footage.

f. Outdoor sales of goods open to the public, such as a garden sections of a home improvement store or outdoor areas used for the sale of merchandise for tractor supply stores shall be considered square footage.

g. Outdoor storage of goods, materials, and supplies that are not open to the public would be assessed a mobility fee for outdoor commercial storage.

h. Outdoor food courts featuring either food trucks, shipping containers, or some combination of small format retail buildings, structures, or trucks, would be assessed mobility fees for the buildings, structures, pads, or spaces to accommodate the buildings, structures, or trucks, along with outdoor seating areas and circulation. Any outdoor or indoor recreation component would be assessed per the applicable unit of measure and mobility fee rate for the use.

i. The storage of vehicles and boats for sale by motor vehicle or recreational vehicle dealers or boat sales would be assessed a mobility fee based on the square footage of buildings and structures, not for outdoor surface lots or parking structures for the storage of boats or vehicles for sale.

Additive Fees for Commercial Services & Retail Uses

11. Additive mobility fees are assessed on features of high trip impact land uses that are in addition to the square footage of buildings and structures for retail and commercial land uses. The following are the units of measure for additive mobility fee land uses:

a. **Bank Drive-Thru Lane or Free-Standing ATM** are assessed per drive-thru lane or per free-standing ATM. The mobility fee is determined per the following:

i. A local bank, multi-tenant bank, or free-standing bank without a drive-thru or drive-in lane is considered to be an office land use for mobility fee assessment purposes. The bank may have ATMs attached to the building or internal to the building. These are not considered to be free-standing ATMs and would not be assessed a mobility fee.

ii. The mobility fee for each bank drive-thru lane is based on the total number of drive-thru lanes multiplied by the applicable mobility fee rate. The drive-thru lane may be attached to the bank building or part of a free-standing structure. Increasingly, free-standing structures utilize ATM machines. There still may be instances where drive-thru lanes are separated from the bank building and utilize pneumatic facilities to transfer funds from the drive-thru to the bank building.

iii. The mobility fee for each local, multi-tenant, or free-standing bank building with one or more drive-in or drive-thru lanes will also pay a mobility fee based on the applicable retail mobility fee rate multiplied by the total square footage of the building.

iv. The mobility fee for each free-standing ATM is based on the total number of free-standing ATMs multiplied by the applicable mobility fee rate. The free-standing ATM may be accessed by a drive-thru lane or is a walk-up free-standing ATM. An ATM that is located within a building or a walk-up ATM located on an exterior wall of a building is not considered a free-standing ATM.

v. **Example:** The following is the mobility fee calculation for a 2,500 square footage bank with one (1) drive-thru lane and two (2) free-standing ATMs accessible by drive-thru lanes for a bank located in the east of 95 assessment area [2027]:

2,500 sq. ft. free-standing retail building: (2,500 x $7.35 = $18,375)

One (1) drive-thru lane: (1 x $17,030 = $17,030)

Two (2) free-standing ATMs: (2 x $17,030 = $34,060)

Total mobility fee: ($18,375 + $17,030 + $34,060 = $69,465)

b. The mobility fee for automated car washes, under the **Motor Vehicle or Boat Cleaning** category, shall be determined per the following:

i. The total square footage of the land use, including the car wash structure or tunnel, multiplied by the applicable mobility fee rate per square foot; plus

ii. The mobility fee for any building or structure used to detail the vehicle, provide sales or service and lounge space would also be included in the total square footage for the land use;

iii. The total number of open-air finishing stations for vacuuming, detailing, and / or drying the vehicle, unless part of a building or structure with enclosed walls, are now excluded from the mobility fee calculation. Previous versions of the ITE Trip Generation Manual used to be based on bays or tunnels. The 12th edition has updated trip generation based on square footage.

iv. **Example:** The following is the mobility fee calculation for a 3,500 sq. ft. car wash in the southwest of 95 assessment area [2027]:

3,500 sq. ft. car wash: (3,500 x $10.71) = $37,485

c. The mobility fee for manual washing or detailing of a vehicle (**Motor Vehicle or Boat Cleaning)** shall be based on the total square footage of washing stalls or bays under roof multiplied by the mobility fee rate per square foot.

i. Any areas for refilling air, vacuuming, vending, and storage of materials and supplies not located within a stall is considered an accessory use.

ii. Any retail space not associated with the car wash that is accessible to the public and sells goods, services, or products not related to the car wash would pay the applicable free-standing retail mobility fee rate per square foot multiplied by the applicable mobility fee.

d. The mobility fee for **Motor Vehicle Charging** that is a principal or commercial use of property, shall be determined per the following:

i. For free-standing commercial EV charging stations that require payment or a membership for use of the charging station, the mobility fee shall be based on the total number of charging stations multiplied by the applicable mobility fee rate. The number of charging stations is based on the total number of motor vehicles that could be charged simultaneously at one (1) time.

ii. Motor vehicle charging provided for residents of a development or a charging station within a residential structure are considered to be accessory uses and would not be assessed a mobility fee.

iii. Motor vehicle charging provided free of charge, by a governmental body or a residential or non-residential land use, as a service for customers, employees, guest, patrons, or visitors is considered to be an accessory use and would not be assessed a mobility fee.

iv. For commercial motor vehicle charging or fueling offered as a component of a retail land use, the mobility fee shall be based on the total number of charging or fueling positions multiplied by the applicable mobility fee rate. The number of charging or fueling positions is based on the total number of motor vehicles that could be charged or fueled simultaneously at one (1) time; plus

v. The mobility fee for any retail building or structure based on the applicable mobility fee rate multiplied by the total square footage of the building or structure; plus

vi. The applicable mobility fee associated with any other land use category with an additive mobility fee that is part of the unified development, such as a carwash or a quick-service restaurant drive-thru.

vii. **Example:** The following is the mobility fee calculation for eight (8) charging positions located in the northwest of 95 assessment area [2027]:

Eight (8) charging positions: (8 x $12,699 = $101,592)

e. The mobility fee for **Motor Vehicle Fueling** that is a principal or commercial use of property, shall be determined per the following:

i. For commercial motor vehicle fueling offered as a component of a retail land use, the mobility fee shall be based on the total number of fueling positions multiplied by the applicable mobility fee rate. The number of fueling positions is based on the total number of motor vehicles that could be fueled simultaneously at one (1) time; plus

ii. The mobility fee for any retail building or structure based on the applicable mobility fee rate multiplied by the total square footage of the building or structure; plus

iii. The applicable mobility fee associated with any other land use category with an additive mobility fee that is part of the unified development, such as a carwash or a quick-service restaurant drive-thru.

vii. **Example:** The following is the mobility fee calculation for a 5,000 square foot free-standing convenience store, with fourteen (14) fueling positions, a 1,500 sq. ft. automated carwash, and one (1) quick-service restaurant drive-thru lane located in the northwest of 95 assessment area [January 1st, 2027]:

5,000 square foot free-standing retail: (5,000 x $6.22= $31,100)

Fourteen (14) fueling positions: (14 x $12,699 = $177,786)

1,500 sq. ft automated car wash: (1,500 x $13.67 = $20,505)

One (1) quick-service restaurant drive-thru: (1 x $28,462 = $28,462)

Total: ($31,100 + $177,786 + $20,505 + $28,462 = $257,853)

f. The mobility fee for **Motor Vehicle Service** shall be based on the total number of bays multiplied by the applicable mobility fee rate per stall.

i. The total number of service bays shall be based on the total number of vehicles that can be serviced simultaneously at one (1) time. Service bays may be accessed by one (1) or more garage doors that provide ingress and egress.

ii. Any square footage of the building such as lobbies, offices, show rooms, sales, or waiting area shall pay the applicable mobility fee for free-standing retail based on the square footage of the building multiplied by the applicable mobility fee rate per square foot.

iii. Any motor vehicle service that is part of a convenience storage or offers motor vehicle fueling shall be considered a free-standing retail use for the square footage of the building not used for service bays.

iv. Any motor vehicle service attached to a retail use that offers various goods and products for sale shall be assessed based on the applicable mobility fee for the square footage of the free-standing retail use plus the applicable mobility fee per service bay.

v. Any motor vehicle service attached to an office use that offers various travel services shall be assessed based on the applicable office mobility fee for the square footage of the office, the applicable multi-tenant mobility fee for any retail square footage, and the applicable mobility fee per service bay.

vi. **Example:** The following is the mobility fee calculation for a 5,000 office providing travel services, a 2,000 square foot space used for sales, storage, and waiting areas, and twelve (12) service bays located in the east assessment area [2027]:

5,000 square foot office: (5,000 x $2.99 = $14,950)

2,000 square foot multi-tenant retail: (2,000 x $5.38 = $10,760)

Twelve (12) service bays: (12 x $6,742 = $80,904)

Total mobility fee: ($14,950 + $10,760 + $80,904 = $106,614)

f. The mobility fee for a **Retail Drive-Thru** shall be based on the total number of lanes where items can be ordered or picked-up multiplied by the applicable mobility fee rate per lane.

i. Retail drive-thru's may be part of another retail use such as a pharmacy, supermarket, pharmacy, or discount retailer. The mobility fee for any retail use shall be based on the square footage of the retail use multiplied by the applicable mobility fee.

ii. A drive-thru lane used for circulation purposes only that does not have access to an order, pick-up, or service door or window, or pneumatic service column, shall not be considered a drive-thru lane for mobility fee purposes.

g. The mobility fee for a **Quick Service Restaurant** drive-thru shall be based on the total number of lanes where an order can either be placed or picked-up multiplied by the applicable mobility fee rate per lane, in addition to any requirements below for mobile pick-up spaces.

i. Quick service restaurant drive-thru's may be part of a free-standing restaurant, attached to a restaurant in a multi-tenant retail building, or part of convenience store that also provides motor vehicle charging and fueling. The mobility fee for any retail building associated with the quick service restaurant shall be based on the square footage of the retail use multiplied by the applicable mobility fee.

ii. Traditional quick service drive-thru lanes feature either an intercom system or a window where orders are placed. Increasingly employees of quick service restaurants are taking orders in drive-thru lanes and the person in the vehicle pick-ups the food at a window or the food is delivered to the motor vehicle.

iii. Future drive-thru lanes may be served by pneumatic delivery columns where food is lowered down from a structure above the drive-thru lane or picked up in lockers opened through a code sent to a smart phone or a deliver service application.

iv. Future drive-thru lanes may be used to pick-up orders placed from touch screens, placed through smart phones or quick service restaurant applications, or picked-up by third-party delivery services.

v. For quick service restaurants that feature curbside pick-up where orders are placed through a smart phone, a quick service restaurant application, or a third-party delivery service, every ten (10) dedicated curbside parking space shall be considered one (1) drive-thru lane. Where the number of curbside spaces divided by ten (10) results in a decimal number, the number of drive-thru lanes shall be rounded to the nearest whole number.

vi. For quick service restaurants that feature drive-up ordering where a motor vehicle parks and then places an order by touchscreen, through an intercom or via a smart phone application, or an in-person order, the mobility fee may be determined by either:

(a) Converting the total area for parked motor vehicles, where an order is delivered, into square footage and adding that square footage to the building square footage and multiplying by the applicable mobility fee; or

(b) Calculating the total number of parked motor vehicles where an order is delivered and dividing that number by ten (10). Every ten (10) spaces would be equivalent to one (1) drive-thru lane. If the number of spaces divided by ten (10) results in a decimal number, the number of drive-thru lanes shall be rounded to the nearest whole number.

G. Reconsideration of a Mobility Fee Assessment

An Applicant may request that the City Manager reconsider the land use utilized to determine the mobility fee assessment. The request shall be made by applying for reconsideration of the land use determination.

1. The application shall include the land use that the Applicant feels is most appropriate for the development activity proposed;

2. The application shall include a written statement detailing why the initial land use determination is not applicable to the development activity;

3. The Applicant is also encouraged to provide documentation in support of the request for reconsideration such as, but not limited to, the following:

   a. A trip generation study prepared by a certified planner or professional engineer with experience in conducting such studies that demonstrates that the Applicants land use is more applicable for determining the mobility fee;

   b. A land use study prepared by a certified planner or professional architect with experience in conducting such studies that demonstrates that the Applicants land use is more applicable for determining the mobility fee;

c. A technical report or study prepared by a third party that demonstrates that the Applicants land use is more applicable for determining the mobility fee;

d. Marketing or sales material prepared by the potential end user or tenant that demonstrates that the Applicants land use is more applicable for determining the mobility fee. The materials ideally include examples of other applicable development activity in communities elsewhere in Florida or the U.S.; or

e. Additional documentation that the Applicant feels demonstrates that the requested land use is more applicable for determining the mobility fee.

4. The City Manager shall have fifteen (15) business days to respond in writing to the application request for reconsideration of the land use determination. The City Manager may:

a. Approve the request and the mobility fee assessment shall be based on the Applicant requested land use;

b. Deny the request and include a written response to the Applicant that provides the basis for denial. The written response may include a land use reconsideration that differs from the initial assessment that the City Manager deems is more applicable. The mobility fee would then be based on either the original assessment or the City Manager reconsideration.

c. Request in writing that additional information be provided by the Applicant. If additional information is requested, the time frame and the process for reconsideration shall follow the same timeline; or

d. Recommend that the Applicant either proceed with the initial determination or pursue an alternative mobility fee study.

e. An Applicant shall have the ability to appeal the City Manager decision per section XI.

f. All actions of the City Manager, City representative, or City Council made pursuant to this Section G must be made in compliance with applicable law.

H. Mixed-Use Development

The mobility fee for mixed-use development shall be assessed for each land use within a mixed-use development based on the applicable unit of measure. If a building or structure contains a mixture of land uses, the mobility fee shall be assessed for each land use within the building or structure based on the applicable unit of measure. The total mobility fee due for the development, building, or structure shall be the sum of the calculated mobility fee for all land uses.

I. Shell Buildings

The mobility fee for shell buildings or structures shall be assessed at the time of building permit application for interior completion of all or a portion of the shell building or structure.

1. The shell building or structure is not assessed a mobility fee since the shell building or structure itself does not create a person travel demand impact.

2. The mobility fee shall be based on the land use that is applying for the interior completion permit.

3. Any portion of a shell building which is to be internally completed concurrent with the construction of the shell building shall be required to pay the applicable mobility fee no later than issuance of a building permit.

4. The mobility fee for portions of the shell building to be completed at a later date shall pay the mobility fee no later than issuance of a building permit for interior completion.

5. An Applicant may pay the mobility fee for the square footage of the entire non-residential portion of the shell no later than issuance of a building permit based on the applicable multi-tenant retail mobility fee where no one retail use exceeds 75% of the square footage of the shell building or structure. The multi-tenant retail rate is the highest applicable mobility fee for non-residential land uses. No refund will be issued for changes of use that result in a lower person travel demand impact.

6. An Applicant may pay the mobility fee for the entire shell no later than issuance of a building permit based on the applicable free-standing retail rate where a retail use will exceed 75% of the square feet of the shell building or structure. The free-standing retail rate is the highest applicable mobility fee for non-residential land uses. No refund will be issued for changes of use that result in a lower person travel demand impact.

7. The mobility fee for any residential, overnight lodging, institutional, or office building or structure that includes shell space on the first floor of the structure shall be required to pay the applicable mobility fee for the land use no later than issuance of a building permit. Only the shell space will be permitted to pay the applicable mobility fee no later than issuance of a building permit for interior completion.

J. Model Homes & Sales Offices

Residential model homes or sales offices that require fire sprinklers and / or utilize garages as office space shall be required to pay the mobility fee rate applicable for office uses. No refund of mobility fees will be provided when and if the model home or sales office is converted to a residential land use. A temporary construction trailer or sales office in a trailer or mobile foundation that does not have the mobile apparatus removed shall not be required to pay a mobility fee.

K. Mobility Fee Offset

Requests to offset the assessment of a mobility fee are limited to development activity consisting of a change of land use, or the modification or redevelopment of an existing land use. The existing land use shall be based on the last land use that is or was consistent with the Comprehensive Plan and Zoning. An existing land use that was not allowed or was not grandfathered in shall not be considered in determination of the mobility fee offset.

1. The offset of a mobility fee obligation is based on the change or use, modification, or redevelopment resulting in an increase in person travel demand.

2. Once a mobility fee offset has been used by an Applicant, there shall be no residual offset that can be used for future redevelopment or change of use. There are no mobility fee refunds for a decrease in person travel demand.

3. Mobility fee offsets run with the land, including parcel splits. Where a parcel is split, the offset shall be based upon the square footage or applicable unit of measure of the existing building, structure, or use.

4. Where a parcel is part of a larger unified development or master development, with shared access, internal circulation, stormwater and utilities, mobility fee offsets from one (1) parcel may be utilized for development activity elsewhere within the unified development so long as the property is under unified ownership.

5. Transfer or sale of mobility fee offsets is not permitted from one (1) parcel of land to another parcel that is not part of a unified ownership.

6. If there is determined to be an increase in person travel demand, the mobility fee assessment shall be determined based on the difference between the mobility fees calculated for the proposed use of property and the mobility fees for the existing use of property. The following are a few scenarios and examples:

   a. **Example 1:** The proposed use is a 3,000 square foot office. The existing use is a 2,500 square foot (air-conditioned) single-family residence. The property is located within the east assessment area [2027]:

      i. Proposed: Office mobility fee: (3,000 x $2.99 = $8,970)

      ii. Existing: Residential mobility fee: (2,500 x $1.80 = $4,500)

      iii. Assessed mobility fee: ($8,970- $4,500 = $4,470)

   b. **Example 2:** The proposed use is a 2,500 square foot free-standing fast-food restaurant (free-standing retail) with two (2) quick service drive-thru lanes. The existing use is a 4,500 square foot multi-tenant retail building. The property is located within the southwest assessment area [2027]:

      i. Proposed: Fast Food restaurant mobility fee: (2,500 x $5.06 = $12,650)

      ii. Proposed: Drive-thru lane mobility fee: (2 x $20,890 = $41,780)

iii. Existing: Multi-tenant retail mobility fee: (4,500 x $3.71 = $16,695)

iv. Assessed mobility fee: (($12,650 + $41,780) - $16,695) = $37,735)

c. **Example 3:** The proposed use is a 40,000 square foot mini storage warehouse (commercial storage). The existing use is four (4) mobile residence. The property is located within the northwest assessment area [2027]:

i. Proposed: Mini-Storage mobility fee: (40,000 x $0.66 = $26,400)

ii. Existing: Mobile home mobility fee: (4 x 1,599 = $6,396)

iii. Assessed mobility fee: ($26,400 - $6,396 = $20,004)

7. All requests for an offset in mobility fees shall be made by an Applicant in writing a minimum of fifteen (15) business days before submittal of an application for development activity that results in the obligation to pay a mobility fee.

a. The City Manager shall have fifteen (15) business days to respond in writing to the application request for mobility fee offset.

b. The City Manager may approve the mobility fee offset as requested; or

c. Prepare in writing the mobility fee offset that the City is willing to accept and the basis for the mobility fee offset determination; or

d. Request in writing that additional information be provided by the Applicant. If additional information is requested, the time frame and the process for reconsideration shall follow the same timeline; or

e. Deny the request by written response to the Applicant that provides the basis for denial. The written response may include an alternative offset that the City Manager is willing to approve. The mobility fee would then be based on either the original assessment or the City Manager alternative offset.

f. An Applicant shall have the ability to appeal the City Manager per section XI.

g. All actions of the City Manager, City representative, or City Council made pursuant to this Section K must be made in compliance with applicable law.

L. Use of Credit

The utilization of road impact fee and mobility fee credit is a time-consuming process and requires tracking of credit request and utilization for development activity. All request to use credit shall be made in writing by an Applicant, subject, but not limited to, the following requirements:

1. Development activity that has been granted road impact fee or mobility fee credit though an approved and valid agreement with the City and has already established a credit account shall submit an approved credit utilization form with the application for development activity to satisfy the mobility fee obligation.

2. Development activity that has been granted road impact fee or mobility fee credit though an approved and valid agreement or development order with the City and has not yet established a credit account or obtained credit utilization request forms shall notify the City in writing a minimum of thirty (30) business days prior to submitting a building permit or development activity application that they intend to use mobility fee credit.

    a. An Applicant may apply for a building permit or development activity if they have begun the process to establish a credit account.

    b. A building permit or development activity approval shall not be issued until a credit account and credit utilization forms has been established.

    c. In limited instances, the City Manager may provide an alternative time frame for utilization of road impact fee of mobility fee credits. The time frame shall not extend beyond issuance of a temporary or final certificate of occupancy.

    d. If a road impact fee or mobility fee credit account has been established, then the development activity shall pay the applicable mobility fee no later than:

        i. Issuance of a building permit; or

        ii. Development activity approval; or

        iii. An alternative time frame approved by the City Manager.

3. Applicants that do not submit a credit utilization form with the development activity permit shall not be permitted to utilize the credit to satisfy the mobility fee.

    a. Unless authorized in an agreement or approved by the City Manager, there shall be no retroactive application of a road impact fee or mobility fee credit once a building permit or development activity approval has been issued.

    b. Use of credit would require a new application, in addition to payment of all applicable fees, and the review process would restart and follow the normal review process. Permit review fees for prior approvals shall not be refunded.

4. The establishment of road impact fee and mobility fee credits is a substantial undertaking. Applicants are encouraged to begin the process for requesting mobility fee credits as early as possible to provide the necessary time to receive approvals, have credit accounts established, and have credit authorization forms prepared for submittal with building permit and development activity applications.

5. The process for requesting credit is detailed in Section VII of this Manual.

6. All actions of the City Manager, City representative, or City Council made pursuant to this Section L must be made in compliance with applicable law.

M. Expiration of Development Activity Permit

If a building permit or development activity approval expires, is revoked, or is voluntarily surrendered and is, therefore voided, the mobility fee determined by the City Manager shall also be voided. If a mobility fee determination has been voided, the Applicant will have a new assessment when reapplying for a building permit or development activity approval.

N. Alternative Mobility Fee Study

The City Manager may require that an Applicant conduct an alternative mobility fee study for unique land uses. An Applicant may elect to conduct an alternative mobility fee study if the Applicant does not concur with the City Managers decision of a land use determination request or the applicable mobility fee per the latest mobility fee schedule. The City may require administrative review fees for the alternative mobility fee study.

