

CITY OF PORT ST. LUCIE MOBILITY PLAN & FEE RECOMMENDATIONS

To develop a mobility plan and mobility fee with an effective date of October 1st, 2021, there are several policy decisions that require confirmation from the City. These recommendations have been prepared in consultation with Port St. Lucie Staff and van Vonno Consulting. The intent of the mobility plan and mobility fee is to allow the City to replace transportation concurrency, proportionate share, the City's existing road impact fee and St. Lucie County's road impact fee. The mobility fee will provide the City with a revenue source from new development to fund multimodal projects on City, County, and State right-of-way within and surrounding the City.

The mobility plan and fee scope has been provided in two parts given the need to meet the October 1st, 2021 implementation date. Several options have been discussed with Staff related to the identification of improvements for inclusion in the mobility plan and the establishment of service standards. The recommended approach for identification of improvements to be included in the mobility plan is to designate needed road and intersection improvements as either **Mobility or Multimodal**. The detail for each type of improvement will be further refined through community outreach and workshops in phase two of the mobility scope. This high-level hybrid approach has been successfully implemented in Sarasota and Osceola Counties.

The designation of a **Mobility** improvement would indicate the roadway or intersection needs additional capacity for vehicles (e.g. cars, trucks, SUVs), in addition to complete street elements such as sidewalks, bike lanes and transit stops. The designation of a **Multimodal** improvement would indicate the roadway or intersection needs additional multimodal capacity for moving people (e.g. bicycling, walking, scooting, shared mobility, transit), but does not include adding capacity for vehicles. The mobility plan is proposed to include the following four types of improvements (**Attachment A**):

- **Mobility Corridors:** Include the addition of road capacity provided by new roads, the widening of existing roads, and the upgrade and change in functional classification of existing roads. All road capacity projects would include complete street elements;
- **Multimodal Corridors:** Include the addition of person capacity provided by new, retrofitted, or widened bike lanes (e.g., buffered, green markings, protected, standard), shared-use sidewalks, paths and trails, dedicated lanes for micromobility devices (e.g. electric bikes {e-bikes}, electric scooters {e-scooters}), microtransit vehicles (e.g. autonomous transit shuttles {ATS}, golf carts, neighborhood electric vehicles {NEV}, trolleys), and high occupancy dedicated lanes for transit and shared mobility services (e.g. carpool, vanpool, car-share, ride-share {Uber or Lyft}). Multimodal corridors do not include vehicle capacity improvements;

- **Mobility Intersections:** Include the addition of road capacity provided by new or expanded turn or thru lanes at intersections, the addition of traffic signals or roundabouts, along with new interchanges at Interstate 95 and the Turnpike; and
- **Multimodal Intersections:** Include the enhancement of intersections provided by adding high visibility crosswalks, protected intersections, raised median islands (to limit crossing distance), and mid-block crossings with an advance warning signals such as rectangular rapid flashing beacons (RRFB) or high-intensity activated crossWalk signals (HAWKS).

Level of Service (LOS) & Quality of Service (QOS) standards

The replacement of transportation concurrency with a mobility plan and mobility fee is an opportunity to revise the City's current practice of evaluating road capacity on a segment-by-segment basis using a metric known as a volume-to-capacity (V/C) ratio. The V/C ratio measures PM Peak Hour (between 4 PM and 6 PM) or Daily Traffic divided by the capacity of a given road based on an adopted LOS standard. For example, a four-lane road with 30,000 cars a day and a capacity of 40,000 cars would have a V/C of .75%. A two-lane road with 20,000 cars a day and a capacity of 18,500 would have a V/C of 1.08%, meaning the two-lane road is over capacity. The 2045 Long Range Transportation Plan (LRTP) for St. Lucie County uses this approach to evaluate the need for future roadway improvements (**Attachment B**).

Florida Statute 163.3180 allows local governments to establish areawide road LOS standards and multimodal quality of service (QOS) standards as part of a mobility plan. The intent of an areawide road LOS is to evaluate the capacity and traffic of a gridded transportation system versus a segment-by-segment approach. An areawide LOS analysis is conducted in recognition of the potential for an interconnected network to disperse traffic across multiple corridors. Using the two road examples from above, the combined traffic for the two roads is 50,000 cars a day, with a combined capacity of 58,500, resulting in a V/C ratio of .86%, meaning the two roads evaluated together indicate the area has capacity, but is close to being over capacity. This analysis is conducted over a larger area and includes multiple roads, but the example illustrates the difference between a segment-by-segment LOS and an areawide LOS.

The road improvements identified on the draft mobility plan maps (**Attachment A**) are initially based on the V/C analysis performed for the 2045 LRTP (**Attachment B**). Should the Council elect to move forward with an areawide approach as permitted by Florida Statute 163.3180, the mobility plan could feature fewer Mobility Corridor improvements than what is currently shown on the mobility plan maps. An areawide LOS provides flexibility in future mobility planning by recognizing the available capacity of a network to move traffic versus an individual roadway.

Florida Statute 163.3180 also allows local governments to establish multimodal and street QOS standards for people bicycling, walking, accessing transit, and making roads safer for all users. Areawide LOS, multimodal and street QOS standards are intended to be used for the following planning and design activities:

- (1) Phase 2 development of the Mobility Plan;
- (2) Future performance measures;
- (3) Future updates of the City's mobility plan;
- (4) Evaluation of comprehensive plan amendments;
- (5) The design of complete streets, and
- (6) Determining multimodal capacities for the mobility plan and fee.

It is recommended that the following five (5) locations be established to evaluate capacity on an areawide basis based on an areawide LOS standard of "D" in order to refine the need for roadway capacity to be included as part of the mobility plan (**Attachment C**):

- (1) All areas of the City east of the St. Lucie River;
- (2) Areas south of Midway, west of St. Lucie River, north of St. Lucie Blvd, east of 95;
- (3) Areas south of St. Lucie Blvd, west of St. Lucie River, north of Martin County, east of 95;
- (4) Areas south of Midway, west of 95, north of Glades Cut-Off, east of City Limits; and
- (5) Areas south of City Limits, west of 95, north of Martin County, east of Range Road.

Quality of Service (QOS) standards

Florida Statute 163.3180 also allows for establishing quality of service (QOS) standards for multiple modes of transportation. Since transportation concurrency is intended to be replaced by a mobility fee, the establishment of a street QOS, based on posted speed limits, provides an opportunity to prioritize safe travel of all modes of travel versus the level of capacity provided by roads. Establishing street QOS standards allow for an eventual transition beyond areawide LOS. Street QOS standards are intended to be phased in over time and may be initially applied certain geographic areas such as east of the St. Lucie River or in selected neighborhoods.

Under a street QOS, the lower the posted speed, the better the QOS. Street QOS standards are focus on the safe movement of people biking, walking and accessing transit versus LOS standards based on the capacity to move cars. The establishment of Street QOS standards allows for greater flexibility in the design and redesign of existing roads and streets.

Street QOS standards allow the City to establish a **Street QOS of “A” for a given street or area to make it safer for all people to use the street; rather than stating we accept a LOS of “D”, “E” or “F” and the associated congestion that results from being unable to widen roads where the community does not necessarily want them to be widened.** The following Street QOS standards, based on posted speed limits, encourages slower vehicle speeds and creates a safer environment for people to walk, bicycle and access transit. To truly effectuate change, under a QOS the design speeds for roads would be the same as posted speed limits.

