

# MOBILITY PLAN & MOBILITY FEE



## CITY OF PORT ST. LUCIE Public Workshop #1

July 7<sup>th</sup> & July 8<sup>th</sup>, 2025



**NUE URBAN CONCEPTS**  
LAND USE • MOBILITY • PARKING • FEES

# MOVING BEYOND TRANSPORTATION CONCURRENCY

House Bill 479:

## Alternative Transportation System:

- Define Mobility Plan & Fee
- Transportation concurrency
- Proportionate share
- Road impact fees



# HOUSE BILL 479: ADOPTED IN 2024

**Reiterated that any local government can adopt an alternative transportation system, such as a mobility plan & mobility fee, to replace transportation concurrency, proportionate share, and transportation mitigation fees.**

**Only one mitigation fee may be collected, by the entity issuing building permits, from development in the City to mitigate transportation impacts.**

**Mobility Fee address City, County & State Road projects.**

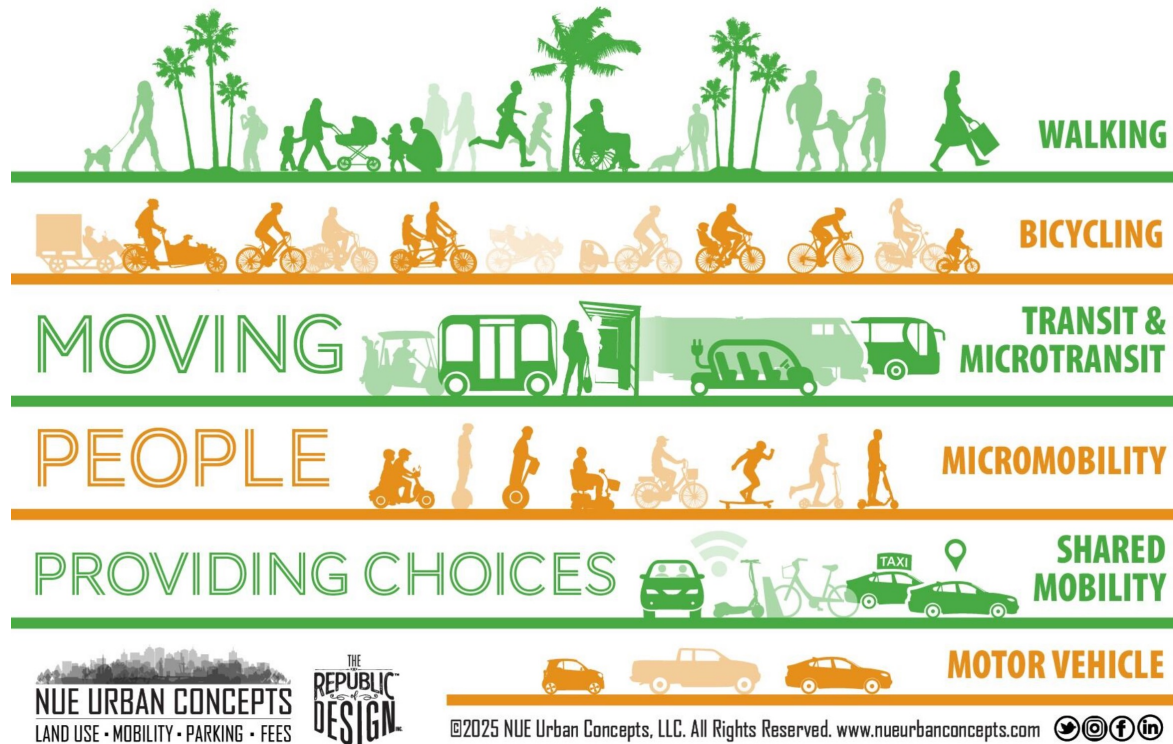
**Negotiate interlocal agreement update w/ County based on Mobility Plan projects.**

# HOW ARE FEES CURRENTLY ASSESSED?

- **Port St. Lucie has a Mobility Fee**
- **St. Lucie County has a Road Impact Fee (RIF)**
- **Mobility Fee & RIF are assessed at building permit**
- **Port St. Lucie collects & remits County RIF to the County**



# WHAT IS A MOBILITY PLAN?



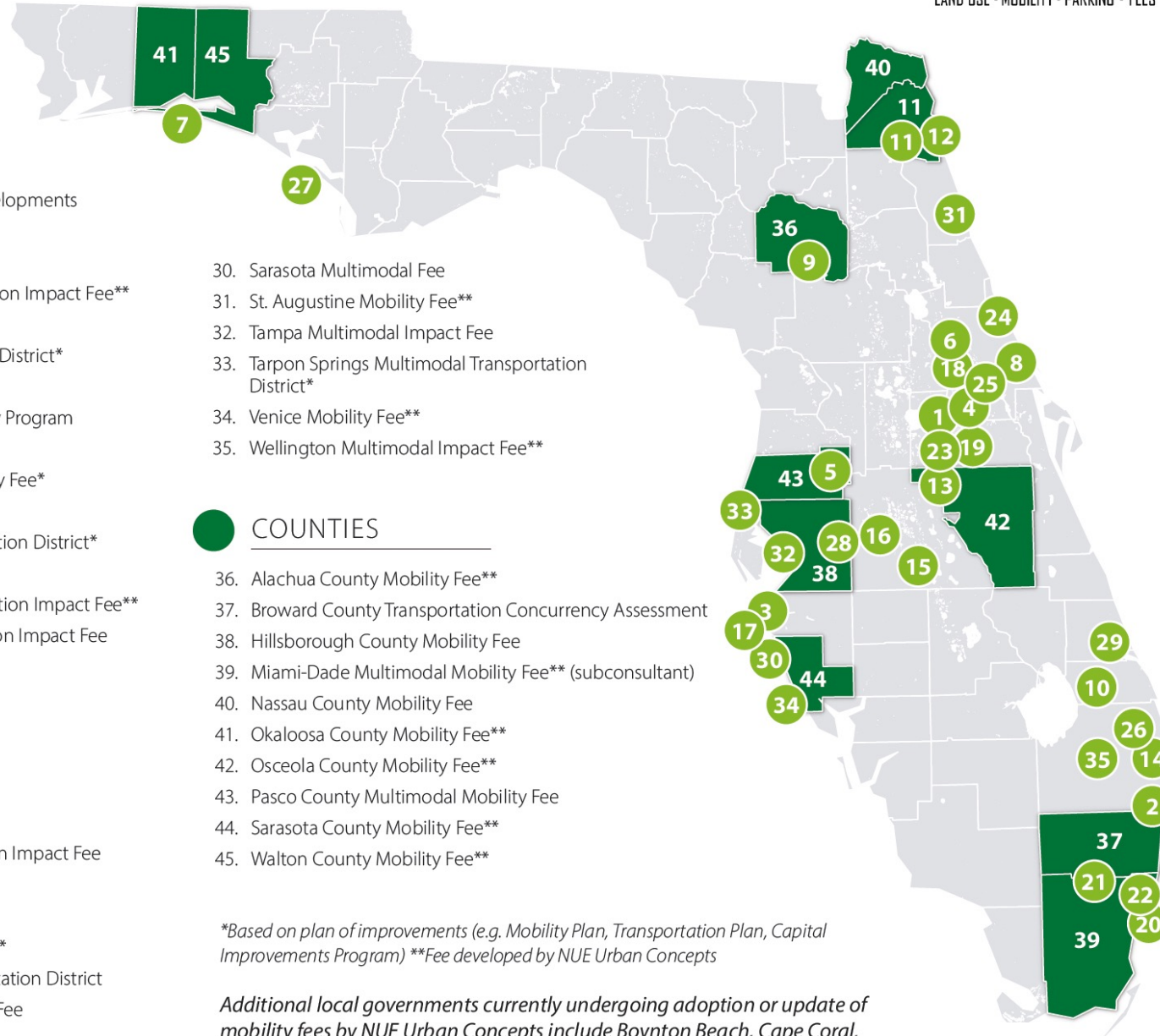
- Vision for the City's transportation system to transition from one focused on moving vehicles quickly to **moving people safely**.
- Required by Florida Statute to serve as basis for development of a **Mobility Fee**.
- **Long-term plan** (2045 horizon)
- Identifies project needs (high-level, **not final design**)

# EXISTING MOBILITY FEES AND SIMILAR PROGRAMS IN FLORIDA



## MUNICIPALITIES

1. Altamonte Springs Mobility Fee\*\*
2. Boca Raton Planned Mobility Developments
3. Bradenton Mobility Fee\*\*
4. Casselberry Mobility Fee
5. Dade City Multimodal Transportation Impact Fee\*\*
6. DeBary Mobility Fee\*\*
7. Destin Multimodal Transportation District\*
8. Edgewater Mobility Fee
9. Gainesville Transportation Mobility Program
10. Indiantown Mobility Fee\*\*
11. Jacksonville/Duval County Mobility Fee\*
12. Jacksonville Beach Mobility Fee
13. Kissimmee Multimodal Transportation District\*
14. Lake Park Mobility Fee\*\*
15. Lake Wales Multimodal Transportation Impact Fee\*\*
16. Lakeland Multimodal Transportation Impact Fee
17. Longboat Key Mobility Fee\*\*
18. Longwood Mobility Fee\*\*
19. Maitland Mobility Fee\*\*
20. Miami Beach Mobility Fee\*\*
21. Miami Lakes Mobility Fee
22. North Miami Mobility Fee\*\*
23. Orlando Multimodal Transportation Impact Fee
24. Ormond Beach Mobility Fee
25. Oviedo Mobility Fee\*\*
26. Palm Beach Gardens Mobility Fee\*\*
27. Panama City Multimodal Transportation District
28. Plant City Transportation Mobility Fee
29. Port St. Lucie Mobility Fee\*\*



## COUNTIES

30. Sarasota Multimodal Fee
31. St. Augustine Mobility Fee\*\*
32. Tampa Multimodal Impact Fee
33. Tarpon Springs Multimodal Transportation District\*
34. Venice Mobility Fee\*\*
35. Wellington Multimodal Impact Fee\*\*
36. Alachua County Mobility Fee\*\*
37. Broward County Transportation Concurrency Assessment
38. Hillsborough County Mobility Fee
39. Miami-Dade Multimodal Mobility Fee\*\* (subconsultant)
40. Nassau County Mobility Fee
41. Okaloosa County Mobility Fee\*\*
42. Osceola County Mobility Fee\*\*
43. Pasco County Multimodal Mobility Fee
44. Sarasota County Mobility Fee\*\*
45. Walton County Mobility Fee\*\*

*\*Based on plan of improvements (e.g. Mobility Plan, Transportation Plan, Capital Improvements Program) \*\*Fee developed by NUE Urban Concepts*

*Additional local governments currently undergoing adoption or update of mobility fees by NUE Urban Concepts include Boynton Beach, Cape Coral, Crestview, Flagler Beach, Gainesville (Mobility Fee), Lake City, Palm Springs, and West Palm Beach.*



# 2045 MOBILITY PLAN

CITY OF PORT ST. LUCIE

## 2045 MOBILITY PLAN & MOBILITY FEE EXECUTIVE SUMMARY



JULY 2023



**NUE URBAN CONCEPTS**  
LAND USE • MOBILITY • PARKING • FEES



**futureplan**



**MOBILITY COHORT**

## CITY OF PORT ST. LUCIE 2045 MOBILITY PLAN

JULY 2023



**NUE URBAN CONCEPTS**  
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**MOBILITY COHORT**



# 2045 MOBILITY PLAN

- Corridors Plan
- Intersections Plan
- Transit Circulation Plan

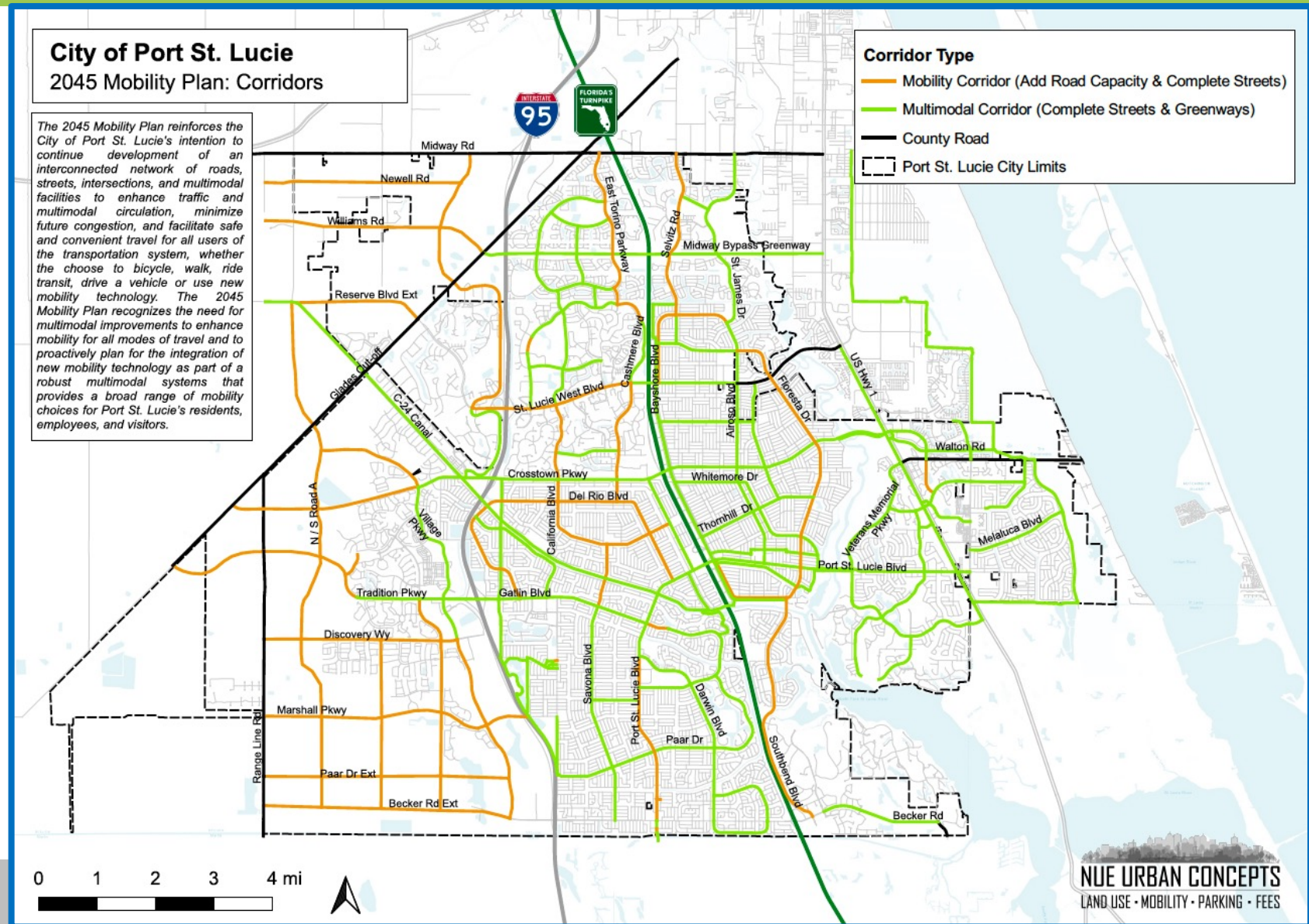
CITY OF PORT ST. LUCIE

## 2045 MOBILITY PLAN

JULY 2023



# EXISTING CORRIDORS PLAN





# PROPOSED CORRIDOR IMPROVEMENTS

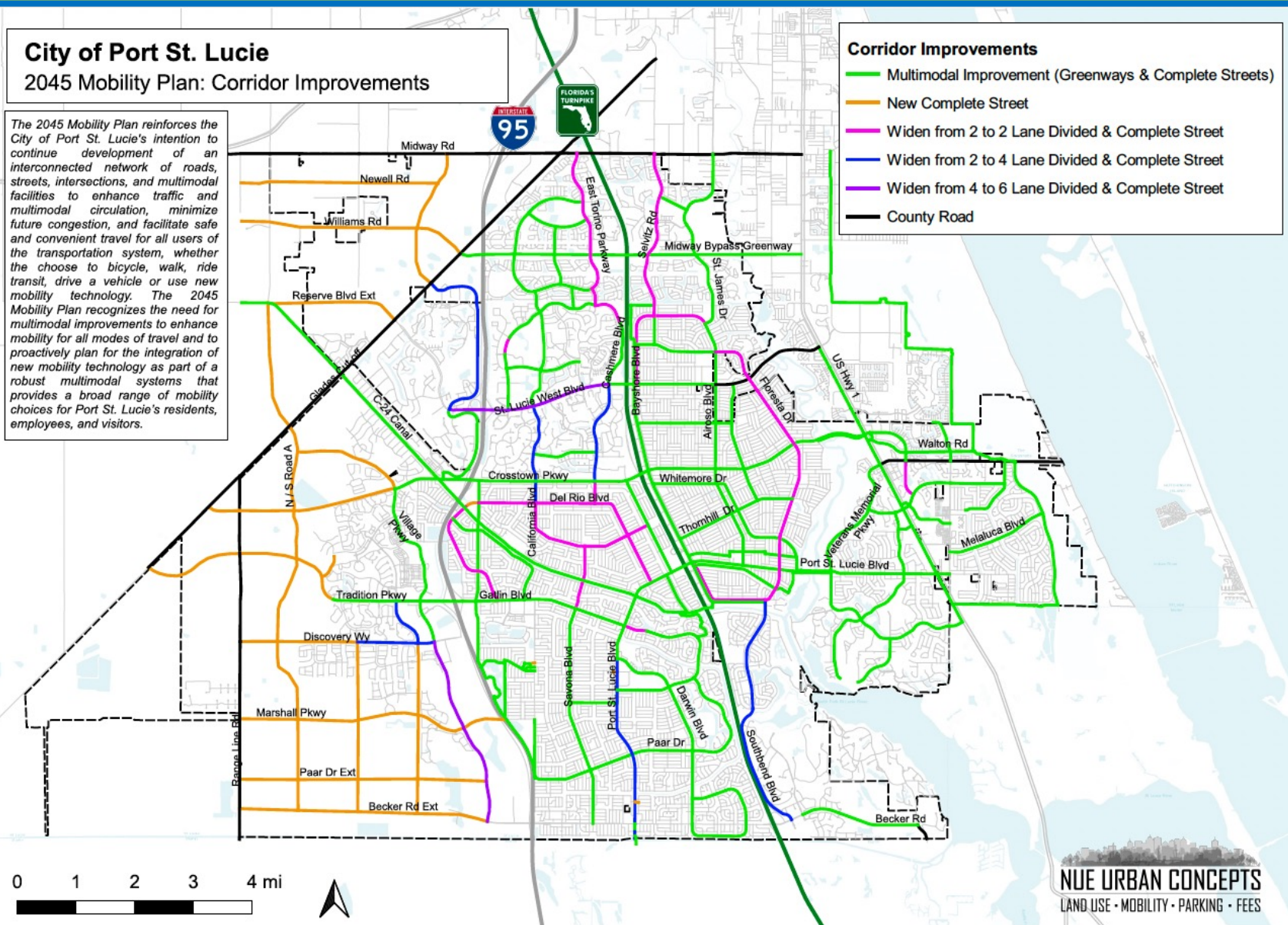
## City of Port St. Lucie

### 2045 Mobility Plan: Corridor Improvements

The 2045 Mobility Plan reinforces the City of Port St. Lucie's intention to continue development of an interconnected network of roads, streets, intersections, and multimodal facilities to enhance traffic and multimodal circulation, minimize future congestion, and facilitate safe and convenient travel for all users of the transportation system, whether they choose to bicycle, walk, ride transit, drive a vehicle or use new mobility technology. The 2045 Mobility Plan recognizes the need for multimodal improvements to enhance mobility for all modes of travel and to proactively plan for the integration of new mobility technology as part of a robust multimodal systems that provides a broad range of mobility choices for Port St. Lucie's residents, employees, and visitors.