1. Prior to conducting an alternative mobility fee study, an application with a written methodology statement shall be prepared by Applicant and submitted for review by the City Manager. The objective of this methodology statement is to establish the assumptions and procedures to be followed during the preparation of the study. The following are the elements that need to be addressed in the methodology:

    a. The Applicant or the Applicant's representative shall be required to attend a mandatory methodology meeting with the City Manager and, as necessary, representatives from appropriate City departments and if deemed necessary, the City's consultant. During the methodology meeting, the general procedures to be followed, the variables to be studied and if applicable, the proposed sites to be studied, shall be discussed. The alternative mobility fee study shall be conducted by either:

        i. A professional engineer licensed in the State of Florida with experience conducting transportation impact fee or mobility fee studies or technical reports; or

        ii. A certified planner with experience conducting transportation impact fee or mobility fee studies or technical reports; or

        iii. A professional consultant with experience conducting transportation impact fee or mobility fee studies or technical reports.

    b. A general description of the proposed development activity, including, but not limited to, the following:

        i. Location of the development activity;

        ii. Development program and any phasing;

        iii. Site plan or master development plan; and

        iv. Unique traffic characteristics.

c. The methodology shall clearly explain why the Applicant considers that the preparation of an alternative mobility fee study is pertinent for this specific development activity. This shall include a detailed explanation of the unique characteristics of the development activity and why it differs from the land uses and corresponding trip generation and person travel demand characteristics included in the most recent mobility fee schedule.

d. The methodology shall clearly identify all the variable used to calculate the mobility fee for which the Applicant disagrees. The alternative mobility fee shall evaluate all variables used in the applicable mobility fee calculations; the alternative mobility fee study may not selectively choose which variables should and should not be evaluated. For all mobility fees, the variables required to be re-evaluated, consistent with the 2050 Mobility Plan and Mobility Fee Technical Report prepared by NUE Urban Concepts, LLC dated November 2025, are as follows:

   i. Trip generation;

   ii. Percent new trips;

   iii. Trip Length by trip purpose; and

   iv. Person trip factor.

e. The calculation for the County reduction factor and limited access factors shall not be re-evaluated. These factors were derived based on district level analysis that was a significant undertaking. These factors shall be utilized as calculated in the Technical Report. The County reduction factor for the east of 95 assessment area is 0.884. The County reduction factor for the assessment areas west of 95 is 0.792. The limited access factor for all assessment areas is 0.667 based on travel on I-95 and the Florida Turnpike.

f. The methodology, data, and analysis utilized to develop the person miles of travel rate utilized to calculate the mobility fee consistent with Technical Report are not subject to evaluation or modification as part of the study.

g. The mobility fee assessment areas were established based on differences in travel characteristics, development approvals, developments of regional impact, developer agreements, and commitments to construct future mobility plan improvements. The established assessment areas are not subject to evaluation or modification as part of the study.

h. The re-evaluation of trip generation, percent new trips and trip length for the alternative mobility fee study will require an analysis of the trip impacts from three (3) comparable sites with similar land use characteristics. A detailed and clear explanation of why these sites have similar characteristics to the proposed site shall be included, along with a description for the sites.

   i. The three (3) sites should be in St. Lucie County.

ii. If there are not three (3) sites in St. Lucie County, then the sites may be in Palm Beach, Martin, Indian River, or Brevard County.

iii. If sites do not exist in these counties, then the sites maybe chosen from other similar platted communities with similar characteristics to Port St. Lucie such as the Cities of Cape Coral or Palm Coast elsewhere in Florida.

iv. Where comparable sites are not available in the locations described above, provide all of the required information and a written justification statement as to why the comparable sites where chosen.

v. The following information for each site shall be provided:

(1) The location of each site, including a map;

(2) A description of the land use(s) on the site;

(3) The size of the land uses based on applicable units of measure;

(4) General operation characteristics of the site, including, but not limited to the hours of operations, special schedules, the type of access, and site access restrictions or limitations.

i. The methodology will clearly identify data collection techniques and procedures to be used during the study, including:

a. The technology or approach to collecting site trip generation; and

b. The origin and destination interview forms to be used to determine percent of new trips; and

c. The technology or approach to collecting trip length if the data is not captured using the origin and destination interview forms; or

d. An alternative approach based on the collection of data utilizing the methodology from the latest ITE Trip Generation Manual or Trip Generation Handbook.

j. The Applicant shall submit two (2) copies of the proposed study methodology along with a digital copy to the City Manager for review. A certification page shall be provided as part of the methodology from the professional responsible conducting the study.

k. Prior to commencement of the alternative mobility fee study, the City Manager shall first agree in writing that the methodology has been approved.

2. The alternative mobility fee study shall be conducted per the agreed to methodology. The study shall document all sources of data collection used in the analysis. The analysis for the mobility fee shall be consistent with the technical analysis from the latest Technical Report. To collect these trip characteristic variables, interviews will

need to be conducted at the three (3) comparable study sites. The total number of valid interviews, that the trip characteristic variables were derived from, shall be documented in the alternative mobility fee study.

a. Traffic counts, which are used to develop a trip generation rate, are generally collected by using automated equipment (e.g., machine counts, video, etc.) and then adjusting/calibrating these counts based on field observations. The counter locations and data collection approach shall be discussed and agreed to as part of the methodology statement,

b. The traffic counts shall be collected for a minimum of three (3) consecutive days (Tuesday, Wednesday, and Thursday). The counts shall not be taken during holidays and when public schools are closed. These days should be representative of the normal operation of the site. These counts shall be collected during the same period as the percentage of new trips variable.

c. The traffic counts used to develop the trip generation rate provided as part of the alternative mobility fee study shall include:

    i. Date of the counts;

    ii. Counts provided in 15-minute increments;

    iii. Entering and exiting volumes;

    iv. Site occupancy or use characteristics;

    v. If video is used to collect the counts, provide videos (in digital format) if requested, as part of the study submittal; or

    vi. If automated machine counts are collected, provide traffic count processing software outputs as part of the study submittal; and

    vii. Appropriate seasonal adjustment factors shall be applied.

d. If traffic counts are collected using automated machines, due to their limited accuracy when collecting data at locations with relatively low operating speeds and where vehicles cross the data collection device at an angle (typical conditions at driveways), manual verifications of these counts, and potential corresponding adjustments, shall be required as follows:

    i. At least one (1) manual verification of the count each day;

    ii. Verify counts in 15-minute increments;

    iii. The verification shall be for a minimum of thirty (30) minutes and no more than two (2) hours. At locations with relatively low traffic volumes, manual verifications should last for as many 15-minute intervals as necessary to count a minimum of 100 vehicles (not to exceed two (2) hours);

iv. At a minimum, the vehicles counted shall be classified as motorcycles, cars, and heavy vehicles;

v. The manual counts and corresponding adjustments to machine counts shall be provided in the study for review.

e. The analysis shall ensure that the daily number of vehicles entering and exiting shall match (within 10 percent [10%]) unless the site presents special operating characteristics (e.g., high number of vehicles staying overnight or for extended periods of time). If this is the case, a clear explanation of the site operation shall be provided in the study.

f. If cut-through traffic is present at the site, an explanation of how this condition was addressed during the data collection needs to be included in the study, along with any adjustments made to the collected data.

g. The total traffic counts will be summarized for each day. Adjustments shall be made and documented to address heavy vehicle counts. The counts will then be averaged for the three (3) day period and adjusted by multiplying the seasonal adjustment factor.

h. The final trip generation will then be divided by the land use unit of measure to develop a daily trip generation rate for the evaluated land use(s).

3. The percentage of new trips, the trip length, and person trip factor shall be collected based on conducting origin and destination interviews, unless an alternative approach is approved as part of the methodology meeting. The origin and destination interview forms approved as part of the methodology shall be used.

a. The origin and destination interviews shall obtain the following information:

i. Date of the interview;

ii. Location of the interview;

iii. The interviewer's name;

iv. The time of each interview;

v. The origin of the interviewee's trip;

vi. The final destination of the interviewee's trip;

vii. Other origins and destinations as part of the trip;

viii. The primary trip purpose; and

ix. The vehicle occupancy.

b. Origin-destination information should be as accurate and detailed as possible. Ideally, the exact address needs to be collected; however, where interviewee's do not provide address specific information, the specific name of the origin and destination (use name and general location, subdivision name, hotel name, etc.) and nearest intersection shall be collected.

c. To determine reasonable trip characteristics for the site, the interviewee shall perform the origin-destination interviews as follows:

   i. Interviews shall be performed for a minimum of eight (8) hours per site. These hours need to be consistent with the hours of operation of the site and, depending on the site, they should be collected during four (4) hours in the morning and four (4) hours in the afternoon. These hours should include the AM and PM peak periods.

   ii. The total number of valid interviews required should be a minimum of twenty-five percent (25%) of the trips to the site during the hours of the interview.

   iii. The pass-by trips will be derived by averaging from the interview data.

   iv. The trip length data will be derived by averaging the measured length of trips from the origin and destination data collected from the interview data.

d. During the origin-destination interview, the number of bicycle, pedestrian, and transit trips made to the site shall be collected as follows:

   i. Data shall be collected manually, with photo documentation;

   ii. The time-period shall be recorded during the interview period;

   iii. Data shall be recorded in 15-minute increments;

   iv. The data shall record entering and exiting trips; and if applicable;

   v. The number of transit boarding and alighting; and

   vi. The frequency of transit service and number of routes.

e. The vehicle occupancy data, along with bicycle, pedestrian and transit trips shall be utilized to derive a person trip factor based upon the following:

   i. The vehicle occupancy of the vehicles interviewed will be summarized and divided by the total number of vehicles interviewed to derive a vehicle occupancy factor,

   ii. The total number of bicycle, pedestrian, and transit trips will be summarized and divided by the total number of vehicles counted during the interview time-period to derive a multimodal trip factor,

iii. The vehicle occupancy factor and multimodal trip factor will be summed to derive a person trip factor.

4. The formulas to calculate an updated person travel demand and mobility fee are provided for in **Appendix F**. The detail for how person travel demand and mobility fees were calculated is detailed in the Technical Report.

5. The Technical Report addresses that vast majority of land uses and reflects trip characteristics unique to Port St. Lucie. The length of time to conduct an alternative mobility fee study will vary based on the complexity of the development activity. The following is the time frame for review of the methodology and the study:

   a. The Applicant shall submit an application for an alternative mobility fee study to the City Manager no less than thirty (30) business days prior to application for a building permit or development activity approval.

   b. The City Manager shall set a methodology meeting date no more than fifteen (15) business days following receipt of the application for the study. The methodology meeting is required before submittal of the methodology.

   c. The City Manager shall have fifteen (15) business days following receipt of the methodology from the Applicant to conduct a sufficiency review and provide written comments or signed approval of the methodology to the Applicant.

   d. If the City Manager has comments on the methodology, the City Manager shall have fifteen (15) business days following receipt of the updated methodology from the Applicant to provide review and comment on the revised methodology.

      i. This process and time frame shall continue until the methodology is approved by the City Manager.

      ii. The Applicant shall be required to respond to each comment and specify, if applicable, where, and how the comment was addressed in the study.

      iii. An approved methodology is valid for one (1) year from the date of the City Manager or approval, except if the Technical Report is updated. The City Manager may require an updated application, methodology meeting, and payment of fees if the Technical Report is updated.

   d. The City Manager shall have thirty (30) business days following receipt of the alternative mobility fee study to conduct a sufficiency review and provide written comments or signed approval to the Applicant.

   e. If the City Manager has comments on the alternative mobility fee study, the City Manager shall have fifteen (15) business days following receipt of the updated study to provide review and provide written comments or signed approval to the Applicant. The Applicant shall specific where and how each comment was addressed in the revised study.

f. If after the second sufficiency review the information submitted remains inadequate to the City Manager, a recommendation for denial of the alternative mobility fee study based on insufficiency of supporting information will be developed and provided to the Applicant, or

g. If the alternative mobility fee study is approved by the City Manager, the calculated mobility fee from the study shall be considered the binding mobility fee to be paid by the Applicant.

h. If the alternative mobility fee study is denied, the Applicant shall be required to pay the applicable mobility fee or appeal the denial per section XI of this Manual. The City Manager shall have the authority to allow for issuance of a building permit or commencement of development activity while the alternative mobility fee study is being conducted. In no instance, shall any certificate of occupancy or final approval to allow for development activity not requiring a building permit to open until the mobility fee has been paid by the Applicant.

i. If an alternative mobility fee study is completed and approved after payment of the mobility fee and the study results in a lower mobility fee, a refund shall be made to the Applicant to the extent the mobility fee paid was higher than the fee determined in the alternative mobility fee study. Refunds, if due, shall be issued within three (3) months from acceptance of the study.

6. All actions of the City Manager, City representative, or City Council made pursuant to this Section N must be made in compliance with applicable law.

The remainder of this page is reserved.

VI. MOBILITY FEE EXPENDITURES

A. Multimodal Capital Improvements

Mobility fees collected by the City are to be used to fund multimodal capital improvements identified in the multimodal program and the most recently adopted mobility plan. The multimodal program is the portion of the City's Five-Year Capital Improvements Program with funding programmed from collected mobility fees. The mobility plan is the basis for the mobility fee and identifies planned multimodal capital improvements over a 20-to-25-year period consistent with the horizon year of either the latest Comprehensive Plan or the latest St. Lucie Transportation Planning Organization Long Range Transportation Plan. The following are allowable use of mobility fee funds for multimodal capital improvements identified in the multimodal program:

1. The following are soft cost components of multimodal capital improvements that may be funded with mobility fees:

    a. Planning, including corridors, facilities, improvements, and special areas, mobility plans, transit plans, bicycle and pedestrian plans, greenway, blueway and trail master plans;

    b. Design and Engineering, including surveys, permitting, Project Development and Environment (PD&E) studies, traffic signal and Pedestrian Hybrid Beacon (PHB) warrant studies, Rectangular Rapid Flashing Beacon (RRFB) and mid-block crossing studies and warrants;

    c. Construction, Engineering, and Inspection (CEI) and materials testing;

    d. Environmental, including permitting, stormwater, floodplains, wetlands, assessments, conservation areas, archeological surveys, and geotechnical investigations;

    e. Traffic, including traffic studies, traffic counts, and maintenance of traffic;

    f. Land acquisition, including right-of-way, easements, permits, title work, relocation, historic structures, and eminent domain;

    g. Utilities, including new installation, relocation, temporary services, and

    h. Other professional services and project management related to the planning, design, and construction of multimodal capital improvements.

2. The following are the physical components of multimodal capital improvements that may be funded with mobility fees:

    a. Site preparation, including clearing, demolition, grading, grubbing, excavation, embankment, slopes, stockpiles, clean fill, removal of unsuitable materials, silt fences, tree and root barricades, fencing of conservation areas, abandonment of septic systems and wells, and environmental remediation

b. Stormwater management, including stormwater conveyance and storage, curb and gutter, culverts, drains, swales, ditches, waterways, basins, retention, and any environmental or wetlands mitigation or remediation.

c. Physical improvements, including stabilization, bases, friction courses, asphalt overlays, concrete, surface treatments, pavement markings, buffers, root barricades, utilities and conduit, medians, barriers, retaining walls, bridges, structures, lighting, signage, traffic control devices, sod, seeding, landscape, streetscape, hardscape, and traffic, pedestrian, and bicycle signals.

3. The following are types of multimodal capital improvements that may be funded with mobility fees:

a. Vehicular improvements, including new roads and streets, widening or upgrade of existing roads, realignment and reconfiguration of existing roads, new turn lanes, extension of turn lanes, addition of through lanes, roundabouts, road and intersection safety and operational enhancements, paved shoulders, reconstructing existing driveways and intersections impacted due to construction, and new or modified interchanges.

b. Bicycle and pedestrian improvements, including sidewalks, bike lanes, protected and buffered bicycle lanes, bicycle and scooter racks, boardwalks, greenways, blueways, high-visibility midblock crossings, standard or enhanced crosswalks, multimodal lanes and ways, multi-use paths, and trails.

c. Transit improvements, including transit shelters, stations, and stops, transit bulb-outs, pull-outs and turn arounds, transit lanes, transit pre-emption, transit signals, mobility hubs with and without parking lots and structures, transit circulators and facilities, park and ride facilities, water taxi service and stops, including docks, and transit vehicles.

d. Traffic calming, including low speed streets, shared streets, advisory bike lanes, bicycle boulevards, multimodal only connections, vertical and horizontal deflections and speed controls, and slow speed pilots and zones.

e. Multimodal programs, including bicycle and scooter share, mobility equity, car and ride share services, on-demand transit services, mobility studies, multimodal traffic counters, transportation demand management, dynamic parking strategies, and curbside management.

f. Multimodal and Street Quality of Service enhancements, including complete streets and multimodal projects that add person miles of capacity.

B. Benefit Districts

Benefit districts represent areas within the City which the mobility fees collected from development activity are to be expended on multimodal capital improvements that provide a mobility benefit to those entities that paid the mobility fee.

1. The City has established the following six (6) mobility fee benefit districts **(Map B)**:

    a. **East Benefit District**, which is located east of the Florida Turnpike;

    b. **Central Benefit District**, which is located west of the Florida Turnpike, and east of Interstate 95, except for the northern limits which shall be east of all Interstate, rail, road, and utility rights-of-way between where Interstate 95 crosses over Glades Cut-off and Glades Cut-off intersects with Midway Road;

    c. **Interstate 95 Benefit District**, which is located east of railroad right-of-way along Glades Cut-off from Midway Road to the Interstate 95 overpass of Glades Cut-off and the eastern right-of-way of Interstate 95 from Glades Cut-off to Martin County, to the west right-of-way of Interstate 95 from Midway Road to Glades Cut-ff, the northeast right-of-way limits of Glades Cut-off to the C-24 Canal, the southside of the C-24 Canal right-of-way from Glades Cut-off to the western right-of-way of Community Center Boulevard, to the northern side of the Crosstown Parkway right-of-way from Community Center Boulevard to the eastern right-of-way of Village Parkway the eastern right-of-way of Village Parkway from Crosstown Parkway to Martin County;

    d. **Northwest Benefit District**, which includes Midway Road, the east right-of-way of Range Line Road, northern right-of-way of Glades Cut-off between Range Line Road to Interstate 95 western right-of-way, Interstate 95 western right-of-way from Glades Cut-off Road northern right-of-way to Midway Road

    e. **Southwest Benefit District**, which includes the southern right-of-way of the C-24 Canal, northside of Glades Cut-off right-of-way from C-24 canal to Range Line Road, east right-of-way of Rangle Line Road from Glades Cut-Off Road to Martin County, northern limits of Crosstown Parkway right-of-way from western right-of-way of Community Center Boulevard to eastern right-of-way limits of Village Parkway, eastern right-of-way limits of Village Parkway from Crosstown Parkway to Martin County; and

    f. **West Benefit District**, which includes the eastern right-of-way of Range Line Road or equivalent limits, Midway Road and Okeechobee Road to the north, Martin County to the south, and varying limits along the west where future urban service boundaries are established. For the area north of Glades Cut-Off, Range Line Road is a future corridor and runs along the same Section Line as Range Line Road south of Glades Cut-off

2. Mobility fees are intended to be expended within the limits of the mobility fee benefit district in which they are collected. In recognition that person travel demand from development activity will travel beyond the boundaries of a mobility fee district, the following are limited instances where mobility fees from multiple benefit districts may be expended on multimodal capital improvements:

    a. The City may spend mobility fees on multimodal capital improvements from adjacent benefit districts if the multimodal capital improvements form a common boundary between benefit districts.

b. The City may spend mobility fees from adjacent benefit districts where a multimodal capital improvements traverses or is planned to traverse the boundary of one (1) or more benefit districts. For purposes of traversing corridors, Gatlin Blvd, Port St. Lucie Blvd, Tradition Parkway, and the extension of Tradition Parkway shall be considered a unified corridor.

c. In recognition of the citywide mobility benefit provided by the Crosstown Parkway and the fact that it traverses or forms a boundary with four (4) benefit districts and is less than one (1) mile south of the Northwest Benefit District, mobility fees may be expended from all benefit districts for improvements within the existing or future Crosstown Parkway right-of-way.

   i. While Crosstown Parkway does provide citywide mobility benefits, any multimodal capital improvements to portions east of Interstate 95 should first be funded from either the northeast or the southeast benefit district;

   ii. While Crosstown Parkway does provide citywide mobility benefits, any multimodal capital improvements to portions west of Interstate 95 should be funded first from the southwest benefit district, and second from the Glades and Village Parkway benefit districts;

   iii. The extension of the Crosstown Parkway to Glades-Cut off would be a valid expenditure of mobility fees from the northwest benefit district and once the Crosstown Parkway is connected to Glades-Cut off, mobility fees from the northwest benefit district could be available for other improvements. However, funding from the northwest benefit district for improvements to the Crosstown Parkway, other than its extension, prior to either a connection to Glades-Cut off or some other connection from Glades-Cut off to the Crosstown Parkway, is not recommended as the mobility benefit would be limited.

d. The City may spend mobility fees from the northeast and southeast benefit districts where a corridor traverses or is planned to traverse the boundary of either or both benefit districts or is part of a continuous principal or major multimodal corridor. Major corridors that traverse both benefit districts, include, but are not limited to, Airoso Blvd, Bayshore Blvd, C-24 Canal Greenway, Cashmere Blvd, California Blvd, East Torino Parkway (unified corridor with Cashmere Blvd), Floresta Blvd, Savona Blvd (unified corridor with California Blvd), Selvitz Road (unified corridor with Bayshore Blvd), Village Green Drive (as an extension of the Crosstown Parkway), and US 1.

e. Multimodal crossings (overpass and underpass) and new bridges or interchanges over Interstate 95 or the Florida Turnpike that connect corridors that traverse multiple benefit districts may utilize funds from the benefit districts that receive a mobility benefit from these connections.

f. Any use of mobility fees from an adjacent benefit district shall require a written finding by the City Manager that the use of mobility fee funds in an adjacent benefit district provides a direct mobility benefit to development activity within the benefit district that is the source of the revenues.

i. The written finding is intended to provide transparency in the expenditure of mobility fees and demonstrate how the use of funds from one (1) benefit district in another benefit district meets the benefits requirement of the dual rational nexus test.

ii. The expenditure of mobility fees from one (1) benefit district in another mobility fee benefit district should be an exception, not a standard practice.

iii. Funding from benefit districts east of Interstate 95 on improvements west of the Interstate and funding from benefit districts west of Interstate 95 on improvements east of Interstate 95, including the Crosstown Parkway, should be seen as a last resort funding source.

iv. For multimodal capital improvements that form a common district boundary or traverse a district boundary, the finding would entail reasonable planning and engineering judgment and an illustration of the mobility benefit provided to each benefit district based on the existing or future land uses that will benefit from the improvement.

v. For multimodal capital improvements that do not provide a clear and obvious mobility benefit, the findings would need to include an analysis that either:

(1) Utilizes a travel demand model to illustrate distribution of traffic before and after the capital improvement and a demonstration how the improvement provides a mobility benefit to the benefit districts from which funding is desired; or

(2) An origin and destination study using intercept surveys, license plate surveys, or ideally new technology that utilizes wireless data to illustrate travel patterns between benefit districts; or

(3) Use of latent demand technology or modeling that provides desire lines of travel between benefit districts based on existing or future land uses; or

(4) The location of civic, educational, employment, entertainment, and retail destinations within a benefit district that serves demand from adjacent benefit districts where there is an absence or limited availability of similar destinations; or

(5) Primary education zones that serve multiple benefit districts, or

(6) Additional analysis that demonstrates the expenditure of mobility fees on multimodal capital improvements in another benefit district provides a mobility benefit to development activity in the benefit district from which mobility fee are being used to fund the improvement.

i. Given the extent of the multimodal capital improvement need in the northeast and southeast benefit districts, additional documentation shall demonstrate that other funds are not reasonably available before funds from either benefit district can be expended in an adjacent benefit district west of Interstate 95. Council approval shall also be required for the expenditure of mobility fee funds from either benefit district within an adjacent benefit district west of Interstate 95.

g. The City Attorney’s Office shall review and concur with a finding that a mobility fee may be expended in a different benefit district than the one from which it was collected.

h. City Council approval of the written findings and use of mobility fee funds from the northeast or southeast benefit districts is required before mobility fees from those districts can be expended to fund multimodal capital improvements within a benefit district west of Interstate 95.