Posted Speed Limit	Street QOS Standard	Applicable Location
20 MPH or less	A	Local, Residential & Shared Streets, Select Streets
25 MPH	B	Local & Residential Streets, Minor Collectors, Select Collectors and Arterials
30 MPH	C	Select Local Streets, Minor and Major Collectors, Select Arterials
35 MPH	D	Major Collectors, Minor Arterials & Select Streets
40 MPH or greater	E	Select Streets & Principal Arterials

Florida Statute 163.3180 (5)(f)(5) identifies the establishment of multimodal service standards as part of an alternative to transportation concurrency. The multimodal QOS standards are used to establish multimodal capacities for the mobility fee calculations. The intent of multimodal QOS is to provide a framework for expansion of the multimodal transportation system over time. While the current QOS provided by the transportation network in the City may be less than desired, the current conditions will serve as a baseline to evaluate improvements over the 25-year time frame of the mobility plan (aka performance measures).

The higher the multimodal QOS for a sidewalk or bike lane, the higher the likelihood that people will actually bicycle or walk, thus utilizing more of the person capacity provided by a sidewalk or bike lane. Multimodal quality of service for people walking and bicycling are influenced by three factors: (1) the type of facility provided (e.g., sidewalk, bike lane); (2) the distance of separation between the facility and cars (e.g., buffers); and (3) the presence of a physical barrier between the facility and cars (e.g., street trees, on-street parking). Phase 2 of the scope will further refine the elements of complete streets and the proposed multimodal QOS standards.

The following are the QOS standards for sidewalks, paths and trails that accommodate non-motorized travel demand for people walking, jogging, running, skating, or riding a bicycle. These standards would often be referred to as pedestrian QOS. However, the label of pedestrian, besides being a technical term, leaves out people bicycling. Studies have found describing the activity the people are doing, versus pedestrian or cyclists, has a more positive connotation and is easier for the general public to relate when describing someone riding a bike, walking on a sidewalk, or riding a golf cart. A five (5) foot sidewalk adjacent to travel lanes would result in a QOS “E” and a twelve (12) foot wide trail separated from travel lanes by a landscaped buffer would be a QOS “A”. Below is a table illustrating the QOS standards for people bicycling and walking on sidewalks, paths and trails:

Multimodal Quality of Service Standards for Bicycling and Walking					
Facility Type	Type of Separation from Travel Lanes				
	Limited Separation	Street Trees	On-Street Parking	Landscape Buffer	Speed Limit 30 MPH or <
Trail 12’ or wider	B	A	A	A	A
Path 10’	C	B	B	B	B
Path 8’	D	C	C	C	C
Sidewalk 7’ or less	E	D	D	D	D

Source: QOS Standards established by NUE Urban Concepts, LLC
 Notes: The presence of two or more physical separation features, such as on-street parking and street trees would result in an increase in one additional letter grade. For example, a ten (10) foot wide path with street trees and on-street parking would achieve a quality of service of “A”, a five (5) foot wide sidewalk with street trees and a landscape buffer would achieve a quality of service of “C”

The following are the QOS standards for bicycle boulevards, bike lanes and paved shoulders that accommodate travel demand for people skating, riding a bicycle, scooter, skateboard, or riding a micromobility device. A four (4) foot bike lanes adjacent to travel lanes would result in a QOS “D”, while a five (5) foot bike lane with a three-foot buffer would result in a QOS of “B”. Phase 2 of the scope will further define the types of physical separation, pavement markings and signage. The allowance of micromobility devices (e-bikes and e-scooters) will be further discussed in the second phase of the mobility plan, as well as multimodal lanes. In addition, Florida Statute also allows local governments to designate facilities to also accommodate microtransit vehicles (e.g., golf carts and low speed vehicles) as well as bicycles and micromobility devices. Given the wide rights-of-way available on some roads within the City, there are multiple opportunities to add innovative multimodal lanes beyond standard bike lanes and paved shoulders.

Multimodal Quality of Service Standards for Bicycling and Micromobility					
Facility Type	Type of Separation from Travel Lanes			Enhanced Visibility Markings	Maximum Posted Speed Limit
	Limited Separation	Protected	Buffered		
Multimodal lane for motorized and non-motorized and transportation (15-20 MPH)					
Multimodal lane 7'	B	A	A	A	30 mph – A
Multimodal lane 6'	C	A	B	B	25 mph – B
Multimodal lane 5'	D	B	C	C	20 mph – C
Bicycle Lane primarily for non-motorized transportation					
Bike lane 6' or more	C	A	A	B	30 mph – A
Bike lane 5'	D	A	B	C	25 mph – B
Bike lane 4'	E	B	C	D	20 mph – C
Paved Shoulder	E	B	C	D	20 mph – D
Bicycle Blvd	--	--	--	--	15 mph – B
<p>Source: QOS Standards established by NUE Urban Concepts, LLC</p> <p>Notes: The presence of a physical separation features, along with pavement markings and posted speed limits would result in an increase in one additional letter grade. Protected bike lanes feature a physical barrier such as a raised median between vehicle and bicycle lanes. Buffered bike lanes feature a buffer at least two (2) feet in width with either chevrons, RPMs, or flex post between vehicle and bicycle lanes. Enhanced visibility includes pavement markings such as, green or blue lanes, green or blue lane markings approaching and crossing intersections and driveways, or double lines, spaced a minimum of four (4) inches apart and featuring RPMs or flex post between vehicle and bicycle lanes.</p>					

The following QOS standards for transit are based upon the frequency of service during peak periods and the type of transit service provided. The QOS standards are only for corridors that feature transit service and are intended initially to identify the quality of service provided. It should be recognized that the City has little say in the headways provided by rail and bus operators. The City does have greater ability to pursue higher QOS standards for trolley and microtransit providers and may ultimately elect to utilize the QOS standards for public/private partnership proposals and during the annual capital improvements planning process. The 2nd phase of the scope will address the addition of dedicated multimodal ways for micromobility devices and microtransit vehicles and dedicated transit lanes or high-occupancy vehicle (HOV) lanes for microtransit, trolleys, transit and shared mobility providers (e.g., Uber, Lyft). Based on the wide rights-of-way available on some roads within the City, there are multiple opportunities to add innovative multimodal ways, dedicated transit lanes, and HOV lanes.

Multimodal Quality of Service Standards for Transit				
	Regional Transit Providers		Representative of City Transit	
Frequency of Service	Rail	Bus	Microtransit	Trolley
10 minutes or less	A	A	A	A
15 minutes	A	A	B	A
20 minutes	A	B	C	B
30 minutes	B	C	D	C
45 minutes	C	D	E	D
60 minutes	D	E	E	E

Source: QOS Standards established by NUE Urban Concepts, LLC
 Notes: A span of service exceeding 14 hours would result in an increase in one additional letter grade. A function of being able to achieve QOS A and B frequency is the provision of multimodal ways, dedicated transit lanes, and HOV lanes.