#### Corridor Improvements

- Multimodal Improvement (Greenways & Complete Streets)
- New Complete Street
- Widen from 2 to 2 Lane Divided & Complete Street
- Widen from 2 to 4 Lane Divided & Complete Street
- Widen from 4 to 6 Lane Divided & Complete Street
- County Road





# MULTIMODAL INFRASTRUCTURE PLAN

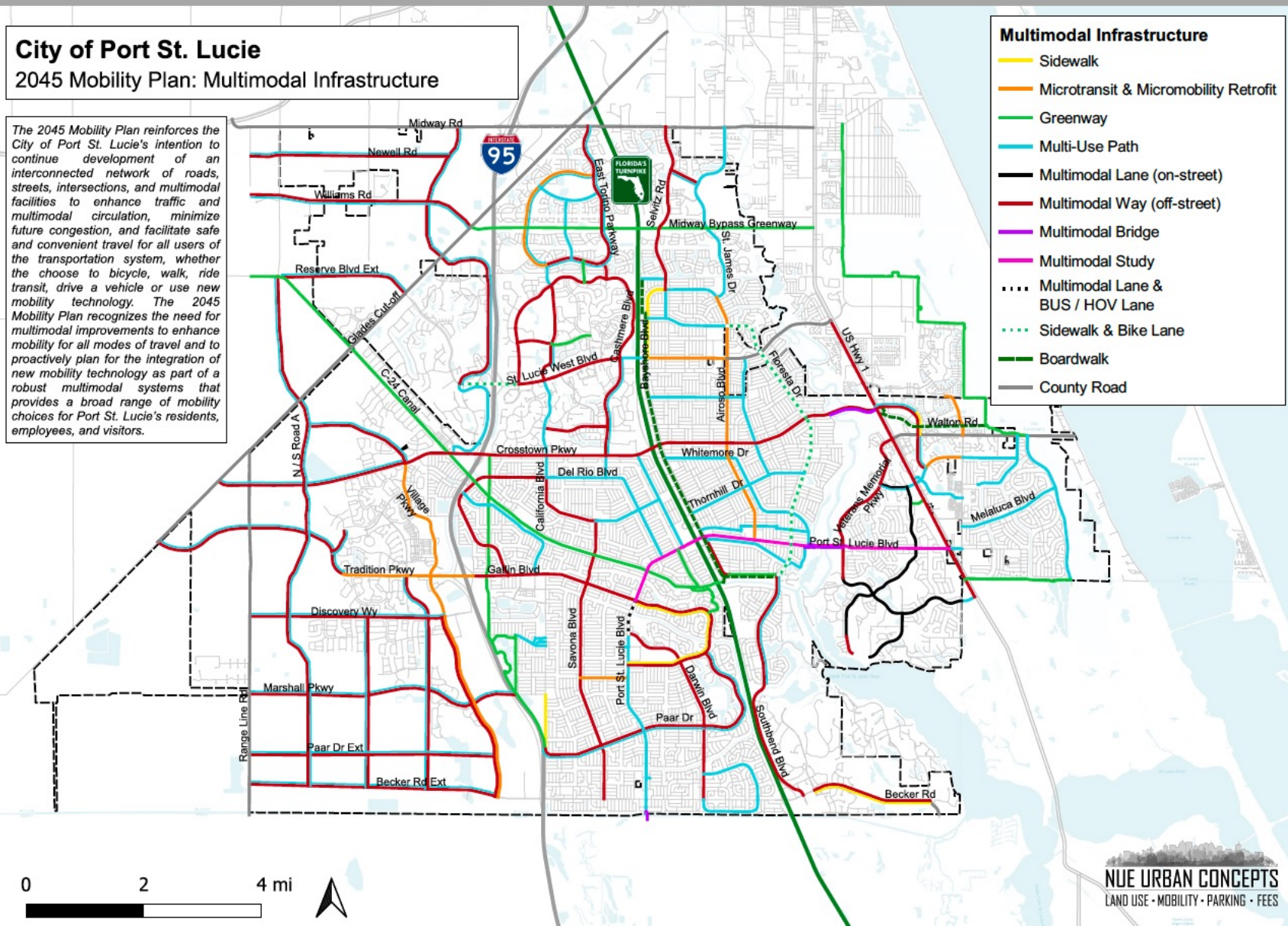
## City of Port St. Lucie

### 2045 Mobility Plan: Multimodal Infrastructure

The 2045 Mobility Plan reinforces the City of Port St. Lucie's intention to continue development of an interconnected network of roads, streets, intersections, and multimodal facilities to enhance traffic and multimodal circulation, minimize future congestion, and facilitate safe and convenient travel for all users of the transportation system, whether they choose to bicycle, walk, ride transit, drive a vehicle or use new mobility technology. The 2045 Mobility Plan recognizes the need for multimodal improvements to enhance mobility for all modes of travel and to proactively plan for the integration of new mobility technology as part of a robust multimodal systems that provides a broad range of mobility choices for Port St. Lucie's residents, employees, and visitors.

#### Multimodal Infrastructure

- Sidewalk
- Microtransit & Micromobility Retrofit
- Greenway
- Multi-Use Path
- Multimodal Lane (on-street)
- Multimodal Way (off-street)
- Multimodal Bridge
- Multimodal Study
- Multimodal Lane & BUS / HOV Lane
- Sidewalk & Bike Lane
- Boardwalk
- County Road

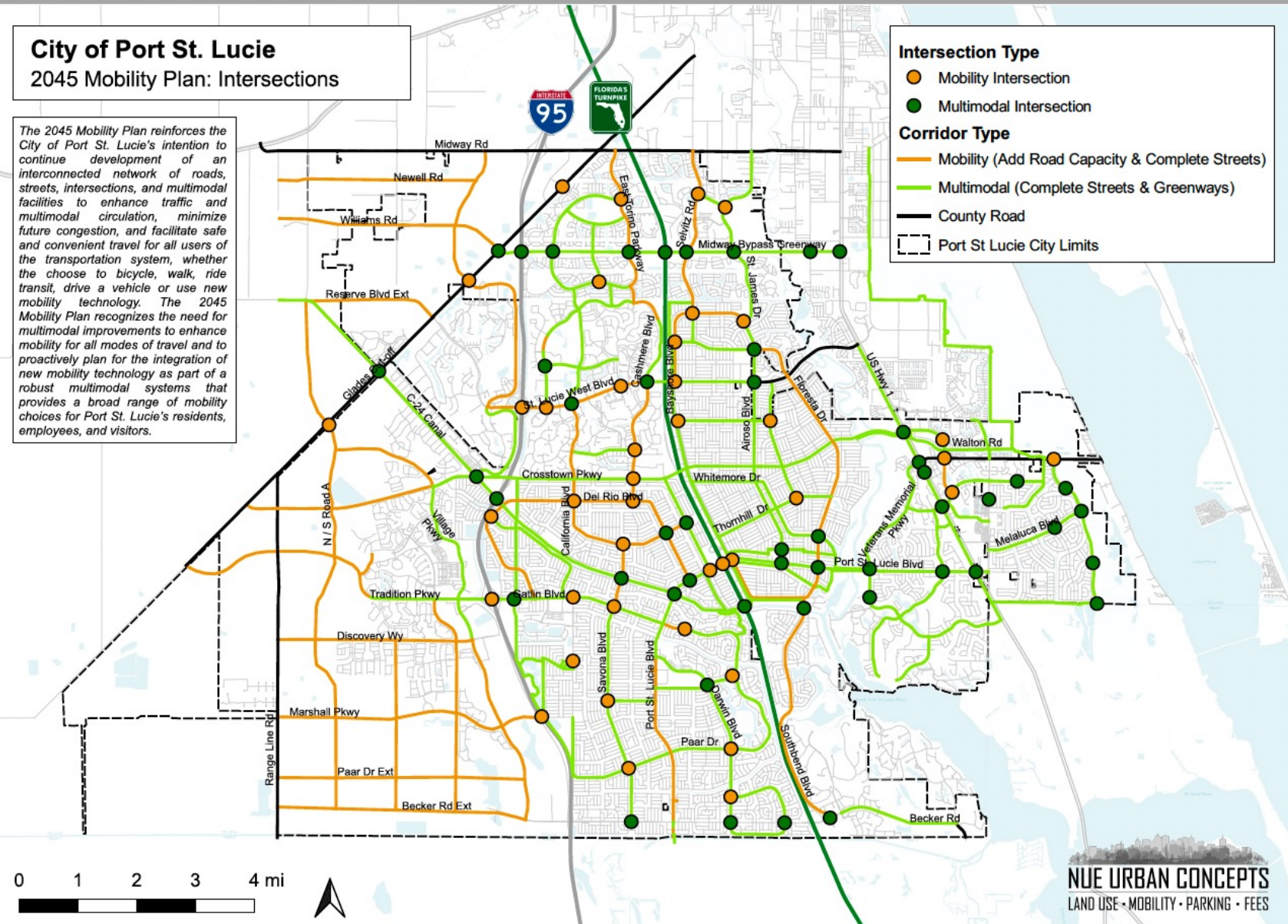




# EXISTING INTERSECTIONS PLAN

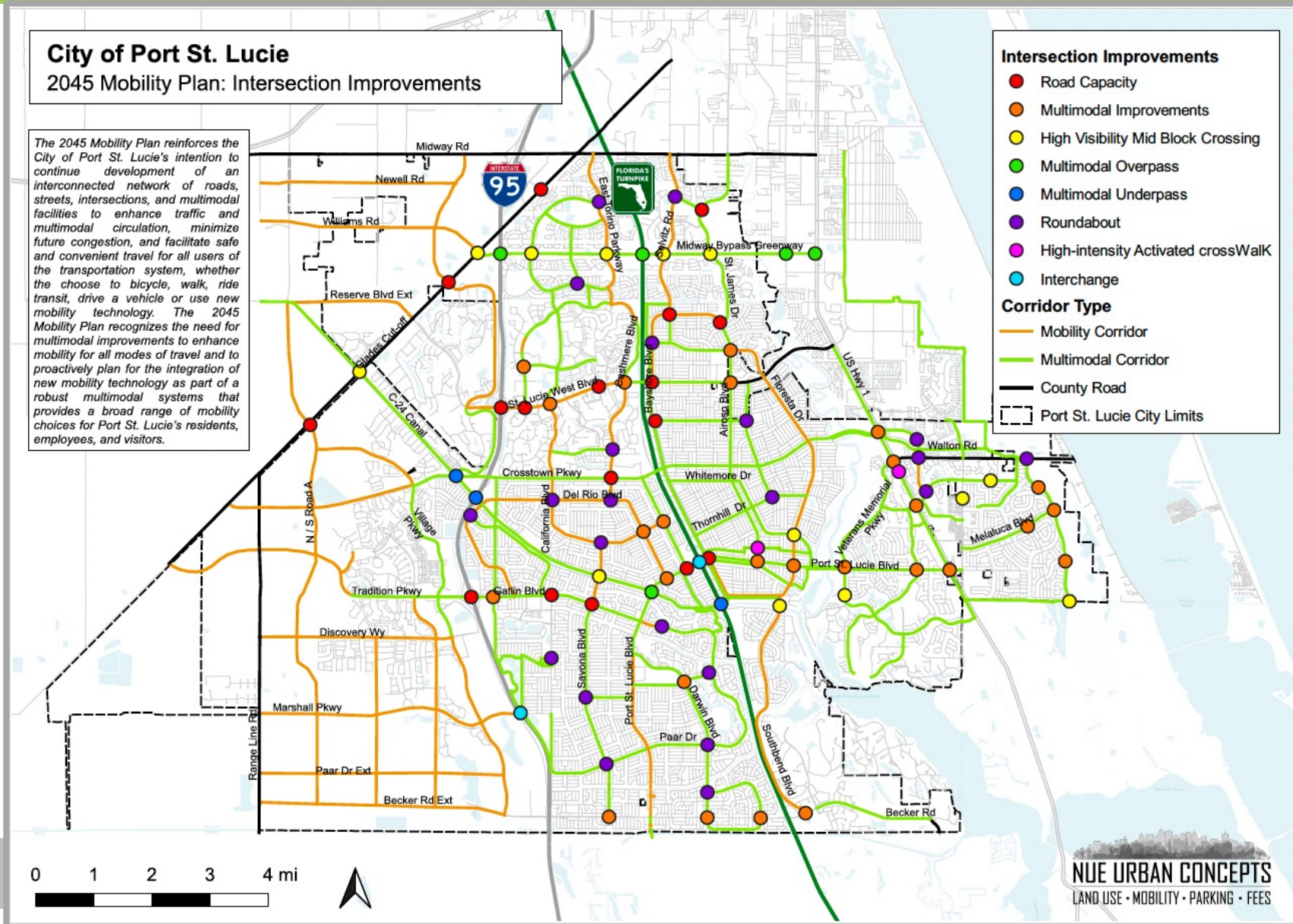
## City of Port St. Lucie 2045 Mobility Plan: Intersections

The 2045 Mobility Plan reinforces the City of Port St. Lucie's intention to continue development of an interconnected network of roads, streets, intersections, and multimodal facilities to enhance traffic and multimodal circulation, minimize future congestion, and facilitate safe and convenient travel for all users of the transportation system, whether they choose to bicycle, walk, ride transit, drive a vehicle or use new mobility technology. The 2045 Mobility Plan recognizes the need for multimodal improvements to enhance mobility for all modes of travel and to proactively plan for the integration of new mobility technology as part of a robust multimodal systems that provides a broad range of mobility choices for Port St. Lucie's residents, employees, and visitors.





# PROPOSED INTERSECTION IMPROVEMENTS



# EXISTING TRANSIT CIRCULATION PLAN

## City of Port St. Lucie 2045 Mobility Plan: Transit Circulation Plan

The 2045 Mobility Plan reinforces the City of Port St. Lucie's intention to continue development of an interconnected network of roads, streets, intersections, and multimodal facilities to enhance traffic and multimodal circulation, minimize future congestion, and facilitate safe and convenient travel for all users of the transportation system, whether they choose to bicycle, walk, ride transit, drive a vehicle or use new mobility technology. The 2045 Mobility Plan recognizes the need for multimodal improvements to enhance mobility for all modes of travel and to proactively plan for the integration of new mobility technology as part of a robust multimodal systems that provides a broad range of mobility choices for Port St. Lucie's residents, employees, and visitors.