C. Accounting of Mobility Fees

Mobility fees collected by the City are to be deposited into special revenue accounts to ensure the funds are kept separate from general revenues. A special revenue account has been established for each of the six (6) benefit districts.

1. Mobility fees are to be spent on a first in, first out basis.

2. Mobility fees are required to be spent within seven (7) years from the date that they are collected. To ensure that this time frame is adhered to, mobility fees held in the special revenue account shall be expended first based on the oldest deposit date for the mobility fee revenues.

3. The City’s Chief Financial Officer is also required to certify as part of the annual report provided to the State of Florida that mobility fees have been expended within the time frame required by the City’s ordinance.

4. The requirement for expenditure within seven (7) years means the mobility fees shall have already been expended on a multimodal capital improvement or the mobility fee funds have been encumbered and committed to fund a multimodal capital improvement within seven (7) years from the date of collection.

5. Any mobility fee funds on deposit not immediately necessary for expenditure shall be invested in interest-bearing accounts. All interest earned shall be retained in the applicable mobility fee special trust fund account.

6. Mobility fee funds on deposit shall be available to refund current owners if the funds are not expended within the seven (7) year period and a refund is requested.

7. Mobility fee funds on deposit shall be available to refund Applicants that paid a mobility fee but let the building permit expire or elected to not move forward with development activity and request a refund of fees paid. The Applicant is not entitled to any refund of service charges or any refund for permits or development activity approvals, unless otherwise provided for in other City procedures.

8. Mobility fees may be used to fund the administration and implementation of the City's mobility fee system. Cost should not exceed the cost to administer, implement maintain, update, and enforce the mobility fee system, including the cost of administrative staff, consultants, equipment, software, and other associated cost.

9. The City may collect an additional service charge based on a percentage of the mobility fee collected. The amount collected as a service charge may not exceed the cost to administer, implement, maintain, update, and enforce the mobility fee system, including the cost of administrative staff, consultants, equipment, software, and other associated cost.

10. The City may assess additional fees for specific application request such as land use determinations, establishment of credit accounts, calculation of mobility fee offsets, and review of alternative mobility fee studies.

11. Service charges or application fees are assessed in addition to required mobility fees.

D. Refund of Mobility Fees

Mobility fees may be refunded for overpayment, expired permits where work has not commenced, or failure to expend mobility fees within a seven (7) year period from the date the mobility fee was collected.

1. If a mobility fee has been calculated and paid based on a clerical error, miscalculation, or misrepresentation, the mobility fee will be recalculated, and the difference refunded to the original Applicant. The refund, without payment of interest, will be processed with thirty (30) business days from the date the mobility fee was recalculated and entered into the City's permit system.

2. If an Applicant elected to pay its mobility fee prior to an official mobility fee assessment and the assessed mobility fee was less than what was paid, then the Applicant, or its successors may request, within three (3) months of the official mobility fee assessment, a refund of the mobility fee paid as a condition for its issuance without payment of interest. If administrative service charges are assessed, the City shall retain the appropriate service charge amount as reimbursement for the City's costs of processing the refund as Applicants are encouraged not to pre-pay mobility fees until an official mobility fee assessment has been prepared by the City.

3. If an Applicant pays a mobility fee prior to finalizing a request for a land use redetermination or alternative mobility fee study, and the mobility fee to be assessed is less than the mobility fee paid, then the Applicant is entitled to a refund of the

difference, without payment of interest. If administrative service charges are assessed, the City shall retain the appropriate service charge amount as reimbursement for the City's costs of processing the refund as the Applicant had the option to wait until the request was approved before moving forward with development activity.

4. If a building permit or other development activity approval expires and no construction has commenced, then the Applicant, or its successors may request, within three (3) months of permit or approval expiration, a refund of the mobility fee paid as a condition for its issuance without payment of interest. If administrative service charges are assessed, the City shall retain the appropriate service charge amount as reimbursement for the City's costs of processing the refund.

5. Any mobility fee funds not expended or encumbered by the end of the calendar quarter immediately following seven (7) years from the date the mobility fee was paid shall upon application of the current owner of the property, within one hundred eighty (180) days of the expiration of the seven (7) year period, be returned to the current owner of the property with interest at the rate of three percent (3%) per year. Only the current owner of the property is eligible to request the refund.

    a. The then-current owner must petition the City Council for a refund within one hundred eighty (180) days of the expiration of the seven (7) year period.

    b. Within sixty (60) days from the date of receipt of the petition for refund, the City Manager, shall advise the petitioner and the City Council of the status of the fee requested for refund. For purposes of determining whether mobility fees have been expended or encumbered, the first money placed into the special revenue account shall be deemed to be the first money taken out of that special revenue account.

    c. When the money requested is still in the special revenue account and has not been spent or encumbered by the end of the calendar quarter immediately following seven (7) years from the date the mobility fees were paid, the funds shall be returned with interest at the rate of percent (3%) per annum.

6. When an applicant submits a written request to the City Manager for a refund or credit from alleged overpayment of a mobility fee, the City Manager shall provide a written approval or denial to the payor within 30 days after receiving the written request in accordance with the following:

    a. If the City Manager approves the applicant's request, the applicant may, at the applicant's discretion, elect to receive either a refund or a credit.

    b. The applicant has 30 days after receipt of the written response from the City Manager to provide written notice to the City Manager of the applicant's election to seek either a refund or a credit.

    c. It is the intent of the Legislature that the applicant elects a credit if the applicant has the reasonable opportunity to use the credit, in accordance with the mobility fee ordinance.

d. A full refund or credit of the impact fee must be provided to the applicant within 30 days after the City Manager receives the applicant's written election.

7. The procedures for requesting a refund or petitioning the City Council for a refund shall be made in writing and submitted to the City Manager, along with the following:

a. A notarized, sworn statement that the Applicant is the one that paid the mobility fee, or the petitioner is the current owner of the property;

b. A copy of the dated receipt issued for payment of the mobility fee;

c. A certified copy of the latest recorded deed, if applicable; and

d. A copy of the most recent ad valorem tax bill.

The remainder of this page is reserved.

VII. MOBILITY FEE CREDITS

A. CREDIT ELIGIBILITY

An Applicant may request mobility fee credits for multimodal capital improvements, right-of-way dedication, and proportionate share payments that are included in the multimodal program in effect at the time mobility fee credit is requested. The multimodal program consists of the following:

1. The most recently adopted City Five-Year Capital Improvement Program (CIP); or the

2. The most recently adopted Mobility Plan;

   a. To be eligible, a multimodal capital improvement would need to include a planning level cost estimate and a person mile of capacity assigned to the improvement and used in the calculation of mobility fees;

   b. Multimodal capital improvements identified as developer driven, developer obligations, or funded, and that do not include a planning level cost, and a person mile of capacity generally would not be credit eligible projects as these multimodal capital improvements are not included in the calculation of mobility fees. Exceptions would be based on the following:

      i. A developer agreement or development order expressly identifies a multimodal capital improvement as eligible for mobility fee credits or a functional equivalent credit; or

      ii. The City Attorney may make a finding that a multimodal capital improvement meets other criteria in the Mobility Fee Ordinance to be eligible for mobility fee credit; and

      iii. The City Council agrees to add the multimodal capital improvement to the Capital Improvement Program.

   c. Right-of-way dedication for a multimodal capital improvement that is identified as either developer driven, a developer obligation, or funded may be eligible in the following instances:

      i. A developer agreement or development order expressly identifies a right-of-way as eligible for mobility fee credits or a functional equivalent credit; or

      ii. The right-of-way is required for dedication, but the construction of a multimodal improvement to provide site access is not required by a developer agreement or development order condition; and

iii. The City Council agrees to add the right-of-way dedication to the Capital Improvement Program.

3. Eligibility for credit for proportionate share payments shall be evaluated on a case-by-case basis. These payments would have been made prior to adoption of a mobility plan and mobility fee.

B. CREDIT REQUEST

An Applicant may request mobility fee credits for the construction of eligible multimodal improvements, the dedication of eligible right-of-way, and the payment of proportionate share. The following are submittal requirements for requesting mobility fee credit:

1. An Applicant requesting mobility fee credit is encouraged to request a pre-application meeting with the City prior to submittal of the mobility fee credit application. The pre-application meeting is intended to address the following:

   a. Is the multimodal capital improvement, right-of-way dedication, or proportionate share payment eligible to apply for mobility fee credit;

   b. Does the Applicant need to submit a request for the City Council to consider adding a multimodal capital improvement, right-of-way dedication, or proportionate share payment to the multimodal program;

   c. Is the Applicant eligible to apply for the mobility fee credit.

      i. The Applicant should be the entity that funded the construction of the multimodal capital improvement, owned the right-of-way which was or is to be dedicated, or made the proportionate share payment.

      ii. If the activity for which is mobility fee credit is requested was made by a community development district or a special district, then the credit request shall be made an agent authorized to represent the district.

   d. Does the Applicant need to hold a methodology meeting to evaluate the share of development activity traffic that will utilize a multimodal capital improvement or right-of-way dedication;

   e. An Applicant will need to submit an application to hold a pre-application meeting with the City and pay the required application fees. The application shall include, but not limited to, the following:

      i. The name and location of the development activity;

      ii. A map showing the location and limits of the multimodal capital improvement, or right-of-way dedication;

      iii. A brief description of the multimodal capital improvement, right-of-way dedication, or basis for the proportionate share payment;

iv. A brief description explaining if the multimodal capital improvement, right-of-way dedication, or proportionate share payment is:

(1) A developer agreement requirement;

(2) A development order condition;

(3) A voluntary request by the Applicant; or

(4) A request by the City or other government entity.

v. The application may include additional documentation to determine credit eligibility or requirements for a methodology meeting.

2. Request for mobility fee credit may be based on the following:

a. A developer agreement requirement;

b. A development order condition;

c. A voluntary offer by an Applicant to construct a multimodal capital improvement or dedicate land for a multimodal capital improvement in lieu of paying all or a portion of a mobility fee obligation; or

d. A request by the City Council or City Department to advance the construction or dedication of right-of-way for a multimodal capital improvement.

3. An Applicant that has entered into a developer agreement or agreed to development order conditions that require the construction of multimodal capital improvements, the dedication of right-of-way, or the payment of proportionate share may request a mobility fee credit for such that meet eligibility criteria. Request for mobility fee credits based on developer agreement requirements or development order conditions shall provide the following:

a. A recorded copy of a developer agreement that requires the construction of a multimodal capital improvement, dedication of right-of-way, or payment of proportionate share. Developer agreements include the following:

i. Development agreement per Florida Statute;

ii. Developer agreements; or

iii. An equivalent approved agreement between the City and an Applicant,

b. A certified copy of development order approvals, including the requirement for the construction of a multimodal capital improvement, dedication of right-of-way, or payment of proportionate share, such as the following:

i. Development plans, development, access, or right-of-way permits; or

ii. Comprehensive plan, planned development, or rezoning conditions; or

iii. Other land use or regulatory approvals granted by the City.

c. It is recognized that developer agreements or development order conditions approved prior to the adoption of the Mobility Fee Ordinance may have only referred to road impact fee credits or a functional equivalent to an impact fee credit. The Mobility Fee Ordinance recognizes impacts fees as an equivalent form of required transportation mitigation.

4. A mobility fee credit application, along with payment of any required application fees, review fees, or service charges, shall be required for all mobility fee credit request. The application shall either be submitted by the Applicant or an authorized agent. An owner affidavit shall be included with the application that authorizes the agent to submit the mobility fee application request on behalf of the Applicant.

5. It is up to the Applicant to provide the necessary documentation to support a request for mobility fee credit. This information will be provided to the City Council to allow for an informed decision on granting mobility fee credit. The documentation in the form of a written request submitted with the mobility fee credit application shall include the following information and documentation:

a. The name of the development activity requesting the credit and the primary location, address, or parcel(s) for the development activity.

b. The name and address of the Applicant;

c. If the entity that funded the multimodal capital improvement, dedicated right-of-way, or made a proportionate share payment is a community development district or a special district separate from the development entity, provide the name of the district, the date the district was authorized or formed; and documentation related to the funding of the multimodal capital improvement, the dedication of right-of-way or proportionate share payment by the district;

d. A description of the multimodal capital improvement(s), right-of-way dedication, or payment of proportionate share for which mobility fee credit is requested; to include detail such as the following:

i. Number of travel lanes;

ii. Type of median, such as raised, landscaped, or street trees;

iii. Type of facilities for people walking, bicycling, or riding transit, such as sidewalks, bike lanes, or transit stops;

iv. Intersection improvements, such as new turn lanes, extension of turn lanes, movement restrictions, traffic signals, or roundabouts;

v. Other significant features constructed as part of the improvement(s).

e. The location and address, if assigned, of the multimodal capital improvement(s) or right-of-way dedication;

f. The amount of mobility fee credit that is being requested;

g. The basis for the amount of mobility fee being requested, such as:

i. Florida licensed professional engineer or general contractor;

ii. 120% of the St. Lucie County Property Appraiser just value for the proposed dedication of right-of-way or donation of property. If the City determines the valuation submitted is not acceptable, the City may order an independent appraisal or estimate at its cost;

iii. Paid invoice or letter from the City for proportionate share payments;

iv. Information provided by the City, County, FDOT or a governmental entity for a multimodal capital improvement or right-of-way dedication.

h. The date the capital improvement(s) was accepted by the City for maintenance or the date that the right-of-way was dedicated to the City and recorded with the Clerk of Court. The request shall include the entity that constructed the capital improvement or the entity that will construct the capital improvement. The proposed time frame for construction of or dedication of land for the multimodal capital improvement; and

i. If the request is based on a developer agreement or development order condition, provide a reference to the applicable section of the agreement or the applicable condition of the order that requires the multimodal capital improvement(s), right-of-way dedication, or payment of proportionate share and where the Applicant is eligible to request mobility fee credit or a credit for a functionally equivalent mitigation requirement; or

j. If the request is voluntary, provide written documentation on how the request advances a multimodal capital improvement identified in the multimodal program and how the multimodal capital improvement provides a mobility benefit to the community at large versus an improvement primarily serving the development activity proposing to construct the improvement or dedicate right-of-way; or

k. If the request is based on a request by the City Council or a City Department, identify the requesting entity and provide documentation from the City Manager or the City Department requesting that the Applicant construct the improvement or dedicate right-of-way.

6. For the construction of multimodal capital improvements or dedication of right-of-way, provide the following separate attachments as part of the application:

a. A map illustrating the location of the multimodal capital improvement with the name of the road and the intersecting streets that establish the limits of the improvement(s) or include sufficient detail to determine the location of the improvement that is for a new multimodal capital improvement or for a multimodal capital improvement that is outside of a road right-of-way;

b. The construction plans (engineering drawings and specifications) for the multimodal capital improvement(s) prepared and certified by a duly qualified and licensed Florida Engineer. The construction plans should specify if the improvement or right-of-way dedication is off-site, on-site, or a combination of both, per the following:

  i. An off-site multimodal capital improvement is one that is:

    (1) Outside of the physical limits of the development activity;

    (2) Not located along or adjacent to an external boundary of the development activity; or

    (3) Does not serve as a primary means of ingress and egress to the development activity.

  ii. An on-site multimodal capital improvement is one that is:

    (1) Fully or partially internal to the physical limits of the development activity;

    (2) Located along or adjacent to an external boundary of the development activity; or

    (3) That serves as a primary means of ingress and egress to the development activity.

  iii. On-site multimodal capital improvements are typically not eligible for mobility fee credit. There are limited instances where an on-site improvement may be eligible such as:

    (1) The improvement will provide a mobility benefit to existing person travel demand or future person travel demand from new development activity that is unaffiliated with the development activity constructing the improvement or dedicating right-of-way;

    (2) The improvement will provide additional person capacity, beyond that needed to provide access to development activity, such as developer constructing a four (4) lane road through or along a development and only two (2) of the lanes are needed to provide person capacity to the development activity; or

(3) The request to construct the capital improvement is made by the City to accommodate future development activity or advance a strategic goal of the City or a governmental entity.

7. A line-item breakdown of the cost of each expenditure for which mobility fee credits are requested shall be included as an attachment to the application. The breakdown of the cost shall be prepared and certified by the Florida licensed general contractor that oversaw the construction of the multimodal capital improvement. The detailed cost shall address the following:

   a. A description of the capital expense, such as: planning, design, right-of-way acquisition, geotechnical, construction, inspection, etc.;

   b. A detailed description of the construction expense, such as: clearing, grading, earthwork, removal of unsuitable soils, base, asphalt, curb, conduit, concrete for sidewalks, lighting, street trees; etc.;

   c. A detailed description of the quantities of the construction expense, such as: acreage of cleared lands, tons or cubic yards of unsuitable soils removed, cubic yards of fill, square yards of base, tons of asphalt, linear feet of curb, quantity of signs, etc.;

   d. The cost per unit or quantity for each construction expense, the total cost for each expense, and the total cost of all expenses for which credit is requested;

      i. The City may request documentation for any or all expenses for which credit is requested. The City may require copies of paid invoices, if requested, to verify the documented cost reflect the actual expenses paid by the Applicant for the improvement.

      ii. The City may reject cost estimates and may require an independent audit or assessment of cost if the City can demonstrate that the requested expense is materially higher than expenses paid by the City, County, FDOT, or other documented source.

      iii. Any expense born by the City to request an independent audit or assessment of cost shall be paid by the Applicant prior to granting the mobility fee credit request.

   e. No mobility fee credit accounts shall be established, and no mobility fee credit granted for use, until such time as the multimodal capital improvement has been inspected, approved, and accepted for maintenance by the City or acceptable bonding approved by the City guaranteeing completion of the multimodal capital improvement.

8. For the dedication of right-of-way for a multimodal capital improvement, provide the following separate attachments as part of the application:

   a. A sketch drawing of the right-of-way and legal description of the land;

b. A certified boundary survey of the land by a Florida licensed surveyor;

c. A certificate of title or title search of the land; and

d. A document showing valuation of the property based on pre-improved land valuations based on either:

i. The most recent assessed value of the land by St. Lucie County's Property Appraiser; or

ii. A document showing the fair market value of the land based on the following:

(1) 120% of the St. Lucie County Property Appraiser just value for the proposed dedication of right-of-way or donation of property. If the City determines the valuation submitted is not acceptable, the City may order an independent appraisal or estimate at its cost; or

(2) Fair market value must be established by the average of two (2) private appraisals; and

(3) The appraisals shall be generated no less than twelve (12) months prior to the date of dedication; and

(4) The appraisals shall be prepared by a certified Florida Real Property Appraisers acceptable to the City, at no expense to the City, and consistent with the applicable adopted City ordinance.

e. For rights-of-way that have already been platted and dedicated to the City, include the recorded plat(s).

f. For right-of-way that has not yet been platted, provide either a draft of the plat(s) or a graphic illustrating the location and dimensions of the right-of-way.

g. No mobility fee credit accounts shall be established, and no mobility fee credit granted for use until such time as the right-of-way has been platted, recorded with the St. Lucie Clerk of Court, and conveyed to the City.

9. Any Applicant who has made a proportionate share payment to the City pursuant to Section 163.3180, Florida Statutes may request a credit for such contribution against mobility fees otherwise due, but not against the administrative service charge.

a. The proportionate share payment shall be towards a multimodal capital improvement that:

i. Increases person capacity;

ii. Benefits the multimodal transportation system outside the development activity requesting the credit; and

iii. Is included in the multimodal program; or

iv. A City approved developer agreement or development order recognizes that the proportionate share payment shall receive mobility fee credit.

b. Written and verifiable documentation of the amount of the proportionate share payment made to the City shall be provided to the City Manager.

c. The written documentation shall be provided prior to submittal of a building permit application. Mobility fee credit may not be applied towards a building permit application that has already been submitted to the City, unless otherwise approved in writing by the City Manager.

d. The City Manager may grant mobility fee credit for proportionate share payments that are for multimodal projects included in the multimodal program and where an adopted developer agreement or approved development order condition provides for the issuance of a mobility fee credit or its functional equivalent.

10. The City Manager shall have thirty (30) business days to respond in writing to the application requesting mobility fee credit. The City Manager may:

a. Find the request is sufficient and notify the Applicant in writing that the review of the request will commence, and a response will be provided within thirty (30) business days; or

b. Request in writing, additional information be provided by the Applicant. If additional information is requested, the time frame and the process for consideration of the request shall follow the same timeline; or

c. Suggest in writing, that amendments be made to the request for mobility fee credits. If suggested amendments are provided, the time frame and the process for consideration of the request shall follow the same timeline; or

d. Deny the request and include a written response to the Applicant that provides the basis for denial. The Applicant shall have the right to appeal the denial per section XI of this Manual.

11. The City Manager shall notify the Applicant in writing once the mobility fee credit application request has been reviewed and accepted as complete. Once the application request has been accepted, the Applicant may:

a. Request a meeting with the City Manager to discuss development of the agreement and the items to be addressed in the agreement;

i. Submit an agreement to the City for review; or

ii. Request that the City prepare an agreement for review.

b. The City Manager shall coordinate with the City Attorney on either review of the agreement or development of the agreement. City Departments shall assist the City Attorney with review or development of the agreement.

c. The Applicant and City will review and discuss draft agreements and make necessary changes until such time as the City Manager, in consultation with the City Attorney, deems the agreement complete and ready for review by the City Council.

d. The City Manager shall coordinate scheduling a public hearing for consideration of the agreement before the City Council.

e. Once the review has been undertaken and accepted, the City Manager shall notify the Applicant that the process to establish an agreement may commence.