Mobility Fee Assessment Areas

The mobility fee program allows for the establishment of different assessment areas that recognize that certain geographic locations or types of developments will result in shorter trips, more people walking and bicycling, and higher levels of internal capture; thus, minimizing impact to the external roadway network. A local government would typically establish multiple assessment areas if there were a desire to see mobility fees vary as a means to encourage development within a defined location or a specific type of development pattern. Multiple assessment area options within the City of Port St. Lucie were considered based on a review of the Future Land Use Element and Map, Community Redevelopment Area (CRA) Master Plans, and current development patterns. The City is under no obligation to establish varying assessment areas and the City could elect to choose a single assessment are for the entire City, similar to the current road impact fee.

It is recommended, after plan review and discussions with Staff, that the following two assessment areas be established (**Attachment D**):

- (1) All areas of the City east of the St. Lucie River; and
- (2) All areas of the City west of the St. Lucie River.

The net result is mobility fees will be lower east of the St. Lucie River. The lower mobility fee rate east of the St. Lucie River reflects a more compact land use pattern, a more extensive street network, a greater mixture of land uses and less overall need for new road capacity.

Mobility Fee Benefit District

The “benefit” test of the dual rational nexus test requires the development that pays a fee receives a benefit from that payment. Legislation specifically requires that local governments keep fees in separate specific purpose funds and that local governments are able to demonstrate annually that fees collected and expended are consistent with the implementing fee ordinance and not transferred to general revenue accounts. The City currently has a unified benefit district, and it is recommended that the City maintain a unified benefit district (**Attachment E**). It should also be noted, that in areas where the City has entered into agreements with developers to front end multimodal improvements and has agreed to reimburse the developer from impact fees or mobility fees paid by new development within a defined area, that those areas function as de-facto benefit districts.

Note: The Benefit District map illustrates areas outside of the City. To be able to spend funds on County and State roads outside of the City, the Benefit District map needs to extend beyond City limits. The Mobility Plan includes projects on City, County, and State roads, some of which extend beyond current city limits.

Mobility Fee Schedule

To ensure the rough proportionately test is addressed, the impact of individual land uses is evaluated through the development of a mobility fee schedule. The mobility fee will be based on the person travel demand (PTD) of individual uses of land multiplied by the person miles of travel (PMT) rate based on multimodal projects identified in the Mobility Plan. The person travel demand for a given land use is based on trip generation, pass-by trips, conversion of net trips to person trips and trip lengths, internal capture, and origin and destination adjustments.

The proposed mobility fee schedule seeks to strike a balance between the City’s Comprehensive Plan and current market trends. The recommended land uses included on the mobility fee schedule enable the City to use the mobility fee as a means to implement the Comprehensive Plan and encourage desirable land uses and job creating land uses.

The proposed mobility fee schedule is broken down into four (4) components. The first (1st) component are overall categories of uses, such as residential or office, that include multiple land uses under each category heading. These categories also specify the unit of measure to determine how the mobility fee will be calculated for the uses, such as per square foot (sq. ft.) or per the number of rooms.

The second (2nd) component are individual land use classifications such as community serving based on similar person travel demand and overall purpose for the land use. These individual land use classifications maybe followed by representative examples of specific land uses under each classification. The land use classifications are what NUE Urban Concepts is recommending for the City to implement.

The third (3rd) component are the two (2) proposed assessment areas east and west of the St. Lucie River. The eventual mobility fee calculations will illustrate that the fee will be lower east of the St. Lucie River. The fourth (4th) component are optional land use classifications that can either be listed as sperate land use classifications in addition to those recommended. The following is an example of each of the four (4) components of the mobility fee schedule:

Components of a Mobility Fee Schedule		
Use Categories, Land Uses Classifications, and Representative Land Uses	(3rd - Assessment Areas) =	
	East Of	West Of
	St. Lucie River	
(1st - Use Category) = Institutional Uses per sq. ft.		
(2nd - Land Use Classification) = Community Serving (Representative uses = Civic / Place of Assembly or Worship / Museum / Gallery)	Lower	Higher
<u>(4th - Optional Land Use the City Council may wish to include as a separate land use classification like the land use listed under the 2nd component) =</u> Secondary Education (College / University / Vocational)	Lower	Higher

The mobility fee schedule proposes a streamlined approach to residential mobility fees that is easy to administer and addresses affordability. The schedule proposes a flat residential mobility fee rate per square foot, regardless of whether the residential use is single family, townhome, multi-family, or active adult. The mobility fee is set-up so that a 600 sq. ft. cottage pays a mobility fee for 600 sq. ft., if a house is 10,000 square foot, the mobility fee will be based on 10,000 sq. ft. The conversion to a per sq. ft. fee is consistent with how the building industry prices permits. The City Council may wish to establish a maximum square footage for which a residential mobility fee would be assessed. The City currently charges a flat rate road impact fee per residential uses. The County has a tiered road impact fee assessment of 3,500 square feet.

The institutional, industrial, recreation, and office use categories in the proposed schedule represent the most common land use classifications. Under Institutional Uses, there is the option to have a separate classification for Secondary Education (e.g., College) which has higher person

travel demand rates than standard office uses. Currently higher education is proposed to be included under the General / Professional Office land use classification. Under Recreation Uses there is the opportunity to separate out golf courses and movie theaters, both of which have higher trip generation rates. Golf courses are currently proposed under outdoor recreation and movie theaters are proposed under the retail land use classification.

For office uses, there is the option to separate out all Medical Uses which generally have person travel demand rates roughly double those of General and Professional Offices. The proposed fee does have a recommended land use of Free-Standing Medical to recognize the increased impact of free-standing land uses on the transportation system. There is also the option to separate out Financial Services (e.g. banks, credit unions), which generally have a trip generation rate that is 10 times higher than a traditional office. The one caveat with Financial Services is the option to charge per drive-thru lane, which really captures the additional impact of financial service uses. Bank drive-thru lanes are referred to as additive uses that capture high trip generating components of a land use. Under the additive fee approach, a bank would be assessed the general / professional office mobility fee for the building, plus an additional mobility fee per drive-thru lane.

There are three (3) primary retail land use classifications that have been established to directly reflect the person travel demand impact for each use to the transportation system. The first (1st) retail land use classification, Local Retail (non-chain business, restaurants and personal services), has been established to recognize that local uses do not have as great a travel demand impact as regional and national chains to the transportation system and therefore would pay a lower mobility fee rate. The second (2nd) retail land use classification, Multi-Tenant Retail, has been established to recognize that there is the potential for multi-purposes trips and increase opportunity to walk between retail uses for multi-tenant retail buildings and the impact to the transportation system is less than free-standing retail uses. The third (3rd) retail land use classification, Free-Standing Retail, has been established to recognize that free-standing uses generate a higher number of trips, are less walkable, and often disconnected from adjacent uses, resulting in a higher person travel demand impact to the transportation system and a higher mobility fee rate than the other two retail land use classifications.

To reflect higher travel demand, there is also the option to separate out convenience retail, pharmacies, and sit-down restaurants. All three land uses could fall under one of the three general land use classifications. Similar to banks, fueling positions (gas pumps) and pharmacy drive-thru lanes are included as an additive fee. Thus, a convenience store or pharmacy would pay the applicable retail rate per sq. ft., plus the mobility fee per fueling position or pharmacy drive-thru.

Sit-down restaurants that are either outparcels or free-standing land uses do have travel demand impacts that are two to three times higher than retail uses. For the most part, the impacts could be captured under Free-Standing Retail once pass-by trips are accounted for in the analysis.