### Transit Circulator Routes

- California North
- California South
- Downtown to Port District
- Gatlin / Village Pkwy
- School to Employment Route Central
- School to Employment Route South
- St Lucie North
- Traditions to Southbend
- Tulip Darwin Loop
- Selvitz to Crosstown
- The Greenway Connector
- Torino to California

### Water Taxi Routes

- Water Taxi C24 Canal
- Water Taxi North
- Water Taxi South
- Port St. Lucie City Limits

0 1 2 3 4 mi





# 2045 MOBILITY PLAN UPDATE

- Address extraordinary growth over last 5 years (**over 50,000 residents**)
- Address proposed growth over next 20 years (**over 100,000 residents**)
- Multimodal & Transit Plans largely unchanged
- Identify greater need to widen roads to 4 Lanes
- Identify western roadway network
- Short, Medium & Long Term Improvements

# TWO LANE ROADS BY DEVELOPMENT

- Site Related Improvements or Mobility Fee Creditable
- Some developer's arguing for credit where larger ROW required
- Current mobility fee:
  - Does not include cost for 1<sup>st</sup> two lanes of any road west of I-95
  - Does not include developer travel in assessment area
  - Reduces trip length that reduces developer's mitigation
  - Designed purposefully not to charge developers for same impacts

# **SITE RELATED vs COMMUNITY BENEFIT**

- Currently: Lanes 1 and 2 considered site related (need from access)
- Currently: Eligible for mobility fee credit for constructing lanes 3 & 4
- Site Related Generally:
  - Does the road provide access to the development
  - Is the road needed without the development
  - Does the development use (consume) most of the capacity provided
  - Historically been accepted as reasonably needed to benefit site

# **SITE RELATED vs COMMUNITY BENEFIT**

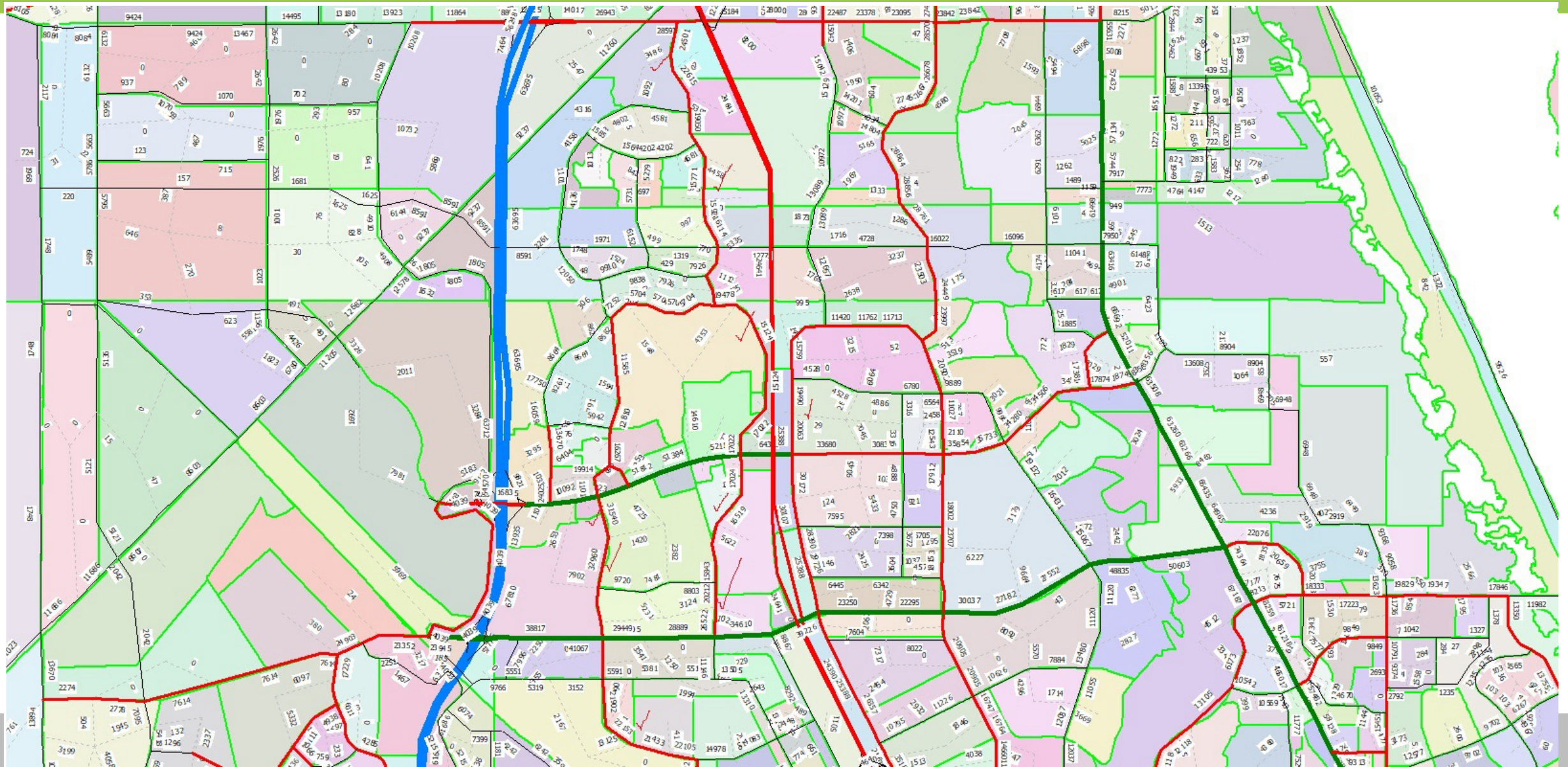
- Currently: Community benefits from additional lanes (3 & 4)
- Currently: Eligible for mobility fee credit for constructing lanes 3 & 4
- Currently: Some large developments consume 4 lanes of capacity
- Community Benefit Generally:
  - Provides benefit to community other than development
  - Provides alternative route to existing congested corridors
  - Reduces travel time for existing residents and business



# ENGINEERING STANDARDS

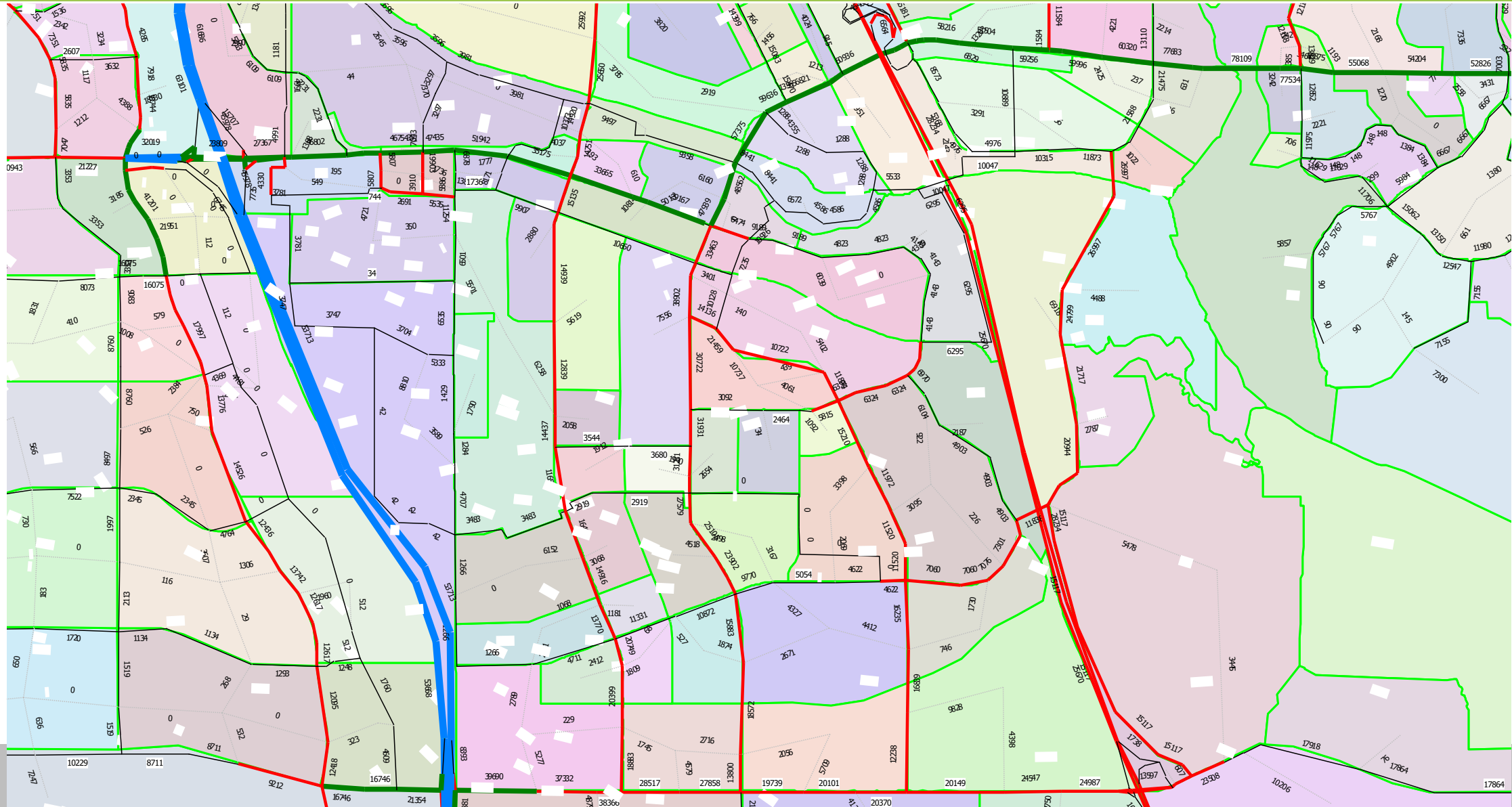
- Proposed established daily traffic thresholds for roadways
- Residential serving roads not designed for maximum capacity
- Most new roads not intended to be PSL Blvd, US Hwy 1, St. Lucie West
- Considering block standard updates (east of I-95 more connected)
- Considering connectivity index
- Average block lengths east of I-95 (400 to 600 feet)
- Average block lengths west of I-95 (1/4 mile to 1 mile)

# 2045 MOBILITY PLAN VOLUMES (NORTH PSL)



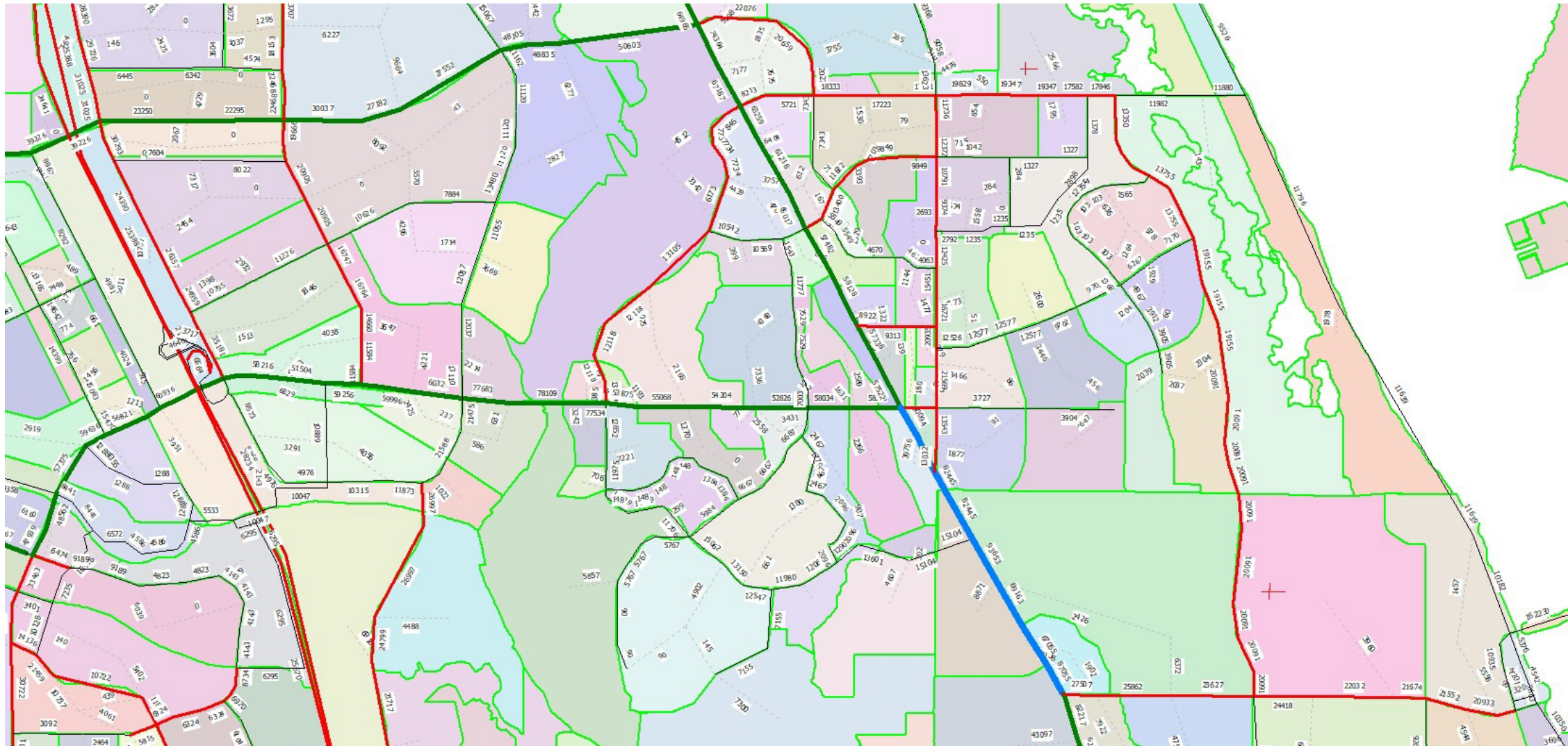


# 2045 MOBILITY PLAN VOLUMES (SOUTH PSL)



# 2045 MOBILITY PLAN VOLUMES (PSL BLVD)

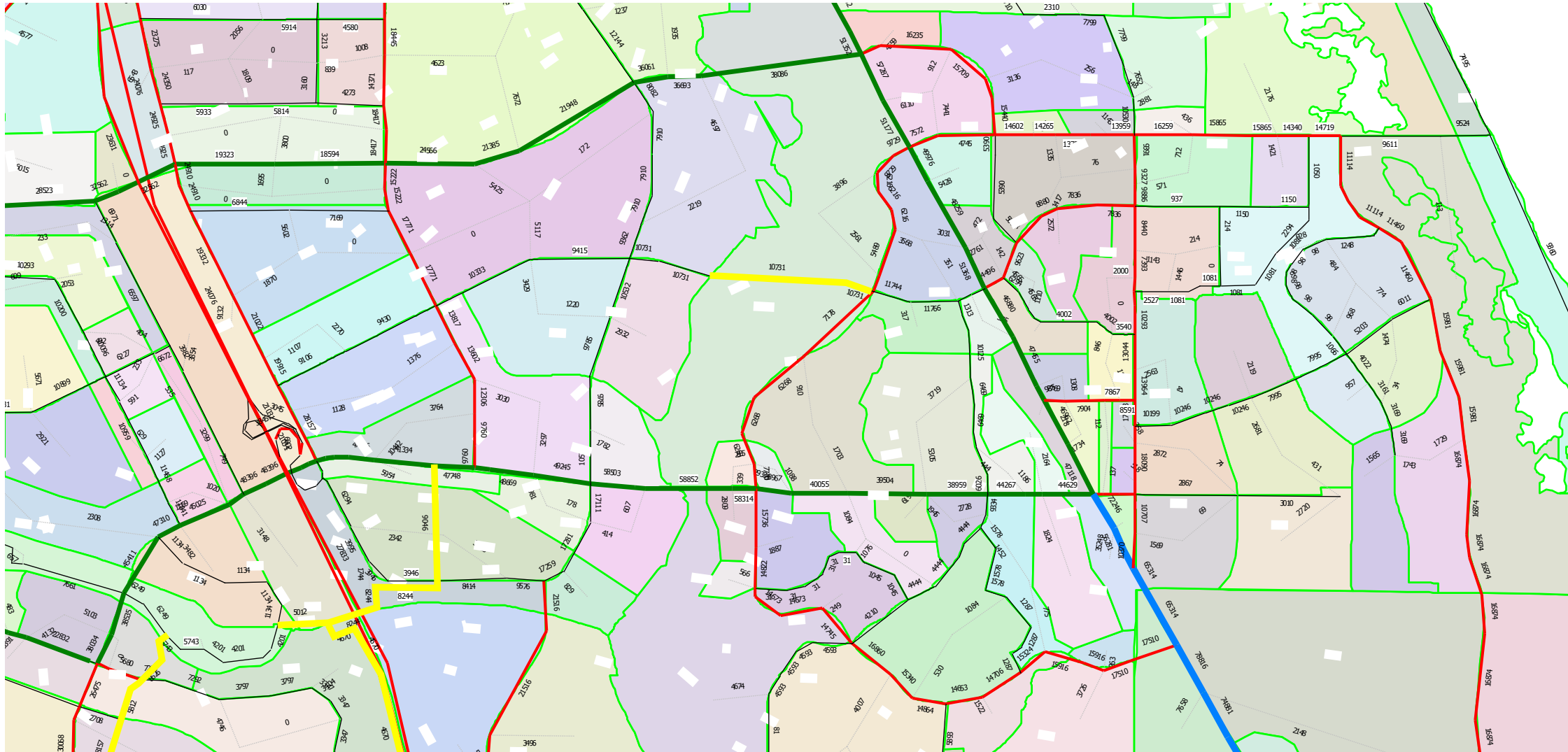
PSL BLVD NO ALTERNATIVES: Green River Parkway, Turnpike Underpass (PSL BLVD 60,000 approach to river, 78,000 over river)