C. DEVELOPER OR MOBILITY FEE CREDIT AGREEMENT

The granting of mobility fee credits requires the approval of the City Council. The approval shall be in the form of a developer agreement or a mobility fee credit agreement between the Applicant requesting the mobility fee credit and the City. The City Manager shall ensure that the City Council is aware that granting a mobility fee credit will vest the development activity to the mobility fee schedule in effect at the time that the mobility fee credit is granted to the Applicant. The following are the minimum items to be addressed in agreements:

1. The limits of the development activity that is permitted to utilize the mobility fee credit shall be illustrated on a legible map or master development plan.

2. The legal description and boundary survey sketch of the development activity entitled to utilize the mobility fee credit.

3. The specific details of the multimodal capital improvements or right-of-way dedication for which mobility fee credits are requested to ensure transparency and that the agreements clearly articulate what improvements and the limits of those improvements were, or are to be, provided that serves as the basis for the mobility fee credit granted.

4. The timing of the actions to be taken by the Applicant and the obligations and responsibilities of the Applicant, including, but not limited to, the construction standards and requirements for multimodal capital improvements that have not yet been constructed.

5. The obligations and responsibilities of the City, including but not limited to inspection and acceptance of the multimodal capital improvements.

6. Performance bond or letter of credit requirements, duration of performance bond or letter of credit, review process by the City Attorney for the construction of multimodal capital improvements.

7. The process used to determine the creditable expenses for the construction of multimodal capital improvements and the value of the dedicated right-of-way.

8. The process used to convey real property interest to the City, the entity responsible for title transfer and recording, the provision of a title opinion that demonstrates the property is unencumbered, and the payment of all current, outstanding, and future property taxes until the property is conveyed to the City.

9. The process for establishing a single master mobility fee credit account.

    a. All subsequent use of the mobility fee credit by development activity or assignees within the limits of the development activity shall draw down on the master mobility fee credit account.

    b. Multiple credit accounts or assignment of mobility fee credits that would result in the establishment of a new credit account shall not be permitted, unless otherwise agreed to by the City Council as part of the agreement.

    c. Mobility fee credits may be assigned to any development activity with the boundaries of the development.

    d. The Applicant shall be required to submit a mobility fee assignment form in order for an assignee to utilize the mobility fee credit.

    e. Request to utilize mobility fee credit shall be stated at the time of building permit application.

    f. If the use of credit is not requested and assignment forms have not been submitted and approved, an Applicant may not request retroactive credit nor request a refund for mobility fees paid.

    g. Mobility fee credits granted shall be applied towards the mobility fee obligation of development activity granted the credit. Should the mobility fee credit be less than the mobility fee due, then the Applicant shall pay the difference no later than issuance of a building permit.

    h. Mobility fee credit shall first be utilized to satisfy the mobility fee obligation for the full build-out of development activity potential within the boundaries of the development.

    i. The mobility fee schedule in effect at the time a mobility fee credit is granted shall remain effective until such time as the mobility fee credit is fully utilized to satisfy the mobility fee obligation for the development activity addressed by the agreement.

10. For any mobility fee credit above $2,000,000, the City should consider establishment of a development activity specific benefit district that at a minimum includes the entirety of the development activity.

11. An Applicant may request an amendment to a developer agreement or mobility fee agreement to add new land to the development activity and where established, the mobility fee benefit district.

12. Where a multimodal capital improvement provides a mobility benefit to adjacent future development activity, the boundaries of the benefit district may be expanded beyond the limits of development activity to collect mobility fee revenues from adjacent development to reduce mobility fee credit.

13. Development activity shall not be permitted to sell or transfer mobility fee credits to unaffiliated development activity within an adjacent mobility fee district until the mobility fee obligation for the full build-out of the development activity is satisfied.

    a. An Applicant shall be required to demonstrate through a detailed mobility impact evaluation how the multimodal capital improvement for which a mobility fee credit is granted provides a mobility benefit that mitigates the person travel demand impact of the development activity seeking to purchase mobility fee credit or receive a transfer of mobility fee credit.

    b. Any sale or transfer of mobility fee credit to unaffiliated development activity shall be utilized to satisfy the mobility fee in effect at the time of building permit application.

    c. The mobility fee schedule in effect at the time a mobility fee credit is granted is not transferrable to unaffiliated development activity as the unaffiliated development activity has not made a multimodal capital improvement and does not have an investment backed expectation that the value of its mitigation will be diminished as mobility fee rates are adjusted for inflation or are periodically updated.

    d. Mobility fee credits granted for any multimodal capital improvement that has subsequently been widened, reconstructed, rehabilitated, replaced, or resurfaced, are not eligible for sale or transfer. For roadways, widening would include the addition of two (2) or more travel lanes. For intersections, widening would include the addition of turn lanes or travel lanes on the same approach for which the mobility fee credits were originally granted.

14. Mobility fee credits granted for any multimodal capital improvement shall expire after twenty (20) years unless all horizontal infrastructure for the development activity in constructed and approved for inspection, or unless otherwise provided for in an agreement with the City.

15. Development activity shall be required to track the utilization of mobility fee credit. Development activity shall provide semi-annual updates to the City of mobility fee credit utilization, assignment, and the remaining credit balance. The development

activity shall be responsible for tracking and maintain the credit utilization and balance. Development activity shall provide an accounting for credits within thirty (30) business days of receiving a request from the City.

16. The agreement shall indemnify the City for all costs and liabilities arising from any claims by third parties and subsequent property owners related to use of the mobility fee credit to reimbursement of mobility fees paid by development activity.

D. MULTIMODAL PROGRAM REQUEST

An Applicant may request that the City Council add a multimodal capital improvement, right-of-way dedication, recorded with the St. Lucie County Clerk of Court, and conveyed to the City, or proportionate share payment to the multimodal program. Addition of the activity to the multimodal program would make the activity eligible to apply for mobility fee credit. The following are the requirements to request the City Council add a multimodal capital improvement, right-of-way dedication, or proportionate share payment to the multimodal program:

1. The multimodal capital improvement, right-of-way dedication, or proportionate share payment shall not be a condition of an existing agreement or development order that prohibits request for mobility fee or equivalent credits;

2. The multimodal capital improvement or right-of-way dedication shall not be a comprehensive plan requirement for all development activity or a requirement for all development activity within a specific land use, special area, or designated district.

3. The multimodal capital improvement or right-of-way dedication shall not be a land development regulation requirement for all development activity or required for all development activity within a specific zoning, special areas, or designated district.
4. The multimodal capital improvement or right-of-way dedication in eligible per the most recently adopted Mobility Plan.

5. The multimodal capital improvement increases person miles of capacity, advances a strategic goal of the City, or enhances the safety or quality of service of an existing multimodal facility.

6. Applicants request for mobility fee credits for multimodal capital improvements, right-of-way dedication, or proportionate share payments that are not currently in the multimodal program shall be made at least ninety (90) days before submittal of an application for a building permit or development activity. The application to request addition of the activity to the multimodal program shall be submitted to the City Manager and include the following:

    a. A written statement, which includes justification, requesting the City Council add the multimodal capital improvement or right-of-way dedication to the multimodal program;

    b. Documentation that addresses the requirements for multimodal capital improvements to be considered for inclusion in multimodal program;

c. The location, including a map, of the multimodal capital improvement;

d. A description of the proposed multimodal capital improvement;

e. The proposed time frame for construction of the multimodal capital improvement or dedication of land for the multimodal capital improvement;

f. The estimated cost of construction and / or value of land to be donated; and

g. The basis for the estimated construction cost prepared by a registered Florida professional engineer, and / or the value of land based on a state certified general appraiser who is a member of the Appraisal Institute.

7. The City Manager shall have thirty (30) business days to respond in writing to the application requesting addition of the multimodal capital improvement to the multimodal program. The City Manager may:

a. Find the request is sufficient and notify the Applicant in writing that the review of the request will commence, and a response will be provided within fifteen (15) business days; or

b. Request in writing, additional information be provided by the Applicant. If additional information is requested, the time frame and the process for consideration of the request shall follow the same timeline; or

c. Suggest in writing, that amendments be made to the request to add the multimodal capital improvement. If suggested amendments are provided, the time frame and the process for consideration of the request shall follow the same timeline; or

d. Deny the request and include a written response to the Applicant that provides the basis for denial. The Applicant shall have the right to appeal the denial per section XI of this Manual.

e. Once the review has been undertaken and accepted, the City Manager will begin the process to set a public hearing date for the City Council to review and potentially approval the request to add the multimodal capital improvement to the multimodal program.

E. ELIGIBLE MULTIMODAL CAPITAL IMPROVEMENTS

Multimodal capital improvements eligible for mobility fee credit are primarily those located off-site and not directly adjacent to development activity. The following are the types of multimodal capital improvements that would be eligible to request mobility fee credit:

1. The construction of new off-site bike lanes, boardwalks, greenways, mobility hubs, multimodal lanes or ways, multi-use paths, sidewalks, trails, and transit facilities.

2. The construction or widening of an off-site bicycle or pedestrian facilities that connects a gap in the existing system or connects development activity with an

adjacent bicycle or pedestrian facility, park, school, place of assembly, employment, or retail center.

3. The widening of an existing paved shoulder or bike lane, that is four (4) feet or less in width, to a buffered or protected bike lane at least six (6) feet in width.
4. The widening of a sidewalk, that is five (5) feet or less in width, to an eight (8) or ten (10) foot wide multi-use-use path, or a twelve (12) foot or wider trail.

5. The construction of an off-site turn lane or off-site roundabout at the intersection of an arterial or collector road that is unrelated to the impact from the development activity constructing the improvement.

6. The construction of an off-site turn lane or of-site round-a-bout at the intersection of a functionally classified collector or arterial road that creates additional capacity for use by development activity other than the needed to accommodate the impact of the development activity constructing the improvement.

7. The construction of an off-site transit shelter with a transit bulb-out or pull-off.

8. The construction of a new off-site arterial or collector road or the addition of two (2) or more through lanes to an off-site arterial or collector road that creates additional person capacity for use by development activity other than the needed to accommodate the impact of the development activity constructing the improvement.

9. Dedication of right-of-way for a future roadway shown on the multimodal program that is not proposed for use by the development activity or a requirement through a developer agreement or development order.

10. Other off-site multimodal capital improvements shall be evaluated on an individual basis to determine eligibility based on the following:

    a. The improvement results in the addition of person miles of capacity;

    b. The improvement provides a mobility benefit to the public;

    c. The improvement serves development other than just the development activity constructing the improvement;

    d. The improvement serves future development activity that may have otherwise been required to construct the improvement;

    e. The improvement is included in the calculation of the mobility fee and is not identified as being constructed by development.

F. INELIGIBLE IMPROVEMENTS

Multimodal capital improvements that are not typically eligible for mobility fee credit are primarily those located on-site, those that serve as the primary access connection to development activity, those that are adjacent to development activity, and those that run along one (1) or more external project boundaries. The following are the types of multimodal capital improvements that are not eligible to request mobility fee credit:

1. Site-related turn lanes, round-a-bouts, traffic signals, or operational and safety improvements.

2. Off-site extension of turn lanes, construction of turn lanes, or round-a-bouts, traffic signals, or operational and safety improvements directly related and attributable to the development activity constructing the improvement.

3. The construction or upgrade of an off-site road that serves as a primary access connection to development activity constructing the improvement or as required through a development order.

4. The upgrade of an off-site road to a functionally classified collector of arterial road necessitated by traffic impact or heavy vehicles from the development activity constructing the improvement or as required through a development order.

5. The construction of on-site sidewalks, multi-use paths, or trails within, adjacent, or along the development activity boundary.

6. The construction of on-site bicycle facilities, paved shoulders, bike racks, or lockers within, adjacent or along the development activity boundary.

7. The construction of on-site internal roadways within, adjacent, or along the development activity boundary.

8. The construction of on-site transit stops, transit bulb-outs, or pull-out bays.

9. Other on-site or off-site improvements shall be evaluated on an individual basis to determine ineligibility based on the following:

    a. The improvement primarily serves the development activity that is responsible for constructing the improvement;

    b. The improvement does not provide an overall mobility benefit to the public;

    c. The improvement does not primarily serve development other than the development activity constructing the improvement;

    d. The improvement does not provide an overall mobility benefit to future development activity that may have otherwise been required to construct the improvement to access its development;

    e. The improvement is not included in the mobility fee calculations;

f. The improvement is identified in the mobility plan or mobility fee technical report as being constructed by development in the mobility fee calculations.

G. Credit Determination

Mobility fee credit shall be based upon the additional person capacity created above that needed to accommodate the development activity constructing the improvement.

1. For off-site turn lane improvements, round-a-bouts, new roads, or widened roads, development activity shall receive mobility fee credit for the additional capacity created from construction of the improvement. The credit shall be based upon the percentage of additional capacity provided from constructing the improvement less trips from the development activity.

2. For off-site turn lane improvements, the development activity shall receive mobility fee credit for extending a turn lane that serves adjacent development or provides for a continuous turn lane, that otherwise replaces a gore, chevron, or roadway transition, beyond that needed for the development activity. The credit shall be based upon the percentage of additional asphalt added to accommodate the turn lane extension above that needed to serve the development activity per FDOT Index 301 and Index 526, or other design criteria approved by the permitting entity.

3. For on-site roads included in the multimodal program, the first two (2) lanes of the road are needed to accommodate internal trips from the development activity and no credit shall be provided, except as provided for below:

   a. Where right-of-way is provided to accommodate a four (4) lane divided road and only two (2) lanes are needed for the development activity, then credit shall be provided for the additional right-of-way needed to accommodate a four (4) lane divided road versus a two (2) lane divided road.

   b. If the internal trips from the development activity does not utilize more than the capacity created from the first two (2) lanes, then the development shall receive credit for construction of the third and fourth lanes on a four (4) lane divided road.

   c. If the internal trips from development activity utilizes all the capacity created from the first two (2) lanes, then the development activity shall only receive credit for the additional capacity, less internal trips, created through construction of the third and fourth lanes for a four (4) land divided road.

4. An Applicant may request mobility fee credit for advancing the construction of a new two (2) lane divided road or a four (4) lane divided road or adding two (2) lanes to an existing two (2) lane road or four (4) lane road, subject to the following:

   a. If the requirement for the multimodal capital improvement is a development order condition of another development, but not if the Applicant constructing the improvement is required to do so through a contractual agreement or settlement agreement.

b. The development entity that was required to construct the new two (2) lane or four (4) lane road shall not be entitled to credit for adding additional lanes in the future if the initial two (2) or four (4) lanes were a requirement of the development activity.

c. If the multimodal capital improvement has not yet been constructed and is not in the multimodal program, an application to add the improvement to the multimodal program would be required to be submitted by the Applicant.

5. An Applicant may request mobility fee credit for adding two (2) lanes to an existing two (2) lane road or four (4) lane road, subject to the following:

a. The additional lanes are a developer agreement or development order condition;

b. The improvement is required by the City, but is not warranted to accommodate the traffic demand from the development activity constructing the improvement;

c. If the development activity does add traffic to the two (2) additional lanes, but does not utilize more than eighty-five percent (85%) of the capacity provided:

i. Then the development entity may request a share of the cost proportional to the additional capacity added from the two (2) additional lanes;

ii. The additional capacity added shall be less the capacity consumed by development activity trips.

d. If the multimodal capital improvement has not yet been constructed and is not in the multimodal program, an application to add the improvement to the multimodal program would be required to be submitted by the Applicant.

6. Should the internal trips from development activity consume all the capacity for a four (4) lane divided road, then the development activity shall only receive credit from construction of the fifth and sixth lanes on a six (6) lane divided road. Credit for right-of-way dedication shall only be provided for the for the fifth and sixth lane.

7. An Applicant may request mobility fee credit for constructing a multimodal capital improvement that add multimodal capacity and are above the requirements of the City’s Comprehensive Plan, land development regulations, Public Works design manuals, or development order requirements, subject to the following:

a. Development activity constructs a multimodal capital improvement for people walking, such as an eight (8) foot wide shared-use path or a twelve (12) foot wide multi-use trail along an external or off-site arterial or collector where a five (5) or six (6) foot sidewalk was required by City development regulations;

b. Development activity constructs a multimodal capital improvement for people bicycling, such as an eight (8) foot wide shared-use path or a twelve (12) foot wide multi-use trail along an external or off-site arterial or collector where a four (4) or five (5) foot on-street bicycle lane was required by City development regulations;

i. The shared-use path or multi-use trail would be in addition to the construction of an adjacent five (5) or six (6) foot sidewalk within the right-of-way;

ii. If an equivalent width shared-use path or multi-use trail is constructed that is provided in-lieu of on-street bicycle lanes and off-street sidewalks, then the facility is not providing additional multimodal capacity per the following example:

(1) The land development code requires construction of a five (5) foot sidewalk and a four (4) foot bicycle lane, for a total of nine (9) feet of multimodal capital improvements;

(2) The development activity constructs an eight (8) foot wide shared-use path or a ten (10) foot wide multi-use trail, in-lieu of the sidewalk and bicycle lane;

(3) The development activity is replacing the required improvements with an alternative improvement that is an equivalent width and creates an equivalent amount of multimodal capacity.

c. Development activity constructs a multimodal capital improvement for people bicycling, micromobility, or microtransit, such as a twelve (12) foot wide multi-use trail or multimodal way, along an external or off-site arterial or collector subject to the following;

i. The multimodal capital improvement maybe designed and constructed as either an on-street lane or an off-street way.

(1) On-street improvements are required to provide pavement markings denoting the types of devices and vehicles permitted or a colored pavement which is typically maroon or red, but maybe blue or green.

(2) Off-street improvements are not required to provide pavement markings or unique colors, unless expressly required through a specified design standard.

ii. The multimodal capital improvement is designed to accommodate micromobility devices such as electric bikes or electric scooters and is at least eight (8) feet in width and is provided in addition to on-street bicycle lanes and off-street sidewalks;

iii. The multimodal capital improvement is designed to accommodate microtransit vehicles such as golf-carts or neighborhood electric vehicles, is at least eight (8) feet in width, is provided in addition to on-street bicycle lanes and off-street sidewalks, and is not part of a golf course or recreational land use;

iv. The multimodal capital improvement is designed to accommodate microtransit vehicles such as autonomous transit shuttles or neighborhood transit circulators, is at least twelve (12) feet in width, is provided in addition to on-street bicycle lanes, off-street sidewalks, or a shared-use path, and is not part of a golf course or recreational land use;

v. If an equivalent width multimodal capital improvement is constructed that is provided in-lieu of on-street bicycle lanes and off-street sidewalks, then the facility is not providing additional multimodal capacity.

d. Development activity that constructs multimodal capital improvement for people walking, bicycling, or riding micromobility devices or microtransit vehicles would be eligible for the additional multimodal capacity created subject to the following;

i. The multimodal capital improvements are a developer agreement or development order condition;

ii. The improvement is required or requested by the City, but is not warranted to meet land development or other required City regulations from the development activity constructing the improvement;

iii. The total width of the multimodal capital improvements is at least two (2) feet wider than the total width of the improvements required by land development regulation or design specifications consistent with the following:

(1) The total width of required sidewalks, bicycle lanes, or shared-use paths should be calculated for the right-of-way:

(a) Sidewalks width: five (5) to six (6) feet wide;

(b) Bicycle lanes: four (4) to five (5) feet wide;

(c) Shared-use paths: eight (8) to ten (10) feet wide;

(d) Multi-use trails: ten (10) to twelve (12) feet wide;

(2) The total width of the proposed multimodal capital improvements should be calculated.

(3) If the difference in width of the proposed multimodal capital improvement is at least two (2) feet or more than the width of required capital improvements, then the proposed multimodal capital improvement is eligible:

(a) Required: Five (5) foot sidewalk;

(b) Proposed: Eight (8) foot shared-use path;

(c) Difference: Eight (8) minus five (5) equals three (3) feet;

(d) Eligible: Yes, the multimodal capital improvement is eligible for credit for the additional width provided.

(4) If the difference in width of the proposed multimodal capital improvement is less than two (2) feet in width, then the proposed multimodal capital improvement is ineligible:

(a) Required: Five (5) foot sidewalk;

(b) Required: Four (4) foot bike-lane

(b) Proposed: Ten (10) foot shared-use path;

(d) Difference: Ten (10) minus nine (9) equals one (1) foot;

(e) Eligible: No, the multimodal capital improvement does not provide additional multimodal capacity and is not eligible for mobility fee credit.

iv. The amount of eligible mobility fee credit would be based on the percentage increase in width of the proposed multimodal capital improvement versus the required multimodal capital improvement multiplied by the cost of the proposed multimodal capital improvement.

(1) Proposed: Twelve (12) foot multi- use trail or multimodal way;

(2) Required: Five (5) foot sidewalk;

(3) Required: Five (5) foot bike-lane;

(4) Increase: Proposed (12) minus required (10) divided by required (12-10) / 10 = .20 or 20% percent

(5) Credit amount: Total cost multiplied by .20 (20%)

H. Mobility Impact Evaluation

Prior to conducting a mobility impact evaluation (MIE) for an overall master plan development or to evaluate mobility impacts related to comprehensive plan amendments, a written methodology statement shall be prepared by a professional engineer or a certified planner with mobility or traffic impact evaluation experience. The mobility impact evaluation shall be submitted to the City Manager for review and approval. The objective of the methodology statement is to agree to the assumptions and procedures to be followed during the preparation of the MIE. The methodology statement shall remain valid for a period of six (6) months after the approval date. The following are the elements that need to be addressed in this methodology:

1. Prior to the preparation of the MIE, the Applicant and professional representative shall attend a mandatory methodology meeting with the City Manager and with Planning and Public Works staff. During this meeting, the general procedures to be followed, the variables to be studied and if applicable, the proposed locations to be studied, shall be discussed.

2. A general description of the proposed development activity, including but not limited to the following:

    a. Location;

    b. Development program;

    c. Site plan; and

    d. Operating characteristics.

3. The methodology shall clearly explain the purpose for the MIE as it relates to the specific development activity being evaluated and the proposed improvements.

