



City of Palm Beach Gardens

CITYWIDE MOBILITY FEE TECHNICAL REPORT

JANUARY 2025

PALM BEACH *Gardens*



CITY OF PALM BEACH GARDENS

CITYWIDE

MOBILITY FEE

TECHNICAL REPORT

JANUARY 2025

Produced for: City of Palm Beach Gardens

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January 27th, 2025

Natalie Crowley, AICP
Director of Planning & Zoning
City of Palm Beach Gardens
10500 North Military Trail
Palm Beach Gardens, FL 33408

Re: City of Palm Beach Gardens Citywide Mobility Fee Technical Report

Dear Natalie:

Enclosed is the City of Palm Beach Gardens Citywide Mobility Fee Technical Report dated January 2025. The Citywide Mobility Fee is based on the Citywide Mobility Plan. This Technical Report has been prepared for consideration by the City Council. The Citywide Mobility Plan will be a separate document focused on the mobility projects planned over the next 20 years to meet the mobility needs of the residents, businesses, employees, students, and visitors to Palm Beach Gardens. There will also be a separate Extraordinary Circumstances Study establishing a finding for consideration by the City Council to adopt the Citywide Mobility Fee at the fully calculated rates.

In 2019, the City of Palm Beach Gardens became the first local government in Palm Beach County to adopt a Mobility Plan and a Mobility Fee. The currently adopted Plan and Fee cover the areas of the City east of the Beeline Highway. The Citywide Mobility Plan and Mobility Plan will include all areas of the City east and west of the Beeline Highway. The Citywide Mobility Fee would also replace the City Road Impact Fee and County Road Impact Fee currently assessed on development within the City west of the Beeline Highway. The recently adopted House Bill 479 amendment to Florida Statute Section 163.3180 reinforced the ability of the City, and municipalities throughout the State of Florida, to adopt an alternative transportation system to replace transportation concurrency and to adopt a mobility fee, based on a mobility plan, as the only transportation mitigation fee to be collected within the City.

The Citywide Mobility Fee, documented in the enclosed Technical Report, is consistent with legal and statutory requirements and meets the dual rational nexus test and the rough proportionality test, consistent with Florida Statute Sections 163.3164, 163.3180, 163.31801, and Florida Statute Chapter 380. After adoption of the updated Impact Fee and Mobility Fee Ordinance, the City will need to amend its Comprehensive Plan to reflect adoption of the Citywide Mobility Plan and Mobility Fee. The City will also need to negotiate and updated interlocal agreement, based on the Mobility Plan, with Palm Beach County consistent with the guidance provided in House Bill 479. The NUE Urban Concepts team looks forward to continuing to work with City staff on finalize the Citywide Mobility Plan and Mobility Fee Technical Report, consistent with direction provided by the City Council.

Sincerely,



Jonathan B. Paul, AICP
Principal



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EXECUTIVE SUMMARY

In 1985, the Florida Legislature passed the Growth Management Act that required all local governments in Florida to adopt Comprehensive Plans to guide future development and mandated that adequate public facilities be provided “concurrent” with the impacts of new development. Transportation concurrency became the measure used by local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development.

By 1993, the Florida Legislature recognized that an unintended consequence of transportation concurrency is that it discouraged development in urban areas where road capacity was constrained and pushed development to suburban and rural areas where road capacity was either available or was cheaper to construct. In 2007, the Legislature introduced the concept of mobility plans and mobility fees as an alternative to transportation concurrency, proportionate share, and road impact fees. Mobility fees are a way for new development to equitably mitigate its *impact (i.e., traffic)* through a streamlined and transparent one-time payment to local governments.

In 2011, the Legislature eliminated state mandated transportation concurrency and made it optional for any local government. In 2013, the Legislature encouraged local governments to adopt alternative mobility funding systems, such as a mobility fee, based on a plan of improvements. In 2019, the Legislature required mobility fees follow the same statutory process requirements as impact fees.

In 2024, the Legislature, through HB 479, formally defined mobility fees and mobility plans and stated that any local government can adopt an alternative transportation system (fka alternative mobility funding systems), such as a mobility fee based on a mobility plan. HB 479 also stipulates that only one transportation mitigation fee maybe collected within a municipality and that the local government issuing building permits is the entity responsible for collection of the transportation mitigation fee.

Palm Beach Gardens Citywide Mobility Plan is a vision over the next 20 years to develop an efficient, safe, and connected transportation system that promotes compact, mixed-use, interconnected development. The Palm Beach Gardens Citywide Mobility Fee has been developed to fund mobility projects identified in the Citywide Mobility Plan. The Citywide Mobility Fee will: (1) update the existing City Mobility Fee east of the Beeline Highway; (2) replace the existing City and County Road Impact Fees assessed within the City west of the Beeline Highway; and (3) be the only transportation mitigation fee collected within the City.

The Citywide Mobility Plan, dated March 2025, documents future growth and the “need” for mobility projects. The Citywide Mobility Fee Technical Report, dated January 2025, documents the data and methodology used to develop a mobility fee to mitigate the impact of new development. The Citywide Mobility Fee Extraordinary Circumstances Study, dated March 2025, establishes the finding of extraordinary circumstances to adopt the Citywide mobility fee as the fully calculated rates. The Mobility Plan and Mobility Fee meet legally established dual rational nexus requirements for “need” and “benefit” and the Mobility Fee is rough proportionality to the impact of new development. The Mobility Plan and Mobility Fee have been developed consistent with the requirements of Florida Statute Sections 164.3164, 163.3180, 163.31801, and Florida Statute Chapter 380.

CITYWIDE MOBILITY FEE			
USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	CITYWIDE MOBILITY FEE UNIT OF MEASURE	PERSON TRAVEL DEMAND (PTD)	CITYWIDE MOBILITY FEE
Residential & Lodging Uses per applicable unit of measure			
Single Family Detached (Single-Family Detached, Mobile Home) Maximum 9,500 Sq. Ft.	per 1,000 sq. ft.	7.76	\$2,862
Single-Family Attached (Condo, Duplex, Townhome, Villa) Maximum 4,500 Sq. Ft.	per 1,000 sq. ft.	8.49	\$3,129
Multi-Family Residential (Active Adult, 3 or more Units Attached) Maximum 2,500 Sq. Ft.	per 1,000 sq. ft.	13.85	\$5,105
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	16.67	\$6,143
Institutional Uses per 1,000 square feet (sq. ft.)			
Community Serving (Arts, Civic, Clubhouse, Lodge, Place of Assembly or Worship)	per 1,000 sq. ft.	12.81	\$4,721
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	11.76	\$4,335
Private Education (Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	15.01	\$5,533
Industrial Uses per 1,000 square feet (sq. ft.)			
Industrial (Assembly, Fabrication, Manufacturing, Processing, Production, Trades, Utilities)	per 1,000 sq. ft.	12.03	\$4,434
Commercial Storage (Distribution, Mini-Warehouse, Outdoor Storage, Warehouse)	per 1,000 sq. ft.	5.35	\$1,973
Recreational Uses per applicable unit of measure			
Marina (any additional structures pay applicable fee per use)	per berth	5.47	\$2,018
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis)	per acre	65.90	\$24,290
Indoor Commercial Recreation (Fitness, Health, Indoor Sports, Kids Activities, Movies)	per 1,000 sq. ft.	29.86	\$11,007
Office Uses per 1,000 square feet (sq. ft.)			
Office 100,000 sq. ft. or less (General, Higher Education, Hospital, Professional, Tutoring)	per 1,000 sq. ft.	19.50	\$7,187
Office greater than 100,000 sq. ft. (General, Higher Education, Hospital, Professional)	per 1,000 sq. ft.	17.47	\$6,440
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	40.14	\$14,794
Commercial & Retail Uses per 1,000 square feet (sq. ft.)			
Retail (Discount, Entertainment, Financial, Pharmacy, Repair, Retail, Sales, Services)	per 1,000 sq. ft.	31.64	\$11,662
Grocery & Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	per 1,000 sq. ft.	48.33	\$17,811
Convenience Store (With or Without Motor Vehicle Fueling)	per 1,000 sq. ft.	182.99	\$67,446
Sit-Down Restaurant (Drinking Establishment, Full Service, Quality, Table Service)	per 1,000 sq. ft.	78.93	\$29,091
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual, Fast Food, Take Away)	per 1,000 sq. ft.	178.94	\$65,950
Non-Residential Additive Uses per unit of measure (Fee in addition to Fee per 1,000 square feet (sq. ft.))			
Financial Service Drive-Thru Lane or Free-Standing ATM	per lane or ATM	131.66	\$48,525
Motor Vehicle & Boat Cleaning (Detailing Stations, Wash Tunnels, Wax)	per lane or stall, plus per five (5) stations	66.28	\$24,431
Motor Vehicle Fueling (Commercial Charging or Fueling per vehicle position)	per position	57.68	\$21,258
Motor Vehicle Service (Maintenance, Repair, Service, Tires)	per bay or stall	37.01	\$13,642
Quick Service Restaurant Drive-Thru	per lane	256.14	\$94,407
Retail Drive-Thru	per lane	84.04	\$30,975
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INTRODUCTION

The City of Palm Beach Gardens intends for the Citywide Mobility Fee to provide an alternative transportation system to replace transportation concurrency for all new development within the Mobility Fee Assessment Area that has land uses entitlements consistent with the currently adopted Comprehensive Plan. The Citywide Mobility Fee is based on a Citywide Mobility Plan that establishes **mobility projects “needed”** to meet growth in travel demands and enhance the City’s transportation system by providing residents, employees, businesses, students, and visitors with safe and convenient mobility options to travel between residence, work, school, hotels, and the compact, mixed-use, and interconnected developments in the City.

Mobility Projects consist of *“improvements, programs, and services such as sidewalks, bike lanes, buffered or protected bike lanes, boardwalks, pathways, shared-use paths, elevated walkways, new, upgraded or wider roads, roundabouts, transit circulators, high visibility crosswalks, PD&E and transit corridor studies, and a future rail station.”*

The City has previously amended its Comprehensive Plan to integrate the existing Mobility Plan and Mobility Fee for areas of the City east of the Beeline Highway. Within one year from the date of adoption of the Citywide Mobility Plan and Mobility Fee, the City will need to amend its Comprehensive Plan to integrate areas west of the Beeline Highway to ensure that the Comprehensive Plan is consistent with requirements of Florida Statute Sections 163.3164, 163.3177, 163.3180, and 163.31801.

Mobility Fees are not: *(1) a reoccurring tax; (2) assessed to existing residential or non-residential property; or (3) deposited into general revenue funds of the City.*

Mobility Fees are: *(1) a streamlined one-time assessment on new development within the City; (2) intended to offset the travel demand impact of new development; and (3) deposited into special revenue funds for mobility fees to be expended within a defined benefit district.*

New Development is defined as *“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 (aka impact) above the demand generated by the existing use of property. Property includes submerged lands.”*

Impact is defined as *“any new development that results in an increase in person travel demand above the demand generated by the existing use of property.”*



The Citywide Mobility Fee system features a single **Assessment Area** that includes all portions of the City, east and west of the Beeline Highway (**Map A**). The assessment area defines where new development is assessed a mobility fee. The mobility fee system has been developed to assess a uniform mobility fee rate per land use established on the mobility fee schedule. Mobility fees are assessed at the time of development permit application and are paid at the time a development permit is issued by the City.