Quick Service Restaurant uses have the highest impact of any retail land use and are experiencing a transformation where buildings are getting smaller, while the number of drive-thru lanes and delivery services are increasing. Due to their high travel demand impact, it's recommended that they be a separate land use classification. An additive fee is also proposed for quick service restaurant (QSR) drive-thru lanes to capture the impact of QSR uses that offer one or more drive-thru lanes. Some QSR uses are migrating to walk-up ordering, outdoor seating only, and two drive-thru lanes and one delivery pick-up lane, further increasing travel demand.

Several additive mobility fees are proposed and have been discussed for several uses above. An additive mobility fee is assessed in addition to any mobility fee due associated with an office or retail building. As more and more land uses downsize, a mobility fee based solely on building size does not fully capture the travel demand impact of a given land use. Additive fees are also proposed for car washes and quick lube service bays. The net result of additive mobility fees is they capturing the full travel demand impact of a given land use. A recommended mobility fee schedule without optional land use has been prepared (**Attachment F**). The following is the recommended mobility fee schedule with optional land uses:

Port St. Lucie Mobility Fee Schedule Recommendation		
Use Categories, Land Uses Classifications, and Representative Land Uses	East Of	West Of
	St. Lucie River	
Residential / Lodging Uses per unit of measure		
Residential per sq. ft.	Lower	Higher
Overnight Lodging (Hotel / Inn / Motel / Resort) per room	Lower	Higher
Recreational Vehicle / Travel Trailer Park per space or lot	Lower	Higher
Institutional Uses per sq. ft.		
Community Serving (Civic / Place of Assembly or Worship / Museum / Gallery)	Lower	Higher
Long Term Care (Assisted Living / Congregate Care / Group Home / Nursing Facility)	Lower	Higher
Private Education (Child Care / Day Care / Private Primary School / Pre-K)	Lower	Higher
<u>Optional Land Use (currently recommended as part of office)</u>	Lower	Higher
Secondary Education (College / University / Vocational)		

Industrial Uses per sq. ft.		
Industrial (Assembly / Manufacturing / Fabrication / Trades / Utilities)	Lower	Higher
Commercial Storage (Mini-Warehouse / Boats, RVs & Outdoor Storage / Warehouse) ¹	Lower	Higher
Recreational Uses per sq. ft., unless otherwise indicated		
Marina (Including dry storage) per berth	Lower	Higher
Outdoor Commercial Recreation per acre (Golf, Multi-purpose, Tennis)	Lower	Higher
Indoor Commercial Recreation (Fitness / Gym / Health / Recreation)	Lower	Higher
<u>Optional Land Use (currently recommended under outdoor recreation)</u>	Lower	Higher
Golf Course per acre		
<u>Optional Land Use (currently recommended under retail)</u>	Lower	Higher
Movie Theater per seat		
Office Uses per sq. ft.		
Office (Bank / General / Medical / Professional / Secondary Education)	Lower	Higher
Free-Standing Medical Office (Clinic / Emergency Care / Medical / Veterinary)	Lower	Higher
<u>Optional Land Use (currently recommended under office)</u>	Lower	Higher
Medical Office (Clinic / Dental / Emergency Care / Hospital / Veterinary)		
<u>Optional Land Use (currently recommended under office)</u>	Lower	Higher
Financial Office (Bank / Credit Union / Financial Services)		
Commercial / Entertainment / Retail Uses per sq. ft.		
Local Retail (Personal Service / Retail / Restaurant) (Non-Chain/Franchisee) ²	Lower	Higher
Multi-Tenant Retail (Entertainment / Retail / Restaurant / Personal Service) ³	Lower	Higher
Free-Standing Retail (Entertainment / Retail / Restaurant / Personal Service) ⁴	Lower	Higher
<u>Optional Land Use (currently included under free-standing or multi-tenant retail)</u>	Lower	Higher
Convenience Retail		
<u>Optional Land Use (currently included under free-standing or multi-tenant retail)</u>	Lower	Higher
Pharmacy / Dispensary / Pain Management Clinic		
<u>Optional Land Use (currently included under free-standing or multi-tenant retail)</u>	Lower	Higher
Sit Down Restaurant (Outparcel or Free-Standing)		
Quick Service Restaurant (Fast Casual / Fast Food / Container / Ghost Kitchen)	Lower	Higher
Furniture / Mattress Store	Lower	Higher

Additive Fees for Commercial / Retail Uses per applicable unit of measure ⁵		
Motor Vehicle & Boat Cleaning / Detailing / Wash ⁶ (per washing lane / stall)	Lower	Higher
Motor Vehicle Quick Lube ⁶ (per bay)	Lower	Higher
Bank Drive-Thru Lane or Free-Standing ATM ⁷ (per Lane or per ATM)	Lower	Higher
Quick Service Restaurant Drive-Thru Lane ⁸ (per lane)	Lower	Higher
Pharmacy drive-thru ⁹ (per lane)	Lower	Higher
Motor Vehicle Fueling Position ¹⁰ (per fueling position)	Lower	Higher
<p>¹ Acreage for any unenclosed material and vehicle storage, sales and display shall be converted to square footage.</p>		
<p>² Local Retail shall mean retail, restaurant, or personal service uses under Institute of Transportation Engineers (ITE) Land Use Codes 800 and 900 that are locally owned and are not national chains or national franchisee. Local shall be defined as five or fewer locations in Florida and no locations outside Florida.</p>		
<p>³ Multi-tenant Retail means a single building, with two or more separate ownership uses where no single use exceeds 75% of the total square footage of the building. Institute of Transportation Engineers (ITE) Land Use Codes under the 800 and 900 series and ITE Land Use Codes 444 and 445 (Movie Theater & Multi-Plex).</p>		
<p>⁴ Free-standing Retail means a single building where any single use under common ownership exceeds 75% of the total square footage of the building. ITE Land Use Codes under the 800 and 900 series and ITE Land Use Codes 444 and 445 (Movie Theater & Multi-Plex). This category does not apply to uses specifically listed under the commercial / entertainment / retail use category with its own mobility fee rate per applicable unit of measure.</p>		
<p>⁵ Additive mobility fees are in addition to any fees associated with the square footage of an office or retail building.</p>		
<p>⁶ Motor Vehicle or Boat cleaning shall mean any car wash, wax, or detail where a third party or automatic system performs the cleaning service. Mobility Fee are assessed per lane or stall, plus a retail rate associated with any additional building square footage. Motor Vehicle Quick Lube would pay per bay plus a retail rate associated with any additional building square footage.</p>		
<p>⁷ Each bank building shall pay the office rate for the square footage of the building. Drive-thru lanes, Free Standing ATM's and Drive-thru lanes with ATM's are assessed a separate fee per lane or per ATM and are added to any office rate mobility fee associated with a bank building. The free-standing ATM is for an ATM only and not an ATM within or part of another non-financial building, such as an ATM within a grocery store.</p>		
<p>⁸ Any drive-thru associated with a quick service restaurant will be an additive fee in addition to the fee per square foot for the restaurant based on the applicable restaurant rate. The number of drive-thru lanes will be based on the number of lanes present when an individual places and / or picks-up an order. The quick service restaurant drive-thru rate applies for any building, whether a multi-tenant, free-standing or quick service restaurant.</p>		
<p>⁹ Any drive-thru associated with a pharmacy will be an additive fee in addition to either the multi-tenant or free-standing retail mobility fee per square foot of the building. 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.</p>		
<p>¹⁰ Rates per vehicle fueling position apply to a convenience store, gas station, general store, grocery store, supermarket, superstore, variety store, wholesale club or service stations with fuel pumps. In addition, there shall be a separate mobility fee for the square footage of any multi-tenant or free-standing retail building per the applicable mobility fee rate. The number of fueling positions is based on the maximum number of vehicles that could be fueled at one time.</p>		

Conclusion

The mobility plan is proposed to be based on **Mobility and Multimodal** improvements. It is recommended the City move forward with the intent to establish areawide LOS and multimodal QOS for immediate mobility planning purposes, and Street QOS standards for future mobility planning. A total of two (2) assessment areas are recommended: (1) East of the River; and (2) West of the River. It is also recommended that the City maintain its single benefit district.