4. The methodology shall provide detail regarding trip generation and trip distribution.

    a. The latest edition of the ITE Trip Generation Manual shall be used.

    b. Trip generation rates shall be utilized for internal traffic and all ingress and egress at driveways and intersections with the development activity. Trips shall not be adjusted for internal capture or pass-by rates when evaluating internal traffic, circulation, and access.

    c. The methodology shall specify rates or equations for evaluation of off-site travel and the utilization of any adjustment factors such as internal capture, pass-by trips, or mode share.

    d. The methodology shall determine the appropriateness of using the regional travel demand model or existing traffic counts to determine trip distribution and assignment.

    e. Existing signal timing plans shall be used in the evaluation.

5. The Applicant shall submit two (2) copies of the proposed study methodology along with a digital copy to the City Manager for review. A certification page shall be provided in the methodology that includes a statement that the professional responsible for the preparation is either a professional engineer (P.E.) or a certified planner (AICP). The corresponding professional registration number and seal, or certified planner certification, shall also be provided.

6. The MIE shall be conducted per the agreed to methodology. The MIE shall document all sources of data collection used in the analysis. The MIE shall include all variables related to trip generation, trip distribution, trip assignment and capacity analysis. A certification page shall be provided with the MIE that includes a statement that the professional responsible for the preparation is either a professional engineer (P.E.) or a certified planner (AICP). The MIE must be signed and sealed by a P.E. or signed by an AICP certified planner and include the certified planner certification.

7. For offsite intersections or the widening of an existing road, traffic counts shall be collected to establish existing conditions.

   a. Three-day hose counts shall be taken on Tuesday, Wednesday, and Thursday during a non-holiday week and while all public schools are in session. The three-day hose counts, taken on all approaches to evaluated intersections, shall be averaged for the three-day period.

   c. The hose counts shall be adjusted per the latest FDOT seasonal adjustment factors. Turning Movement Counts (TMCs) shall be collected on one (1) of the three (3) days in which hose counts are collected. The TMCs shall cover the AM and PM peak hours and other appropriate time periods as deemed necessary.

   c. The TMCs shall be used to determine the percentage of turning movements. The percentage of turning movements shall then be applied to the averaged hose counts to derive turning movement volumes.

8. The methodology shall determine the appropriate analysis methodologies and technologies to be utilized in the evaluation.

   a. Syncro or the Highway Capacity Manual maybe considered for utilized to evaluate the capacity of the intersection and the calculated queue demand and lengths.

   b. For off-site roadway improvements, the latest versions of the Florida Department of Transportation Generalized Tables shall be utilized, unless another analysis technique is allowed in the methodology.

   c. For on-site roadways, only the latest version of the FDOT Generalized Tables shall be utilized.

   d. The capacity for roadways shall be based on interrupted flow facilities only and the proposed posted speed limit.

e. The capacities shall be adjusted for non-state roads.

f. The capacities shall be adjusted for intersection turn lanes and the presence of left turn lanes and for divided or undivided road section.

g. Capacities shall be adjusted for proposed speed limits versus posted speed limits utilized for the Generalized Tables. The adjustment shall be based on the percentage result of dividing posted speed by the speed utilized for the Generalized Tables.

h. An existing conditions analysis, a build-out analysis with project traffic and a build-out analysis with project traffic and improvements shall be conducted.

9. The MIE shall include an analysis to determine the additional capacity added between existing conditions and future conditions with improvements. The trips from the development activity will be divided by the additional capacity added to determine the percentage to capacity added for use in determining the amount of mobility fee credit.

10. The percentage of additional capacity added shall be multiplied by the cost of the multimodal capital improvement to determine the mobility fee credit.

11. The City Manager shall have thirty (30) business days to respond in writing to the submitted mobility impact evaluation. The City Manager may:

a. Find the request is sufficient and notify the Applicant in writing that the review of the request will commence, and a response will be provided within fifteen (15) business days; or

b. Request in writing, additional information be provided by the Applicant. If additional information is requested, the time frame and the process for consideration of the request shall follow the same timeline; or

c. Suggest in writing, that amendments be made to the request to the mobility impact evaluation. If suggested amendments are provided, the time frame and the process for consideration of the request shall follow the same timeline.

d. The review of the MIE may include up to three (3) rounds of sufficiency review.

i. If the MIE is found to be sufficient, then the City Manager shall notify the Applicant in writing that the MIE has been accepted; or

iii. Deny the MIE and include a written response to the Applicant that provides the basis for denial. The Applicant shall have the right to appeal the denial per section XI of this Manual.

e. Once the MIE has been accepted by the City Manager, the MIE shall be utilized in determination of mobility fee credit and referenced in the developer or mobility fee credit agreement.

VIII. ANNUAL REPORT STATUTORY REQUIREMENTS

A. STATUTORY REQUIREMENTS

The Florida Impact Fee Act per Florida Statute Section 163.31801 requires annual reports of impact fees and mobility fees.

B. AMOUNTS COLLECTED AND EXPENDED BY THE COUNTY

The report requirements include identifying the current impact fees and mobility fees collected by the County. The report also requires a summary of the total amounts collected and expended per benefit district. The summary should also include the utilization of any mobility fee credits.

C. EXPENDITURE TIME FRAME

The report provisions require that the Chief Financial Officer certify that mobility fees have been expended within seven (7) years from the date of collection of mobility fees. The report should also highlight any refunds granted or mobility fee credit utilization and the timing of the credit utilization.

D. EXPENDITURE CONSISTENT WITH MOBILITY PLAN

The report provisions require that mobility fees have been expended on mobility projects that serve as the basis for calculation of the mobility fee. There should be a brief description of the amount expended on mobility projects. The report must also include the cost incurred by the City to administer and implement the mobility plan and mobility fee and are any of the cost satisfied through a service charge on development applications requiring a mobility fee payment.

E. SPECIFIC PURPOSE OF THE MOBILITY FEE

The report is required to include a description of the purpose for the mobility fee and any impact fees collected by the City. The description should include the types of projects that serve as the basis for a mobility fee. Lastly, the specific purpose for the mobility fee should also address how the assessed mobility fee is not greater than the necessary cost to mitigate the impact of development activity.

F. MOBILITY FEE LAND USE SCHEDULE AND RATES

The report is required to include the most recently adopted mobility fee schedule with all land uses and the rate of the mobility fee assessed to those land uses. The description should also include an overview of how the mobility fees are calculated for uses on the mobility fee schedule. The audit also requires an overview of any variation in the fee per assessment area. The current mobility fee differs for each of the three (3) assessment areas (**Map A**).

G. TOTAL FEES PER DWELLING

The report documentation requires the total amount of mobility fees assessed per dwelling unit. The information to be provided are the mobility fee rates per dwelling unit type and assessment area established on the mobility fee schedule.

H. TOTAL FEES WAIVED FOR AFFORDABLE HOUSING

The last information required to be provided as part of the audit are the total amount of mobility fees waived for affordable housing. If the City Council establishes a definition of affordable housing consistent with Florida, then the City Council can outright waive mobility fees. If the City elects to do so, then the total amount of affordable housing waivers should be documented as part of the report requirements.

The remainder of this page is reserved.

IX. ANNUAL REPORT DETAIL

A. PURPOSES OF THE ANNUAL REPORT

The annual report for mobility fees is designed to inform the City Council of the total amounts of fees collected and the remaining balance in each of the trust funds established for mobility fee benefit districts. The annual mobility fee report is also prepared in support of legal and statutory requirements that mobility fees are expended in a timely manner.

The annual report includes detail on the multimodal projects that have been funded or are proposed for funding by mobility fees. This information is used to demonstrate that the City is complying with the benefits test of the dual rational nexus test, which requires that Applicants receive a mobility benefit from the mobility fees paid to the City.

B. COLLECTION OF FUNDS

1. The first component of the annual report is to provide information on the amount of mobility fees have been collected and how those mobility fees were expended in the current or immediately preceding fiscal year. The specific information to be provided per mobility fee special revenue trust funds is as follows:

   a. Prior year balances per fee trust fund;

   b. The amount of fees collected over the past FY per fee trust fund;

   c. The amount of fees expended over the past FY per fee trust fund;

   d. The amount of interest earned over the past FY per fee trust fund;

   e. The total remaining balance per fee trust fund; and

   f. Total budgeted expenditures for the FY that have not been expended.

   g. To the extent known, provide projections for mobility fee collections.

   h. To the extent known, provide projections for mobility fee expenditures.

   i. Projections are generally provided over a three (3) or five (5) year period.

2. The second component is to provide updates related to statutory amendments, new legal precedents, and identification of updates to plans and technical documents that form the basis for calculation of the mobility fee. The annual report should include detail related to the following:

   a. Amendments to Florida Statute related to mobility fees or impact fees;

   b. The impact of amendments to Florida Statute;

c. New case law or court decisions related to exactions, fees, and takings;

d. Any of the following:

i. Increase or decrease in Mobility Plan cost of more than 10%;

ii. Increase or decrease in available funding of more than 10%;

iv. Update of an infrastructure sales tax;

v. Amendments to interlocal agreements with a municipality;

vi. Comprehensive Plan Amendments impacting transportation system;

vii. Updates of the Mobility Plan;

viii. Updates of the Long-Range Transportation Plan;

ix. Updates to the ITE Trip Generation Manual;

x. Updates of the FDOT Generalized Capacity Tables; or

x. Updates of the National Household Travel Survey.

3. The third component is to provide recommendations on necessary updated to the mobility plan and mobility fee. Florida Statute limits updates to the mobility fee that would result in an increase to once every four (4) years, unless there is a finding of extraordinary circumstances. The need to update or undertake a study of any of the following should be included in the annual report:

a. The mobility plan;

b. The mobility fee ordinance;

c. The mobility fee calculations or methodology;

d. The variables used to calculate the mobility fee;

e. The mobility fee schedule of land uses;

f. The preparation of a finding of extraordinary circumstances.

C. CURRENT STATUS OF MOBILITY FEES

The annual report should document any amendments or updates made to the mobility plan or mobility fee over the course of the past year. The annual report should also provide any detail on amendments to the mobility fee schedule due to adjustments for inflation. Lastly, the annual report should highlight the last time the mobility plan and mobility fee were updated and when are the next updates planned.

D. DETAIL ON MOBILITY FEE EXPENDITURES

The annual report should provide detail related to the construction or funding of mobility projects within each benefit district and highlight the expenditure of mobility fee funds related to those mobility projects. To the extent the information is available, photos showing the status of projects completed or under construction, or a graphic or map illustrating the mobility project should be provided. The following represents the typical information that should be provided to highlight mobility fee expenditure:

1. Project Name;
2. Project Description;
3. Fiscal Year Funding;
4. Total Funding;
5. Outstanding Balance, if applicable, to be Funded
6. Total Funded by Mobility Fees;
7. Total Cost of Project;
8. Other Funding Sources; and
9. Photo, Plans, or Graphics for the Mobility Project.

E. SUMMARY OF RECOMMENDATIONS

The annual report should summarize any recommendations and highlight next steps or necessary updates to ensure the mobility fee is consistent with case law and Florida Statute. The annual report should also include other pertinent information to provide accountability and transparency related to the collection and expenditure of mobility fee revenues to ensure the City is meeting the dual rational nexus test.

The remainder of this page is reserved.

X. UPDATES

A. STATUTORY REQUIREMENTS

The Florida Impact Fee Act per Florida Statute Section 163.31801 requires that impact fees and mobility fees be based on the most recent and localized data. In a somewhat contradictory requirement, the Impact Fee Act also limits increases in impact fees and mobility fees to once every four (4) years. Furthermore, increases are also required to be phased in over a multi-year period and cannot exceed fifty percent (50%) over four (5) years, unless a local government makes a finding of extraordinary circumstances.

The Florida Legislature has consistently amended Florida Statute related to mobility fees and impact fees on a yearly basis. The City should re-evaluate its mobility fee ordinance and this administrative manual after each legislative session if there are amendments to Florida Statute related to impact fees or mobility fees.

B. MOBILITY PLAN UPDATE

The City may update the mobility plan at any time to reflect the addition of new mobility projects, the completion of mobility projects, and changes in need or priority that require the removal of mobility projects. The City is required by the Mobility Fee Ordinance to update the mobility plan at least once every five (5) years. This is consistent with the time frame for Long Range Transportation Plans, which are updated in five (5) year cycles, with periodic updates to add, modify, or remove projects between updates.

Updates to the mobility plan would largely be initiated by the City. There may be limited instances where the City would require a development to update the Mobility Plan as part of a large scale comprehensive plan, a sector plan, or a special area plan. However, the intent is for the Mobility Plan to identify projects to be included in the City's Capital Improvement Program. For public private partnership or grant funding opportunities, the City would amend its Capital Improvements Program to add a multimodal project to make it eligible for mobility fee credit or expenditures.

If the County were to adopt an extension of the infrastructure sales tax to fund multimodal projects or enact a special district to fund multiple multimodal projects, then the City should consider an update to the Mobility Plan to reflect the additional projects and revenues.

If there are a number of amendments to the Comprehensive Plan, or proposed sector plans or special area plans, that result in the need for multiple multimodal projects, then the City should consider an update to the Mobility Plan and potentially the Mobility Fee.

Updates of the City's Mobility Plan are not intended to be a common occurrence. The update of the Mobility Plan is a significant undertaking. The City should budget for updates three (3) years after adoption and should commence update of the Mobility Plan no later than eighteen (18) months from the five (5) year adoption date. Future Mobility Plan's may require less time to update, but in general, it takes local governments twelve (12) to eighteen (18) months to update an adopted mobility plan. If the City intends to include the County, Ft. Pierce, Stuart, or Martin County, then the City should plan on eighteen (18) to twenty-four (24) months to update the Mobility Plan and provide significant opportunities for public involvement.

C. MOBILITY FEE UPDATE

The City may update its mobility fee at any time to reflect amendments to the mobility plan or addresses changes in projected or available funding. However, Florida Statute does limit increases to once every four (4) years, unless there is finding of extraordinary circumstances. The City is required by the Mobility Fee Ordinance to update the mobility fee at least once every five (5) years, concurrent with the mobility plan.

Updates to the Mobility Fee would largely be initiated by the City. There may be limited instances where the City would require a development to update the Mobility Fee as part of a large scale comprehensive plan, a sector plan, or a special area plan. However, the intent is for the Mobility Fee to fund the multimodal projects initially identify in the Mobility Plan and prioritized as part of the annual update of the Capital Improvement Program.

If the County were to adopt an extension of the infrastructure sales tax to fund multimodal projects or enact a special district to fund multiple multimodal projects, then the City should consider an update to the Mobility Fee to reflect the additional projects and revenues. If the City received substantial funding, in excess of $250 million, or 10% of the overall Mobility Plan cost, then the City should consider an update to reflect the increased funding.

Updates of the City's Mobility Fee are not intended to be a common occurrence. The update of the Mobility Fee is a significant undertaking. The City should have its budget and consultant in place a year prior to commencing the Mobility Fee Study update. Recent amendments to Florida Statute require that Mobility Fee Study be completed within one (1) year from the date of adoption of any update in the Mobility Fees that result in increased rates. If the City intends to coordinate with adjacent local governments, then the City should plan accordingly to allow for intergovernmental coordination and provide opportunities for public involvement.

D. INFLATION ADJUSTMENT

The City may, but is not required to, consider annual adjustments to its mobility fee to account for inflation. Any adjustment for inflation would require a minimum of ninety (90) days between publicly notice of adjusted rates and the effective day of the new rates. The adjusted mobility fee rates would need to be publicly noticed no later than September 30th of each year, with an effective date of January 1st of the following year.

To limit the potential impact of future increases, the City shall consider annual adjustments for inflation. The City shall utilize local inflation data for construction of mobility projects. FDOT use to publish an annual inflation index report. However, the report was last published in 2022 and as of September 2023, FDOT has largely stopped preparing inflation analysis or updates. Localized data, where available, should always be utilized. If localized data is not available or needs to be supplemented, then there are several national inflation index that me be utilized to adjust for inflation.

The Federal Highway Administration (FHWA) publishes a National Highway Construction Cost Index (NHCCI) which many local governments have elected to start using. The Federal Reserve Bank of St. Louis prepares a Producer Price Index (PPI) for Highways and Streets. The PPI for Highways and Streets measures inputs rather than output cost, or the cost to construct, like the NHCCI. The NHCCI is a viable alternative, should the City elect to adjust mobility fees for inflation.

E. MULTIMODAL PROJECT UPDATE

The Mobility Plan is the primary sources used by the City to identify multimodal projects for inclusion in the annual update of the Capital Improvements Program. The Plan is based on a 20 plus year horizon and includes a number of multimodal projects from which the City can elect to prioritize expenditure of revenues. The availability of funding is one of the largest determining factors in the prioritization of multimodal projects. The description of multimodal projects in the mobility plan reflects needs as of the date of adoption of the plan. The availability of funding, along with right-of-way, utility relocations, environmental and neighborhood impacts are all factors that may result in improvements that differ from the description in the Mobility Plan. The Mobility Plan contemplated and recognized that the ultimate design of multimodal projects may change from the planning stage to the construction stage.

The remainder of this page is reserved.

XI. APPEALS

Any decision made by the City Manager in the course of administering the provisions of the Mobility Fee Ordinance may be appealed to the City Council by filing a petition of appeal with the City Clerk within thirty (30) calendar days of the date of the rendition of the decision.

The Council shall review the petition within thirty (30) calendar days from the date of filing the appeal. The petitioner shall be provided reasonable notice of the time, date, and place of the public meeting by certified mail, return receipt requested, and invited to attend. The Council's decision shall be final for the purpose of administrative appeals. The Council shall revoke the decision of the City Manager only if there is no competent and substantial evidence in the record that supports the decision of the City Manager or if there is no adequate legal basis for the decision of the City Manager or there was a failure to substantially comply with the Mobility Fee Ordinance.

XII. AMENDMENTS

All additions or changes to this Administrative Manual shall be subject to review and approval by the City Council as agenda items during the regular meetings of the Council. Copies of this Administrative Manual as revised and approved by resolution of the City Council, and any subsequent amendments approved by the City Council, shall be made available to all City Staff who administer mobility fees and shall be made available to members of the public, upon request, at designated locations in Port St. Lucie.

XIII. ENFORCEMENT

Knowingly furnishing false information on any matter relating to the administration of the Mobility Fee Ordinance to the Director, or any designee, shall constitute a violation thereof. Those authorized to enforce Port St. Lucie County Land Development Regulations and Ordinances may be requested by the City Manager and/or the City Attorney to enforce specified provisions of the Mobility Fee Ordinance.

The remainder of this page is reserved.

XIV. EFFECTIVE DATE

This Administrative Manual shall take effect upon adoption by the Port St. Lucie City Council.

Approved this _Date__ day of October, 2026

PORT ST. LUCIE, FLORIDA

By: ________________________

ATTEST:

____

Approved as to form:

____
City Attorney

City of Port St. Lucie

Mobility Fee Administrative Manual Maps & Appendices

August 2026

PORT ST. LUCIE
HEART OF THE TREASURE COAST

Maps

Map A. **Assessment Areas**

Map B. **Benefit Districts**

MAP A
ASSESSMENT AREAS

Assessment Areas

City of Port St. Lucie Mobility Fee

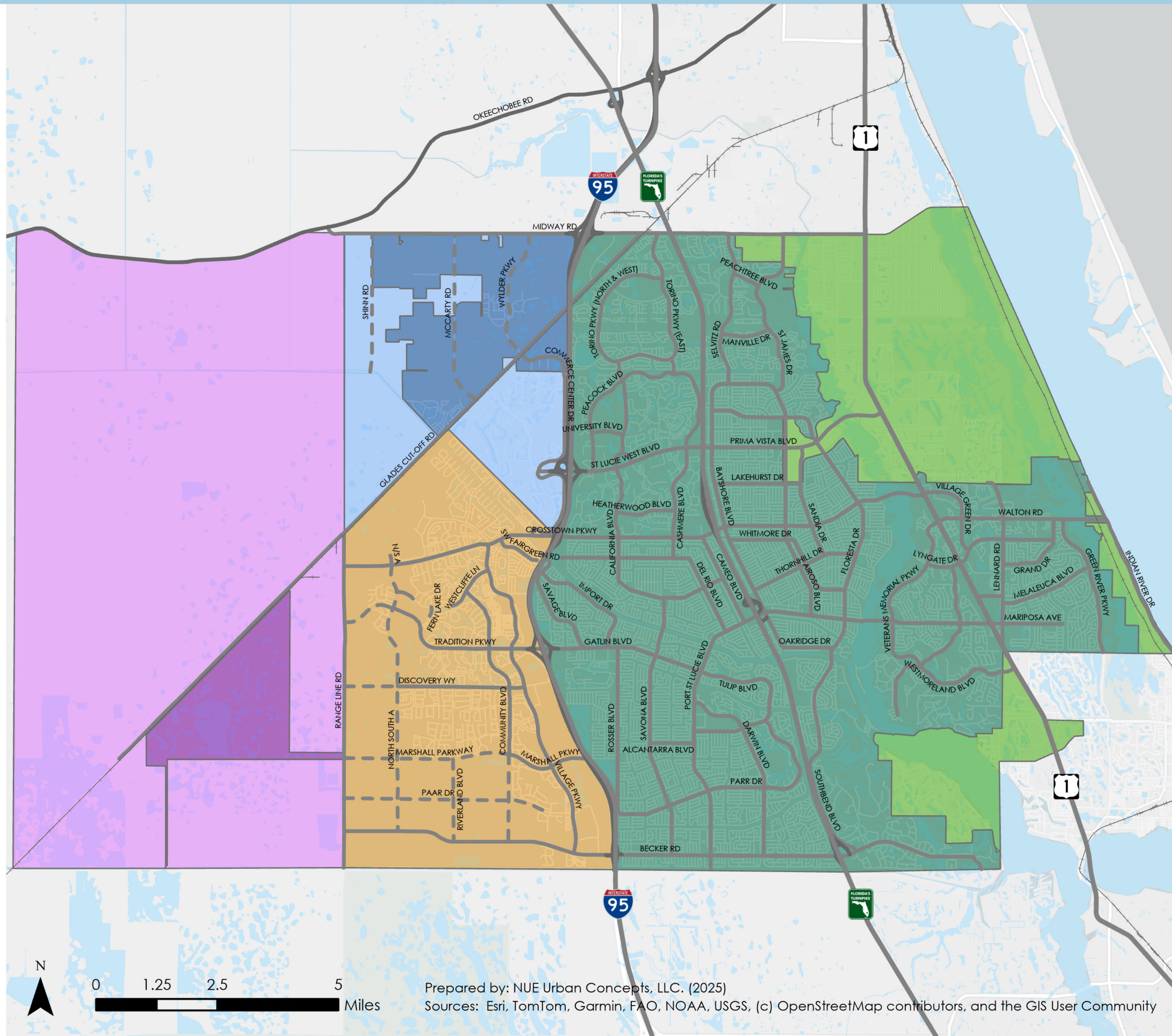
PORT ST. LUCIE
HEART OF THE TREASURE COAST

Assessment Areas illustrate where Mobility Fees are assessed and collected from new development.