The Citywide Mobility Fee system features a single **Benefit District** that covers the entire City, along with adjacent areas outside City limits (**Map B**). The Benefit District extends beyond current City limits as people walking, bicycling, riding transit, and driving vehicles do not stop at City limits. There may be instances where it makes sense to extend a mobility project beyond City limits or contribute to a mobility project outside City limits to enhance access to the City to the extent there is a mobility benefit provided to new development. The Benefit District also enables the City to address extra jurisdictional impacts as required by Florida Statute.

When mobility fees are paid by new development, they are deposited into a special revenue fund established by the City. Mobility fees are legally and statutorily required to be spent on mobility projects identified in the Citywide Mobility Plan that provide a mobility **“benefit”** to new development that paid the mobility fee. The City Council determines how Mobility Fee revenues are allocated and expended on mobility projects through annual updates to the Capital Improvements Program (CIP).

A finding of extraordinary circumstances has been prepared to enable the City to adopt the Citywide Mobility Fee at the fully calculated rates and to ensure that the Citywide Mobility Fee will be the only transportation mitigation fee collected from new development in the City. After adoption of the Citywide Mobility Fee will begin negotiating an interlocal agreement with Palm Beach County to address transportation mitigation consistent with H.B. 479. Those negotiations will be based on the adopted Citywide Mobility Plan.

The Citywide Mobility Fee is based on mobility projects established in the **Citywide Mobility Plan** that are **“needed”** over the next 20 years to meet projected growth in travel demand. The **Citywide Mobility Fee Technical Report** has been developed to document the data and methodology to develop an alternative transportation system to replace transportation concurrency Citywide, consistent with Florida Statute Section 163.3180. The Mobility Fee Technical Report has been developed consistent with the **“needs”** and **“benefits”** requirements of the **“dual rational nexus test”** and the calculated mobility fee is **“rough proportionality”** to the impacts of new development as required by Florida Statute Section 163.3180 and 163.31801.



LEGISLATIVE BACKGROUND

The State of Florida passed the Growth Management Act of 1985 that required all local governments in Florida adopt Comprehensive Plans to guide future development. The Act mandated that adequate public facilities must be provided “concurrent” with the impacts of new development. State mandated “concurrency” was adopted to ensure the health, safety, and general welfare of the public by ensuring that adequate public facilities would be in place to accommodate the demand for public facilities created by new development.

Transportation concurrency became the measure used by the Florida Department of Community Affairs (DCA), Florida Department of Transportation (FDOT), Regional Planning Councils (RPCs), and local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development. To meet the travel demand impacts of new development and be deemed “concurrent”, transportation concurrency was primarily addressed by constructing new roads and widening existing roads.

Traditional transportation concurrency allowed governmental entities to deny development where road capacity was not available to meet the travel demands from new development. Transportation concurrency also allowed governmental entities to require that developments be timed or phased concurrent with the addition of new road capacity. In addition, transportation concurrency also allowed governmental entities to require new development to improve (widen) roads that were already overcapacity (aka “deficient” or “backlogged”).

In urban areas throughout Florida, traditional transportation concurrency had the unintended consequence of limiting and stopping growth in urban areas. This occurred because roads were often over capacity based on traffic already on the roads or the combination of that traffic and trips from approved developments. Further, the ability to add road capacity in urban areas was more limited as right-of-way was often constrained by existing development and utilities, physical barriers, and environmental protections.

Stopping development in urban areas encouraged suburban sprawl by forcing new development to suburban and rural areas where road capacity was either readily available or cheaper to construct. In the late 90’s, as the unintended impact of transportation concurrency became more apparent, the Legislature adopted Statutes to provide urban areas with alternatives to address the impact of new development through Transportation Concurrency Exception Areas (TCEA) and Transportation Concurrency Management Areas (TCMA).



The intent of TCEAs and TCMA's was to allow local governments alternative solutions to provide mobility within urban areas by means other than providing road capacity and to allow infill and redevelopment in urban areas. In the mid 2000's, Florida experienced phenomenal growth that strained the ability of local governments to provide the necessary infrastructure to accommodate that growth. Many communities across the State started to deny new developments, substantially raise impact fees, and require significant transportation capacity improvements.

In 2005, the Legislature enacted several laws that weakened the ability of local governments to implement transportation concurrency by allowing new development to make proportionate share payments to mitigate its travel demand. The Legislature also introduced Multi-Modal Transportation Districts (MMTD) for areas that did qualify for TCEAs or TCMA's.

In 2007, the Florida Legislature introduced the concept of mobility plans and mobility fees to allow development to equitably mitigate its impact and placed additional restrictions on the ability of local governments to charge new development for over capacity roadways. The Legislature directed the Florida Department of Community Affairs (DCA) and the Florida Department of Transportation (FDOT) to evaluate mobility plans and fees and report the findings to the Legislature in 2009.

In 2009, the Legislature designated Dense Urban Land Areas (DULA), which are communities with a population greater than 1,000 persons per square mile, as TCEA's. The Legislature accepted the findings of the DCA and FDOT analysis for mobility plans and mobility fees but did not take any formal action as the State was in the great recession. The Legislature also placed further restrictions on local government's ability to implement transportation concurrency, by adding direction on how to calculate proportionate share and how overcapacity roads are addressed.

In 2011, the Florida Legislature through House Bill (HB) 7207 adopted the "Community Planning Act" which implemented the most substantial changes to Florida's growth management laws since the 1985 "Local Government Comprehensive Planning and Land Development Regulation Act," which had guided comprehensive planning in Florida for decades.

The 2011 legislative session eliminated State mandated concurrency, made concurrency optional for local governments, and eliminated the Florida Department of Community Affairs (DCA) and replaced it with the Florida Department of Economic Opportunity (DEO). The Act essentially removed the DEO, Florida Department of Transportation (FDOT), and Regional Planning Councils (RPC) from the transportation concurrency review process.

Although local governments are still required to adopt and implement a comprehensive plan, the requirements changed significantly and shifted more discretion to local governments to plan for mobility within their community and enacted further restrictions on the implementation of transportation concurrency, proportionate share, and backlogged roads.

The Florida Legislature did not include any provisions in House Bill 7207 exempting local governments existing transportation concurrency system, when it elected to abolish statewide transportation concurrency, made transportation concurrency optional for local governments, and enacted further restrictions on the implementation of transportation concurrency.

House Bill 319, passed by the Florida Legislature in 2013, amended the Community Planning Act and brought about more changes in how local governments could implement transportation concurrency and further recognized the ability of local governments to adopt an alternative mobility funding system, such as mobility fees based on a plan of improvements, to allow development, consistent with an adopted Comprehensive Plan, to equitably mitigate its travel demand impact.

Prior to the passage of the Florida Community Planning Act by the Legislature on June 2, 2011, transportation concurrency was mandatory for local governments statewide, except those with approved TCEAs or MMTDs. After adoption of the Community Planning Act, transportation concurrency became optional for any local government. The Legislature encouraged local governments to adopt alternative mobility funding systems and specifically referenced mobility fees, based on a plan for mobility improvements.

Figure 1. Concurrency Cycle

The Community Planning Act enabled local governments to break the transportation concurrency cycle by transitioning away from regulating road capacity and toward planning for mobility (Figure 1). Florida Commerce, which replaced the Department of Economic Opportunity (DEO), which replaced the Department of Community Affairs (DCA), provides direction to local governments related to elimination of transportation concurrency and adoption of a mobility fee-based plan, in accordance with Florida Statute 163.3180 (Appendix A).





In 2019, the Florida Legislature, through House Bill 7103, amended the Community Planning Act and required mobility fees to be governed by the same procedures as impact fees. This amendment further confirmed that mobility fees are an equivalent form of mitigation to impact fees that allow development activity to mitigate its impact to the transportation system consistent with the needs identified in the local governments adopted mobility plan per Florida Statute Section 163.3180(5)(i).

In 2024, the Florida Legislature, through House Bill 479, amended the Community Planning Act to reaffirm that any local government can repeal transportation concurrency. The legislature replaced the term “**alternative mobility funding systems**” with “**alternative transportation systems**” in recognition that there are local governments in Florida with alternative systems that where not explicitly required to follow the processes and procedures required under Florida Statute Section 163.31801. The following is the amended version of Florida Statute Section 163.3180(5)(i) related to an alternative transportation system (**Appendix B**).

“(i) If a local government elects to repeal transportation concurrency, the local government may adopt an alternative transportation system that is mobility-plan and fee-based or an alternative transportation system that is not mobility-plan and fee-based. The local government may not use an alternative transportation system to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development’s identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government’s plan which serves as the basis for the fee imposed. An alternative transportation system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).”(emphasis added)

For the first time since the terms mobility fees and mobility plans were introduced in 2007, the Florida Legislature, through HB 479, defined both terms in the Community Planning Act. The following are the recently adopted definitions for a mobility fee and a mobility plan per Florida Statute Section 163.3164 (**Appendix B**):

“(32) “Mobility fee” means a local government fee schedule established by ordinance and based on the projects included in the local government’s adopted mobility plan.



(33) “Mobility plan” means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031.”

One of the most significant amendments under HB 479 was the recognition that where a county and a municipality both charge a fee for transportation capacity impacts, that only one fee may be assessed on development activity. The amendment requires a county and a municipality to enter into an interlocal agreement to establish that only one fee is to be collected by the local government issuing building permits.

The interlocal agreement is also required to address negotiations between the county and municipality related to distribution of collected revenue from development activity to mitigate transportation impacts. The following are the recent additions to Florida Statute 163.3180(5)(j):

- “1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.***
- 2. The interlocal agreement must, at a minimum:***
 - a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.***
 - b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.***
 - c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.***
 - d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.***



3. ***By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:***
 - a. ***The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer's traffic impact study or the mobility plan adopted by the county or municipality.***
 - b. ***The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub subparagraph a.***
 - c. ***The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer's payment.***

4. ***This paragraph does not apply to:***
 - a. ***A county as defined in s. 125.011(1).***
 - b. ***A county or municipality that has entered into, or otherwise updated, an existing interlocal agreement, as of October 1, 2024, to coordinate the mitigation of transportation impacts. However, if such existing interlocal agreement is terminated, the affected county and municipality that have entered into the agreement shall be subject to the requirements of this paragraph unless the county and municipality mutually agree to extend the existing interlocal agreement before the expiration of the agreement."***

The requirement for an interlocal agreement and collection of a single fee applies to all local governments in Florida, except for Hillsborough, Miami Dade and Monroe Counties under Florida Statute Section 125.011(1). A county and a municipality with an interlocal agreement as of October 1st, 2024, are also exempt until the interlocal agreement expires or is terminated. No local government is prohibited from adopting an alternative transportation system, even municipalities within a Charter County that requires transportation concurrency. Further, a municipality within a County that is exempted under Florida Statute Section 125.011(1) does not preclude the municipality from negotiating an interlocal agreement with the exempted County to address mitigation or even a reduction in fees based on and adopted mobility plan and fee.