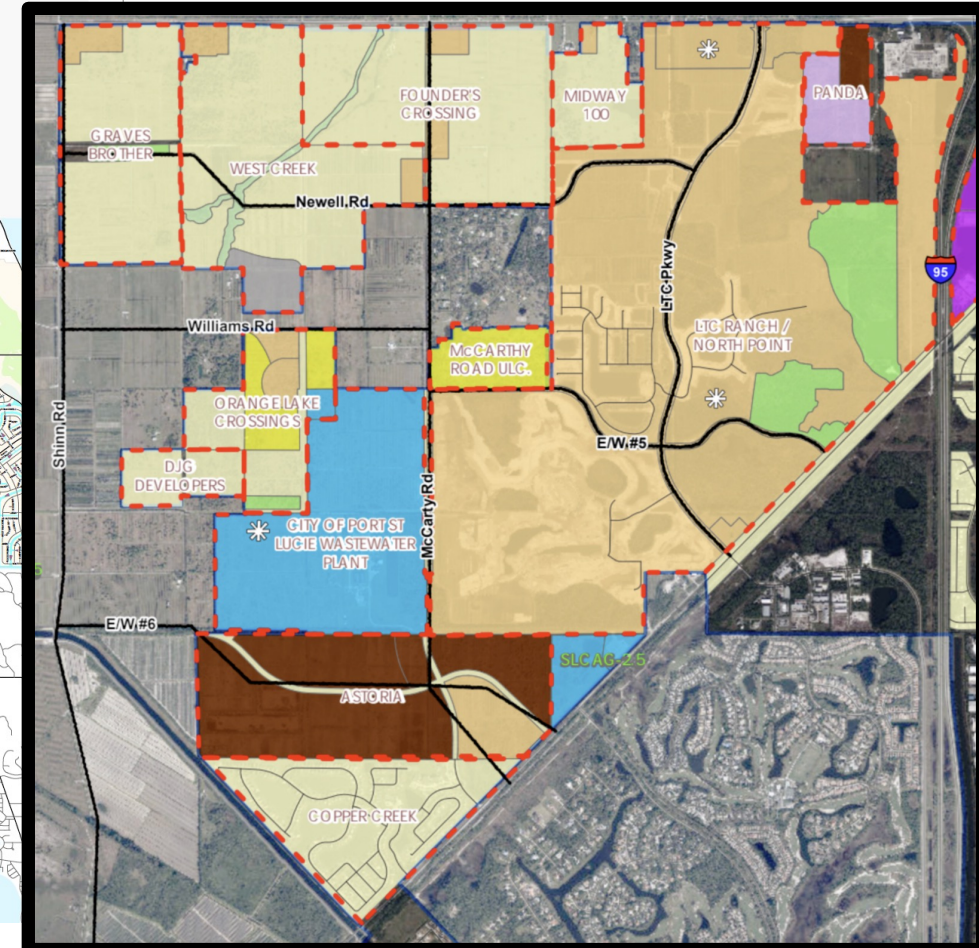
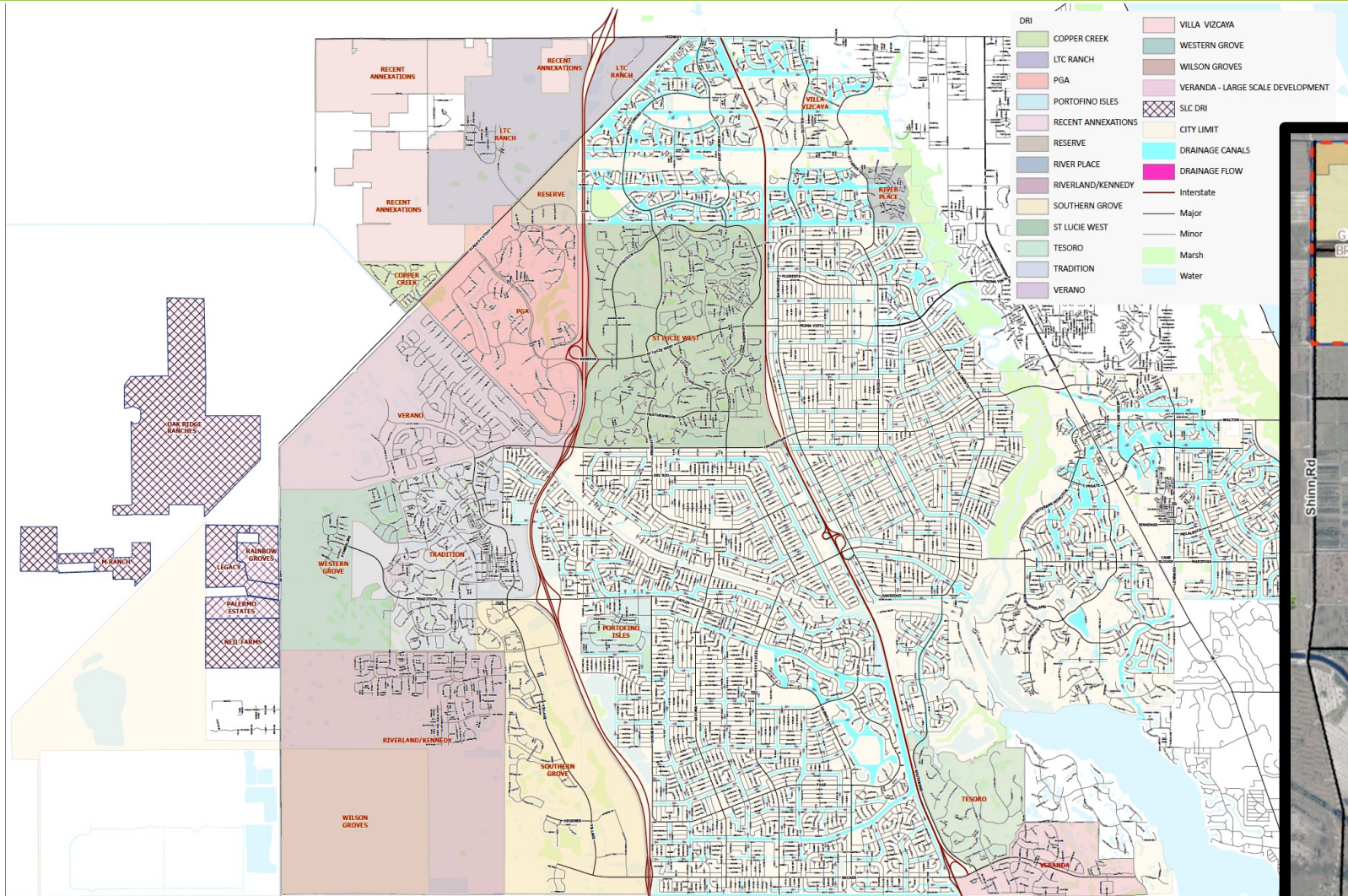
# 2045 MOBILITY PLAN (PSL BLVD ALTERNATIVES)

PSL BLVD ALTERNATIVES: Westmoreland, Lyngate Ext, Turnpike Underpass, Dalton to Darwin Connector, Green River Parkway



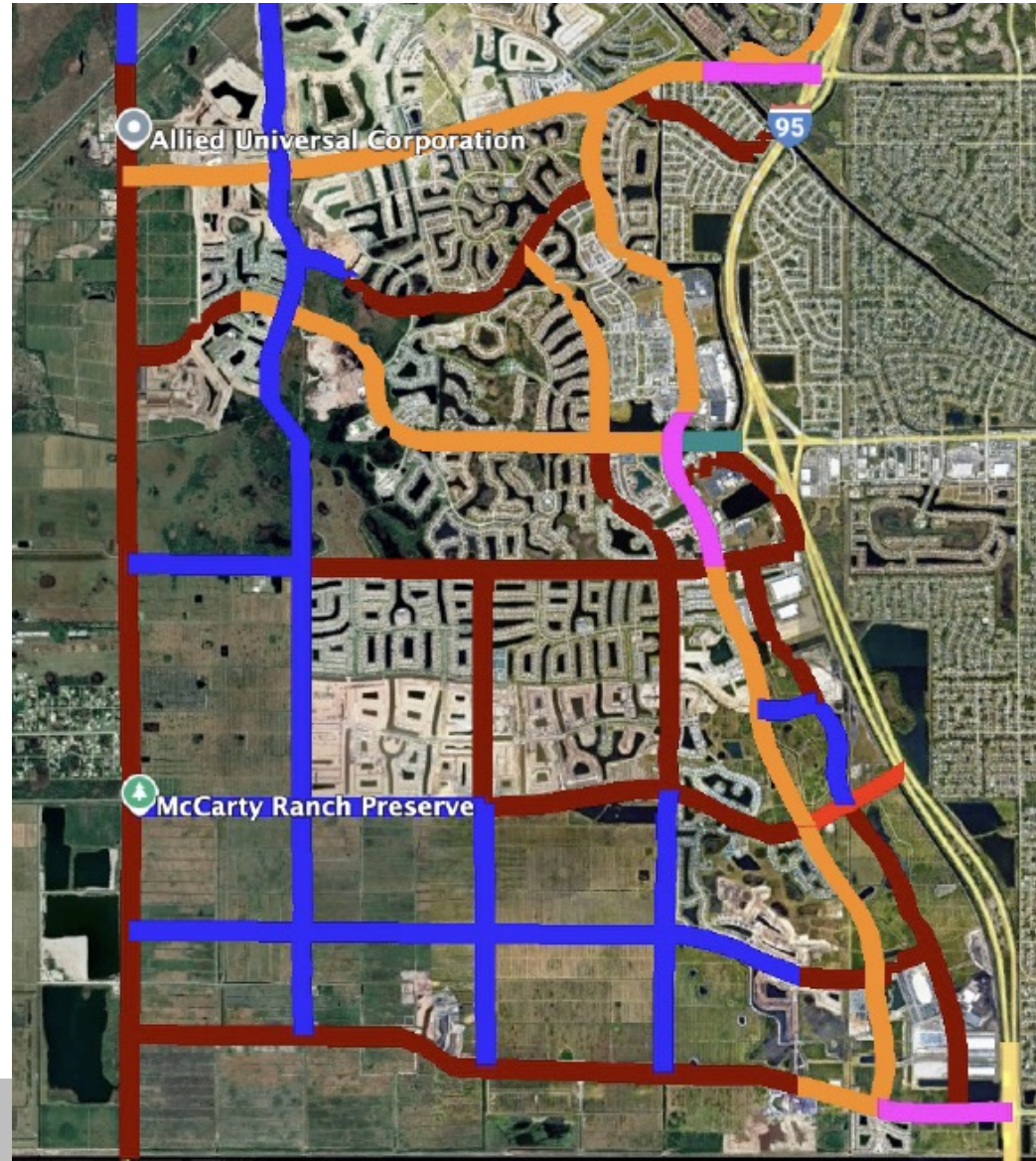
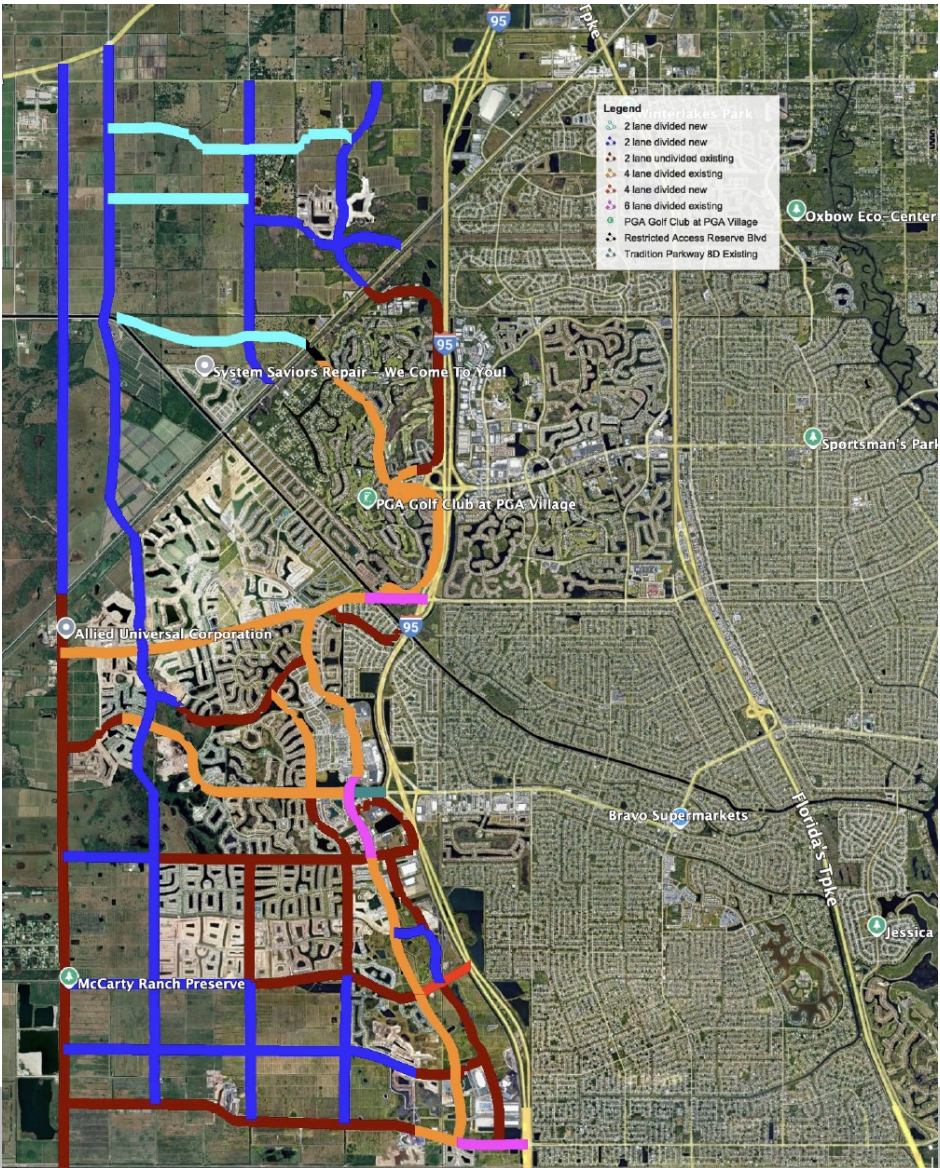