The expansion areas identify areas that could annex into the City. Annexed properties would be assigned to the corresponding assessment area.

- East Assessment Area
- East Expansion Assessment Area
- West Assessment Area
- West Expansion Assessment Area
- Northwest Assessment Area
- Northwest Expansion Assessment Area
- Southwest Assessment Area

- Minor Roads
- Developer Access Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary
- Water Bodies



Prepared by: NUE Urban Concepts, LLC. (2025)
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

MAP B
BENEFITS DISTRICT

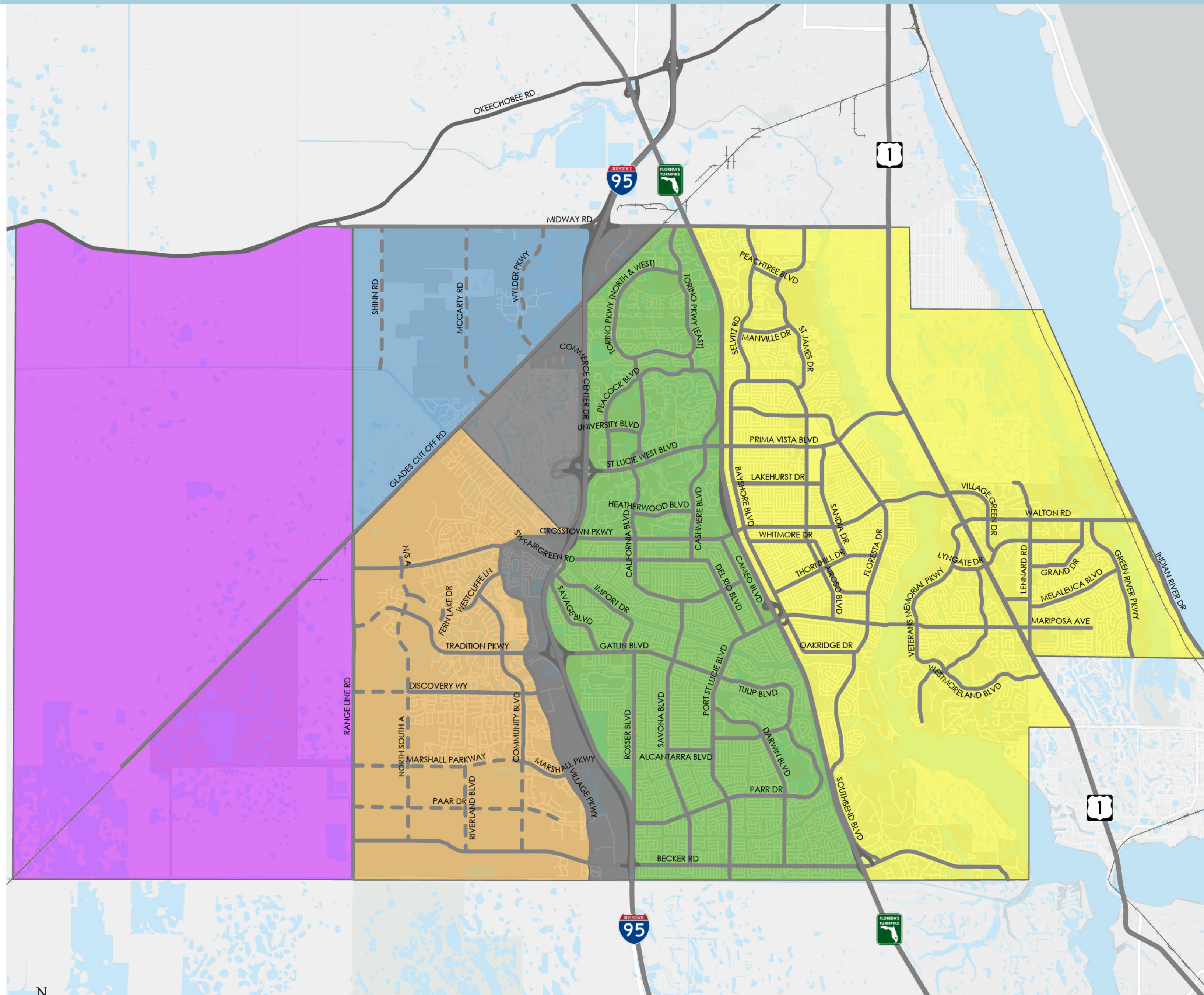
Benefit Districts

City of Port St. Lucie Mobility Fee

Benefit Districts illustrate where Mobility Fees can be expended.

- Central Benefit District
- East Benefit District
- Northwest Benefit District
- Southwest Benefit District
- West Benefit District
- I-95 Benefit District

- Minor Roads
- Developer Access Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary
- Water Bodies



Prepared by: NUE Urban Concepts, LLC. (2025)

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

Appendices

APPENDIX A
DEFINITIONS

2050 MOBILITY PLAN. The 2050 Mobility Plan dated November 2025 and developed by NUE Urban Concepts, LLC, as amended, identifies multimodal projects on maps and tables consisting of corridors, intersections, and transit further defined herein as Multimodal Capital Improvements on City, private, and State Roads, and outside of a road right-of-way that are needed to meet future Person Travel Demand. County Roads, per the adopted Interlocal Agreement, are excluded from the 2050 Mobility Plan. The 2050 Mobility Plan serves as one of the sources for identifying the Multimodal Capital Improvements to be included in the Multimodal Program.

ACRE. A unit of measurement equal to 43,560 sq. ft. and for the purpose of Trip Generation Manual used to quantify the total gross area of a development site (including land dedicated to public agencies). The distinction between total acres and total developed acres is not always clearly defined in the site acreage reported to ITE. Therefore, caution should be used with this variable. When submitting data, the analyst should indicate the percent of developed acreage and the total acreage of the property.

ACTIVE ADULT RESIDENTIAL. Detached and attached residential dwellings which are deed restricted to adults 55 years or older in age and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Codes 251 and 252.

ACCESSORY DWELLING UNIT. A secondary housing unit located on the same parcel as a primary dwelling, characterized by its independence from the primary unit. An ADU includes one bathroom and a kitchen along with a separate external entrance that allows for private independent access. Guest Houses are not considered ADUs.

ADDITION. An extension or increase in floor area, number of stories, or height of a building or structure.

ADDITIVE FEE. A Mobility Fee rate based on a unit of measure that generates high levels of Person Travel Demand per unit such as service bays, car wash stalls, or fueling for Motor Vehicles or drive-thru lanes for banks or free-standing ATMs, quick service restaurants, and pharmacies. Additive Mobility Fees per unit of measure are assessed in addition to Mobility Fees assessed per use based on square footage or the applicable unit of measure for the use.

APPLICANT. A Person commencing a Development Activity or requesting approval of a Development Activity that results in an increase in Person Travel Demand above the demand created by the current use of land. Applicant includes a Person requesting approval of Mobility Fee credit independently of an application for Development Activity.

ASSESSMENT AREA. A geographic area or a unique development pattern such as mixed-use with a specific Mobility Fee rate per use assessed uniformly over the area that differs from other areas of the City. These areas have similar characteristics such as Multimodal improvement needs, development patterns, mixture-of-uses, transportation network, master planning, or special district funding of Multimodal Capital Improvements. The two (2) Assessment Areas west of Interstate 95 feature common Multimodal Capital Improvements that have been or will be constructed by private development entities. These areas also feature differing level of Person Travel Demand based on Person Trips, Person Trip Lengths, and internal capture.

AUTONOMOUS TRANSIT SHUTTLE. A vehicle that uses artificial intelligence, sensors and global positioning system coordinates to drive itself with or without the active intervention of a human operator.

BANK DRIVE-THRU LANE OR FREE-STANDING ATM. Any drive-thru lane used for banking purposes such as deposits, withdrawals, balance inquires, or bill pay. The drive-thru may include either a teller window, pneumatic device for transferring banking information or funds, or an Automated Teller Machine (ATM). This use also includes free standing bank drive-thru lanes and freestanding walk-up or drive-thru ATM machines. An ATM inside or attached to a building that has a use open to the public or end user and is not just a standalone ATM structure or building shall not be assessed a fee. The fee shall be based upon the total number of drive-thru lanes with a banking window, pneumatic device or ATM and/or the total number of free-standing ATM's.

BENEFIT DISTRICT. A geographic area where fees that are paid by the Applicant are expended on Multimodal Capital Improvements within the district to provide a mobility benefit to the Applicant that paid the fees.

BUILDING PERMIT. Permits issued by the City, authorizing the construction or installation of buildings, structures, and other improvements including mobile homes and recreational vehicles.

CAPACITY. The maximum sustainable flow rate, at a service standard, at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a bicycle facility, pedestrian facility, roadway, or shared-use multimodal facility during a given time-period under prevailing conditions. For transit, the capacity is the maximum number of persons reasonably accommodated riding a transit vehicle, along with the frequency and duration of transit service.

CITY MANAGER. The City Manager of the City of Port St. Lucie, as defined in its City Charter, or a person or persons designated by the City Manager to carry out a function described in this article.

COMMERCIAL SERVICES AND RETAIL USES. Those commercial activities which provide for sale, lease, or rent of products, services, accommodations, or use of space to individuals, businesses, or groups and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 800 and 900.

COMMERCIAL STORAGE. Facilities or acreage in which one (1) or more warehouses, storage units or vaults are rented for the storage of goods and/or acreage or is providing for the storage of boats, RVs, vehicle trailers and other physical items that are larger than what is typically stored within an enclosed structure. The acreage for outdoor storage, excluding drive aisles, buffers and stormwater management areas, shall be converted to square footage for purposes of calculating the fee. This shall not include an individual's personal property where such items are stored by the owner of the land and not for commercial purposes, subject to allowance by land development and zoning regulations. This use falls under Land Use Codes in the 100 Series of the ITE Trip Generation Manual.

COMMUNITY SERVING. Those uses that are operated by a civic organization, governmental entity, non-profit, foundation, or fraternal organization, including places of assembly. Community serving also includes uses such as YMCA, museum, art studio, gallery, cultural center, community meeting spaces, community theater, library, or a fraternal or masonic lodge or club, or any community and civic based uses that do not sell retail goods or services for profit and that participates in community and public activities. Food, beverages, goods, and services maybe offered for ancillary fundraising and sales to support the community serving use.

COMPLETE STREETS. A transportation policy and design approach that requires multimodal transportation improvements to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation and to allow for safe travel by those walking, bicycling, or using other forms of non-motorized travel, riding public transportation, or driving electric or gas-powered vehicles.

COMPREHENSIVE PLAN. The Comprehensive Plan of the City of Port St. Lucie, Florida, adopted pursuant to Section 163.3161, et seq., Florida Statutes.

COUNCIL. The City Council of the City of Port St. Lucie, Florida.

DEVELOPMENT ACTIVITY. New residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an increase in Person Travel Demand above the demand generated by the existing use of property.

DISTRIBUTION CENTER. A large scale buildings typically greater than 200,000 square feet in size whose activities are predominantly engaged in the distribution of finished products and the fulfillment of ecommerce orders. These uses receive large shipments and sort and store goods for distribution to fulfillment centers or end users and include those uses specified in the ITE Trip Generation Manual under Land Use Codes 154, 155, 156 and 157, but excluding governmental uses.

DWELLING UNIT. Single-family, active adult, and multi-family residential dwellings, attached and detached dwellings, houses of conventional or manufactured construction, and all other structures that may be used for permanent residence, regardless of whether occupied by a tenant or owner. Pursuant to the Technical Report, Mobility Fees shall be imposed per square foot, up to the maximum square foot, per Dwelling Unit.

FREE-STANDING MEDICAL OFFICE. A building or buildings that are free-standing, have their own parking, and provide medical, dental, or veterinary services and care. Medical office shall also include any clinics or emergency care uses, and any uses specified in the ITE Trip Generation Manual under Land Use Code Series 600, including Land Use Code 720. Land Use Code 620 is included under Long Term Care land uses.

FREE-STANDING RETAIL. Entertainment, personal service, and retail uses in a single building where any single use under common ownership exceeds seventy-five percent (75%) of the total square footage of the building. Land Use Codes under the 800 and 900 series and Land Use Codes 444 and 445 under the 400 series of the ITE Trip Generation Manual.

GOLF COURSE. A recreational facility consisting of a series of holes laid out over landscaped grounds, typically including trees, fairways, greens, hazards, and associated ancillary uses such as a clubhouse, parking areas, and maintenance facilities. Golf courses are classified as a distinct recreational land use in the ITE Trip Generation Manual under Land Use Code 430 and are assessed per hole.

GOVERNMENTAL USES. County, federal, municipal, or state government buildings, structures, facilities, or land used for functions and operations of governmental entities or small spaces for third party vendors of perishable goods such as drinks and food located within governmental buildings.

GROSS FLOOR AREA. Total area (in square feet) of all floors of a structure that are within the principal outside faces of exterior walls including for example halls, stairways, corridors, lobbies, and elevator shafts, but excluding architectural setbacks or projections. Also includes areas where business is conducted outside the walls of the structure. If a site contains multiple buildings, the Gross Floor Area shall be computed separately for each building. The definition of Gross Floor Area (GFA) in the Institute of Transportation Engineers (ITE) Trip Generation Manual shall be used to resolve any questions regarding calculation of Gross Floor Area.

INDOOR COMMERCIAL RECREATION. Facilities that primarily focus on individual or group fitness, exercise, training or provide recreational activities. The uses typically provide exercise, dance or cheerleading classes, weightlifting, yoga, pilates, cross-fit training, fitness and gymnastics equipment. Indoor commercial recreation also includes uses such as bowling, pool, darts, arcades, video games, batting cages, trampolines, laser tag, bounce houses, skating, climbing walls, and performance centers. Food, beverages, equipment and services maybe offered for ancillary sales.

INDUSTRIAL. Those activities which are predominantly engaged in building and construction trades, the assembly, finishing, processing, packaging, and/or storage, or distribution of goods or products, utilities, recycling, research and development, waste management and uses that include brewing and distilling that may have taps, sampling or tasting rooms, and include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 but excluding governmental uses and warehouses. Industrial uses typically have ancillary office space and may have display or merchandise display areas for various trades and industries that are not open to the general public. Industrial uses are also located in land uses and zoning districts intended for industrial uses.

INDUSTRIAL USES. Those activities which are predominantly engaged in the assembly, finishing, processing, packaging, and/or storage, warehousing or distribution of products and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 but excluding governmental uses.

INSTITUTIONAL USES. Shall mean those public or quasi-public uses that serve one (1) or more community's social, educational, health, and cultural needs and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 500, and includes Land Use Codes 253, 254, 255, and 620. Land Use Codes 540 and 550 are included in office uses.

INTERLOCAL AGREEMENT. The Interlocal Agreement between the City of Port St. Lucie and St. Lucie County (the “County”) dated April 19, 2022, regarding road impact fees.

INTERNAL CAPTURE. An internal trip made between uses within an Assessment Area without using the external transportation system outside an Assessment Area. The term community capture for purposes of the mobility fee calculation is synonymous.

ITE TRIP GENERATION MANUAL. The latest edition of the report entitled “Trip Generation” produced by the Institute of Transportation Engineers (ITE), and any official updates hereto, as approved by Public Works.

LEVEL OF SERVICE (LOS). a quantitative stratification of the level of service provided to a by a facility, roadway, or service stratified into six (6) letter grade levels, with "A" describing the highest level and "F" describing the lowest level: a discrete stratification of a level of service continuum.

LOCAL RETAIL. Personal service, retail, restaurant uses under ITE Land Use Codes 800 and 900 that are local owned and are not national chains or national franchisee. Local shall be defined as five (5) or fewer locations in Florida and no locations outside Florida. Local restaurants include quick service and sit-down restaurants and include up to one (1) drive-thru lane. Local retail uses maybe located in multi-tenant or free-standing buildings and include outdoor seating areas.

LONG TERM CARE. Communities designed for long term care of on-site residents, such as assisted living facilities, congregate care facilities, and nursing homes with common dining and on-site health facilities for residents that is not a general retail or commercial use open to the public. This use includes ITE Trip Generation Manual Land Use Codes 253, 254, 255, and 620.

MARINA. Facilities that provide docks and berths for boats, including yacht clubs. Any buildings for shops, retail, or restaurants accessible to the public would fall under retail land use and pay the mobility fee rate for retail uses.

MICROMOBILITY. electric powered personal mobility devices such as electric bicycles, electric scooters, hoverboards, One-Wheel, Unicycle, electric skateboards and other electric assisted personal mobility devices. Low speed vehicles such as golf carts or mopeds are not considered personal micromobility devices.

MICROTRANSIT VEHICLE. Low speed vehicles such as autonomous transit shuttles, golf carts, neighborhood electric vehicles, or trolleys subject to requirements established by a governmental entity responsible for approval, permitting or regulating said vehicles.

MOBILE RESIDENCE. Any residential use or vehicle where one (1) or more persons can temporarily or permanently reside and include any dwelling with wheels or which once had wheels including mobile homes, recreational vehicles, tiny homes on wheels, or travel trailers on a platted lot, residential lot or within a park on predefined lots or spaces that have connections for communications, electric, water and wastewater. Parks may have common amenities and building with recreation uses, laundry and park office that are considered accessory and not subject to mobility fee assessments. These uses are included in the ITE Trip Generation Manual under Land Use Codes 240 and 416.

MOBILITY. The ability to move people and goods from an origin to a destination by multiple modes of travel in a timely (speed) manner.

MOBILITY CORRIDOR. A corridor where additional road capacity is needed or planned and includes existing roads or new roads with complete street elements incorporated into the design of the corridor.

MOBILITY FEE. A monetary exaction imposed by the City on Development Activity to fund Multimodal Capital Improvements identified in the Multimodal Program. The Mobility Fee is based on the data, methodology and Multimodal Capital Improvements established in the Technical Report.

MOBILITY FEE OFFSET. The equivalent amount of a mobility fee associated with an existing use of a building that is being redeveloped or where a change of occupancy or use is requested. The equivalent mobility fee shall be based on the current use of the building, or the most recent use of the building for a vacant building. Upon demolition of a building, offsets shall be available for up to five (5) years from the date of demolition, unless otherwise provided for in a written agreement with the City or specified in an implementing ordinance.

MOBILITY FEE TECHNICAL REPORT. The City of Port St. Lucie Mobility Fee Technical Report dated November 2025 and prepared by NUE Urban Concepts, LLC and adopted pursuant to an implementing ordinance which authorizes imposition of the mobility fee.

MOBILITY HUB. A centralized location with a covered shelter designed to accommodate micromobility devices, bicycle sharing, car-sharing, and provide a safe and convenient location for drop-off and pick-up of people riding transit, microtransit and ride-hailing services.

MOBILITY INTERSECTION. An intersection where there is a need for additional road capacity through turn lanes, thru lanes, roundabouts, or traffic control, along with incorporation of complete street design elements for enhanced and improved multimodal safety.

MOBILITY PLAN. Shall mean the identification of mobility projects within and adjacent to the City of Port St. Lucie to meet future person travel demand between 2025 and 2050 and shall serve as the basis for development of the City's Mobility Fee.

MOBILITY PLAN EXPENSES. Expenditures for: (a) the repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness then outstanding consistent with statutory allowances; (b) reasonable administrative and overhead expenses necessary or incidental to expanding and improving mobility projects; (c) crosswalks, traffic control and crossing warning devices, landscape, trees, way finding, irrigation, hardscape, and lighting related to projects; (d) micromobility devices, programs and services, (e) aerial, land, and water transit circulators, facilities, programs, shuttles, services, mobility hubs, and vehicles; (f) reasonable expenses for corridor, planning, design, and engineering studies, stormwater reports, soil borings, tests, surveys, construction plans, and legal and other professional advice or financial analysis relating to projects; (g) the acquisition of right-of-way and easements for the improvements, including the costs incurred in connection with the exercise of eminent domain; (h) the clearance and preparation of any site, including the demolition of structures on the site and relocation of utilities; (i) floodplain compensation, wetland mitigation and stormwater management facilities; (j) all expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other forms of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness; (k) reasonable costs of design, engineering and construction, including mobilization, maintenance of traffic during construction and CEI (construction engineering and inspection) services of mobility projects, (l) city administration, implementation updates to the mobility plan and mobility fee, including any assessments, counts or studies needed for projects.

MOBILITY PLAN IMPLEMENTATION. Shall mean projects identified in the 2050 Mobility Plan in recognition that the 2050 Mobility Plan may be amended, developer improvements beyond their impact may be required, and the Capital Improvements Program is updated annually.

MOBILITY PLAN & MOBILITY FEE SYSTEM. The comprehensive system established by the City through the adoption of the Mobility Plan, Mobility Fee, and Administrative Manual, as amended from time to time, that authorizes the assessment, collection, administration, and expenditure of mobility fees on new development to fund mobility improvements identified in the Mobility Plan. The Mobility Plan & Mobility Fee System provides the framework for ensuring that new development contributes its proportionate share toward multimodal transportation facilities, services, and programs necessary to accommodate growth and maintain the City's adopted mobility standards.

MOBILITY PROJECT. Improvements such as sidewalks, bike lanes, trails, paths, greenways, multimodal lanes, multimodal ways, protected bike lanes, air, water, and road transit facilities and vehicles, mobility hubs, streetscape, landscape, roundabouts, raised medians, crosswalks, mid-block crossings, and high visibility crosswalks. Multimodal improvements also include shared mobility programs and services, wayfinding, micromobility devices, programs and services, and microtransit vehicles and lanes. Improvements can include new or additional road travel lanes and turn lanes, complete and low speed streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction, engineering and inspection, utility relocation, right-of-way, easements, stormwater facilities.

MODE. The choice of travel that a person undertakes and can include walking, jogging, running, bicycling, paddling, scooting, flying, driving a vehicle, riding a boat, transit, taxi or using a new mobility technology.

MOTOR VEHICLE. A car, SUV, truck, van, or motorcycle that is either electric powered, gasoline powered, a hybrid, or some other fuel source that propels the Motor Vehicle.

MOTOR VEHICLE & BOAT CLEANING. A building, stalls, or stations for the cleaning, detailing, polishing, washing, or waxing of motor vehicles or boats which fall under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900.