IMPACT FEE & MOBILITY FEE COMPARISON

The Florida Constitution grants local governments broad home rule authority to establish special assessments, impact fees, mobility fees, franchise fees, user fees, and service charges as revenue sources to fund specific governmental functions and capital infrastructure. Payment of impact fees or mobility fees are one of the primary ways local governments can require new development, along with redevelopment or expansion of existing land uses that generate additional transportation demand, to mitigate its impact to a local governments transportation system. While road impact fees and mobility fees are both intended to be a means in which a development can mitigate its transportation impact, the following are the major differences between the two fees:

Road Impact Fees

- Partially or fully fund road capacity improvements, including new roads, the widening of existing roads, and the addition or extension of turn lanes at intersections to move people driving vehicles (i.e., cars, trucks, SUVs, motorcycles).
- Are based on increases in trip generation, vehicle trip length, and road capacity, along with the cost of road capacity improvements and the projected vehicle miles of travel from development.
- May be based on either an adopted LOS standard (aka standards or consumption-based fee) or on future road improvements (aka plan or improvements-based fee).

Mobility Fees

- Pay for the cost associated with adding new multimodal capacity to move people walking, bicycling, scooting, riding transit, driving vehicles, or using shared mobility technology.
- Partially or fully fund multimodal projects, including sidewalks, paths, trails, bike lanes, streetscape and landscape, complete and low speed streets, micromobility (i.e., electric bikes, electric scooters) devices, programs, and services, microtransit (i.e., golf carts, neighborhood electric vehicles, autonomous transit shuttles, trolleys) circulators, services and vehicles, new roads, the widening of existing roads, and turn lanes, signals, and ADA upgrades at intersections.
- Are based on increases in person trips, person trip lengths, and person miles of capacity from multimodal projects, along with projected person miles of travel from development.
- Assessment areas may include all or portions of a municipality or county, and may vary based on geographic location (e.g., downtown) or type of development (e.g., mixed-use).
- Must be based on future multimodal projects adopted as part of a mobility plan and incorporated or referenced in the local governments Comprehensive Plan.



THE IMPACT FEE ACT & CASE LAW OVERVIEW

In the late 1970's and early 1980's Local governments throughout Florida began adopting road impact fees as a means for new development to pay for its traffic impact and generate revenue to fund transportation infrastructure improvements. Counties, especially Charter Counties, began requiring that municipalities collect road impact fees on their behalf to fund improvements to the county road system. Throughout the 1980's, 1990's, and 2000's, municipalities throughout Florida challenged the ability of counties to compel them to collect road impact fees for new development. The opposition stemmed in part from an unintended consequence of transportation concurrency which was that it essentially stopped development in urban areas (aka "municipalities"). Both municipalities and development activity were constrained in their ability to add road capacity due to the cost of acquiring developed land and receiving opposition from existing residents concerned about increased traffic and the impact new road capacity would have on their neighborhoods.

The inability of development activity in urban areas to meet transportation concurrency resulted in development moving to suburban and rural areas (aka "urban sprawl") where fewer residents were likely to oppose new road capacity improvements and where road capacity was either available or cheaper to construct. Municipalities found themselves in the unenviable position of sending road impact fees to counties when development activity met concurrency requirements, only to watch road impact fees being spent on new road capacity projects outside of urban areas, which ultimately facilitated sprawl beyond municipal boundaries.

Furthermore, the courts often ruled in favor of counties, as municipalities that challenge solutions for of being compelled to collect impact fees failed to present alternative solutions for addressing the traffic impacts of new development. These challenges all occurred prior to the Florida Legislature adopting the "Impact Fee Act" through Florida Statute 163.31801. Additionally, these challenges existed prior to the introduction of mobility plans and mobility fees and the adoption of the "Community Planning Act" through Florida Statute 163.3180.

Before the Florida "Impact Fee Act" was adopted, many local governments had already developed impact fees through their home rule powers. In 2006, the Legislature adopted the "Impact Fee Act" to provide process requirements for the adoption of impact fees and formally recognized the authority of local governments to adopt impact fees. Prior to 2006, the Florida Legislature, unlike many States throughout the U.S. that adopted enabling legislation, elected to defer to the significant case law that was developed in both Florida and throughout the U.S. to provide guidance to local governments to adopt impact fees.



In 2009, the Legislature made several changes to the “Impact Fee Act”, the most significant of which was placing the burden of proof on local governments, through a preponderance of the evidence, that the imposition of the fee meets legal precedent and the requirements of Florida Statute Section 163.31801. Prior to the 2009 amendment, Courts generally deferred to local governments as to the validity of an imposed impact fee and placed the burden of proof, that an imposed impact fee was invalid or unconstitutional on the plaintiff.

In 2019, the Legislature, through HB 207 and HB 7103, made several changes to the “Impact Fee Act”, the most significant of which was the requirement that fees cannot be collected prior to building permit issuance. The changes also expanded on the requirements of the dual rational nexus test, the collection and expenditure of fees, credits, and administrative cost.

In 2020, the Legislature, through SB 1066, made several additional changes to the Impact Fee Act to clarify that new or updated impact fees cannot be assessed on a permit if the permit application was pending prior to the new or updated fee. The bill also made credits assignable and transferable to third parties.

In 2021, the Legislature, through HB 337 made significant amendments to the “Impact Fee Act”, which the Governor subsequently approved. The amendments require that impact fees be based on planned improvements and that there is a clear nexus between the need for improvements and the impact from new development.

The amendments have a greater impact on increases to existing impact fees and have phasing requirements for increases to existing fees. There are provisions that allow a local government to fully implement updated fees based on a finding of extraordinary circumstances, holding public hearings, and requiring a super majority approval by elected officials.

In 2024, the Legislature, through HB 479 made amendments to the “Impact Fee Act” that requires fee studies be completed and adopted within 12 months from the date of initiation of the study. The amendment also stipulated that data used in fee studies should not be older than four years. The amendment also requires alternative transportation systems recognize transportation or road impact fee credits granted prior to adoption of the alternative transportation systems. The most recently enacted version of Florida Statute Section 163.31801 is provided in [Appendix C](#).



One of the purposes of this Technical Report, consistent with Florida Statute Section 163.31801(4)(f) and (g), is to demonstrate that City of Palm Beach Gardens 's Mobility Fee is proportional and reasonably connected to, or has a rational nexus with, both the “need” for mobility projects and the mobility “benefits” provided to those who pay the fee, otherwise known as the “dual rational nexus test”, herein further described as:

The “Need” for additional (new) capital facilities (projects) to accommodate the increase in demand (impact) from growth (new development), and

The “Benefit” that the new growth (new development) receives from the payment and expenditure of fees to construct the new capital facilities (projects).

In addition to the “dual rational nexus test”, the U.S. Supreme Court in *Dolan v. Tigard* also established a “rough proportionality test” to address the relationship between the amount of a fee imposed on development activity and the impact of the development activity. The “rough proportionality test” requires that there be a reasonable relationship (proportional and reasonably connected) between the impact fee and the impact of development activity based upon the applicable unit of measure for residential and non-residential uses. The “rough proportionality test” further requires that the variables used to calculate a fee are reasonably assignable and attributable to the impact of development activity.

The Courts recognized the authority of a municipality to impose “impact fees” in Florida occurred in 1975 in the case of *City of Dunedin v. Contractors and Builders Association of Pinellas County*, 312 So.2d 763 (2d DCA. Fla., 1975), where the court held: “that the so-called impact fee did not constitute taxes but was a charge using the utility services under Ch. 180, F. S.” The Court set forth the following criteria to validate the establishment of an impact fee:

“...where the growth patterns are such that an existing water or sewer system will have to be expanded in the near future, a municipality may properly charge for the privilege of connecting to the system a fee which is in excess of the physical cost of connection, if this fee does not exceed a proportionate part of the amount reasonably necessary to finance the expansion and is earmarked for that purpose.” 312 So.2d 763, 766, (1975).

The case was appealed to the Florida Supreme Court and a decision rendered in the case of *Contractors and Builders Association of Pinellas County v. City of Dunedin* 329 So.2d 314 (Fla. 1976), in which the Second District Court's decision was reversed. The Court held that “impact fees” did not constitute a tax; that they were user charges analogous to fees collected by privately owned utilities for services rendered.



However, the Court reversed the decision, based on the finding that the City did not create a separate fund where impact fees collected would be deposited and earmarked for the specific purpose for which they were collected, finding:

"The failure to include necessary restrictions on the use of the fund is bound to result in confusion, at best. City personnel may come and go before the fund is exhausted, yet there is nothing in writing to guide their use of these moneys, although certain uses, even within the water and sewer systems, would undercut the legal basis for the fund's existence. There is no justification for such casual handling of public moneys, and we therefore hold that the ordinance is defective for failure to spell out necessary restrictions on the use of fees it authorizes to be collected. Nothing we decide, however prevents Dunedin from adopting another sewer connection charge ordinance, incorporating appropriate restrictions on use of the revenues it produces. Dunedin is at liberty, moreover, to adopt an ordinance restricting the use of moneys already collected. We pretermitt any discussion of refunds for that reason."
329 So.2d 314 321, 322 (Fla. 1976)

The case tied impact fees directly to growth and recognized the authority of a local government to impose fees to provide capacity to accommodate new growth and basing the fee on a proportionate share of the cost of the needed capacity. The ruling also established the need for local government to create a separate account to deposit impact fee collections to help ensure those funds are expended on infrastructure capacity.