# WESTERN DEVELOPMENT





# WESTERN NETWORK & FUTURE DEVELOPMENT



**Blue =  
Missing Gaps**

**Cayenne =  
Existing 2 lane**

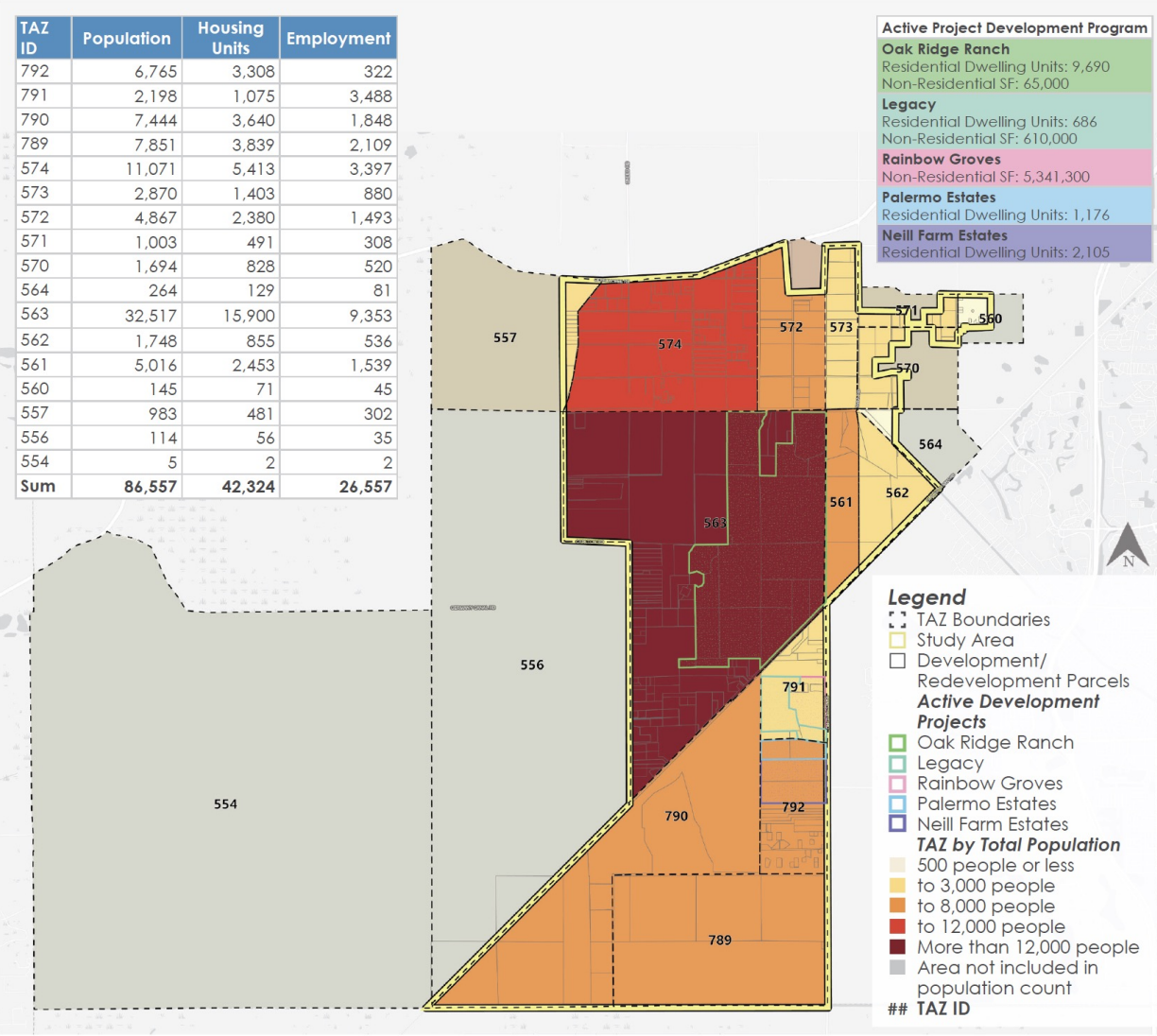
**Orange =  
Existing 4 lane**

**Magenta =  
Existing 6 lane**

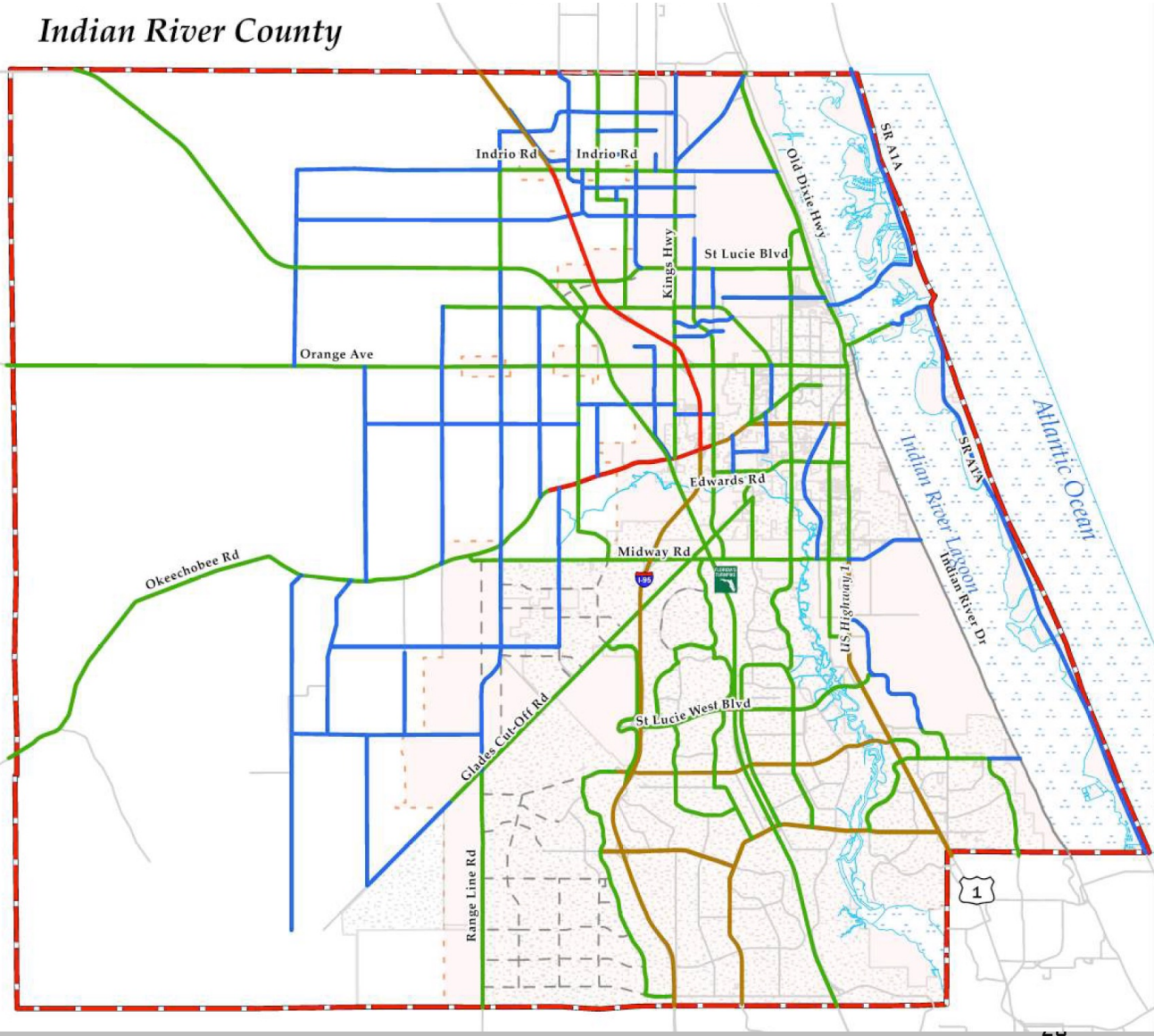


# INFRASTRUCTURE STUDY & COUNTY PLANS

Figure 10. Study Area Moderate Scenario by Traffic Analysis Zone ("TAZ")