NUE Urban Concepts recommends the following policy choices be approved by the City Council:

- Approve the use of Mobility and Multimodal Corridors and Intersections to develop a mobility plan;
- Approve the use of areawide LOS for evaluating roads and multimodal quality of service for multimodal planning and consider the use of Street QOS standards based on posted speed;
- Approve the establishment of two assessment areas and one benefit district, while acknowledging that developments with already approved credit reimbursement agreements are de-facto benefit districts; and
- Approve the proposed mobility fee schedule, along with any recommended changes or optional land use classifications to be as part of the final schedule.

ATTACHMENT A

DRAFT MOBILITY PLAN MAPS

NOTE: THIS IS THE INITIAL DRAFT FOR DISCUSSION PURPOSES

NO FORMAL ACTION HAS BEEN TAKEN ON ANY PROJECT

NO FORMAL DIRECTION HAS BEEN GIVEN ON ANY PROJECT

NO VOTES HAVE OCCURRED ON ANY PROJECT

THESE MAPS REPRESENT NUE URBAN CONCEPTS INITIAL DRAFT

NUE URBAN CONCEPTS IS NOT AWARE OF THE FULL HISTORY FOR ANY GIVEN PROJECT AND HAS PREPARED THESE MAPS FOR INITIAL WORKSHOP DISCUSSION PURPOSES ONLY BASED ON FUTURE TRAVEL DEMAND PROJECTIONS, IDENTIFIED NEED FROM APPROVED PLANS AND CAPACITY EVALUATIONS.

SOME PROJECTS COULD BE SENSITIVE IN NATURE AND WILL BE ADDRESSED ACCORDINGLY. THERE IS NO DELIBERATE INTENT TO PROMOTE OR DISCOURAGE ANY PROJECT. THE INTENT IS TO OBTAIN COUNCIL AND COMMUNITY FEEDBACK, OBTAIN DIRECTION FROM THE COUNCIL AND MAKE AMENDMENTS AS NEEDED.