The Utah Supreme Court had ruled on several cases related to the imposition of impact fees by local governments before hearing *Banberry v. South Jordan*. In the case, the Court held that: "the fair contribution of the fee-paying party should not exceed the expense thereof met by others. To comply with this standard a municipal fee related to service like water and sewer must not require newly developed properties to bear more than their equitable share of the capital costs in relation to the benefits conferred" (*Banberry Development Corporation v. South Jordan City*, 631 P. 2d 899 (Utah 1981)). To provide further guidance for the imposition of impact fees, the court articulated seven factors which must be considered (*Banberry Development Corporation v. South Jordan City*, 631 P. 2d 904 (Utah 1981)):

- "(1) the cost of existing capital facilities;***
- (2) the manner of financing existing capital facilities (such as user charges, special assessments, bonded indebtedness, general taxes or federal grants);***
- (3) the relative extent to which the newly developed properties and the other properties in the municipality have already contributed to the cost of existing capital facilities (by such means as user charges, special assessments, or payment from the proceeds of general taxes);***
- (4) the relative extent to which the newly developed properties in the municipality will contribute to the cost of existing capital facilities in the future;***



- (5) *the extent to which the newly developed properties are entitled to a credit because the municipality is requiring their developers or owners (by contractual arrangement or otherwise) to provide common facilities (inside or outside the proposed development) that have been provided by the municipality and financed through general taxation or other means (apart from user fees) in other parts of the municipality;*
- (6) *extraordinary costs, if any, in servicing the newly developed properties; and*
- (7) *the time-price differential inherent in fair comparisons of amounts paid at different times."*

The Court rulings in Florida, Utah and elsewhere in the U.S. during the 1970's and early 1980's led to the first use of what ultimately became known as the "dual rational nexus test" in *Hollywood, Inc. v. Broward County*; which involved a Broward County ordinance that required a developer to dedicated land or pay a fee for the County park system. The Florida Fourth District Court of Appeal found to establish a reasonable requirement for dedication of land or payment of an impact fee that:

"... the local government must demonstrate a reasonable connection, or rational nexus between the need for additional capital facilities and the growth of the population generated by the subdivision. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision. In order to satisfy this latter requirement, the ordinance must specifically earmark the funds collected for the use in acquiring capital facilities to benefit new residents." (Hollywood, Inc. v. Broward County, 431 So. 2d 606 (Fla. 4th DCA), rev. denied, 440 So. 2d 352 (Fla. 1983).

In 1987, the first of two major cases were heard before the U.S. Supreme Court that have come to define what is now commonly referred to as the "dual rational nexus test". The first case was *Nollan v. California Coastal Commission* which involved the Commission requiring the Nollan family to dedicate a public access easement to the beach in exchange for permitting the replacement of a bungalow with a larger home which the Commission held would block the public's view of the beach.

Justice Scalia delivered the decision of the Court: "The lack of nexus between the condition and the original purpose of the building restriction converts that purpose to something other than what it was...Unless the permit condition serves the same governmental purpose as the development ban, the building restriction is not a valid regulation of land use but an out-and-out plan of extortion (*Nollan v. California Coastal Commission*, 483 U. S. 825 (1987)". The Court found that there must be an essential nexus between an exaction and the government's legitimate interest being advanced by that exaction (*Nollan v. California Coastal Commission*, 483 U. S. 836, 837 (1987)).



The second case, *Dolan v. Tigard*, heard by the U.S. Supreme Court in 1994 solidified the elements of the “dual rational nexus test”. The Petitioner Dolan, owner, and operator of a Plumbing & Electrical Supply store in the City of Tigard, Oregon, applied for a permit to expand the store and pave the parking lot of her store. The City Planning Commission granted conditional approval, dependent on the property owner dedicating land to a public greenway along an adjacent creek and developing a pedestrian and bicycle pathway to relieve traffic congestion. The decision was affirmed by the Oregon State Land Use Board of Appeal and the Oregon Supreme Court. The U.S. Supreme Court overturned the ruling of the Oregon Supreme Court and held:

“Under the well-settled doctrine of "unconstitutional conditions," the government may not require a person to give up a constitutional right in exchange for a discretionary benefit conferred by the government where the property sought has little or no relationship to the benefit. In evaluating Dolan's claim, it must be determined whether an "essential nexus" exists between a legitimate state interest and the permit condition. Nollan v. California Coastal Commission, 483 U. S. 825, 837. If one does, then it must be decided whether the degree of the exactions demanded by the permit conditions bears the required relationship to the projected impact of the proposed development.” Dolan v. City of Tigard, 512 U.S. 383, 386 (1994)

The U.S. Supreme Court in addition to upholding the “essential nexus” requirement from *Nollan* also introduced the “rough proportionality” test and held that:

“In deciding the second question-whether the city's findings are constitutionally sufficient to justify the conditions imposed on Dolan's permit-the necessary connection required by the Fifth Amendment is "rough proportionality." No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the proposed development's impact. This is essentially the "reasonable relationship" test adopted by the majority of the state courts. Dolan v. City of Tigard, 512 U.S. 388, 391 (1994)”

An often-overlooked component of *Dolan v. City of Tigard* is the recognition that while multimodal facilities may off-set traffic congestion there is a need to demonstrate or quantify how the dedication of a pedestrian / bicycle pathway would offset the traffic demand generated. per the following excerpt from the opinion of the Court delivered by Chief Justice Rehnquist:

“The city made the following specific findings relevant to the pedestrian/bicycle pathway: "In addition, the proposed expanded use of this site is anticipated to generate additional vehicular traffic thereby increasing congestion on nearby collector and arterial streets. Creation of a convenient, safe pedestrian/bicycle pathway system as an alternative means of transportation could offset some of the traffic demand on these nearby streets and lessen the increase in traffic congestion." We think a term such as "rough proportionality" best encapsulates what we hold to be the requirement of the Fifth Amendment. No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development.



With respect to the pedestrian/bicycle pathway, we have no doubt that the city was correct in finding that the larger retail sales facility proposed by petitioner will increase traffic on the streets of the Central Business District. The city estimates that the proposed development would generate roughly 435 additional trips per day. Dedications for streets, sidewalks, and other public ways are generally reasonable exactions to avoid excessive congestion from a proposed property use. But on the record before us, the city has not met its burden of demonstrating that the additional number of vehicle and bicycle trips generated by the petitioner's development reasonably relate to the city's requirement for a dedication of the pedestrian/bicycle pathway easement. The city simply found that the creation of the pathway "could offset some of the traffic demand . . . and lessen the increase in traffic congestion."

"As Justice Peterson of the Supreme Court of Oregon explained in his dissenting opinion, however, "[t]he findings of fact that the bicycle pathway system could offset some of the traffic demand' is a far cry from a finding that the bicycle pathway system will, or is likely to, offset some of the traffic demand." 317 Ore., at 127, 854 P. 2d, at 447 (emphasis in original). No precise mathematical calculation is required, but the city must make some effort to quantify its findings in support of the dedication for the pedestrian/bicycle pathway beyond the conclusory statement that it could offset some of the traffic demand generated." Dolan v. City of Tigard, 512 U.S. 687 (1994).

The U.S. Supreme Court recently affirmed, through *Koontz vs. St. Johns River Water Management District*, that the "dual rational nexus" test equally applies to monetary exactions in the same manner as a governmental regulation requiring the dedication of land. Justice Alito described:

"Our decisions in *Nollan v. California Coastal Commission*, 483 U. S. 825 (1987), and *Dolan v. City of Tigard*, 512 U. S. 374 (1994), provide important protection against the misuse of the power of land-use regulation. In those cases, we held that a unit of government may not condition the approval of a land-use permit on the owner's relinquishment of a portion of his property unless there is a "nexus" and "rough proportionality" between the government's demand and the effects of the proposed land use. In this case, the St. Johns River Water Management District (District) believes that it circumvented *Nollan* and *Dolan* because of the way in which it structured its handling of a permit application submitted by Coy Koontz, Sr., whose estate is represented in this Court by Coy Koontz, Jr. The District did not approve his application on the condition that he surrender an interest in his land. Instead, the District, after suggesting that he could obtain approval by signing over such an interest, denied his application because he refused to yield." Koontz v. St. Johns River Water Management District 1333 S. Ct. 2586 (2013).

"That carving out a different rule for monetary exactions would make no sense. Monetary exactions—particularly, fees imposed "in lieu" of real property dedications—are "commonplace" and are "functionally equivalent to other types of land use exactions." To subject monetary exactions to lesser, or no, protection would make it "very easy for land-use permitting officials to evade the limitations of *Nollan* and *Dolan*." Furthermore, such a rule would effectively render *Nollan* and *Dolan* dead letters "because the government need only provide a permit applicant with one alternative that satisfies the nexus and rough proportionality standard, a permitting authority wishing to exact an easement could simply give the owner a choice of either surrendering an easement or making a payment equal to the easement's value." Koontz v. St. Johns River Water Management District 1333 S. Ct. 2599 (2013).



The Florida First District Court of Appeals recently affirmed, through The BoCC of Santa Rosa County vs. the Builders Association of West Florida, that impact fees are required to meet the “dual rational nexus” test to avoid being found to be an unconstitutional tax. The Court cited the following sections of Florida Statute:

“Second, the Florida Impact Fee Act sets forth the minimum statutory requirements for a valid impact fee. § 163.31801(3), Fla. Stat. (2019). The Act requires impact fees to be based on the “most recent and localized data.” § 163.31801(3)(a), Fla. Stat.” The Board of County Commissioners v. Home Builders Assoc. of West Florida, Inc., 325 So. 3d 981, 985 (Fla. Dist. Ct. App. 2021).

The Court cited expert testimony that the County’s school impact fee did not recognize differences in growth or needs that would be the basis for different fees based on geographic location and needs due to new growth:

“the impact fees failed the dual rational nexus test because they did not account for the differences between the northern and southern parts of the county. This resulted in impact fees that were disproportionate to the growth in these geographical regions.” The Board of County Commissioners v. Home Builders Assoc. of West Florida, Inc., 325 So. 3d 981, 985 (Fla. Dist. Ct. App. 2021).

The U.S. Supreme Court in April 2024 issued a unanimous decision in *Sheetz v. County of El Dorado, California* (144 S.Ct. 893) where the Court narrowly determined that legislatively enacted impact fees are not exempt from the requirements set forth in two previous property rights cases (*Nollan v. California Coastal Commission* and *Dolan v. City of Tigard, Oregon*). Thus, local governments that impose impact fees will now be subjected to a standard requiring them to demonstrate the relationship and relative impact of the development on the community. Specifically, local governments will have to show that conditions (impact fees) to obtain a land-use permit have an “essential nexus” (relationship) to the government’s land-use interest and a “rough proportionality” between the weight on the property owner and the development’s effects of the proposed land use.

The Impact Fee Act already requires imposed impact fees and mobility fees demonstrate an “essential nexus” between the fee and the impact from development activity. The Supreme Court ruling reinforces prior impact fee case law that the amount of impact fees or mobility fees imposed must be “rough proportionality” to the impact from development activity. The ruling also stipulated that required monetary payments in the form of impact fees are an exaction just like requiring development activity to dedicate land for a governmental purpose and could be subject to a takings claim if the impact fees imposed do not demonstrate an “essential nexus” between the amount and imposition and the impact from development activity.

DEVELOPING A MOBILITY PLAN & MOBILITY FEE

The development of a Citywide Mobility Plan and Mobility Fee for the City of Palm Beach Gardens involved several steps. The following is an overview of the process used to develop a Citywide Mobility Plan and Mobility Fee consistent with statutory requirements (Figure 2).