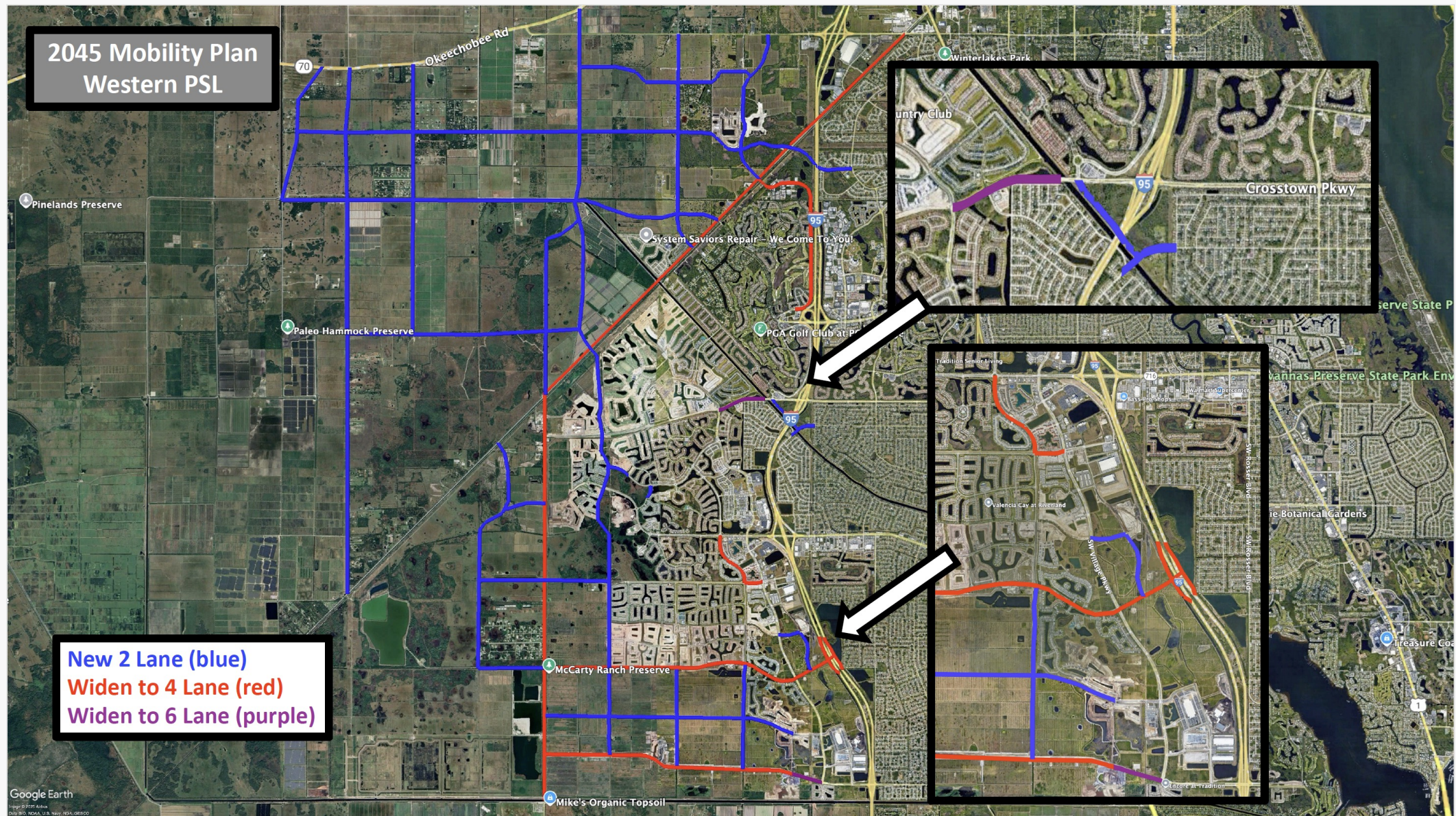


Indian River County



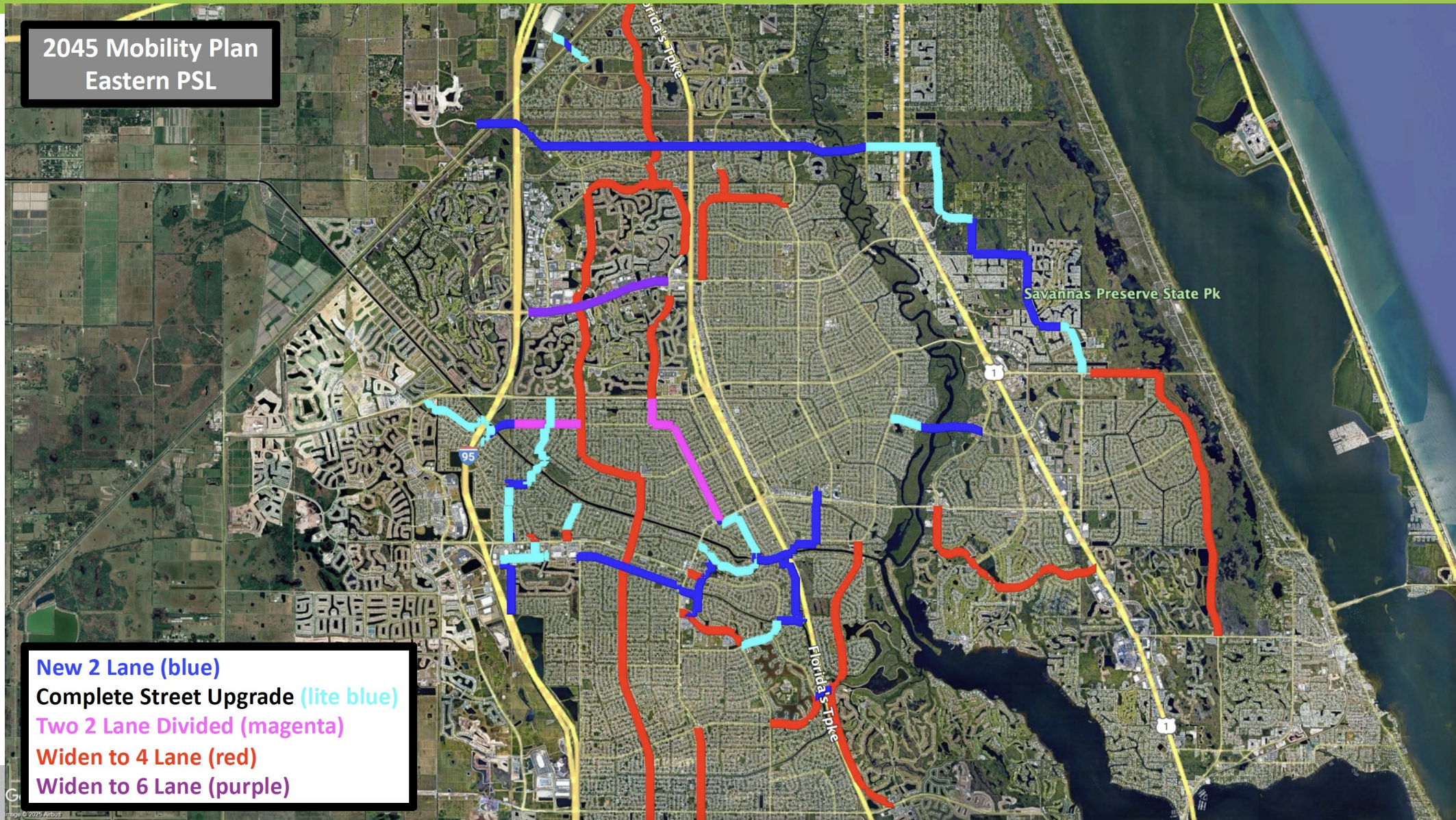


# 2045 MOBILITY PLAN (WESTERN NETWORK)



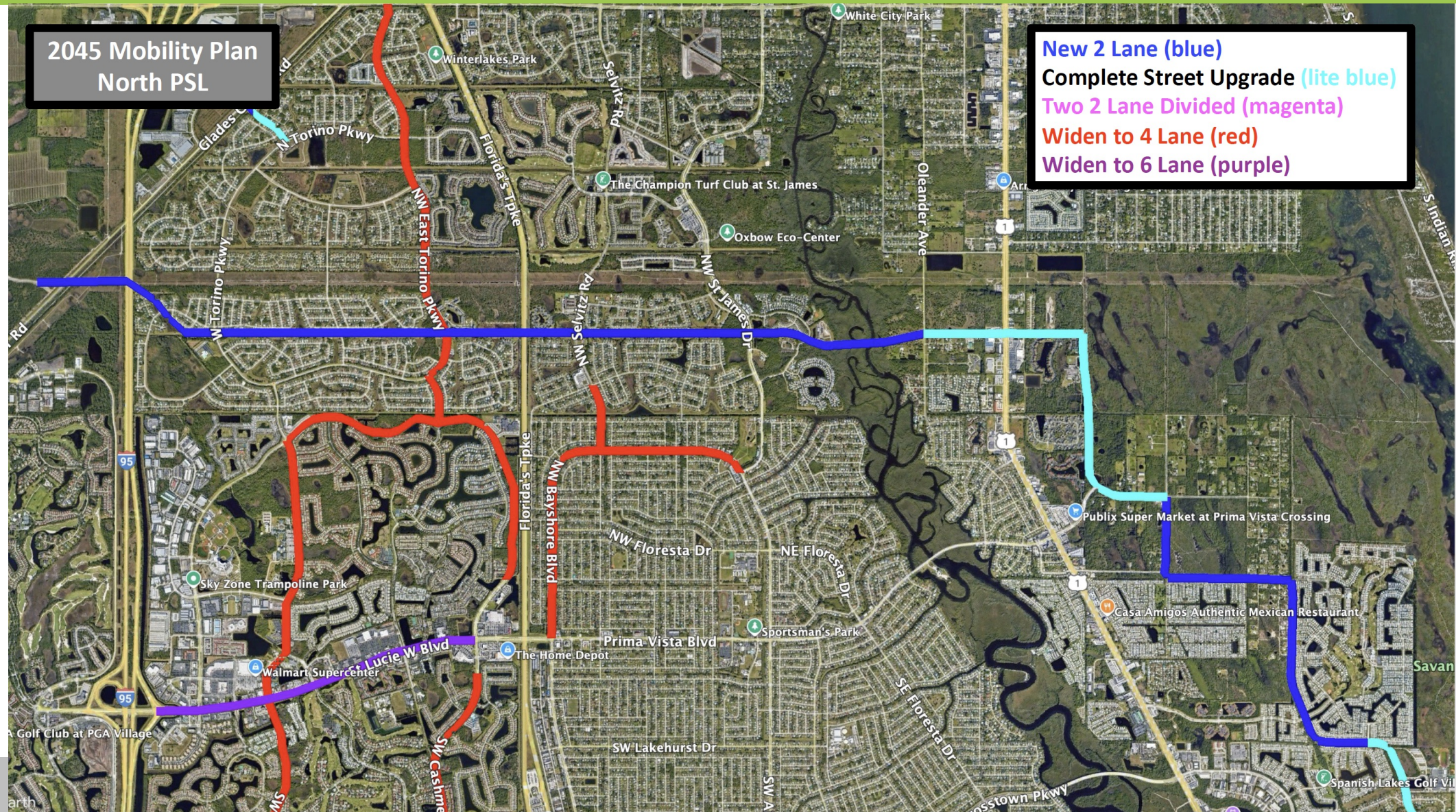


# 2045 MOBILITY PLAN (EASTERN NETWORK)



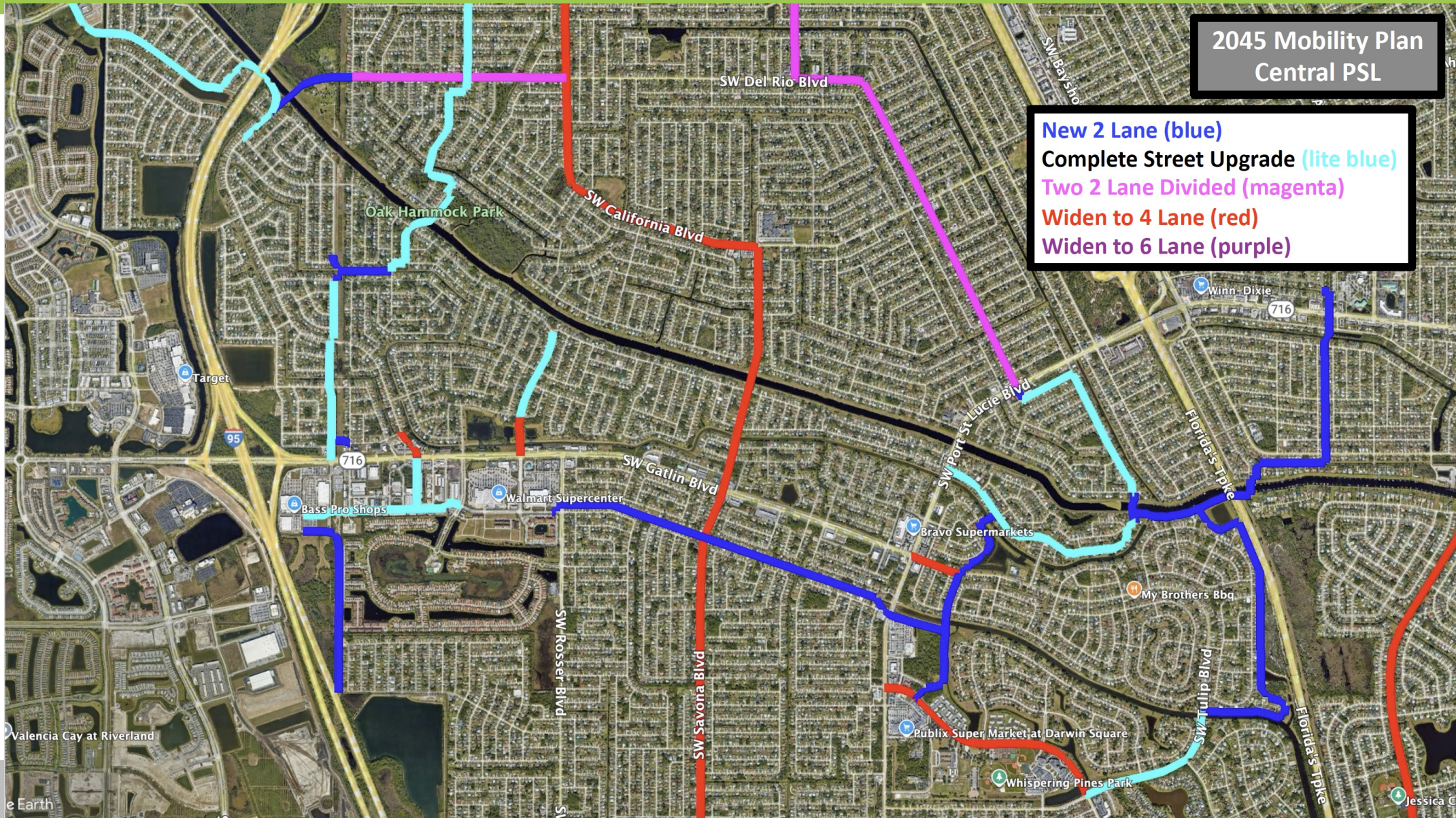


# 2045 MOBILITY PLAN (NORTHERN NETWORK)



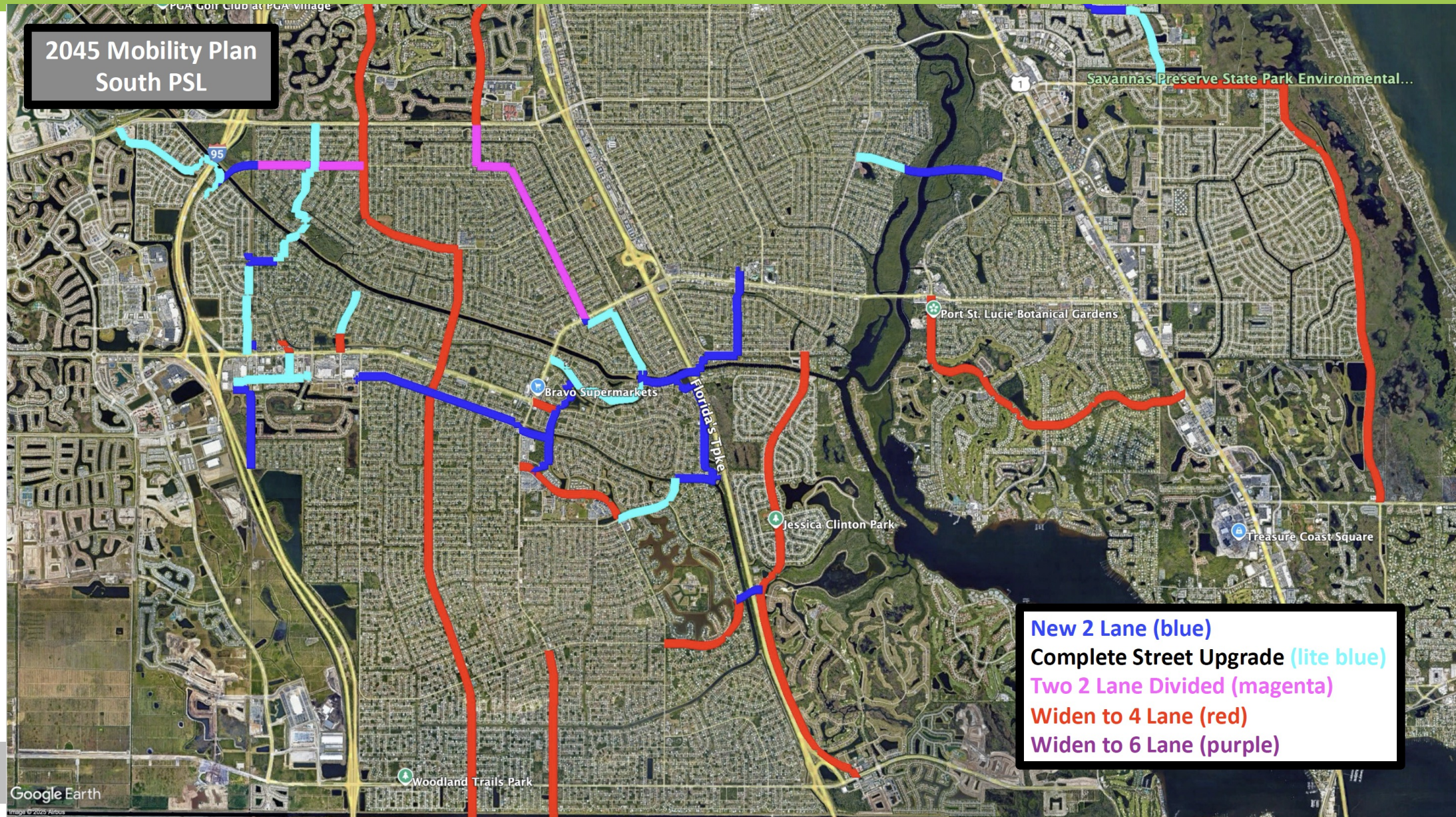


# 2045 MOBILITY PLAN (CENTRAL NETWORK)





# 2045 MOBILITY PLAN (SOUTH NETWORK)





# 2045 MOBILITY PLAN: NEXT STEPS

- Continue to take community feedback
- Finalize 2025 network traffic counts
- Finalize 2045 daily traffic (model growth rates)
- Evaluate western annexations / developments
- Further coordinate with County, FDOT, TPO
- Finalize Draft Mobility Plan Projects (Hold 2<sup>nd</sup> Round of Workshops)
- Will have maps and projects on-line to review & provide feedback

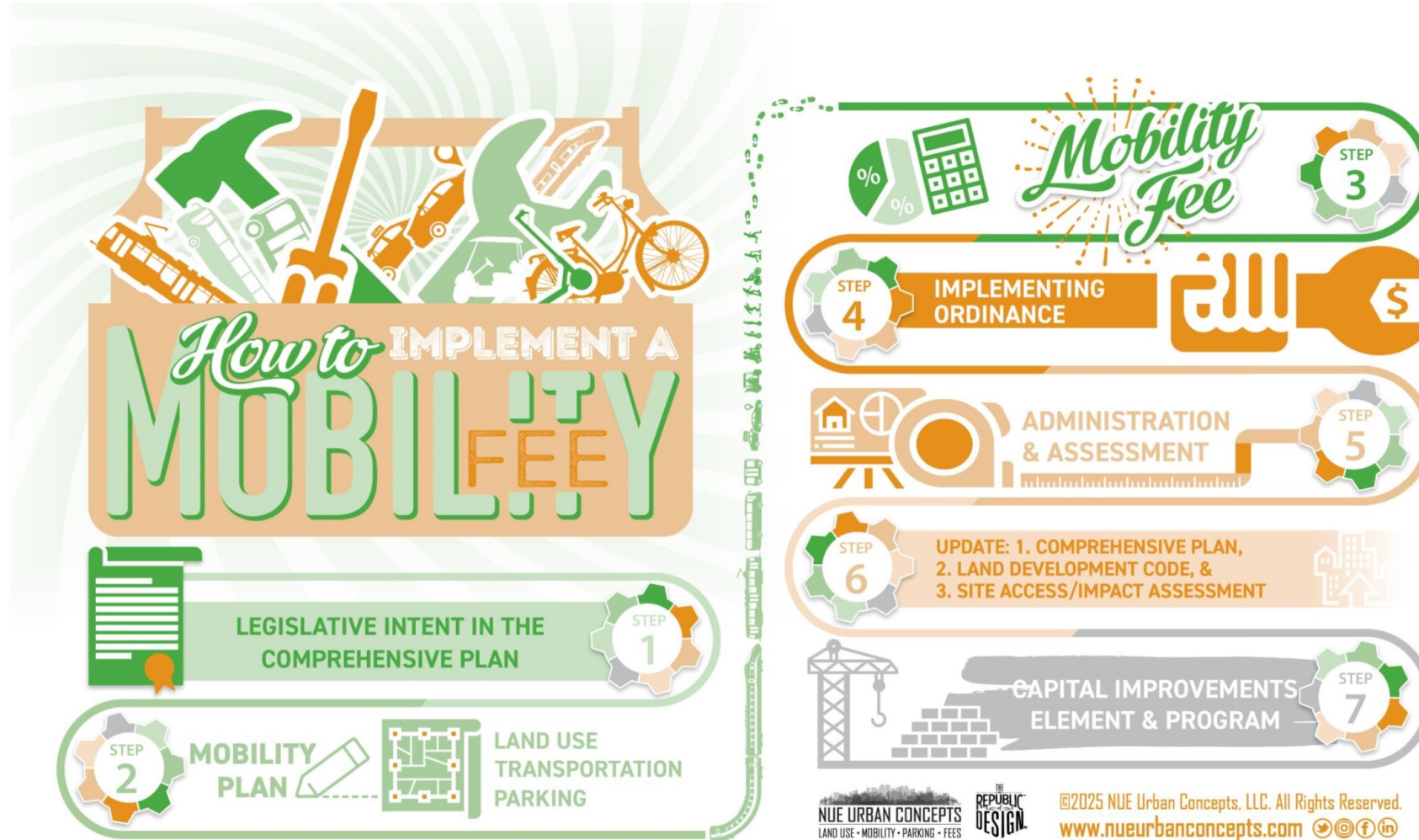


# WHAT IS A MOBILITY FEE?

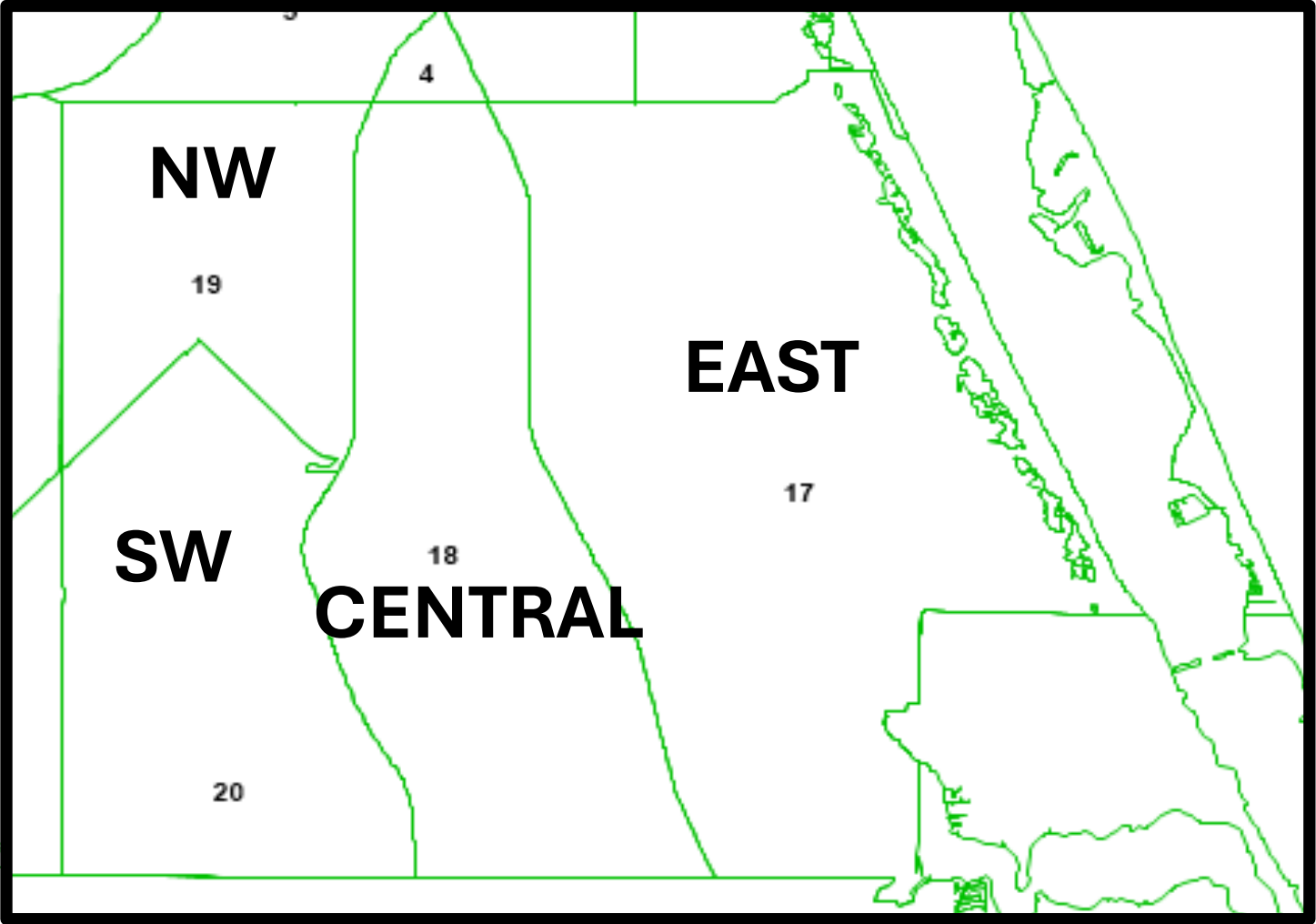
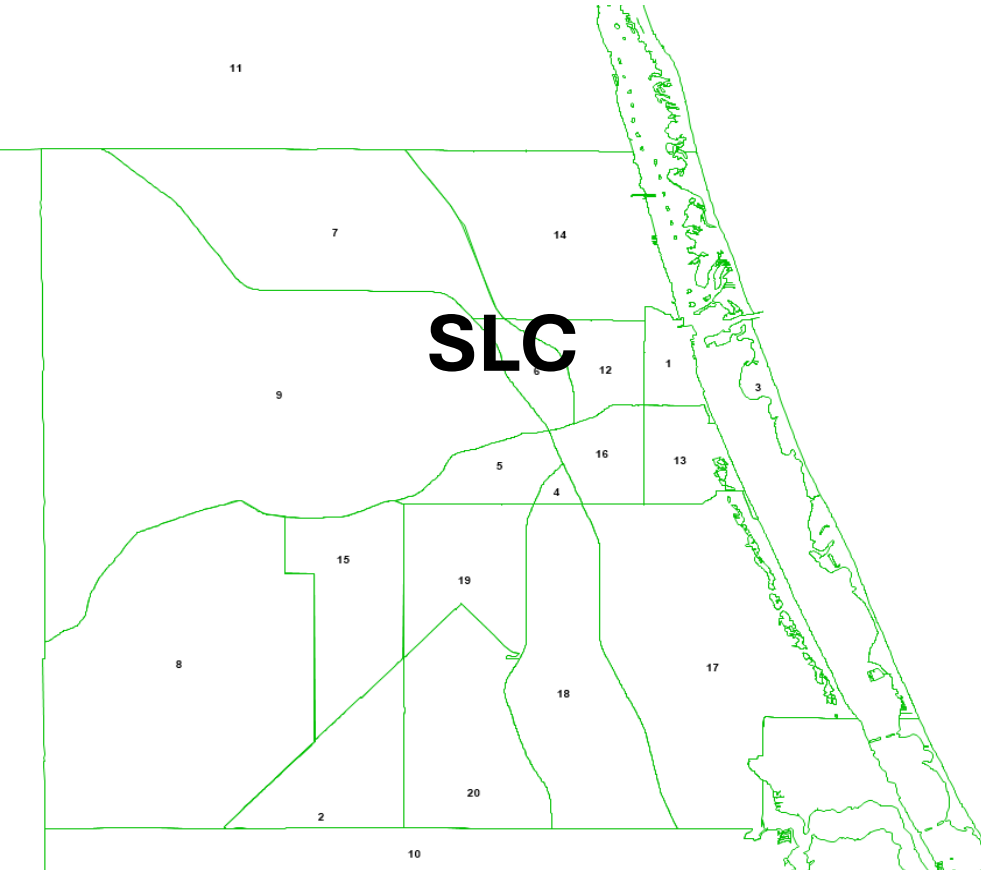
- Replaced City Road Impact Fee (2022)
- Intended to replace City Mobility Fee & County Road Impact Fee
- One-time fee paid by (re)development
- Intended to mitigate transportation impact
- Funding source for Mobility Projects