ATTACHMENT B

2045 LRTP V/C ANALYSIS

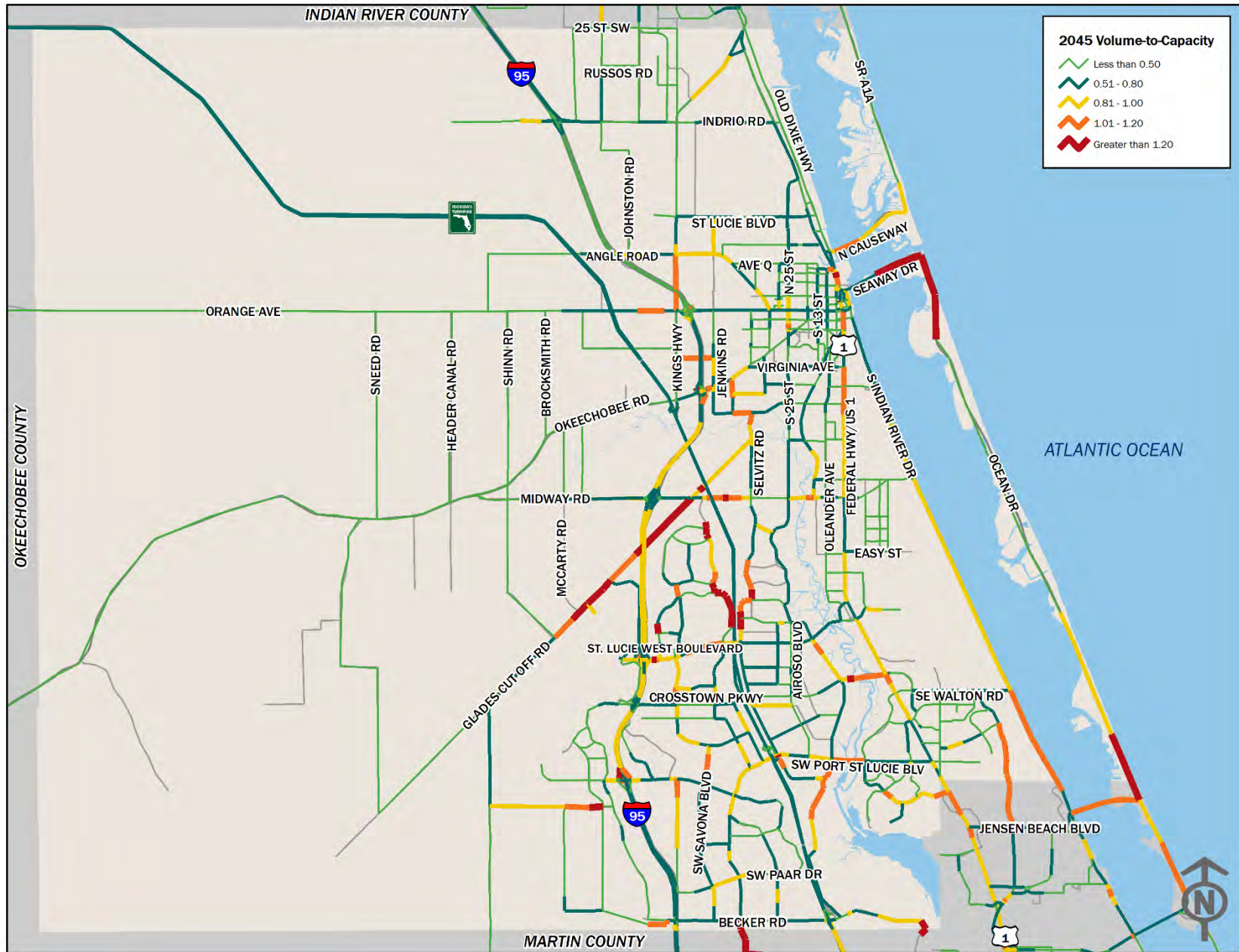


Figure 5-2. 2045 Volume-to-Capacity

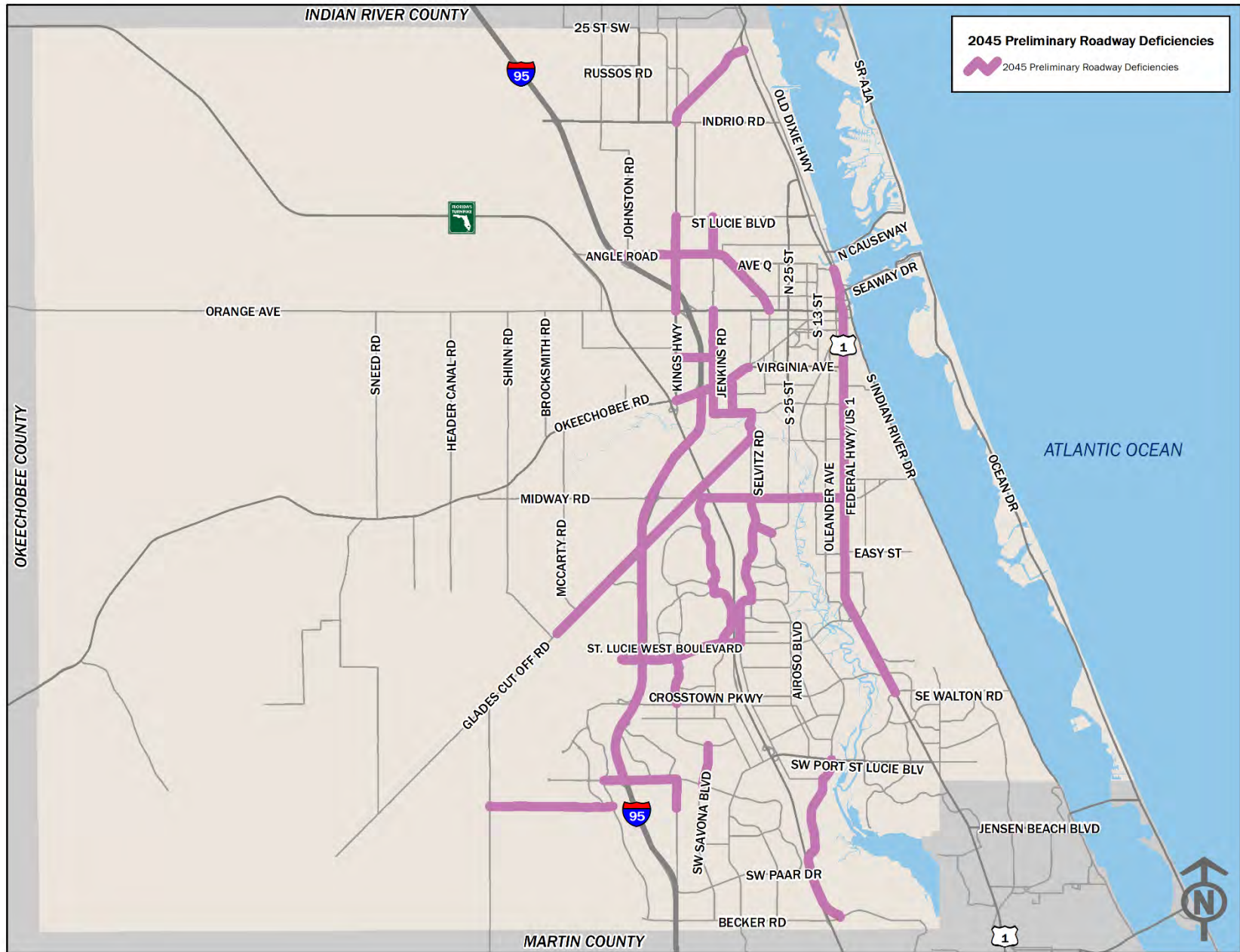


Figure 5-3. 2045 Preliminary Roadway Deficiencies

ATTACHMENT C

AREAWIDE LOS

**Draft Port St. Lucie
Areawide
Level of Service
Option Two**

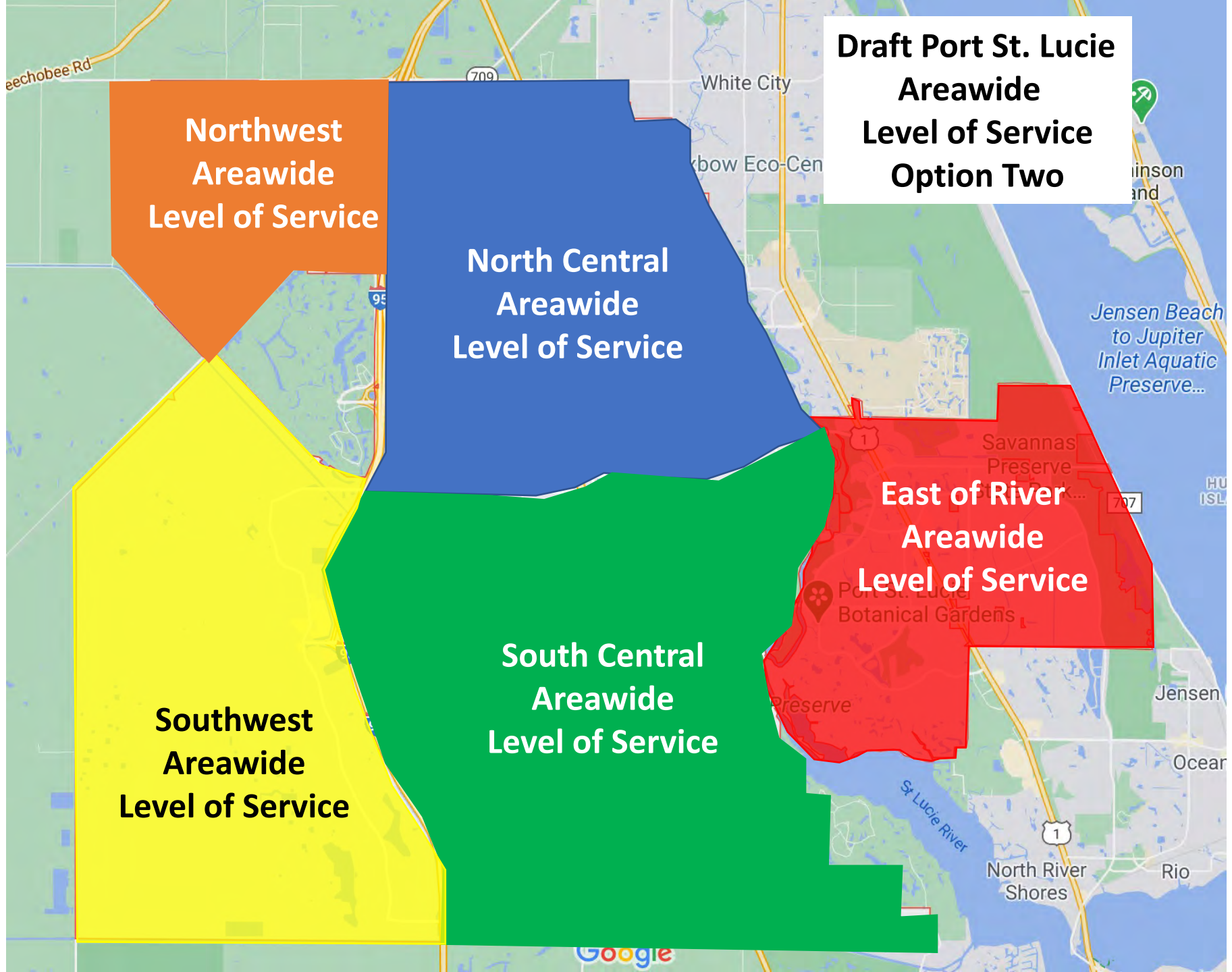
**Northwest
Areawide
Level of Service**

**North Central
Areawide