Figure 2. Developing a Mobility Plan & Mobility Fee



COMPREHENSIVE PLAN

In 2016, the City, as part of the Evaluation and Appraisal Report process (EAR) amended its Comprehensive Plan to establish legislative intent to adopt a mobility plan and mobility fee. In 2020, the City amended the Transportation and Capital Improvements Elements of the Comprehensive Plan to reflect the adoption of a Mobility Plan and Mobility Fee east of the Beeline Highway. The 2020 amendment also updated the legislative intent to adopt a mobility plan and mobility fee for the areas west of the Beeline Highway (**Figure 3**).

Figure 3. Integrating Land Use, Transportation, Parking & Funding



Upon adoption of a Citywide Mobility Plan and Mobility Fee, the City will need to amend its Comprehensive Plan to ensure consistency with Florida Statute. The amendment would include both the Transportation and the Capital Improvements Elements. The following are several goals, objectives, and policies in the City’s Transportation Element, as of January 2025, related to the legislative intent to adopt a mobility plan and mobility fee west of the Beeline Highway and updates of the currently adopted Mobility Plan and Mobility Fee:

TRANSPORTATION ELEMENT

GOAL 2.1.: “TO PLAN FOR AN DEVELOP A CONVENIENT, SAFE, AND ENERGY EFFICIENT MULTI-MODAL TRANSPORTATION SYSTEM FOR ALL PERSONS LIVING IN AND TRAVELING WITHIN THE CITY THROUGH MAINTIANING LEVEL OF SERVICE STANDARDS WEST OF THE BEELINE HIGHWAY AND IMPLEMENTATION OF THE ADOPTED MOBILITY PLAN EAST OF THE BEELINE HIGHWAY.”



Policy 2.1.1.12.: “The City may elect to repeal and replace City transportation concurrency proportionate share and road impact fees with a Mobility Fee based upon an adopted Mobility Plan. The City may seek to repeal and replace Palm Beach County transportation concurrency, proportionate share and road impact fees with a Mobility Fee based upon an adopted Mobility Plan. Repeal of Palm Beach County transportation concurrency, proportionate share and road impact fees will require consultation with Palm Beach County.”

Policy 2.1.1.13.: “The mobility plan and mobility fee may be implemented and adopted for all areas west of the Beeline Highway or may be adopted only for specific areas or districts within the City west of the Beeline Highway. The repeal and replacement of City and Palm Beach County transportation concurrency, proportionate fair-share and road impact fees shall only occur in areas of the City where mobility plan and mobility fee have been adopted.”

Policy 2.1.1.16.: “Should the City Council elect to adopt a mobility plan and mobility fee, within one year of adoption of the implementing Ordinance, the City shall update the Transportation Mobility and Capital Improvement Elements of the Comprehensive Plan to reflect the repeal and replacement of transportation concurrency, proportionate share and road impact fees and update policies related to level and quality of service standards, complete streets, capacity determinations, backlogged facilities, site access study, associated policies and other elements addressed in the mobility plan.”

Policy 2.1.1.23.: “The mobility fee would be a one-time assessment on new development, redevelopment, or change in use that results in an impact to the transportation system through an increase in person travel demand. The mobility fee, consistent with Florida Statute, shall be required to meet the dual rational nexus test and shall be reasonably attributable to the increase in person travel demand impact of new development, infill, and redevelopment.”

Objective 2.1.2.: “To maintain and periodically update the Palm Beach Gardens Mobility Plan dated April 2019 and Palm Beach Gardens Mobility Fee Technical Report dated May 2019, prepared by NUE Urban Concepts, LLC and Pinder Troutman Consulting, Inc to identify and fund improvements for people walking, bicycling, riding transit, driving motor vehicles and utilizing new and shared mobility technology for the City’s multimodal transportation system east of the Beeline Highway.”

Policy 2.1.2.5.: “The City has adopted a mobility fee, based on an adopted Mobility Plan that replaced transportation concurrency, proportionate share, and road impact fees for all areas of the City east of the Beeline Highway. New development and redevelopment which generates person travel demand above the current use of land, shall mitigate its person travel demand impact to the City’s multimodal transportation system through payment of a mobility fee to the City. Mobility fees are to be used to mitigate external impacts to the City’s multimodal transportation system. Site access studies shall be used to address improvements and mitigation to on-site impacts”



Policy 2.1.2.6.: “The City shall commence a re-evaluation of its adopted Mobility Plan and mobility fees every three years, and adopt any necessary updates. The Mobility Plan and mobility fees shall reflect the most recent multimodal improvements, person travel demand, person capacity, and cost estimates for City, County and State facilities within the City. Amendments to the Mobility Plan and mobility fees shall evaluate inclusion of new mobility technology, shared mobility programs and services and shall consider inclusion of dynamic parking management strategies.”

Policy 2.2.2.3.: “The City shall utilize mobility fees and road impact fees as well as other available revenue sources, to fund multimodal capital improvements. The City shall continue to assess and improve the performance of the mobility fee and road impact fee programs.”

CAPITAL IMPROVEMENTS ELEMENT

GOAL 9.2.: “MAINTAIN A MOBILITY PLAN AND MOBILITY FEES TO ENHANCE, EXPAND, AND FUND THE CITY’S MULTIMODAL TRANSPORTATION SYSTEM EAST OF THE BEELINE HIGHWAY AND PLAN FOR MULTIMODAL IMPROVEMENTS FOR PEOPLE WALKING, BICYCLING, RIDING TRANSIT, DRIVING MOTOR VEHICLES, AND USING NEW MOBILITY TECHNOLOGY AND SHARED MOBILITY TECHNOLOGY TO PROMOTE SUSTAINABLE, COMPACT DEVELOPMENT AND REDEVELOPMENT.”

Objective 9.2.2.: “To periodically review and update the adopted Mobility Fees.”

Policy 9.2.2.1: “The City shall review, and update Mobility Fees based on the multimodal improvements adopted in the Mobility Plan every three years.”

Policy 9.2.2.2: “New development and redevelopment east of the Beeline Highway shall mitigate associated external person travel demand impact through payment of a Mobility Fee to the City. Onsite person travel demand impact shall be addressed through site access assessments.”

Policy 9.2.2.3: “Mobility Fees shall be expended on multimodal improvements identified in the Mobility Plan.”

Policy 9.2.2.4: “The need for Mobility Fee updates shall be evaluated if a Comprehensive Plan Amendment results in updates of the improvements included in the Mobility Plan.”

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GROWTH

The first requirement of the “**dual rational nexus**” for the City’s Mobility Fee is to demonstrate that there is a need for Mobility Projects to accommodate projected growth in vehicle miles of travel (VMT) and person miles of travel (PMT). An evaluation of the existing and projected population and employment was conducted for the City of Palm Beach Gardens Mobility Study Area (**Map C**). The Mobility Study Area includes all areas of the City, enclaves, and portions of unincorporated County and municipalities adjacent to the City to ensure roadways are evaluated to logical endpoints.

The population and employment data were obtained from the Traffic Analysis Zones (TAZs) used in the 2045 Palm Beach Long Range Transportation Plan (LRTP). The population and employment analysis demonstrates that there is projected to be an increase in population and employment for the Mobility Study Area (**Table 1**). The projected increase in population and employment will generate growth in vehicle miles of travel (VMT), person miles of travel (PMT), and additional person travel demand (PTD) from new development that will create a need for mobility projects within the Mobility Study Area.

TABLE 1. PROJECTED GROWTH

Year	Population	Employees
2024 & 2022 (Current Data)	62,469	39,643
2045 (Mobility Plan future year)	87,016	53,461
Increase	24,547	13,818

Source: PBG 2024 Population from Bureau of Economic and Business Research (BEBR). 2022 Employment from the 2022 U.S. Census OnTheMap, most recent data as of 11/19/24. 2045 Population and Employment based on the 2045 Long Range Transportation Map Traffic Analysis Zone (TAZ) Data.

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VEHICLE MILES OF TRAVEL (VMT)

The growth in vehicle miles of travel (VMT) is one of the factors evaluated to determine the need for future mobility projects within the Mobility Study Area. The evaluation of future vehicle miles of travel (VMT) includes minor and major collectors as well as arterials.

The VMT analyses includes City, County, and State roads within the Mobility Study Area (**Map C**). The growth rates from the model data used for the 2045 LRTP were used to determine the VMT growth of **959,680** within the Mobility Study Area between 2025 and 2045 (**Table 2**).

TABLE 2. GROWTH IN VEHICLE MILES OF TRAVEL (VMT)

Year	VMT Arterials & Collectors	VMT Limited Access	VMT All
2025 (Mobility Plan base year)	2,118,970	1,271,930	3,390,900
2045 (Model & Plan future year)	3,078,650	1,551,980	4,630,630
VMT increase (2025 to 2045)	959,680	280,050	1,239,730

Source: Palm Beach Gardens Traffic Characteristics Data (Appendix D). The Vehicle Miles of Travel (VMT) for the Florida Turnpike from the Beeline Highway to Donald Ross Road and Interstate 95 is taken from the portions of I-95 between Northlake Blvd and Donald Ross Rd and the Florida Turnpike between.

The VMT data for limited access facilities (i.e., Florida Turnpike, Interstate 95) will be used to adjust the travel demand for land uses established in the mobility fee schedule. Travel on limited access facilities is excluded from both road impact fee and mobility fee studies as the limited access facilities serve intercity and regional travel. Further, improvements to the Florida Turnpike and Interstate 95 would be funded through toll revenues, federal and state gas tax revenues.

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PERSON MILES OF TRAVEL (PMT)

The growth in vehicle miles of travel (VMT) is often used in road impact fees to evaluate the need for road capacity improvements to move vehicles. Mobility Fees utilize person miles of travel (PMT) to evaluate the need for mobility projects to move people. To account for trips made by people walking, biking, riding transit, and the number of people per vehicle (aka vehicle occupancy), the projected increase in vehicle miles of travel (VMT) demand is converted into person miles of travel (PMT) demand for arterial and collector roads.

The conversion is based on person trips, vehicle trips, person trip length and vehicle trip length data obtained from the 2022 National Household Travel Survey (NHTS). The NHTS data is used to calculate a person miles of travel factor (PMTf) based on vehicle miles of travel (VMT) and person miles of travel (PMT) per trip purpose. The evaluation of the vehicle and person travel data from the 2022 NHTS resulted in a person miles of travel factor (PMTf) of 1.49 (**Appendix E**). The increase in PMT is based on the projected increase in VMT multiplied by the applicable person miles of travel factor (PMTf) illustrated in further detail on **Figure 4**.