# HOW THE CITY HAS IMPLEMENTED THE FEE



# CITY TRAVEL PATTERNS (2024)



# CITY TRAVEL PATTERNS (2024) EAST

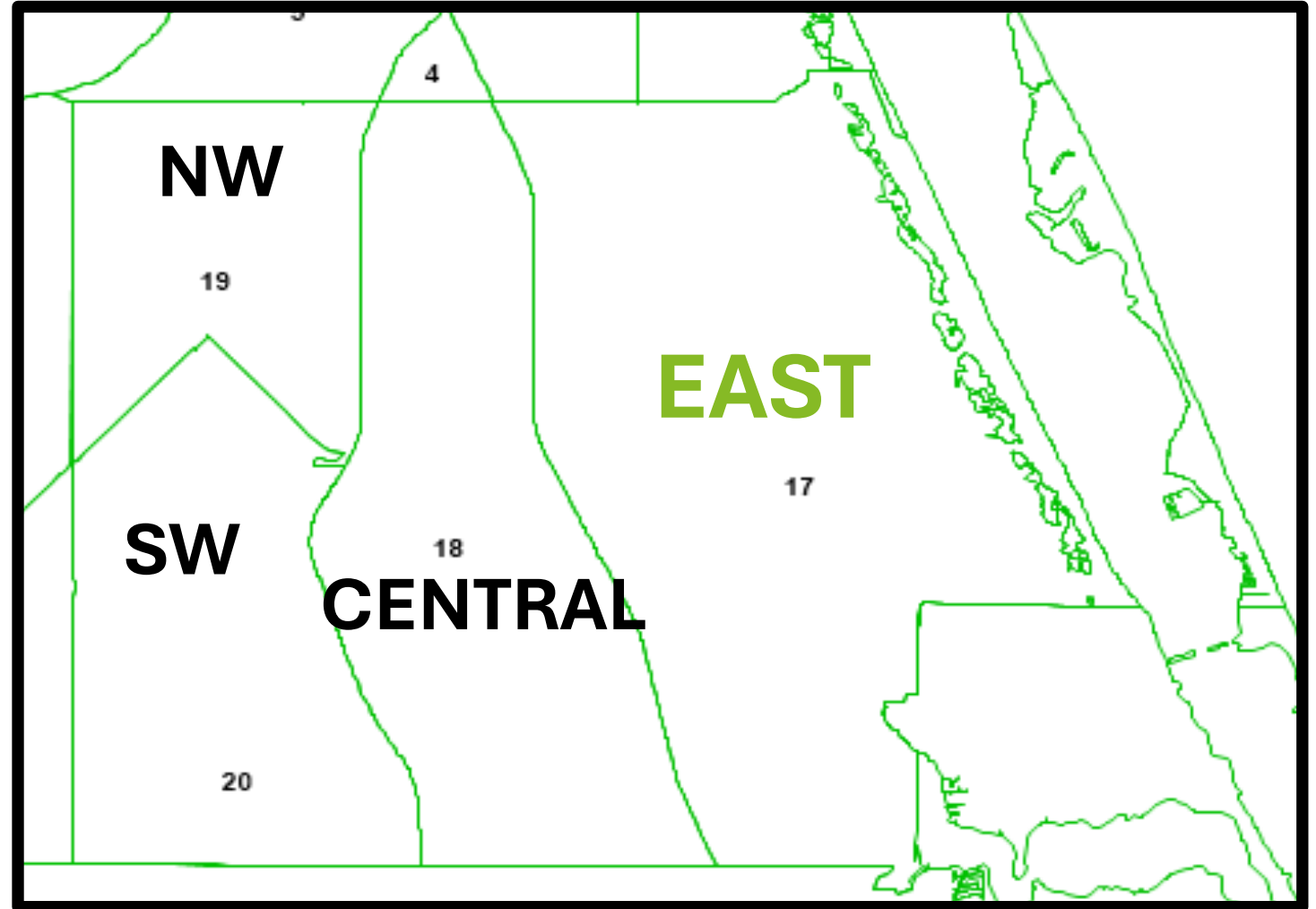
**EAST to EAST: 68%**

**EAST to CENTRAL: 18%**

**EAST to NW: 0.8%**

**EAST to SW: 2.8%**

**EAST to SLC: 10.6%**





# CITY TRAVEL PATTERNS (2024) CENTRAL

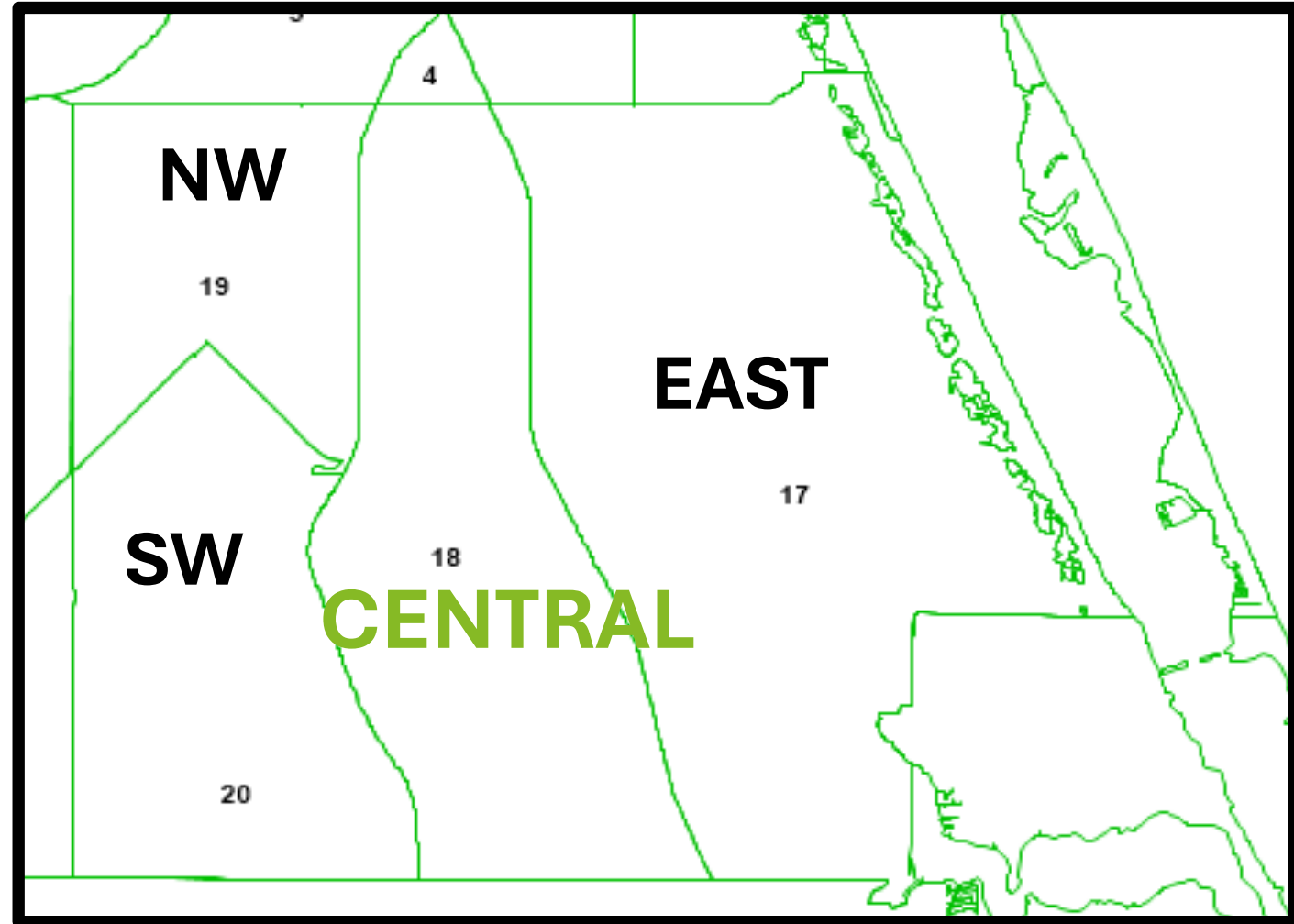
**CENTRAL to EAST: 18.2%**

**CENTRAL to CENTRAL: 64%**

**CENTRAL to NW: 2.5%**

**CENTRAL to SW: 9.3%**

**CENTRAL to SLC: 6.0%**



# CITY TRAVEL PATTERNS (2024) NORTHWEST

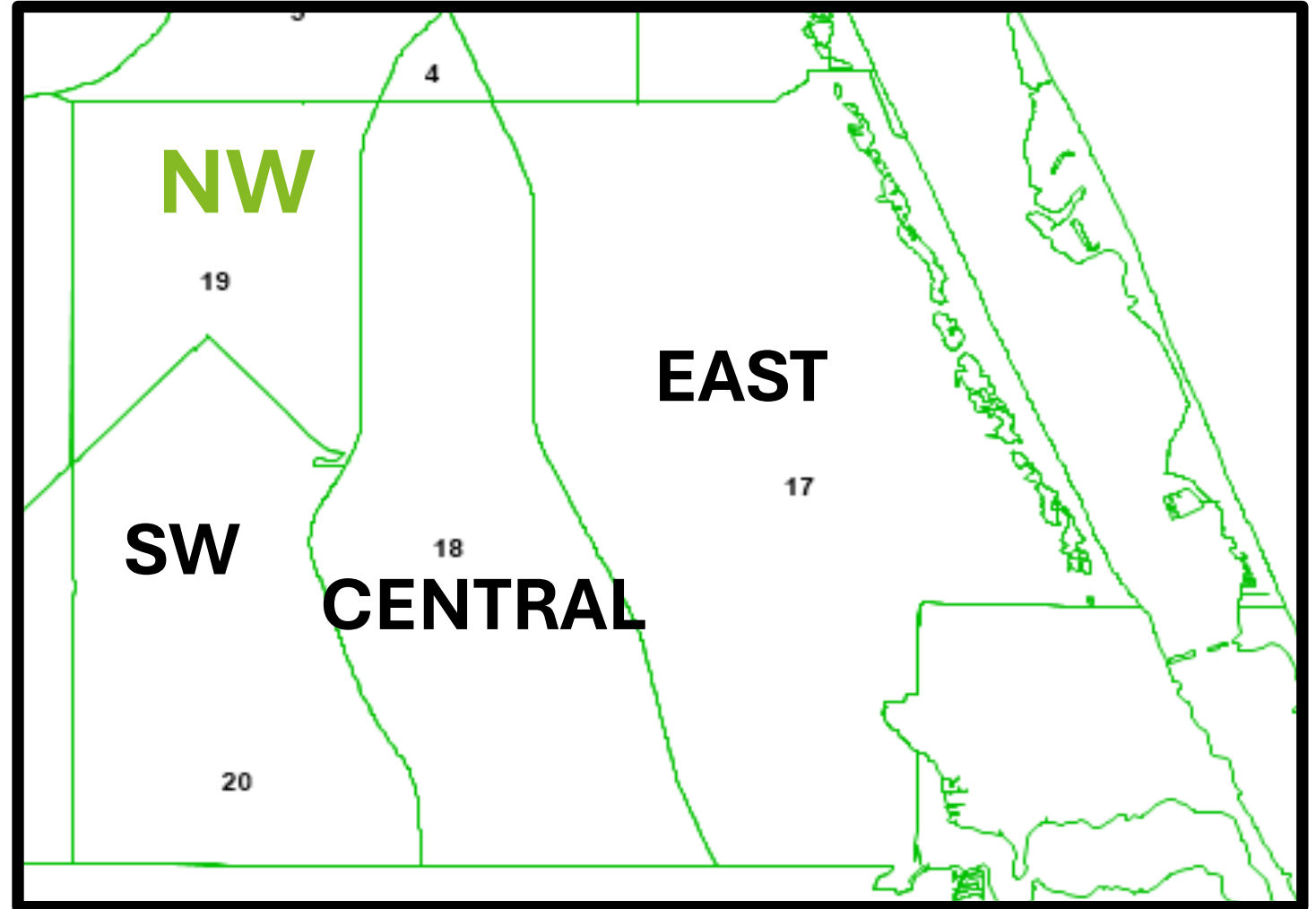
**NW to EAST: 10.7%**

**NW to CENTRAL: 32%**

**NW to NW: 30.6%**

**NW to SW: 19.5%**

**NW to SLC: 7.1%**





# CITY TRAVEL PATTERNS (2024) SOUTHWEST

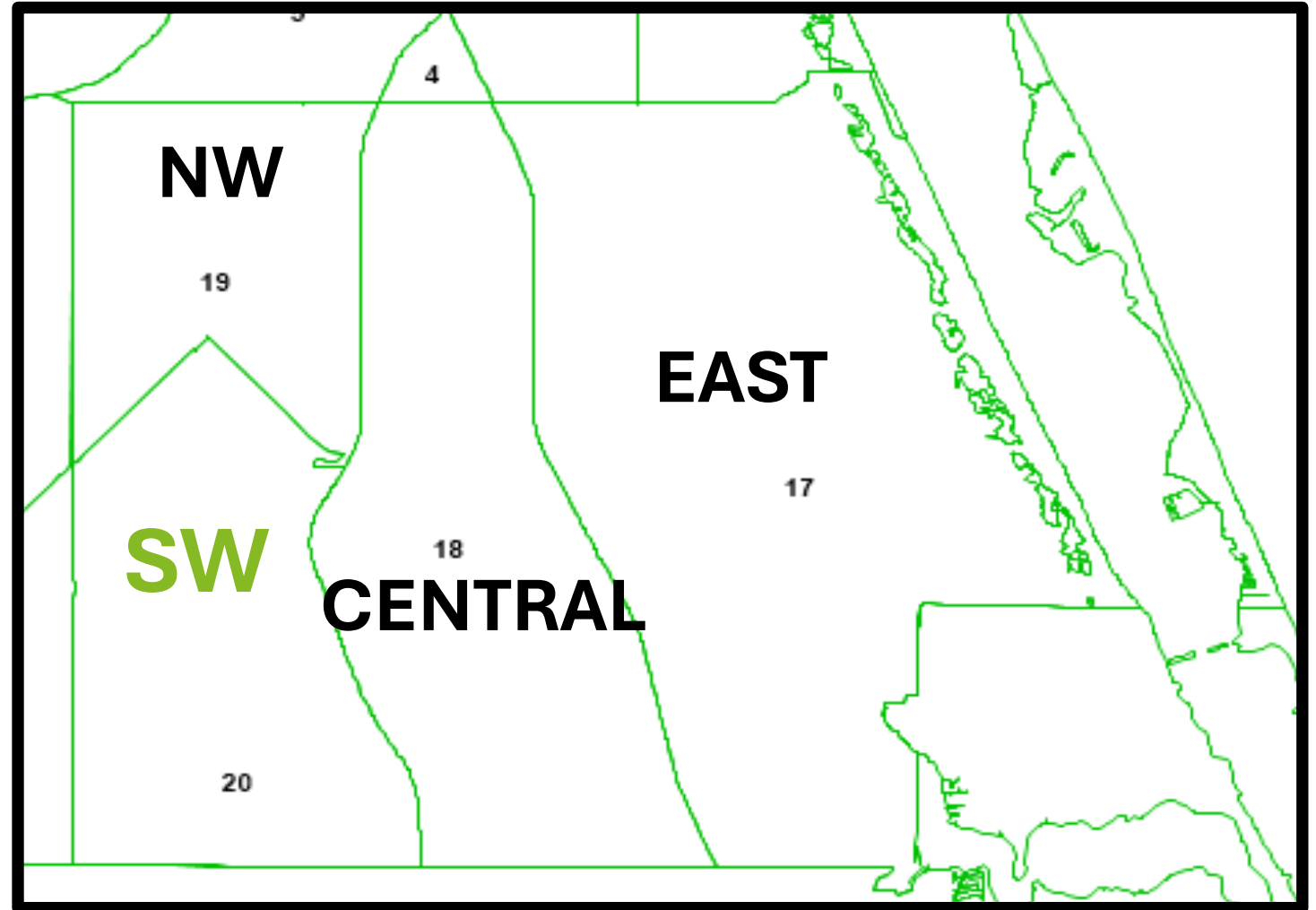
**SW to EAST: 8.7%**

**SW to CENTRAL: 27.7%**

**SW to NW: 3.4%**

**SW to SW: 56.2%**

**SW to SLC: 4.0%**

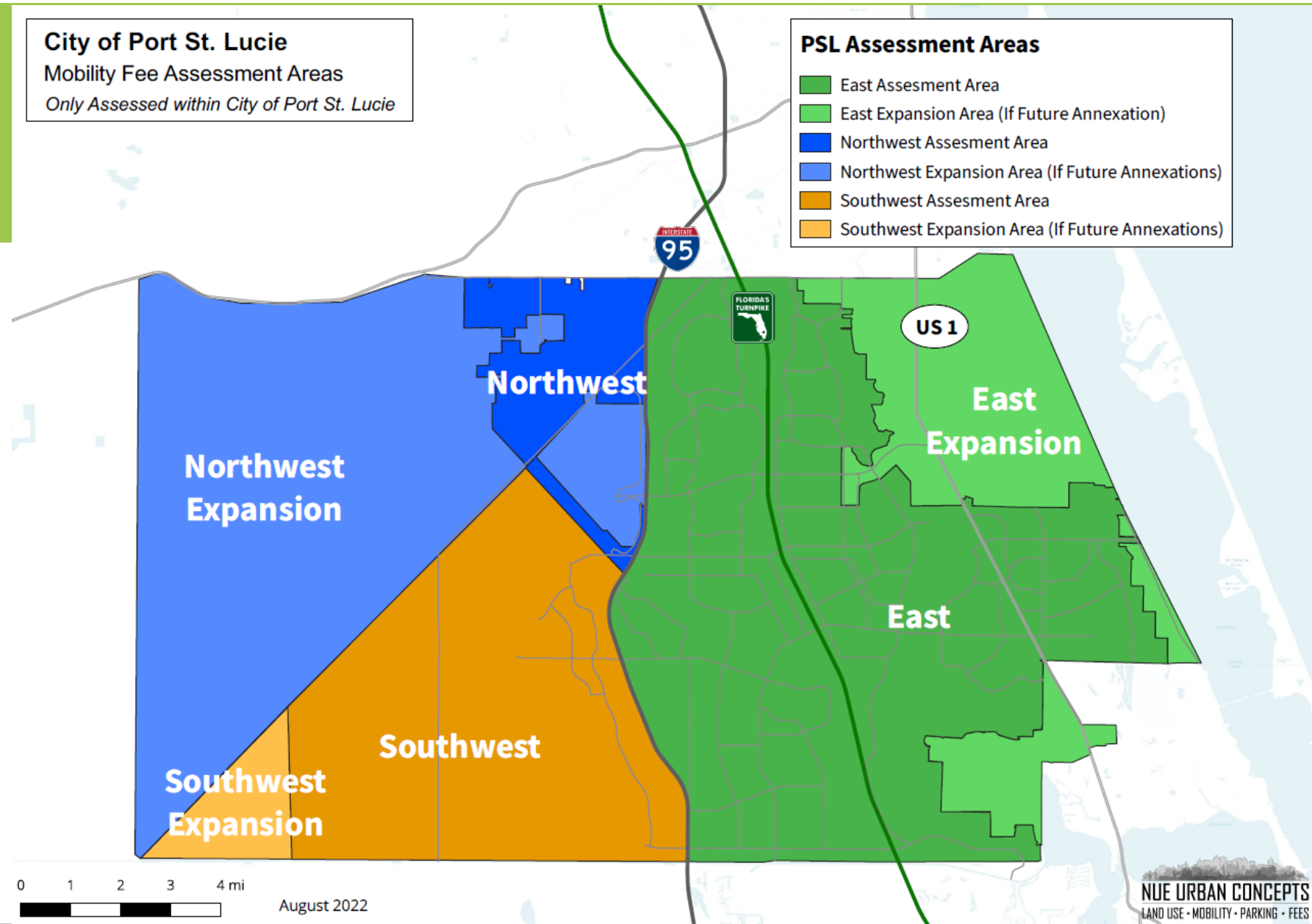


# EXISTING ASSESSMENT AREAS

**City of Port St. Lucie**  
Mobility Fee Assessment Areas  
*Only Assessed within City of Port St. Lucie*

## PSL Assessment Areas

- East Assesment Area
- East Expansion Area (If Future Annexation)
- Northwest Assesment Area
- Northwest Expansion Area (If Future Annexations)
- Southwest Assesment Area
- Southwest Expansion Area (If Future Annexations)