Level of Service**

**East of River
Areawide
Level of Service**

**South Central
Areawide
Level of Service**

**Southwest
Areawide
Level of Service**



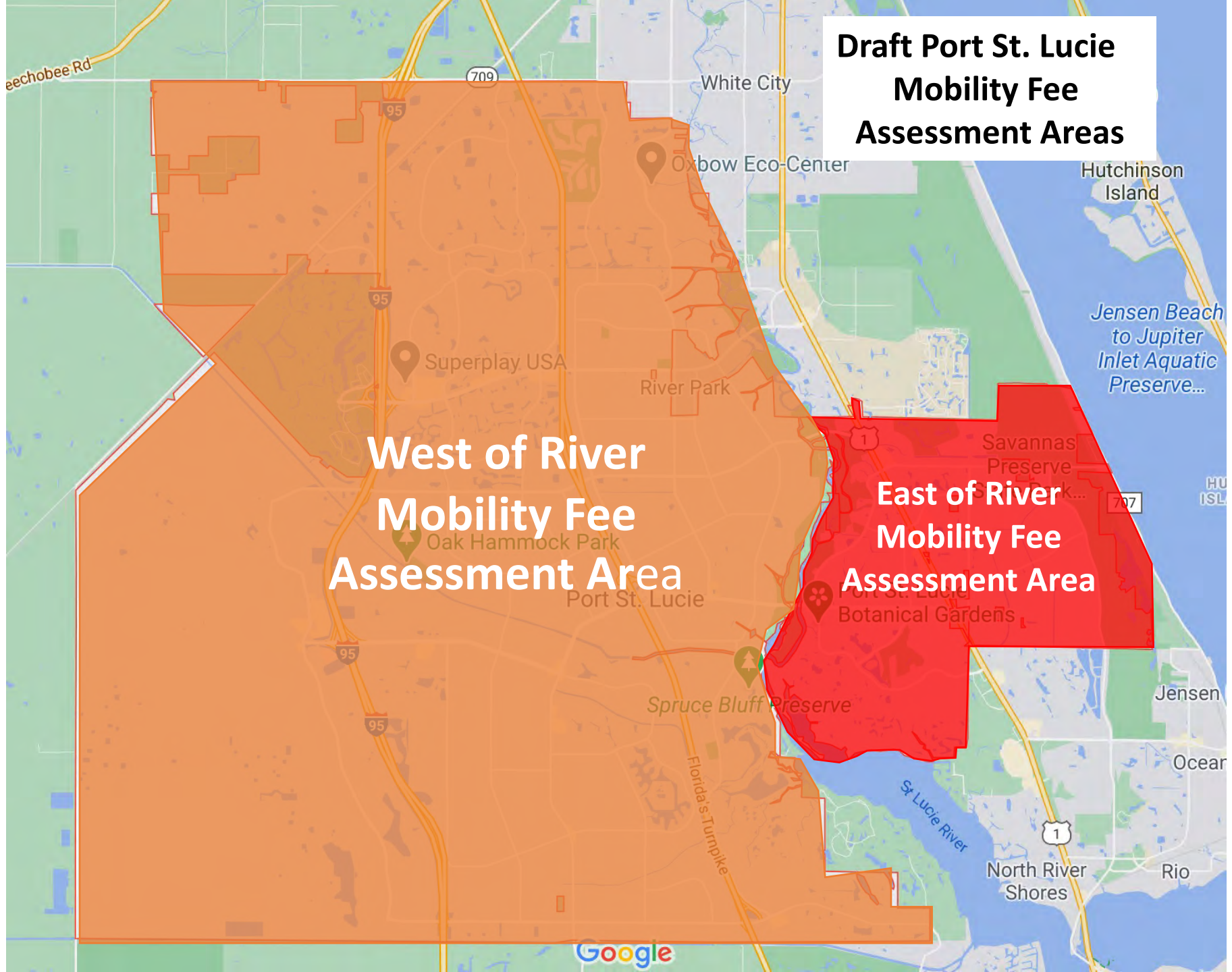
ATTACHMENT D

ASSESSMENT AREAS

**Draft Port St. Lucie
Mobility Fee
Assessment Areas**

**West of River
Mobility Fee
Assessment Area**

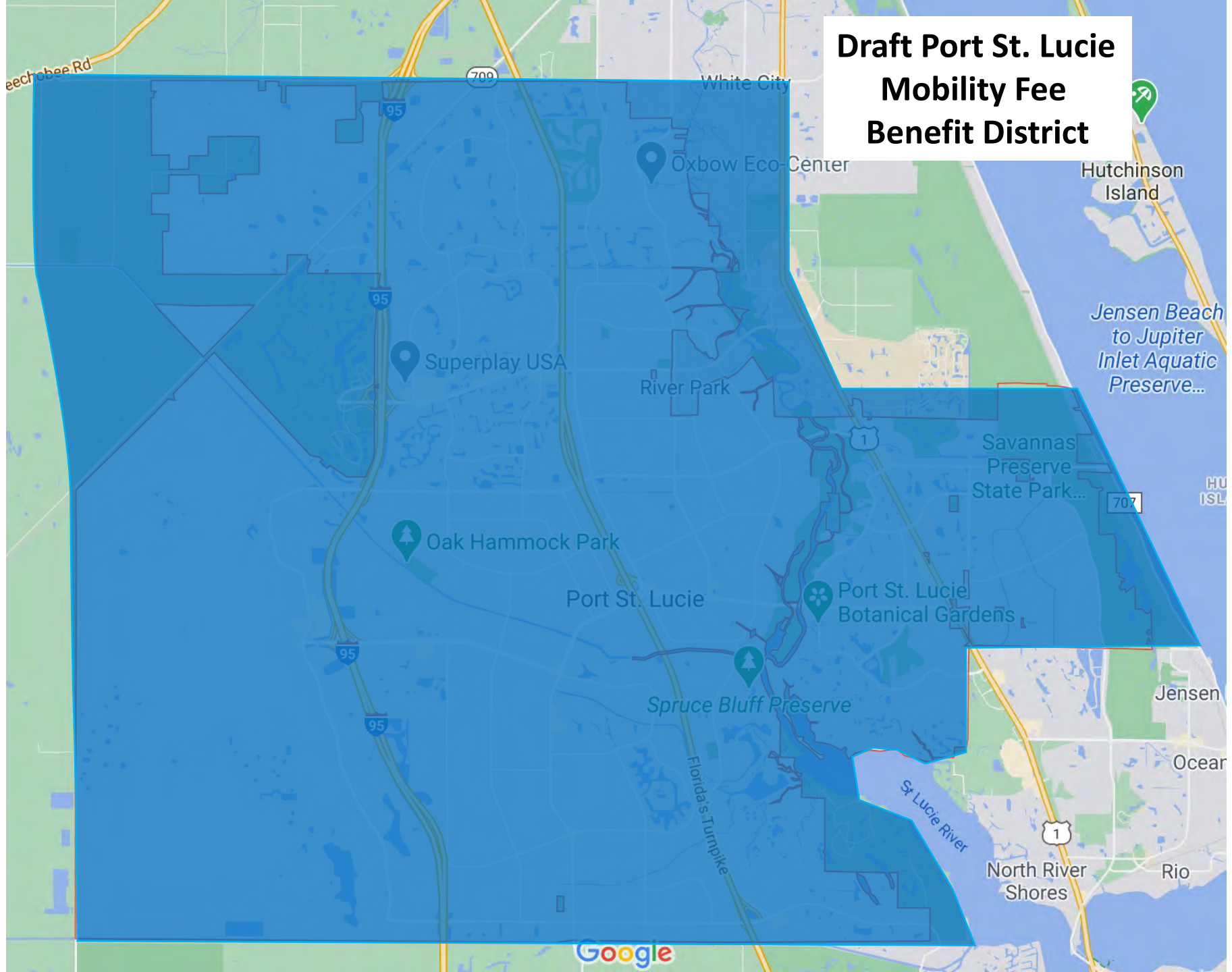
**East of River
Mobility Fee
Assessment Area**