MOTOR VEHICLE CHARGING. shall mean the total number of vehicles that can be charged at one (1) time (charging positions). Increasingly, land uses such as superstores, (i.e., super Wal-Mart), variety stores, (i.e., dollar general), and wholesale clubs (i.e., Costco) are also offering vehicle charging with or without small convenience stores. The mobility fee rate per charging position would be in addition to any mobility fee per square foot under the applicable retail land use with vehicle charging. Motor vehicle charging stations that do not require a customer to pay for charging are exempt from payment of the mobility fee.

MOTOR VEHICLE FUELING. shall mean the total number of vehicles that can be fueled at one (1) time (fueling positions). Increasingly, land uses such as superstores, (i.e., super Wal-Mart), variety stores, (i.e., dollar general), and wholesale clubs (i.e., Costco) are also offering vehicle fueling with or without small convenience stores. The mobility fee rate per fueling position would be in addition to any mobility fee per square foot under the applicable retail land use with vehicle fueling.

MOTOR VEHICLE SERVICE. A building, bays, service bays, stalls, or stations for the routine maintenance of motor vehicles including oil changes, cleaning, or replacing filters, replacing windshield wipers, changing tires, providing for maintenance, service, and repair, and changing and topping off vehicle fluids and falls under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. Any building square footage associated with motor vehicle service would fall under retail uses and pay the applicable mobility fee per the square footage of the building not associated with the quick lube service.

MULTI-FAMILY RESIDENTIAL. A residential building with two (2) or more dwelling units that are not considered single-family and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Codes 220, 221, 222, 223, 225, and 231.

MULTIMODAL. Multiple modes of travel including, but not limited to, walking, bicycling, jogging, rollerblading, skating, scootering, riding transit or a water taxi, driving a golf cart, low speed electric vehicle or Motor Vehicle.

MULTIMODAL CAPITAL COST. An expenditure which, under generally accepted accounting principles for local governments, would be considered a one-time Multimodal Capital Improvement expense or an expenditure that results in an increase multimodal person capacity or utilization.

MULTIMODAL CAPITAL IMPROVEMENT. Includes, but is not limited to, planning, engineering, design, surveys, inspection, drainage, traffic control devices, signage, testing, right-of-way acquisition, construction, lighting, and other costs associated with the construction of Multimodal Projects consisting of bicycle lanes, boardwalks, corridors, dedicated transit lanes, greenways, hardscape, high-visibility crosswalks, landscaping, lighting, interchanges, intersections, mid-block crossings, mobility hubs, multimodal lanes and ways, multi-use paths, overpasses, pedestrian and vehicle signals, roads, roundabouts, shared mobility services and programs, sidewalks, stormwater management facilities, safety enhancements, streets, streetscape, traffic control devices, trails, transit circulators and transit facilities, underpasses, water taxi service and stops and other multimodal transportation facilities that add or improve multimodal person capacity. Improvements may include payment of debt service used to advance improvements where future Mobility Fees were pledged as a funding source for the debt service and identified in the Multimodal Program. All physical components of the construction of improvements such as mobilization, maintenance of traffic, clearing, grading, excavation, embankment, stabilization, bases, root barricades, friction courses, asphalt overlays, concrete, surface treatments, pavement markings, buffers, easements, medians, barriers, retaining walls, slopes, bridges, and structures. All stormwater conveyance and storage, such as curb and gutter, culverts, drains, swales, ditches, waterways, basins, retention, and any environmental or wetlands mitigation or remediation.

MULTIMODAL CORRIDOR. A corridor where an existing road requires retrofit to enhance or incorporate complete street design elements or an off-street boardwalk, greenway, or trail.

MULTIMODAL INTERSECTION. An intersection, mid-block crossings, overpass, or underpass intended to enhance safety, mobility, and accessibility for people of all ages and abilities through complete street designs and high visibility crossings.

MULTIMODAL LANE. A designated lane between four (4) and seven (7) feet in width intended for use by bicycles, golf-carts, and micromobility devices. Pavement markings shall indicate the types of modes permitted and may use green pavement markings or green skip markings are driveways, approaching intersections and through intersections.

MULTIMODAL PROGRAM. That portion of the "Five Year Capital Improvement Program" identifying Multimodal Capital Improvements with funding programmed from Mobility Fees, as that program may be amended from time to time and the Multimodal Capital Improvements identified in the City's 2050 Mobility Plan.

MULTIMODAL PROJECTS. Are corridor and intersection improvements, programs, services, and transit within existing and future easements or rights-of-way within the City established in the Phase Two Mobility Plan and the 2050 Mobility Plan.

MULTIMODAL WAY. A designated area between seven (7) and ten (10) feet in width intended for use by bicycles, golf-carts, micromobility devices, and microtransit vehicles. Pavement markings shall indicate the types of modes permitted and may use maroon or red pavement markings to delineate the designated area.

MULTI-TENANT RETAIL. Entertainment, personal service, retail, and sit-down restaurant uses provided in a single building, with two (2) or more separate distinct uses under different corporate ownership where no single use exceeds seventy-five percent (75%) of the total square footage of the building. This includes land uses under ITE Land Use Codes Series 800, 900, and Codes 444, 445 under ITE Series 400.

NON-RESIDENTIAL SQUARE FEET. The Gross Floor Area (in square feet) of all non-residential floor levels under cover, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are within the principal outside faces of exterior walls, not including architectural setbacks or projections. Floor levels include all areas that have floor surfaces with clear standing headroom (six (6) feet six (6) inches, minimum) and are used as part of primary use of the property. If an area within or adjacent to the principal outside faces of the exterior walls is not enclosed, such as outdoor restaurant seating, areas used for storage of goods and materials, or merchandise display, and is determined to be a part of the primary use of property, this Gross Floor Area is considered part of the overall non-residential square footage of the building. Areas for parking, circulation, ingress, egress, buffers, conservation, walkways, landscape, stormwater management, and easements or areas granted for transit stops or multimodal parking are not included in the calculation of non-residential square feet.

OFFICE. Banks, dental, financial services, general office, higher education, hospitals, medical and professional activities primarily involving the provision of professional or skilled services, including but not limited to accounting, legal, real estate, insurance, financial, engineering, architecture, accounting, and technology. Banks and credit unions are also included in this land use with a separate fee calculated per drive-thru lane or free-standing ATM. Free-standing medical offices are excluded from this use.

OFFICE USES. Those businesses which provide medical and professional services to individuals, businesses, or groups and which include those uses in the ITE Trip Generation Manual under Land Use Code Series 600 and 700 and includes Land Use Codes 540, 550, 911 and 912. Land Use Code 620 is included under institutional uses. Bank drive-thru lanes pay a separate mobility fee from bank and financial institution buildings.

OFF-SITE IMPROVEMENT. Improvements located outside of the boundaries of the parcel proposed for development. Access improvements required to provide ingress and egress to the development parcel, which may include rights-of-way, easements, paving of adjacent or connecting roadways, turn lanes and deceleration/acceleration lanes, sidewalks, bike lanes, trails, paths, transit stops along with required traffic control devices, signage, and markings, and drainage and utilities, shall be considered on-site improvements.

OUTDOOR COMMERCIAL RECREATION. Outdoor recreational activity including land uses with miniature golf, batting cages, video arcade, bumper boats, go-carts, golf driving ranges, tennis, racquet or basketball courts, soccer, baseball and softball fields, paintball, skating, cycling or biking that require paid admittance, membership or some other type of fee for use. Buildings for refreshments, bathrooms, changing and retail may be included. The fee shall be based upon the total acreage of the facility for active uses outside of buildings and all buildings used to carry out a primary function of the land use activity. Areas for parking, buffers and stormwater that are not active features of the land use are excluded from the fee acreage. The use would generally fall under the ITE Land Use Code 400 series. Public outdoor parks are exempt as governmental uses.

OVERNIGHT LODGING. Places of accommodations, such as bed and breakfast, inns, motels, hotels and resorts that provide places for sleeping and bathing and may include supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, and limited recreational facilities (pool, fitness room) intended for primary use by guest, and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 300.

PERSON. Any individual, company, corporation, association, or other legal entity.

PERSON MILES OF CAPACITY (PMC). The number of Persons of "capacity" that can be accommodated, at a determined standard, on a facility while walking, bicycling, riding transit or water taxis, driving, or using a mobility assisted device over a defined distance.

PERSON MILES OF TRAVEL (PMT). A unit used to measure Person travel made by one (1) Person where each mile traveled is counted as one (1) Person mile. PMT is calculated by multiplying Person Trip Length by the number of Person Trips. The increase in future Person Miles of Travel is used to plan Multimodal Capital Improvement needs that form the basis for a Mobility Fee.

PERSON TRAVEL DEMAND (PTD). Travel demand from Development Activity based on trip generation, internal capture, pass-by Trips, Person Trips, Person Trip Length, external travel, and both the origin and destination of Trips. The resulting Mobility Fees are roughly proportional to the Person Travel Demand per use and Assessment Area provided on the Mobility Fee schedule.

PERSON TRIP. A Trip by one (1) Person by one (1) or more modes of travel including, but not limited to, driving a Motor Vehicle or low speed electric vehicle, riding transit, walking, bicycling or form of Person powered, electric-powered or gas-powered device.

PERSON TRIP FACTOR. The number of persons making a person trip that varies by trip purpose and is used to convert vehicle trips to person trips.

PERSON TRIP LENGTH. The length, in miles, of a Person Trip per Trip Purpose.

PHARMACY DRIVE-THRU. The drive-thru lanes associated with a pharmacy. The number of drive-thru lanes will be based on the number of lanes present when an individual places or pick-up a prescription or item. The fee per drive-thru is in addition to the retail fee per square foot for the pharmacy building.

PRIVATE EDUCATION. A building or buildings used for pre-school, private school, childcare, or day care. Private School (Pre-K to 12) shall mean students who are educated by a non-governmental entity with grades ranging from pre-kindergarten to 12th grade. Private schools do not include Charter Schools, which are exempt from local government fees per Florida Statute. Childcare and day care shall mean a facility where care for young children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds. Higher education uses such are not considered private education and fall under office. These uses are included in the ITE Trip Generation Manual under Land Use Code Series 500.

QUICK SERVICE RESTAURANT DRIVE-THRU LANE. A drive-thru lane associated with a quick service restaurant where an order for food is placed or a pick-up / delivery lane where an order is picked-up by a customer that placed an online order or a delivery service order or a third-party service that picks-up of drops-off in a designated lane. The vehicle will proceed to one (1) or more common pick-up windows, lockers, stations, or functional equivalent after the order has been placed. The number of drive-thru lanes shall be based upon the total number of lanes, not the number of windows where an order is picked-up. Some drive-thru lanes may be opened longer than the restaurant is open. The fee per restaurant drive-thru is in addition to the fee assessed for the building in which the quick service restaurant is located based on the square footage of the restaurant. Quick service restaurant drive-thru lanes maybe located in multi-tenant retail buildings, free-standing retail buildings, or free-standing quick service restaurants.

QUALITY OF SERVICE (QOS). A quantitative stratification of the quality of service of personal mobility stratified into six (6) letter grade levels, with “A” describing the highest quality and “F” describing the lowest quality: a discrete stratification of a quality-of-service continuum.

RECREATIONAL USES. Those public or quasi-public uses that serve a community's social, cultural, fitness, entertainment, and recreational needs, which include applicable land uses specified in the ITE Trip Generation Manual under Land Use Code Series 400 and 500.

RESIDENTIAL AND LODGING USES. A dwelling unit or room in overnight accommodations or mobile home or RV park and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200 and 300 and land use code 416. Land use codes 253, 254, and 255 are considered institutional uses.

RESIDENTIAL SQUARE FEET. The area (in square feet) of each Dwelling Unit measured from the exterior surface of the exterior walls or walls adjoining public spaces such as multifamily or dormitory hallways, or the centerline of common walls shared with other Dwelling Units. Residential Square Feet includes all air-conditioned enclosed spaces (enclosed by doors, windows, or walls) in a Dwelling Unit. Residential Square Feet does not include unconditioned garages or unenclosed areas under a roof. For multifamily and dormitory uses, common hallways, lobbies, leasing offices, and residential amenities not accessible to the public are not included in the square feet calculation, unless that space is leased to a Person who is not the owner of the residential building and who provides drinks, food, goods, or services either to the public or to paid memberships available to individuals that do not reside in a Dwelling Unit in the residential building.

RESIDENTIAL USES. A dwelling unit and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200.

RETAIL DRIVE-THRU. Shall mean the drive-thru lanes associated with any retail use. The number of drive-thru lanes will be based on the number of lanes present when an individual places or picks-up goods or services. The fee per drive-thru is in addition to the retail fee per square foot for the retail building.

ROOM. The partitioned part of the inside of a building used for lodging such as a hotel or motel. An occupied room is a room that is rented by a lodging guest.

SERVICE BAY. The location within an automobile servicing facility, building, or care center where a vehicle can be parked to be inspected and/or repaired.

SERVICING POSITION. The location within a quick-lubrication vehicle shop or other vehicle repair shop at which a vehicle can be serviced. For example, if a quick-lubrication vehicle shop has one (1) service bay that can service two (2) vehicles at the same time, the number of servicing positions is two (2).

SERVICE STANDARD. The adopted or desired quality or level of service for a bicycle facility, pedestrian facility, roadway, shared-use multimodal facility, or transit.

SINGLE-FAMILY RESIDENTIAL. A single-family residential dwelling and shall include those uses specified in the ITE Trip Generation Manual under Land Use Codes 210. Residential includes tiny homes and accessory dwelling units.

STORAGE UNIT. A vault rented for the storage of goods in what is typically referred to as a self-storage facility. An occupied storage unit is one that is rented. Unit is a similar term with a different definition.

STREETSCAPE. Hardscape elements such as pavers, benches, lighting, trash and recycling receptacles, fountains, seating, shade structure, crosswalks, landscape elements such as canopy and understory trees, shrubs, bushes, grasses and flowers, green infrastructure and architectural structures and projections that provide shade and protection from various weather conditions.

TRIP. Travel between locations, often times between an origin, such as a home, to a destination, such as a business, but the Trip can end and begin at the same location, such as walking a dog in the neighborhood where the home is both the origin and destination.

TRIP GENERATION MANUAL. The report entitled "Trip Generation Manual" of the Institute of Transportation Engineers, latest edition. Official updates to the Trip Generation Manual may be accepted and used by the City as appropriate.

TRIP PURPOSE. The primary purpose at the destination of a Trip such as travel to buy goods, services, or meals, entertainment, recreation, school, work, places of assembly, errands, medical, day care, or work related. Trip Purpose may be either home based, meaning the Trip originates at a residence, or non-home based, meaning the Trip originates at a destination other than a residence.

VEHICLE MILES OF TRAVEL (VMT). A unit used to measure vehicle travel made by a Motor Vehicle where each mile traveled is counted as one (1) vehicle mile regardless of the number of Persons in the vehicle. VMT is calculated by multiplying the length of a road segment by the total number of vehicles on that road segment.

VEHICLE OCCUPANCY. The total number of persons in a single motor vehicle making a trip.

VEHICLE TRIP. A Trip by a single Motor Vehicle, regardless of the number of Persons in the Motor Vehicle.

WIRELESS COMMUNICATION TOWERS.

1. A structure or ground-mounted tower which:
    a. Is greater than 35 feet in height, as measured from the base of the structure as provided in Section 158.213(M)(2);
    b. Does not exceed 300 feet in height (including antenna); and
    c. Is principally intended to support communication (transmission or receiving) equipment for radio, TV, microwave, cellular, and similar communication purposes.
2. The term COMMUNICATION TOWER shall not include amateur radio operators' equipment licensed by the Federal Communications Commission (FCC). Communication towers are generally described as either monopole (free-standing), guyed (anchored with guy wires), or self-supporting (square, triangular, or pyramidal in plan view and constructed of steel lattice, tubular steel, reinforced concrete, or wood.).

APPENDIX B
MOBILITY FEE SCHEDULE

CITY OF PORT ST. LUCIE 2025 MOBILITY FEE SCHEDULE					
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	UNIT OF MEASURE (UM)	EAST OF 95 MOBILITY FEE			
		2027	2028	2029	2030
Residential & Lodging Uses					
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per sq. ft.	$1.80	$2.00	$2.20	$2.40
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per sq. ft.	$2.98	$3.31	$3.64	$3.98
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$2,248	$2,498	$2,747	$2,997
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$1,806	$2,006	$2,207	$2,408
Institutional Uses					
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per sq. ft.	$2.24	$2.49	$2.74	$2.99
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per sq. ft.	$1.25	$1.39	$1.53	$1.67
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per sq. ft.	$2.41	$2.68	$2.94	$3.21
Industrial Uses					
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per sq. ft.	$0.79	$0.88	$0.96	$1.05
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per sq. ft.	$0.63	$0.70	$0.77	$0.84
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per sq. ft.	$0.51	$0.56	$0.62	$0.68
Recreation Uses					
Marina (Including dry storage) per berth	per berth	$709	$756	$802	$848
Golf Course (Open to Public or Non-Resident Membership)	per hole	$2,463	$2,736	$3,010	$3,284
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$2,463	$2,736	$3,010	$3,284
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per sq. ft.	$3.88	$4.31	$4.74	$5.18
Office Uses					
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per sq. ft.	$2.99	$3.33	$3.66	$3.99
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per sq. ft.	$5.02	$5.58	$6.13	$6.69
Commercial Services & Retail Uses					
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per sq. ft.	$2.69	$2.99	$3.29	$3.59
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per sq. ft.	$5.38	$5.98	$6.57	$7.17
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per sq. ft.	$7.35	$8.16	$8.98	$9.80
Additive Fees for Commercial Services & Retail Uses					
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$17,030	$18,349	$19,668	$20,987
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per sq. ft.	$14.77	$15.69	$15.69	$15.69
Motor Vehicle Charging	per position	$13,705	$14,617	$15,529	$16,441
Motor Vehicle Fueling	per position	$13,931	$15,070	$16,208	$17,346
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$6,742	$7,491	$8,240	$8,990
Retail Drive-Thru	per lane	$11,650	$12,724	$13,799	$14,873
Quick Service Restaurant Drive-Thru Lane	per lane	$31,123	$32,233	$32,233	$32,233

Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	UNIT OF MEASURE (UM)	SOUTHWEST OF 95 MOBILITY FEE			
		2027	2028	2029	2030
Residential & Lodging Uses					
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per sq. ft.	$1.27	$1.41	$1.55	$1.70
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per sq. ft.	$2.10	$2.34	$2.57	$2.81
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$1,585	$1,761	$1,937	$2,114
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$1,274	$1,415	$1,557	$1,698
Institutional Uses					
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per sq. ft.	$1.67	$1.85	$2.04	$2.22
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per sq. ft.	$0.89	$0.99	$1.09	$1.19
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per sq. ft.	$1.80	$2.00	$2.20	$2.40
Industrial Uses					
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per sq. ft.	$0.62	$0.69	$0.76	$0.83
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per sq. ft.	$0.50	$0.55	$0.61	$0.66
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per sq. ft.	$0.41	$0.45	$0.50	$0.54
Recreation Uses					
Marina (Including dry storage) per berth	per berth	$541	$594	$648	$701
Golf Course (Open to Public or Non-Resident Membership)	per hole	$1,904	$2,115	$2,327	$2,538
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$1,904	$2,115	$2,327	$2,538
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per sq. ft.	$3.00	$3.34	$3.67	$4.01
Office Uses					
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per sq. ft.	$2.39	$2.65	$2.92	$3.18
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per sq. ft.	$4.06	$4.51	$4.96	$5.42
Commercial Services & Retail Uses					
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per sq. ft.	$1.86	$2.06	$2.27	$2.48
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per sq. ft.	$3.71	$4.13	$4.54	$4.95
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per sq. ft.	$5.06	$5.63	$6.19	$6.75
Additive Fees for Commercial Services & Retail Uses					
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$12,227	$13,585	$14,944	$16,302
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per sq. ft.	$10.71	$11.46	$12.22	$12.97
Motor Vehicle Charging	per position	$10,296	$11,394	$12,493	$13,591
Motor Vehicle Fueling	per position	$10,347	$11,496	$12,646	$13,796
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$4,847	$5,385	$5,924	$6,462
Retail Drive-Thru	per lane	$8,553	$9,504	$10,454	$11,405
Quick Service Restaurant Drive-Thru Lane	per lane	$20,890	$22,808	$24,727	$26,645

CITY OF PORT ST. LUCIE 2025 MOBILITY FEE SCHEDULE					
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	UNIT OF MEASURE (UM)	NORTHWEST OF 95 MOBILITY FEE			
		2027	2028	2029	2030
Residential & Lodging Uses					
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per sq. ft.	$1.60	$1.78	$1.95	$2.13
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per sq. ft.	$2.63	$2.93	$3.22	$3.51
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$2,633	$2,925	$3,218	$3,510
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$1,599	$1,777	$1,955	$2,132
Institutional Uses					
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per sq. ft.	$2.49	$2.76	$3.04	$3.32
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per sq. ft.	$1.11	$1.24	$1.36	$1.49
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per sq. ft.	$2.13	$2.36	$2.60	$2.84
Industrial Uses					
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per sq. ft.	$0.83	$0.93	$1.02	$1.11
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per sq. ft.	$0.66	$0.74	$0.81	$0.89
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per sq. ft.	$0.54	$0.60	$0.66	$0.72
Recreation Uses					
Marina (Including dry storage) per berth	per berth	$792	$880	$968	$1,056
Golf Course (Open to Public or Non-Resident Membership)	per hole	$2,618	$2,909	$3,200	$3,491
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$2,618	$2,909	$3,200	$3,491
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per sq. ft.	$4.13	$4.59	$5.05	$5.51
Office Uses					
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per sq. ft.	$3.21	$3.56	$3.92	$4.28
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per sq. ft.	$5.28	$5.86	$6.45	$7.04
Commercial Services & Retail Uses					
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per sq. ft.	$2.27	$2.53	$2.78	$3.03
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per sq. ft.	$4.56	$5.06	$5.57	$6.08
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per sq. ft.	$6.22	$6.91	$7.60	$8.30
Additive Fees for Commercial Services & Retail Uses					
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$13,763	$15,293	$16,822	$18,351
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per sq. ft.	$13.67	$15.11	$16.56	$18.00
Motor Vehicle Charging	per position	$12,699	$14,110	$15,521	$16,932
Motor Vehicle Fueling	per position	$12,699	$14,110	$15,521	$16,932
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$5,949	$6,610	$7,271	$7,932
Retail Drive-Thru	per lane	$10,497	$11,664	$12,830	$13,997
Quick Service Restaurant Drive-Thru Lane	per lane	$28,462	$31,406	$34,351	$37,295