Figure 4: Person Miles of Travel Increase (PMTi)

Person Miles of Travel increase (PMTi)

$$\sum VMT_{tp} = (\sum VT_{tp} \times VTL_{tp})$$

$$\sum PMT_{tp} = (\sum PT_{tp} \times PTL_{tp})$$

$$PMTf = (\sum \text{of } PMT_{tp} / \sum \text{of } VMT_{tp})$$

$$VMTi = (2045 \text{ VMT} - 2025 \text{ VMT})$$

$$PMTi = (VMTi \times PMTf)$$

Where:

- $\sum VT_{tp}$ = Sum of Vehicle Trips by trip purpose (Appendix E)
- $\sum PT_{tp}$ = Sum of Person Trips by trip purpose (Appendix E)
- VTL_{tp} = Average Vehicle Trip Length by trip purpose (Appendix E)
- PTL_{tp} = Average Person Trip Length by trip purpose (Appendix E)
- VMT = Vehicle Miles of Travel
- PMT = Person Miles of Travel
- $\sum VMT_{tp}$ = Sum of Vehicle Miles of Travel by trip purpose (Appendix E)
- $\sum PMT_{tp}$ = Sum of Person Miles of Travel by trip purpose (Appendix E)
- PMTf = Person Miles of Travel factor of 1.49 (Appendix E)
- VMTi = Vehicle Miles of Travel Increase (Table 2)
- PMTi = Person Miles of Travel increase (Table 3)

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The projected increase in PMT within the Mobility Fee Study Area, excluding limited access facilities, between the Mobility Plan base year of 2025 and the future year of 2045 is **1,429,923 (Table 3)**. The increase was calculated as follows per the formula illustrated in **Figure 4**:

$$(2045 \text{ VMT}) 3,078,650 - (2025 \text{ VMT}) 2,118,970 = (\text{VMTi}) 959,680$$

$$(\text{VMTi}) 959,680 \times (\text{PMTf}) 1.49 = 1,429,923$$

The projected person miles of travel (PMT) increase of **1,429,923** demonstrates that there are future person miles of travel demand projected by 2045 that will result in the “need” for mobility projects to accommodate the increase in person travel demand (**Table 3**). The documented increase in PMT and the identification of needed mobility projects, via the Mobility Plan, consistent with the “needs” test of the dual rational nexus test.

TABLE 3. INCREASE IN PERSON MILES OF TRAVEL (PMT)

Vehicle & Person Miles of Travel	(VMT & PMT)
2025 Mobility Plan Base Year	
Vehicle Miles of Travel (VMT)	2,118,970
Person Miles of Travel factor (PMTf)	1.49
Person Miles of Travel (PMT)	3,157,265
2045 Mobility Plan Future Year	
Vehicle Miles of Travel (VMT)	3,078,650
Person Miles of Travel factor (PMTf)	1.49
Person Miles of Travel (PMT)	4,587,189
Increase in VMT & PMT	
Vehicle Miles of Travel increase (VMTi)	959,680
Total Increase in Person Miles of Travel (PMTi)	1,429,923
<i>Source: The 2045 VMT increase was obtained from Table 2. PMTi obtained by multiplying VMTi by 1.49 (Figure 4).</i>	

CITYWIDE MOBILITY FEE

The basis for the City of Palm Beach Gardens Citywide Mobility Fee are the mobility projects identified in the Mobility Plan needed to meet future travel demand from new development, consistent with Florida Statutes 163.3180 and 163.31801. **Mobility Projects consist of improvements, programs, and services such as sidewalks, bike lanes, buffered or protected bike lanes, pathways, shared-use paths, new, upgraded, or wider roads, roundabouts, transit circulators, high visibility crosswalks, PD&E and transit corridor studies.**

The mobility projects identified in the Mobility Plan are intended to provide the person miles of capacity needed to meet future person miles of travel demand, consistent with the “needs” requirement of the dual rational nexus test. The mobility fees collected from new development are to be used to fund mobility projects that provide a mobility benefit to new development and accommodate the increase in person travel demand from that new development, consistent with the “benefits” requirement of the dual rational nexus test. The mobility fee collected from new development will be used to fund the mobility projects identified in the Mobility Plan (Figure 5).

Figure 5. Mobility Plan and Mobility Fee



EXISTING CONDITIONS EVALUATION (ECE)

Florida Statute prohibits local governments from charging new development for an existing transportation deficiency (aka over capacity or backlogged roads). An existing conditions evaluation has been conducted to ensure that new development is not being charged for existing transportation deficiencies. The evaluation includes a system-wide analysis of all arterials and collectors within the Mobility Study Area (**Map C**).

The existing conditions evaluation (ECE) is achieved by dividing the vehicle miles of travel (VMT) by the vehicle miles of capacity (VMC). The arterials and collectors within the Mobility Study Area include City, County, and State roads (**Appendix D**). A VMT/VMC ratio greater than **1.00** indicates that there are system-wide deficiencies. The VMT/VMC ratio in 2025 is **0.59** based on the existing conditions evaluation (**Table 4**).

TABLE 4. 2025 EXISTING CONDITIONS EVALUATION (ECE)

Functional Classification	Length (miles)	2025 VMT	2025 VMC	VMT to VMC Ratio
Collector	42.57	223,180	787,930	0.28
Arterial	77.96	1,895,790	3,335,910	0.57
Limited Access	16.25	1,271,930	1,637,130	0.78
Total	136.78	3,390,900	5,760,970	0.59

Source: Palm Beach Gardens Traffic Characteristics Data (Appendix D). The Vehicle Miles of Travel (VMT) for the Florida Turnpike from the Beeline Highway to Donald Ross Road and I-95 is taken from the portions of I-95 between Northlake Blvd and Donald Ross Rd.

The mobility fee calculation includes an existing conditions evaluation factor (ECEf) to adjust mobility fee cost for system-wide deficiencies for arterials and collectors within the Mobility Study Area. The existing conditions evaluation factor (ECEf) is determined by dividing the vehicle miles of capacity (VMC) by the vehicle miles of travel (VMT) as illustrated in **Figure 6**.

A VMC / VMT ratio greater than **1.00** indicates that the current system has adequate capacity to accommodate existing traffic. The VMC / VMT ratio is **1.95** based on the existing conditions evaluation (**Table 5**). Thus, development activity is not being assessed for any system-wide deficiencies. For the Mobility Fee calculation, the ECEf will be set to **1.00**.

Figure 6: Existing Conditions Evaluation Factor (ECEf)

Existing Conditions Evaluation factor (ECEf)

$$\sum VMC = (\sum VMCc + \sum VMCa)$$

$$\sum VMT = (\sum VMTc + \sum VMTa)$$

$$ECEf = (\sum VMC / \sum VMC)$$

If ECEf > 1.00, then the ECEf is set at 1.00

Where:

- $\sum VMC$ = Sum of Vehicle Miles of Capacity (Appendix D)
- $\sum VMT$ = Sum of Vehicle Miles of Travel (Appendix D)
- c = Collector
- a = Arterial
- ECEf = Existing Conditions Evaluation factor (Table 5)

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TABLE 5. 2025 EXISTING CONDITIONS EVALUATION FACTOR (ECEf)

Functional Classification	Length (miles)	2025 VMC	2025 VMT	VMT to VMC Ratio
Collector	42.57	787,930	223,180	3.53
Arterial	77.96	3,335,910	1,895,790	1.76
Total	120.53	4,123,840	2,118,970	1.95

Source: Palm Beach Gardens Traffic Characteristics Data (Appendix D). The Vehicle Miles of Travel (VMT) for limited access facilities on the Florida Turnpike from the Beeline Highway to Donald Ross Road and I-95 is taken from the portions of I-95 between Northlake Blvd and Donald Ross Rd is excluded from the existing conditions evaluation factor.

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CITYWIDE MOBILITY PLAN SUMMARY

The Citywide Mobility Plan identifies the mobility projects needed to meet the projected growth in travel demand over the next 20 years on the City’s transportation system. The Citywide Mobility Plan is comprised of the following plans: (1) Roadways & Intersections Plan (**Map D**); (2) Off-Street Multimodal Plan (**Map E**); (3) On-Street Multimodal Plan (**Map F**); and (4) Transit Plan (**Map G**). Each of the Plans includes detailed descriptions of mobility projects that serves as the basis for development of the mobility fee. The Plans includes existing funded projects, projects that are under construction, and projects needed to meet future travel demand needs.

Planning level cost (PLC) estimates are established for each mobility project identified in the Plans based on cost data from the City, FDOT District Four, and the Palm Beach County Transportation Planning Agency (TPA) (**Appendix F**). The PLC estimates for each mobility project are subject to change as the projects move from design to engineering and ultimately onto construction. Multimodal capacities (MC) have been developed for each type of mobility project (**Appendix F**). The establishment of these multimodal capacities have been used to calculate a person miles of capacity (PMC) for each of the mobility projects. These multimodal capacities account for the capacity of sidewalks, bicycle lanes, shared-use paths, and roads. The following is a summary of the total length, and the planning level cost (PLC) and person miles of capacity increase (PMCi) for mobility projects that are not currently programmed or under construction (**Table 6**).

TABLE 6. CITYWIDE MOBILITY PLAN SUMMARY

Plans	Total Miles	Planning Level Cost (PLC)	Person Miles of Capacity Increase (PMCi)
Roads & Intersection Plan	32.42	\$204,724,600	233,539
Off-Street Multimodal Plan (fka Walking & Bicycling Plan)	53.84	\$142,800,000	261,111
On-Street Multimodal Plan (fka Bicycling Plan)	60.68	\$123,054,500	282,222
Transit Plan	41.40	\$39,680,000	56,180
Total	188.34	\$510,259,100	833,052

*Source: Roads & Intersection Plan (**Appendix G**). Off-Street Multimodal Plan (**Appendix H**). On-Street Multimodal Plan (**Appendix I**). Transit Plan (**Appendix J**). The basis for the Planning Level Cost (PLC) and Person Miles of Capacity (PMC) are summarized in **Appendix F**.*



REASONABLY ANTICIPATED FUNDING

The availability of funding for the Citywide Mobility Plan over the next 20 years is projected to come from a variety of funding sources. These sources include the City, new development, the federal government, Palm Beach County, partnerships, the State of Florida, and various transit providers. The Citywide Mobility Plan is the first step in a multi-step process to fund mobility within the City. Proactively collaborating with new development is a way to advance mobility projects by entering into partnerships to extend these projects beyond development boundaries.

Palm Beach County and Palm Beach Gardens could allocate a portion of gas taxes and infrastructure sales tax towards the Citywide Mobility Plan. However, gas taxes have been declining locally, statewide, and nationally as vehicles have become more fuel efficient and the percentage of electric vehicles and hybrid vehicles increase. The federal government has not raised gas taxes in a number of years. The State of Florida annually adjust gas taxes on the first day of the year based on the prior year Consumer Price Index to adjust for inflation. The vast majority of gas taxes at all levels of government are largely earmarked for maintenance and operations of the existing transportation system, leaving minimal revenues available for new capacity and multimodal improvements.

The County's infrastructure sales tax, if renewed by referendum of the registered residents of Palm Beach County, provides a broader opportunity to have available funds to contribute towards mobility projects. The Palm Beach TPA has available federal and state funding identified through the 2045 Cost Feasible Long Range Transportation Plan (LRTP). A large portion of projected funding is allocated towards improvements on the Strategic Intermodal System (SIS), with a significant amount of the funds allocated toward the Florida Turnpike and Interstate 95. Historically, the Palm Beach TPA has a number of funding opportunities through grants and various pool of funds identified in the LRTP to allocate towards mobility projects. Funding for mobility projects on state roads is allocated through the LRTP and the five year FDOT Transportation Improvement Program (TIP).