ATTACHMENT E

BENEFIT DISTRICT

Draft Port St. Lucie Mobility Fee Benefit District



eechobee Rd

700

95

95

95

95

White City

Oxbow Eco-Center

Hutchinson Island

Jensen Beach to Jupiter Inlet Aquatic Preserve...

Superplay USA

River Park

1

Savannas Preserve State Park...

707

Oak Hammock Park

Port St. Lucie

Port St. Lucie Botanical Gardens

Spruce Bluff Preserve

Florida's Turnpike

St. Lucie River

Jensen

Ocala

North River Shores

Rio

Google

ATTACHMENT F

PROPOSED MOBILITY FEE SCHEDULE

Port St. Lucie Mobility Fee Schedule Recommendation		
Use Categories, Land Uses Classifications, and Representative Land Uses	East Of	West Of
	St. Lucie River	
Residential / Lodging Uses per unit of measure		
Residential per sq. ft.	Lower	Higher
Overnight Lodging (Hotel / Inn / Motel / Resort) per room	Lower	Higher
Recreational Vehicle / Travel Trailer Park per space or lot	Lower	Higher
Institutional Uses per sq. ft.		
Community Serving (Civic / Place of Assembly or Worship / Museum / Gallery)	Lower	Higher
Long Term Care (Assisted Living / Congregate Care / Group Home / Nursing Facility)	Lower	Higher
Private Education (Child Care / Day Care / Private Primary School / Pre-K)	Lower	Higher
Industrial Uses per sq. ft.		
Industrial (Assembly / Manufacturing / Fabrication / Trades / Utilities)	Lower	Higher
Commercial Storage (Mini-Warehouse / Boats, RVs & Outdoor Storage / Warehouse) ¹	Lower	Higher
Recreational Uses per sq. ft., unless otherwise indicated		
Marina (Including dry storage) per berth	Lower	Higher
Outdoor Commercial Recreation per acre (Golf, Multi-purpose, Tennis)	Lower	Higher
Indoor Commercial Recreation (Fitness / Gym / Health / Recreation)	Lower	Higher
Office Uses per sq. ft.		
Office (Bank / General / Medical / Professional / Secondary Education)	Lower	Higher
Free-Standing Medical Office (Clinic / Emergency Care / Medical / Veterinary)	Lower	Higher
Commercial / Entertainment / Retail Uses per sq. ft.		
Local Retail (Personal Service / Retail / Restaurant) (Non-Chain/Franchisee) ²	Lower	Higher
Multi-Tenant Retail (Entertainment / Retail / Restaurant / Personal Service) ³	Lower	Higher
Free-Standing Retail (Entertainment / Retail / Restaurant / Personal Service) ⁴	Lower	Higher
Quick Service Restaurant (Fast Casual / Fast Food / Container / Ghost Kitchen)	Lower	Higher
Furniture / Mattress Store	Lower	Higher

Additive Fees for Commercial / Retail Uses per applicable unit of measure ⁵

Motor Vehicle & Boat Cleaning / Detailing / Wash ⁶ (per washing lane / stall)	Lower	Higher
Motor Vehicle Quick Lube ⁶ (per bay)	Lower	Higher
Bank Drive-Thru Lane or Free-Standing ATM ⁷ (per Lane or per ATM)	Lower	Higher
Quick Service Restaurant Drive-Thru Lane ⁸ (per lane)	Lower	Higher
Pharmacy drive-thru ⁹ (per lane)	Lower	Higher
Motor Vehicle Fueling Position ¹⁰ (per fueling position)	Lower	Higher

¹ Acreage for any unenclosed material and vehicle storage, sales and display shall be converted to square footage.

² Local Retail shall mean retail, restaurant, or personal service uses under Institute of Transportation Engineers (ITE) Land Use Codes 800 and 900 that are locally owned and are not national chains or national franchisee. Local shall be defined as five or fewer locations in Florida and no locations outside Florida.

³ Multi-tenant Retail means a single building, with two or more separate ownership uses where no single use exceeds 75% of the total square footage of the building. Institute of Transportation Engineers (ITE) Land Use Codes under the 800 and 900 series and ITE Land Use Codes 444 and 445 (Movie Theater & Multi-Plex).

⁴ Free-standing Retail means a single building where any single use under common ownership exceeds 75% of the total square footage of the building. ITE Land Use Codes under the 800 and 900 series and ITE Land Use Codes 444 and 445 (Movie Theater & Multi-Plex). This category does not apply to uses specifically listed under the commercial / entertainment / retail use category with its own mobility fee rate per applicable unit of measure.

⁵ Additive mobility fees are in addition to any mobility fees associated with the square footage of an office or retail building.

⁶ Motor Vehicle or Boat cleaning shall mean any car wash, wax, or detail where a third party or automatic system performs the cleaning service. Mobility Fee are assessed per lane or stall, plus a retail rate associated with any additional building square footage. Motor Vehicle Quick Lube would pay per bay plus a retail rate associated with any additional building square footage.

⁷ Each bank building shall pay the office rate for the square footage of the building. Drive-thru lanes, Free Standing ATM's and Drive-thru lanes with ATM's are assessed a separate fee per lane or per ATM and are added to any office rate mobility fee associated with a bank building. The free-standing ATM is for an ATM only and not an ATM within or part of another non-financial building, such as an ATM within a grocery store.

⁸ Any drive-thru associated with a quick service restaurant will be an additive fee in addition to the fee per square foot for the restaurant based on the applicable restaurant rate. The number of drive-thru lanes will be based on the number of lanes present when an individual places and / or picks-up an order. The quick service restaurant drive-thru rate applies for any building, whether a multi-tenant, free-standing or quick service restaurant.

⁹ Any drive-thru associated with a pharmacy will be an additive fee in addition to either the multi-tenant or free-standing retail mobility fee per square foot of the building. 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.

¹⁰ Rates per vehicle fueling position apply to a convenience store, gas station, general store, grocery store, supermarket, superstore, variety store, wholesale club or service stations with fuel pumps. In addition, there shall be a separate mobility fee for the square footage of any multi-tenant or free-standing retail building per the applicable mobility fee rate. The number of fueling positions is based on the maximum number of vehicles that could be fueled at one time.