# FUTURE ASSESSMENT AREAS

BEING FURTHER  
EVALUATED

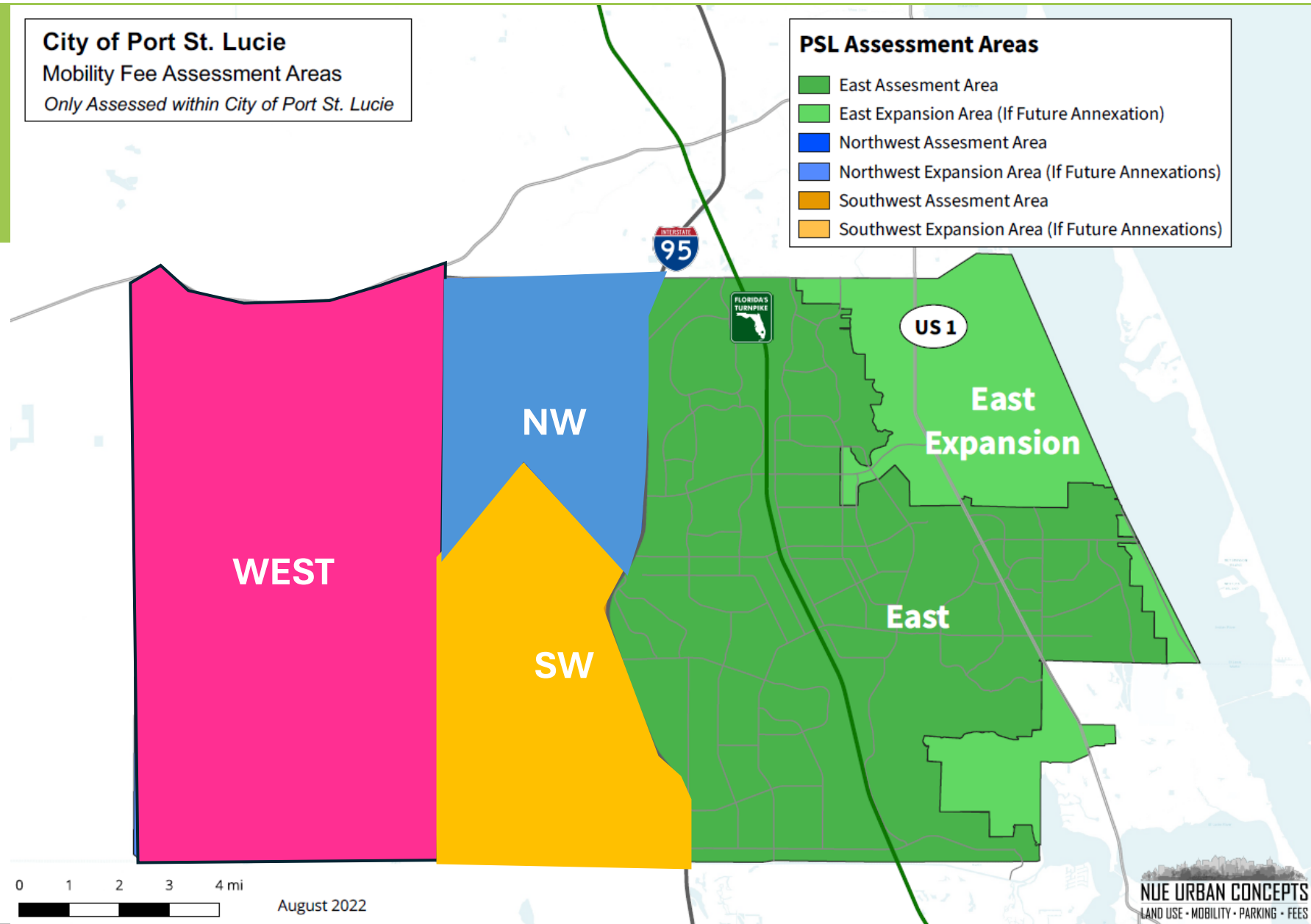
MAY INTRODUCE  
WEST ZONE

MAY INTRODUCE  
CENTRAL ZONE

City of Port St. Lucie  
Mobility Fee Assessment Areas  
*Only Assessed within City of Port St. Lucie*

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- East Assesment Area
- East Expansion Area (If Future Annexation)
- Northwest Assesment Area
- Northwest Expansion Area (If Future Annexations)
- Southwest Assesment Area
- Southwest Expansion Area (If Future Annexations)



# DRAFT MOBILITY FEE (MP + DEVELOPER ROADS)

Residential & Lodging Uses	Unit of Measure	East	Southwest	Northwest	West
Single-Family Residential	per 1,000 sq. ft.	\$ 5,450	\$ 10,217	\$ 13,955	\$ 17,524
Multi-Family Residential	per 1,000 sq. ft.	\$ 7,309	\$ 13,703	\$ 18,716	\$ 23,502
Overnight Lodging	per room	\$ 7,128	\$ 13,362	\$ 18,251	\$ 22,918
Mobile Residence	per space / lot	\$ 4,777	\$ 8,955	\$ 12,231	\$ 15,359



# DRAFT MOBILITY FEE (MP + DEVELOPER ROADS)

Institutional Uses	Unit of Measure	East	Southwest	Northwest	West
Community Serving	per 1,000 sq. ft.	\$ 7,607	\$ 21,530	\$ 22,357	\$ 27,702
Long Term Care	per 1,000 sq. ft.	\$ 6,245	\$ 8,167	\$ 8,888	\$ 9,848
Private Education	per 1,000 sq. ft.	\$ 2,842	\$ 9,204	\$ 10,118	\$ 11,715
Industrial Uses					
Industrial	per 1,000 sq. ft.	\$ 2,759	\$ 5,714	\$ 7,771	\$ 9,459
Commercial Storage	per 1,000 sq. ft.	\$ 1,770	\$ 3,667	\$ 4,987	\$ 6,070
Distribution Center	per 1,000 sq. ft.	\$ 1,486	\$ 3,078	\$ 4,186	\$ 5,095

# DRAFT MOBILITY FEE (MP + DEVELOPER ROADS)

Recreational Uses	Unit of Measure	East	Southwest	Northwest	West
Marina	per berth	\$ 993	\$ 2,028	\$ 4,791	\$ 6,584
Outdoor Commercial Recreation	per acre	\$ 11,298	\$ 23,082	\$ 54,527	\$ 74,937
Indoor Commercial Recreation	per 1,000 sq. ft.	\$ 10,240	\$ 20,919	\$ 49,419	\$ 67,916
Office Uses					
Office	per 1,000 sq. ft.	\$ 10,046	\$ 20,809	\$ 28,299	\$ 34,447
Free-Standing Medical Office	per 1,000 sq. ft.	\$ 14,174	\$ 28,374	\$ 39,592	\$ 45,513



# DRAFT MOBILITY FEE (MP + DEVELOPER ROADS)

Commercial Services & Retail Uses	Unit of Measure	East	Southwest	Northwest	West
Local Retail	per 1,000 sq. ft.	\$ 5,025	\$ 11,252	\$ 14,829	\$ 17,005
Multi-Tenant Retail	per 1,000 sq. ft.	\$ 9,875	\$ 22,110	\$ 29,139	\$ 33,415
Free-Standing Retail	per 1,000 sq. ft.	\$ 13,356	\$ 29,904	\$ 39,412	\$ 45,195
Additive Fees for Commercial Services & Retail Uses					
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	\$ 63,457	\$ 98,999	\$ 169,761	\$ 199,897
Motor Vehicle & Boat Cleaning	per lane or stall	\$ 28,004	\$ 54,017	\$ 74,917	\$ 88,217
Motor Vehicle Charging or Fueling	per charging or fueling position	\$ 24,368	\$ 47,003	\$ 65,190	\$ 76,763
Motor Vehicle Service	per service bay	\$ 11,635	\$ 22,443	\$ 31,126	\$ 36,652
Retail Drive-Thru	per lane	\$ 9,793	\$ 24,650	\$ 28,898	\$ 33,138
Quick Service Restaurant Drive-Thru Lane	per lane	\$ 38,704	\$ 81,190	\$ 113,532	\$ 137,430

# DRAFT MOBILITY FEE (MOBILITY PLAN)

## EXCLUDE 2 LANE DEVELOPER ROADS

Residential & Lodging Uses	Unit of Measure	East	Southwest	Northwest	West
Single-Family Residential	per 1,000 sq. ft.	\$ 4,156	\$ 6,794	\$ 9,439	\$ 12,064
Multi-Family Residential	per 1,000 sq. ft.	\$ 5,574	\$ 9,112	\$ 12,659	\$ 16,180
Overnight Lodging	per room	\$ 5,435	\$ 8,886	\$ 12,344	\$ 15,778
Mobile Residence	per space / lot	\$ 3,643	\$ 5,955	\$ 8,273	\$ 10,574

# DRAFT MOBILITY FEE (MOBILITY PLAN)

## EXCLUDE 2 LANE DEVELOPER ROADS

Institutional Uses	Unit of Measure	East	Southwest	Northwest	West
Community Serving	per 1,000 sq. ft.	\$ 5,801	\$ 14,317	\$ 15,121	\$ 19,071
Long Term Care	per 1,000 sq. ft.	\$ 4,762	\$ 5,431	\$ 6,011	\$ 6,780
Private Education	per 1,000 sq. ft.	\$ 2,167	\$ 6,120	\$ 6,844	\$ 8,065
Industrial Uses					
Industrial	per 1,000 sq. ft.	\$ 2,104	\$ 3,800	\$ 5,256	\$ 6,512
Commercial Storage	per 1,000 sq. ft.	\$ 1,350	\$ 2,439	\$ 3,373	\$ 4,179
Distribution Center	per 1,000 sq. ft.	\$ 1,133	\$ 2,047	\$ 2,831	\$ 3,508



# DRAFT MOBILITY FEE (MOBILITY PLAN)

## EXCLUDE 2 LANE DEVELOPER ROADS

Recreational Uses	Unit of Measure	East	Southwest	Northwest	West
Marina	per berth	\$ 757	\$ 1,349	\$ 3,240	\$ 4,533
Outdoor Commercial Recreation	per acre	\$ 8,616	\$ 15,349	\$ 36,881	\$ 51,591
Indoor Commercial Recreation	per 1,000 sq. ft.	\$ 7,809	\$ 13,911	\$ 33,425	\$ 46,757
Office Uses					
Office	per 1,000 sq. ft.	\$ 7,661	\$ 13,838	\$ 19,140	\$ 23,716
Free-Standing Medical Office	per 1,000 sq. ft.	\$ 10,808	\$ 18,868	\$ 26,779	\$ 31,334

# DRAFT MOBILITY FEE (MOBILITY PLAN)

## EXCLUDE 2 LANE DEVELOPER ROADS

Commercial Services & Retail Uses	Unit of Measure	East	Southwest	Northwest	West
Local Retail	per 1,000 sq. ft.	\$ 3,832	\$ 7,482	\$ 10,030	\$ 11,707
Multi-Tenant Retail	per 1,000 sq. ft.	\$ 7,530	\$ 14,703	\$ 19,709	\$ 23,005
Free-Standing Retail	per 1,000 sq. ft.	\$ 10,185	\$ 19,886	\$ 26,657	\$ 31,115
Additive Fees for Commercial Services & Retail Uses					
Bank Drive-Thru Lane or Free-Standing ATM	per lane / ATM	\$ 48,390	\$ 65,835	\$ 114,821	\$ 137,621
Motor Vehicle & Boat Cleaning	per lane or stall	\$ 21,355	\$ 35,921	\$ 50,672	\$ 60,734
Motor Vehicle Charging or Fueling	per charging or fueling position	\$ 18,582	\$ 31,257	\$ 44,092	\$ 52,848
Motor Vehicle Service	per service bay	\$ 8,873	\$ 14,924	\$ 21,053	\$ 25,233
Retail Drive-Thru	per lane	\$ 7,468	\$ 16,392	\$ 19,546	\$ 22,814
Quick Service Restaurant Drive-Thru Lane	per lane	\$ 29,515	\$ 53,992	\$ 76,789	\$ 94,615

# SINGLE-FAMILY COMPARISON

Single-Family Residential	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	per 1,000 sq. ft.	\$ 1,605	\$ 1,132	\$ 1,422	\$ -
Current County Road Impact Fee	(2,400 sq. ft. house)	\$ 2,060	\$ 2,060	\$ 2,060	\$ -
Current Total Fees	mixed	\$ 3,665	\$ 3,192	\$ 3,482	\$ -
Draft Mobility Fee (with developer roads)	per 1,000 sq. ft.	\$ 5,450	\$ 10,217	\$ 13,955	\$ 17,524
Draft Mobility Fee (without developer roads)	per 1,000 sq. ft.	\$ 4,156	\$ 6,794	\$ 9,439	\$ 12,064

West of 95 reflects: widen Community Center, Discovery, Becker, Marshall, Glades, Range Line, Marshall Interchange, NW Bypass



# MULTI-FAMILY COMPARISON

Multi-Family Residential	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	per 1,000 sq. ft.	\$ 2,645	\$ 1,865	\$ 2,343	\$ -
Current County Road Impact Fee	(750 to 1,499 sq. ft. unit)	\$ 1,589	\$ 1,589	\$ 1,589	\$ -
Current Total Fees	mixed	\$ 4,234	\$ 3,454	\$ 3,932	\$ -
Draft Mobility Fee (with developer roads)	per 1,000 sq. ft.	\$ 7,309	\$ 13,703	\$ 18,716	\$ 23,502
Draft Mobility Fee (without developer roads)	per 1,000 sq. ft.	\$ 5,574	\$ 9,112	\$ 12,659	\$ 16,180

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# OFFICE COMPARISON

Office	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	per 1,000 sq. ft.	\$ 2,662	\$ 2,120	\$ 2,846	\$ -
Current County Road Impact Fee	per 1,000 sq. ft.	\$ 1,486	\$ 1,486	\$ 1,486	\$ -
Current Total Fees	per 1,000 sq. ft.	\$ 4,148	\$ 3,606	\$ 4,332	\$ -
Draft Mobility Fee (with developer roads)	per 1,000 sq. ft.	\$ 10,046	\$ 20,809	\$ 28,299	\$ 34,447
Draft Mobility Fee (without developer roads)	per 1,000 sq. ft.	\$ 7,661	\$ 13,838	\$ 19,140	\$ 23,716

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# RETAIL COMPARISON

Multi-Tenant Retail	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	per 1,000 sq. ft.	\$ 4,780	\$ 3,295	\$ 4,047	\$ -
Current County Road Impact Fee	per 1,000 sq. ft.	\$ 2,414	\$ 2,414	\$ 2,414	\$ -
Current Total Fees	per 1,000 sq. ft.	\$ 7,194	\$ 5,709	\$ 6,461	\$ -
Draft Mobility Fee (with developer roads)	per 1,000 sq. ft.	\$ 9,875	\$ 22,110	\$ 29,139	\$ 33,415
Draft Mobility Fee (without developer roads)	per 1,000 sq. ft.	\$ 7,661	\$ 13,838	\$ 19,140	\$ 23,716

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# RECAP OF MOBILITY FEES

- **Inclusion of developer roads (Lanes 1 & 2) results in highest mobility fee**
- **Exclusion of developer roads (Lanes 3 & 4) still higher than current fee**
- **Mobility Projects subject to further refinement**
- **All new projects west of I-95 are very high dollar projects**
- **Widening existing & planned road expensive**

# OPPORTUNITY FOR FEEDBACK

- **1<sup>st</sup> of Multiple Workshops**
- **Welcome feedback on mobility projects and mobility fees**
- **There are very expensive projects that will require further review**
- **City's website will provide future meeting dates**
- **Will be ongoing coordination with County, Developers, FDOT & TPO**



# COMMENTS & QUESTIONS



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