Over the next 20 plus years, it is reasonably anticipated that roughly **\$117,089,050** in funding will be available to fund road and intersection improvements (**Table 7**). A large portion (**\$93,150,000**) of the reasonably anticipated funding would come from federal and state sources for the future widening of Beeline Highway between Northlake Blvd and Coconut Blvd (**Appendix G**). The reasonably anticipated funding excludes existing funding programmed for road and intersection improvements such as the I-95 and Northlake Blvd Interchange or the current widening of Beeline Highway between Blue Heron and Northlake Blvd.



Roughly **\$33,900,000** in funding is reasonably anticipated for sidewalks, pathways, and shared-use paths identified on the Off-Street Multimodal Plan (**Table 7**). The majority of anticipated funding is projected to come from federal and state sources (50% or more of the total cost) for off-street improvements to State Roads such as a pathway on Alternate A1A and a Shared-Use Path on Beeline Highway (**Appendix G**). The reasonably anticipated funding excludes existing funding programmed for the Off-Street Multimodal Plan such as a shared-use path on Fairchild Ave between Fairchild Gardens and Campus and Lilac Street from Military Trail to Plant Drive.

Roughly **\$39,712,500** in funding is reasonably anticipated for bike lanes, buffered bike lanes and protected bike lanes identified on the On-Street Multimodal Plan (**Table 7**). The majority of anticipated funding is projected to come from federal and state sources (50% or more of the total cost) for on-street improvements to State Roads such as a buffered bike lanes on Alternate A1A and PGA Blvd (**Appendix I**). The reasonably anticipated funding excludes existing funding programmed for the On-Street Multimodal Plan such as the cycle track (aka protected bike lane) on Burns Road from Military to Alternate A1A and bike lanes on Gardens Parkway from Alternate A1A to Prosperity Farms.

The Transit Plan identifies **\$12,500,000** in funding towards a future rail station and parking structure for rail service within the Transit Oriented Area along Alternate A1A between Kyoto Gardens and RCA Blvd (**Table 7**). Future updates of the Transit Plan will further detail transit circulator service cost and the type and cost of future transit service along Northlake Blvd to serve Avenir Blvd and the western portions of the City (**Appendix J**). The majority of the transit circulator routes would commence service once rail service is established to Palm Beach Gardens.

TABLE 7. REASONABLY ANTICIPATED FUNDING SUMMARY

Roads & Intersection Plan	\$117,089,050
Off-Street Multimodal Plan (fka Walking & Bicycling Plan)	\$33,920,000
On-Street Multimodal Plan (fka Bicycling Plan)	\$39,712,500
Transit Plan	\$12,500,000
Total	\$203,221,550

*Source: Roads & Intersection Plan (**Appendix G**). Off-Street Multimodal Plan (**Appendix H**). On-Street Multimodal Plan (**Appendix I**). Transit Plan (**Appendix J**).*

NEW GROWTH EVALUATION (NGE)

A new growth evaluation has been conducted to ensure that new development is not paying for more than its attributable share of the cost of the mobility projects identified in the Citywide Mobility Plan, as required by case law and Florida Statute. The new growth evaluation factor (NGEf) is based on the increase in person miles of travel (PMT) and the increase in person miles of capacity (PMC) from the mobility projects **Figure 7**.

FIGURE 7. NEW GROWTH EVALUATION FACTOR (NGEf)

New Growth Evaluation factor (NGEf)

$$\text{NGEf} = (\text{PMT}_i / \text{PMCI})$$

If $\text{NGEf} > 1.00$, then the NGEf is set at 1.00

Where:

- PMT_i = Person Miles of Travel increase (Table 3)
- PMCI = Person Miles of Capacity increase (Table 6)
- NGEf = New Growth Evaluation factor (Table 8)

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The new growth evaluation factor (NGEf) is **1.72 (Table 8)**. A NGEf ratio that is less than 1.00 indicated that more capacity is being provided than what is needed to meet future demand. The NGEf ratio is greater than 1.00. Thus, Citywide Mobility Plan is not assessing new development for more person miles of capacity (PMC) than is what is needed to accommodate projected increases in person miles of travel (PMT). For purposes of the calculation of the Mobility Fee rate, the new growth evaluation factor (NGEf) is set to 1.00.

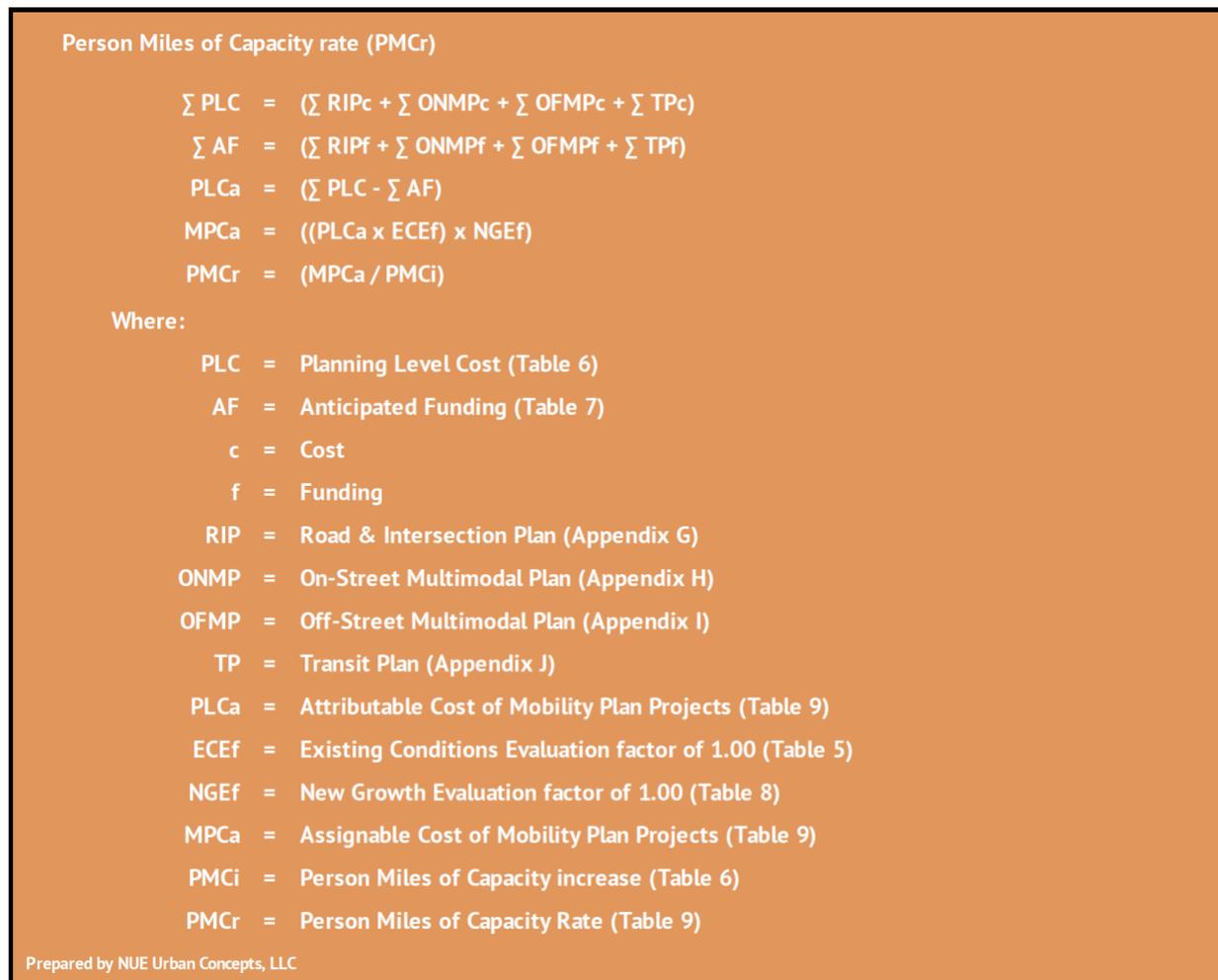
TABLE 8. NEW GROWTH EVALUATION (NGE)

Increase in Person Miles of Travel (PMT _i)	1,429,923
Increase in Person Miles of Capacity (PMCI)	833,052
New Growth Evaluation factor (NGEf)	1.72
<p><i>Source: The increase in person miles of travel is based on Table 3. The increase in person miles of capacity is based on Table 7. The new growth evaluation calculation is based on the formula in Figure 7.</i></p>	

PERSON MILES OF CAPACITY RATE (PMCr)

The first component for calculating a Mobility Fee is the calculation of a person miles of capacity rate (PMCr). The attributable planning level cost (PLCa) is based on the planning level cost (PLC) for the updated Mobility Plan Projects less the reasonably anticipated funding (AF). The assignable Mobility Plan Project cost (MPCa) is calculated by multiplying the planning level cost (PLCa) by the existing conditions evaluation factor (ECEf) and the new growth evaluation factor (NGEf). The assignable Mobility Plan cost (MPCa) is then divided by the increase in person miles of capacity (PMCi) to determine the person miles of capacity rate (PMCr) (Figure 8).

FIGURE 8. PERSON MILES OF CAPACITY RATE (PMCr)





The following is the calculation for the Person Miles of Capacity Rate (PMCr) illustrated in **Figure 8**:

PLC of \$510,259,100 = (\$204,724,600 + \$142,800,000 + \$123,054,500 + \$39,680,000)

AF of \$203,221,550 = (\$117,089,050 + \$33,920,000 + \$39,712,500 + \$12,500,000)

PLCa of \$307,037,550 = (\$504,756,600 - \$188,221,550)

MPCa of \$307,037,550 = (\$307,037,550 x 1.00) x 1.00)

PMCr of \$368.57 = (\$307,037,550 / 833,052)

With an assignable Mobility Plan Cost (MPCa) of **\$307,037,550** and a Person Miles of Capacity increase (PMCi) of **833,052**, the calculated Person Miles of Capacity PMC rate (PMCr) is **\$368.57** (**Table 9**). The PMCr will be multiplied by the Person Travel Demand per land use on the Mobility Fee schedule to calculate the Mobility Fee rate per land use.