CITY OF PORT ST. LUCIE 2025 MOBILITY FEE SCHEDULE					
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	UNIT OF MEASURE (UM)	WEST OF 95 MOBILITY FEE			
		2027	2028	2029	2030
Residential & Lodging Uses					
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per sq. ft.	$1.81	$2.02	$2.22	$2.42
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per sq. ft.	$2.99	$3.32	$3.65	$3.98
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	$2,986	$3,317	$3,649	$3,980
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	$1,814	$2,016	$2,218	$2,420
Institutional Uses					
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per sq. ft.	$2.68	$2.98	$3.28	$3.58
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per sq. ft.	$1.26	$1.40	$1.54	$1.68
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per sq. ft.	$2.24	$2.48	$2.73	$2.98
Industrial Uses					
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per sq. ft.	$0.92	$1.02	$1.12	$1.22
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per sq. ft.	$0.73	$0.81	$0.89	$0.97
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per sq. ft.	$0.59	$0.66	$0.72	$0.79
Recreation Uses					
Marina (Including dry storage) per berth	per berth	$913	$1,015	$1,118	$1,220
Golf Course (Open to Public or Non-Resident Membership)	per hole	$3,014	$3,350	$3,685	$4,020
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	$3,014	$3,349	$3,685	$4,020
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per sq. ft.	$4.75	$5.28	$5.81	$6.34
Office Uses					
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per sq. ft.	$3.53	$3.92	$4.31	$4.70
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per sq. ft.	$5.92	$6.57	$7.23	$7.89
Commercial Services & Retail Uses					
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per sq. ft.	$2.35	$2.62	$2.88	$3.14
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per sq. ft.	$4.72	$5.24	$5.77	$6.29
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per sq. ft.	$6.44	$7.16	$7.87	$8.59
Additive Fees for Commercial Services & Retail Uses					
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	$14,640	$16,267	$17,893	$19,520
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per sq. ft.	$14.54	$16.08	$17.61	$19.15
Motor Vehicle Charging	per position	$13,508	$15,009	$16,509	$18,010
Motor Vehicle Fueling	per position	$13,508	$15,009	$16,509	$18,010
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	$6,329	$7,032	$7,736	$8,440
Retail Drive-Thru	per lane	$11,166	$12,408	$13,649	$14,890
Quick Service Restaurant Drive-Thru Lane	per lane	$31,123	$34,342	$37,562	$40,782

APPENDIX C
LAND USE CROSSWALK

Comparison of ITE Trip Generation & Mobility Fee Schedule		
Source: ITE Trip Generation Manual, 12th Edition		
Port and Terminal Uses (00-099)		
21	Commercial Airport	Industrial
22	General Aviation Airport	Industrial
30	Intermodal Truck Terminal	Industrial

Industrial (Land Uses 100-199)		
110	General Light Industrial	Industrial
130	Industrial Park	Industrial
140	Manufacturing	Industrial
150	Warehousing	Industrial, Commercial Storage
151	Mini-Warehouse	Industrial, Commercial Storage
154	High-Cube Transload and Short-Term Storage Warehouse	Industrial, Distribution Center
155	High-Cube Fulfillment Center	Industrial, Distribution Center
156	High-Cube Parcel Hub	Industrial,
157	High-Cube Cold Storage	Industrial, Distribution Center
160	Data Center	Industrial
170	Utility	Industrial
180	Specialty Trade Contractor	Industrial
190	Marijuana Cultivation and Processing Facility	Industrial

Residential (Land Uses 200–299)		
Code	**ITE Land Use**	**Mobility Fee Schedule Land Use**
210	Single-Family Detached Housing	Single-Family Residential
215	Single-Family Attached Housing	Single-Family Residential
220	Multifamily Housing (Low-Rise)	Multi-Family Residential
221	Multifamily Housing (Mid-Rise)	Multi-Family Residential

222	Multifamily Housing (High-Rise)	Multi-Family Residential
223	Affordable Housing	Multi-Family Residential
225	Off-Campus Student Apartment (Low-Rise)	Multi-Family Residential
226	Off-Campus Student Apartment (Mid-Rise)	Multi-Family Residential
227	Off-Campus Student Apartment (High-Rise)	Multi-Family Residential
230	Low-Rise Residential with Ground-Floor Commercial	Multi-Family Residential
231	Mid-Rise Residential with Ground-Floor Commercial	Multi-Family Residential
232	High-Rise Residential with Ground-Floor Commercial	Multi-Family Residential
240	Mobile Home Park	Mobile Residence
251	Senior Adult Housing—Single-Family	Active Adult (55+) Residential
252	Senior Adult Housing—Multifamily	Active Adult (55+) Residential
253	Congregate Care Facility	Long Term Care
254	Assisted Living	Long Term Care
255	Continuing Care Retirement Community	Long Term Care
260	Recreational Homes	Mobile Residence
265	Timeshare	Overnight Lodging
270	Residential Planned Unit Development	Single-Family Residential

Lodging (Land Uses 300–399)		
Code	**ITE Land Use**	**Mobility Fee Schedule Land Use**
310	Hotel	Overnight Lodging
311	All Suites Hotel	Overnight Lodging
312	Business Hotel	Overnight Lodging
320	Motel	Overnight Lodging
330	Resort Hotel	Overnight Lodging

Recreational (Land Uses 400–499)		
Code	**ITE Land Use**	**Mobility Fee Schedule Land Use**
411	Public Park	Outdoor Commercial Recreation
416	Campground/Recreational Vehicle Park	Mobile Residence
420	Marina	Marina
430	Golf Course	Outdoor Commercial Recreation
431	Miniature Golf Course	Outdoor Commercial Recreation
432	Golf Driving Range	Outdoor Commercial Recreation
433	Batting Cages	Outdoor Commercial Recreation
434	Rock Climbing Gym	Indoor Commercial Recreation
435	Multipurpose Recreational Facility	Indoor Commercial Recreation
436	Trampoline Park	Indoor Commercial Recreation
437	Bowling Alley	Indoor Commercial Recreation
440	Adult Cabaret	Indoor Commercial Recreation
445	Movie Theater	Free-Standing Retail, Multi-Tenant Retail
452	Horse Racetrack	Outdoor Commercial Recreation
453	Automobile Racetrack	Outdoor Commercial Recreation
454	Dog Racetrack	Outdoor Commercial Recreation
462	Professional Baseball Stadium	Outdoor Commercial Recreation
465	Ice Skating Rink	Indoor Commercial Recreation
466	Snow Ski Area	Indoor Commercial Recreation
470	Bingo Hall	Indoor Commercial Recreation
473	Casino	Indoor Commercial Recreation
480	Amusement Park	Outdoor Commercial Recreation
482	Water Slide Park	Outdoor Commercial Recreation
488	Soccer Complex	Outdoor Commercial Recreation
490	Tennis Courts	Outdoor Commercial Recreation
491	Racquet/Tennis Club	Outdoor Commercial Recreation

492	Health/Fitness Club	Indoor Commercial Recreation
493	Athletic Club	Indoor Commercial Recreation
495	Recreational Community Center	Indoor Commercial Recreation

Institutional (Land Uses 500–599)		
Code	**ITE Land Use**	**Mobility Fee Schedule Land Use**
501	Military Base	Governmental Uses
520	Elementary School	Public Education
522	Middle School/Junior High School	Public Education
525	High School	Public Education
528	School District Office	Public Education
530	Private School (K-8)	Private Education
532	Private School (K-12)	Private Education
534	Private High School	Private Education
536	Charter Elementary School	Public Education
538	Charter School (K-12)	Public Education
540	Junior/Community College	Office Uses
550	University/College	Office Uses
560	Church	Community Serving
561	Synagogue	Community Serving
562	Mosque	Community Serving
565	Day Care Center	Private Education
566	Cemetery	Community Serving
571	Adult Detention Facility	Governmental Uses
575	Fire and Rescue Station	Governmental Uses
580	Museum	Community Serving
590	Library	Governmental Uses

Medical (Land Uses 600–699)		
Code	**ITE Land Use**	**Mobility Fee Schedule Land Use**
610	Hospital	Office
620	Nursing Home	Long Term Care
630	Clinic	Free-Standing Medical Office
640	Animal Hospital/Veterinary Clinic	Free-Standing Medical Office
650	Free-Standing Emergency Room	Free-Standing Medical Office

Office (Land Uses 700–799)		
Code	**ITE Land Use**	**Mobility Fee Schedule Land Use**
710	General Office Building	Office
712	Small Office Building	Office
714	Corporate Headquarters Building	Office
715	Single Tenant Office Building	Office
720	Medical-Dental Office Building	Office, Free-Standing Medical Office
730	Government Office Building	Governmental Uses
731	State Motor Vehicles Department	Governmental Uses
732	United States Post Office	Governmental Uses
750	Office Park	Office
760	Research and Development Center	Office
770	Business Park	Office

Retail (Land Uses 800–899)		
Code	**ITE Land Use**	**Mobility Fee Schedule Land Use**
810	Tractor Supply Store	Free-Standing Retail
811	Construction Equipment Rental Store	Free-Standing Retail
812	Building Materials and Lumber Store	Free-Standing Retail
813	Free-Standing Discount Superstore	Free-Standing Retail

814	Variety Store	Free-Standing Retail
815	Free-Standing Discount Store	Free-Standing Retail
816	Hardware/Paint Store	Free-Standing Retail
817	Nursery (Garden Center)	Free-Standing Retail
818	Nursery (Wholesale)	Commercial Storage
820	Shopping Center (>150k)	Local Retail, Multi-Tenant Retail
821	Shopping Plaza (40-150k)	Local Retail, Multi-Tenant Retail
822	Strip Retail Plaza (<40k)	Local Retail, Multi-Tenant Retail
823	Factory Outlet Center	Multi-Tenant Retail
840	Automobile Sales (New)	Free-Standing Retail
841	Automobile Sales (Used)	Free-Standing Retail
842	Recreational Vehicle Sales	Free-Standing Retail
843	Automobile Parts Sales	Free-Standing Retail
848	Tire Store	Free-Standing Retail, Motor Vehicle Service
849	Tire Superstore	Free-Standing Retail, Motor Vehicle Service
850	Supermarket	Free-Standing Retail
851	Convenience Store	Free-Standing Retail
857	Discount Club	Free-Standing Retail
858	Farmers Market	Local Retail
860	Wholesale Market	Free-Standing Retail
861	Sporting Goods Superstore	Free-Standing Retail
862	Home Improvement Superstore	Free-Standing Retail
863	Electronics Superstore	Free-Standing Retail
864	Toy/Children's Superstore	Free-Standing Retail
865	Baby Superstore	Free-Standing Retail
866	Pet Supply Superstore	Free-Standing Retail
867	Office Supply Superstore	Free-Standing Retail
868	Book Superstore	Free-Standing Retail

869	Discount Home Furnishing Superstore	Free-Standing Retail
872	Bed and Linen Superstore	Free-Standing Retail
875	Department Store	Free-Standing Retail
876	Apparel Store	Free-Standing Retail
879	Arts and Crafts Store	Free-Standing Retail
880	Pharmacy/Drugstore without Drive-Through Window	Free-Standing Retail, Pharmacy Drive-Thru
881	Pharmacy/Drugstore with Drive-Through Window	Free-Standing Retail, Pharmacy Drive-Thru
882	Marijuana Dispensary	Free-Standing Retail
890	Furniture Store	Free-Standing Retail
895	Beverage Container Recycling Depot	Industrial
897	Medical Equipment Store	Free-Standing Retail
899	Liquor Store	Free-Standing Retail

Services (Land Uses 900–999)		
Code	**ITE Land Use**	**Mobility Fee Schedule Land Use**
911	Walk-in Bank	Office Uses
912	Drive-in Bank	Free-Standing Retail, Bank Drive-Thru Lane or Free-Standing ATM
918	Hair Salon	Free-Standing Retail
920	Copy, Print, and Express Ship Store	Free-Standing Retail
926	Food Cart Pod	Free-Standing Retail
930	Fast Casual Restaurant	Free-Standing Retail
931	Fine Dining Restaurant	Free-Standing Retail
932	High-Turnover (Sit-Down) Restaurant	Free-Standing Retail
933	Fast-Food Restaurant without Drive-Through Window	Free-Standing Retail
934	Fast-Food Restaurant with Drive-Through Window	Free-Standing Retail, Quick Service Restaurant Drive-Thru Lane
935	Fast-Food Restaurant with Drive-Through Window and No Indoor Seating	Free-Standing Retail, Quick Service Restaurant Drive-Thru Lane

936	Coffee/Donut Shop without Drive-Through Window	Free-Standing Retail
937	Coffee/Donut Shop with Drive-Through Window	Free-Standing Retail, Quick Service Restaurant Drive-Thru Lane
938	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating	Free-Standing Retail, Quick Service Restaurant Drive-Thru Lane
941	Quick Lubrication Vehicle Shop	Free-Standing Retail, Motor Vehicle Charging or Fueling, Motor Vehicle Service
942	Automobile Care Center	Free-Standing Retail, Motor Vehicle & Boat Cleaning, Motor Vehicle Service
943	Automobile Parts and Service Center	Free-Standing Retail
944	Gasoline/Service Station	Free-Standing Retail, Motor Vehicle Charging or Fueling
945	Convenience Store/Gas Station	Free-Standing Retail, Motor Vehicle Charging or Fueling
947	Self-Service Car Wash	Free-Standing Retail, Motor Vehicle & Boat Cleaning
948	Automated Car Wash	Free-Standing Retail, Motor Vehicle & Boat Cleaning
949	Car Wash and Detail Center	Free-Standing Retail, Motor Vehicle & Boat Cleaning
950	Truck Stop	Free-Standing Retail, Motor Vehicle Charging or Fueling
970	Wine Tasting Room	Free-Standing Retail
971	Brewery Tap Room	Free-Standing Retail
975	Drinking Place	Free-Standing Retail

APPENDIX D
PERSON TRAVEL DEMAND

APPENDIX D: PERSON TRAVEL DEMAND (PTD)														
Use Categories, Use Classifications, and Representative Uses (Ordinance Controls Use, Classification & Representative Uses)	Unit of Measure (UOM)	County Reduction Factor (CRf)				Limited Access Factor (LAf)				Origin Destination Factor (ODf)	Person Travel Demand			
		East (0.884)	Southwest (0.792)	Northwest (0.792)	West (0.792)	East (0.667)	Southwest (0.667)	Northwest (0.667)	West (0.667)		East	Southwest	Northwest	West
Residential & Lodging Uses														
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.)	per 1,000 sq. ft.	29.39	26.33	33.05	37.45	19.60	17.56	22.04	24.98	0.50	9.80	8.78	11.02	12.49
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.)	per 1,000 sq. ft.	34.45	30.86	38.74	43.90	22.98	20.58	25.84	29.28	0.50	11.49	10.29	12.92	14.64
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	27.09	24.27	30.46	34.52	18.07	16.19	20.32	23.03	0.50	9.04	8.09	10.16	11.51
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	30.67	27.48	34.49	39.08	20.46	18.33	23.00	26.07	0.50	10.23	9.16	11.50	13.03
Institutional Uses														
Community Serving (Civic, Place of Assembly, Clubhouse, Museum, Gallery)	per 1,000 sq. ft.	27.19	24.36	29.94	32.28	18.13	16.25	19.97	21.53	0.50	9.07	8.12	9.98	10.76
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	18.10	16.22	20.30	22.95	12.07	10.82	13.54	15.31	0.50	6.04	5.41	6.77	7.65
Private Education (Child Care, Day Care, Any Grade Combo K-12, Pre-K)	per 1,000 sq. ft.	29.42	26.36	29.67	31.17	19.63	17.58	19.79	20.79	0.50	9.81	8.79	9.89	10.39
Industrial Uses														
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	10.75	9.63	12.03	13.22	7.17	6.42	8.03	8.82	0.50	3.58	3.21	4.01	4.41
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse)	per 1,000 sq. ft.	8.63	7.74	9.67	10.62	5.76	5.16	6.45	7.08	0.50	2.88	2.58	3.22	3.54
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	6.99	6.27	7.83	8.60	4.67	4.18	5.22	5.74	0.50	2.33	2.09	2.61	2.87
Recreation Uses														
Marina (Including dry storage) per berth	per berth	5.92	5.30	8.30	9.55	3.95	3.54	5.54	6.37	0.50	1.97	1.77	2.77	3.18
Golf Course (Open to Public or Non-Resident Membership)	per hole	74.63	66.86	104.64	120.35	49.78	44.60	69.80	80.27	0.50	24.89	22.30	34.90	40.14
Outdoor Commercial Recreation (Driving Range, Multi-Purpose, Sports, Tennis)	per acre	72.55	65.00	101.72	117.00	48.39	43.36	67.85	78.04	0.50	24.20	21.68	33.92	39.02
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	45.99	41.20	64.48	74.16	30.67	27.48	43.01	49.46	0.50	15.34	13.74	21.50	24.73
Office Uses														
Office (General, Higher Education, Hospital, Model Home Sales, Professional)	per 1,000 sq. ft.	35.40	31.72	39.64	43.54	23.61	21.16	26.44	29.04	0.50	11.81	10.58	13.22	14.52
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	71.39	63.96	80.79	90.49	47.61	42.66	53.89	60.36	0.50	23.81	21.33	26.94	30.18
Commercial Services & Retail Uses														
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	30.17	27.03	32.74	33.88	20.12	18.03	21.84	22.60	0.50	10.06	9.01	10.92	11.30
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	60.34	54.06	65.47	67.75	40.25	36.06	43.67	45.19	0.50	20.12	18.03	21.84	22.60
Free-Standing Retail (Bank, Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	79.79	71.49	86.57	89.59	53.22	47.68	57.75	59.76	0.50	26.61	23.84	28.87	29.88
Additive Fees for Commercial Services & Retail Uses														
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	146.61	131.35	167.40	177.89	97.79	87.61	111.66	118.65	0.50	48.89	43.81	55.83	59.33
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per 1,000 sq. ft.	109.57	98.17	125.11	132.95	73.08	65.48	83.45	88.68	0.50	36.54	32.74	41.72	44.34
Motor Vehicle Charging	per position	114.85	102.90	131.14	139.36	76.61	68.63	87.47	92.95	0.50	38.30	34.32	43.74	46.48
Motor Vehicle Fueling	per position	121.17	108.56	138.36	147.03	80.82	72.41	92.29	98.07	0.50	40.41	36.21	46.14	49.03
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires)	per service bay	67.65	60.61	77.25	82.09	45.12	40.43	51.52	54.75	0.50	22.56	20.21	25.76	27.38
Retail Drive-Thru	per lane	103.90	93.09	118.63	126.07	69.30	62.09	79.13	84.09	0.50	34.65	31.04	39.56	42.04
Quick Service Restaurant Drive-Thru Lane	per lane	225.17	201.73	259.22	283.17	150.19	134.56	172.90	188.88	0.50	75.09	67.28	86.45	94.44

APPENDIX E
MOBILITY FEE FORMS

RESERVED

APPENDIX F
MOBILITY FEE CALCULATIONS

Person Miles of Travel increase (PMTi)

$\sum VMTtp = (\sum VTtp \times VTLtp)$

$\sum PMTtp = (\sum PTtp \times PTLtp)$

$PMTf = (\sum PMTtp / \sum VMTtp)$

$VMTi = (2050\ VMT - 2025\ VMT)$

$PMTi = (VMTi \times PMTf)$

Where:

∑ VTtp	=	Sum of Vehicle Trips by trip purpose (Appendix F)
∑ PTtp	=	Sum of Person Trips by trip purpose (Appendix F)
VTLtp	=	Average Vehicle Trip Length by trip purpose (Appendix F)
PTLtp	=	Average Person Trip Length by trip purpose (Appendix F)
VMT	=	Vehicle Miles of Travel
PMT	=	Person Miles of Travel
∑ VMTtp	=	Sum of Vehicle Miles of Travel by trip purpose (Appendix F)
∑ PMTtp	=	Sum of Person Miles of Travel by trip purpose (Appendix F)
PMTf	=	Person Miles of Travel factor (Appendix F)
VMTi	=	Vehicle Miles of Travel Increase (Table 5)
PMTi	=	Person Miles of Travel increase (Table 6)

Prepared by NUE Urban Concepts, LLC

New Growth Evaluation factor (NGEf)

$$NGEf = (PMTi / PMCi)$$

If NGEf > 1.00, then the NGEf is set at 1.00

Where:

PMTi	=	Person Miles of Travel increase (Table 6)
PMCi	=	Person Miles of Capacity increase (Table 10)
NGEf	=	New Growth Evaluation factor (Table 12)

Prepared by NUE Urban Concepts, LLC

Person Miles of Capacity rate (PMCr)

$$PMCre = (PLCae \times ECEf \times NGEf) / PMCae$$

$$PMCrs = (PLCas \times ECEf \times NGEf) / PMCas$$

$$PMCrn = (PLCan \times ECEf \times NGEf) / PMCan$$

$$PMCrw = (PLCaw \times ECEf \times NGEf) / PMCaw$$

where:

PLCa = Assignable Planning Level Cost (Table 11)

ECEf = Existing Conditions Evaluation factor of 1.00 (Table 2)

NGEf = New Growth Evaluation factor (Table 12)

PMCa = Assignable Person Miles of Capacity (Table 11)

e = East Assessment Area

s = Southwest Assessment Area

n = Northwest Assessment Area

w = West Assessment Area

PMCr = Person Miles of Capacity Rate (Table 13)

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Person Travel Demand per use (PTDu)

PMTu = (((TG x % NEW) x PTf) x PTl)

PTDu = ((PMTu x CRf) x LAEf) x ODf)

Where:

PMTu	=	Person Miles of Travel per use (Appendix S)
TG	=	Trip Generation (Appendix P)
%NEW	=	Percent of Trips that are New Trips (Appendix Q)
PTf	=	Person Trip Length by Trip Purpose (Appendix R)
PTl	=	Person Trip Length by Trip Purpose (Appendix R)
PTDu	=	Person Travel Demand per use (Appendix S)
CRf	=	County Road factor per use (Appendix S)
LAEf	=	Limited Access Evaluation factor per use (Appendix S)
ODf	=	Origin & Destination factor (Appendix S)

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Mobility Fee per use (MFu)

$$MFu = (PTDu \times PMCr)$$

$$MFau = (MFu \times UMu)$$

Where:

MFu = Mobility Fee per use (Appendix U)

PTDu = Person Travel Demand per use (Appendix T)

PMCr = Person Miles of Capacity Rate (Table 13)

MFau = Mobility Fee assessed per use

UMu = Unit of Measure per Use (Appendix U)

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