TABLE 9. PERSON MILES OF CAPACITY RATE (PMCr)

Planning Level Cost (PLC)	\$510,259,100
Anticipated Funding (AF)	\$203,221,550
Attributable Planning Level Cost (PLCa)	\$307,037,550
Existing Conditions Evaluation Factor (ECEf)	1.00
New Growth Evaluation Factor (NGEf)	1.00
Assignable Mobility Plan Cost (MPCa)	\$307,037,550
Increase in Person Miles of Capacity (PMCi)	833,052
Person Miles of Capacity Rate (PMCr)	\$368.57

Source: Roads & Intersection Plan (**Appendix G**). Off-Street Multimodal Plan (**Appendix H**). On-Street Multimodal Plan (**Appendix I**). Transit Plan (**Appendix J**). The Planning Level Cost (PLC) of mobility projects per **Table 6**. The Anticipated Funding is obtained from **Table 7**. The Existing Conditions Evaluation factor (ECEf) is obtained from **Table 5**. The New Growth Evaluation factor (NGEf) is obtained from **Table 8**. Per Miles of Capacity increase (PMCi) per **Table 6**. The Person Miles of Capacity Rate (PMCr) was determined per **Figure 8**.



PERSON TRAVEL DEMAND PER USE (PTDU)

The second component for calculating a Mobility Fee for land uses in the Mobility Fee schedule is the calculation of person travel demand (PTD) for each use. The factors utilized in the calculation of person travel demand (PTD) for each use are the principal means to achieve the “rough proportionality” test established by the courts and Florida Statute 163.31801.

Trip Generation

Trip generation rates are based on daily trip information published in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th edition*. The detail for the daily trip generation rates for each land use is included in **Appendix K**. For uses where daily trips are not provided or there are only a few samples, the AM and PM Peak hours of adjacent street traffic were averaged and divided by a peak-to-daily ratio to derive daily trips.

The Mobility Fee schedule requires that trip generation rates for non-residential uses be based on multiple land uses. The trip generation for Mobility Fee schedule land uses such as Community Serving, Long Term Care, and Overnight Lodging are based on weighted AM and PM trip generation data to develop the daily trip generation rates. Additional detail is provided in **Appendix K**.

The simplest way to calculate the daily trip generation rate for a use, where trip generation is based on multiple trip generation rates, would be to simply average the trip rates. The issue with a simple average is that the ITE Manual may only have one (1) or two (2) studies for a given land use and 50 studies for another use. Generally, the greater the number of studies, the more accurate the trip generation rate is for a given use. To ensure that a trip generation rate based on one (1) study does not have the same weight as a trip generation rate based on 30 studies, a weighted trip generation rate is calculated for each Land Use where daily trips are based on more than one ITE land use code.

% New Trips

The percentage of new trips is based on a combination of the various pass-by analyses provided in ITE's Trip Generation Handbook, 3rd edition and various traffic studies conducted throughout Florida. The percentage of new trips differs slightly from the commonly used pass-by trip term as it is the percentage difference in trips after pass-by trips are deducted. While ITE's Trip Generation Handbook does not recognize pass-by rates for uses other than retail, pass-by rates are utilized for uses such as medical offices, day care, entertainment, and recreation use to reflect how people move about the community. The detail for the % new trips is included in **Appendix L**. The concept is better understood based on the following example:

$$(10 \text{ trips} \times (100\% - 30\% \text{ pass-by rate})) = 7 \text{ trips or } 70\% \text{ new trips}.$$



Vehicle Trip Length (VTI)

The vehicle trip length (VTI) is used to calculate the vehicle miles of travel for land uses in the mobility fee schedule. Vehicle trip lengths are based on the 2022 National Household Travel Survey (NHTS). The NHTS vehicle trip length data is based on travel surveys collected for the South Atlantic Region of the U.S., which includes Florida.

The travel surveys are from metropolitan statistical areas with a population of more than 1,000,000 people without heavy rail service, which includes the northern portions of Palm Beach County (**Appendix M**). Vehicle trip lengths vary by trip purpose. Several trip purposes have been combined to more accurately reflect trip characteristics of the uses established in the Mobility Fee schedule.

The travel survey data utilized are for trips of 10.0 miles or less. The U.S. Department of Transportation has been evaluating household trip length data for all counties in the U.S. The trip length data measures population staying at home, population making trips, trips of 5 miles or less, 5 to 10 miles, and varying trip lengths greater than 10 miles. The data has been collected monthly since 2019. Within Palm Beach County, more than 65% of all household trips are less 5 miles or less and 81% of all household trips are 10 miles or less (**Appendix N**). Trips over 10 miles in length would primarily be using limited access roads such as the Florida Turnpike and Interstate 95.

Limited Access Evaluation Factor (LAEf)

Travel on the Florida Turnpike and Interstate 95, which are limited access facilities, is excluded from mobility fee calculations as limited access facilities are funded through either toll revenues or the federal government in coordination with FDOT. To ensure new development is not charged for travel on limited access facilities, a limited access factor has been developed. Typically, the limited access factor is based on travel on the Interstate system within City limits.

Given that both the Florida Turnpike and I-95 travel through Palm Beach Gardens and carry high volumes of traffic, additional analysis was required. To better account for travel on limited access facilities, the volumes on the Florida Turnpike and I-95 at the northern and southern limits of the City were evaluated. The traffic counts were obtained from FDOT and reflected 2023 traffic. The 2023 daily counts were grown to reflect 2025 traffic projections based on a 1.0% annual growth rate per the latest Southeast Florida Regional Planning Model (**Appendix D**). The first step in the evaluation was to determine the difference in 2025 daily traffic through the City on both limited access facilities (**Table 10**).

TABLE 10. LIMITED ACCESS DAILY TRAFFIC

Limited Access Facility & Location	2025 Daily Traffic
Florida Turnpike south of Jog Road	76,610
Florida Turnpike north of PGA Blvd	58,960
Difference in Florida Turnpike Daily Traffic	17,650
Interstate 95 south of Northlake Blvd	179,540
Interstate 95 north of Donald Ross Rd	130,060
Difference in Interstate 95 Daily Traffic	49,480
<i>Source: Traffic Characteristics Data (Appendix D).</i>	

The second step was to determine the reasonable share of travel on limited access facilities attributable to Palm Beach Gardens. In order to determine that attributable travel, the distance was calculated on both limited access facilities between the first interchange north and south of the City. That distance was then multiplied by the difference in daily traffic for limited access facilities to determine the attributable limited access facility travel (**Table 11**).

TABLE 11. ATTRIBUTABLE LIMITED ACCESS TRAVEL

Florida Turnpike: Indiantown Road to Okeechobee Blvd	Variables
Interchange Distance in Miles:	15.60
Difference in Daily Traffic	17,650
Attributable Daily Traffic	275,340
Interstate 95: Indiantown Road to Blue Heron Blvd	Variables
Interchange Distance in Miles:	11.23
Difference in Daily Traffic	49,480
Attributable Daily Traffic	555,660
Attributable Limited Access Travel	831,000
<i>Source: Traffic Characteristics Data (Appendix D).</i>	



Utilizing the full regional travel on limited access facilities in relation to overall travel would result in over 50% of all travel occurring on limited access facilities. A fair share of travel on a daily basis does use Interstate 95 for intercity trips, as there are three (3) full interchanges and one partial interchange in the City. With the proposed full interchange at Central Blvd, use of Interstate 95 for intercity travel may increase in the future and should be accounted for in future updates.

The use of the Florida Turnpike for intercity travel is more limited as the PGA Blvd Interchange is the primary means of access to the Florida Turnpike. The configuration of the Turnpike access onto Jog Road is intended to serve more regional trips. The reconstruction of the interchange could change utilization and should be accounted for in future mobility fee updates. Beyond city limits, the next interchanges are Indiantown Road to the north and Okeechobee Blvd to the south, both of which are more than three (3) miles from City limits.

There are major improvements that are already programmed for both the Florida Turnpike and Interstate 95 within the City. A more detailed analyses of limited access travel to and from the City may be necessary for the next mobility fee update, depending on the status of the improvements. The LAEf is used in the calculation of PTDu (**Appendix L**). The following is the calculation for the limited access evaluation factor (LAEf) of **0.718** to account for the roughly 28% of travel occurring on limited access facilities (**Table 12**):

Limited Access VMT + Arterial & Collector Roads VMT = Total VMT

Arterial & Collector Roads VMT divided by Total VMT = Limited Access Evaluation factor

831,000 + 2,118,970 = 2,949,970; (2,118,970 / 2,949,970) = 0.718

TABLE 12. LIMITED ACCESS EVALUATION FACTOR (LAEf)

Functional Classification	2025 VMT
Limited Access VMT	831,000
Arterial & Collector Roads VMT	2,118,970
Total VMT	2,949,970
Limited Access Evaluation Factor (LAEf)	0.718

*Source: The arterial and collector VMT per **Table 5**. Limited access VMT data per **Table 11**. The limited access evaluation factor is calculated based on the formula provided above **Table 12**.*



Origin Destination Factor (ODf)

Trip generation rates represent trip-ends at the site of a land use. Thus, a single origin trip from home to work counts as one trip-end for the residence and from work to the residence as one trip-end, for a total of two trip ends. This distributes the impact of travel between origins and destinations of trips based on the overall share of travel by trip purpose. The application of the origin and destination factor (ODf) eliminates double charging new development for the same trip. The ODF is used in the calculation of PTDu ([Appendix L](#)).

Vehicle Miles of Travel (VMT)

The vehicle miles of travel are calculated based on trip generation, percent new trips, vehicle trip length, the limited access evaluation factor, and the origin and destination factor ([Appendix L](#)). The vehicle miles of travel (VMT) for land uses in the mobility fee schedule are then converted into person travel demand (PTD) based on the person miles of travel (PMT) factor.

Person Miles of Travel Factor (PMTf)

The person miles of travel factor (PMTf) are used to convert the vehicle miles of travel (VMT) to person travel demand (PTD) for land uses in the mobility fee schedule. The PMTf allows for the conversion of vehicle travel to person travel by accounting for people walking, bicycling, riding transit, and for vehicle occupancy. The person miles of travel factor (PMTf) are based on the are based on the 2022 National Household Travel Survey (NHTS). The NHTS vehicle trip length data is based on travel surveys collected for the South Atlantic Region of the U.S., which includes Florida.

The travel surveys are from metropolitan statistical areas with a population of more than 1,000,000 people with-out heavy rail service, which includes the northern portions of Palm Beach County ([Appendix M](#)). The person miles of travel factor (PMTf) vary by trip purpose. Several trip purposes have been combined to more accurately reflect trip characteristics of the uses established in the Mobility Fee schedule. The assigned PMTf per land use are established in [Appendix L](#).

Person Travel Demand per Land Use (PTDu)

The result of multiplying vehicle miles of travel (VMT) by the person miles of travel factor (PMTf) is the establishment of a Person Travel Demand per land use (PTDu) ([Appendix L](#)). The PTD per land use reflects projected person travel during an average weekday for the various land uses in the Mobility Fee schedule. The calculation for Person Travel Demand (PTD) is illustrated in [Figure 9](#):

FIGURE 9. PERSON TRAVEL DEMAND PER USE (PTDu)

Person Travel Demand per use (PTDu)

$$VMTu = (((TG \times \% \text{ NEW}) \times VTL) \times LAEf) \times ODf$$

$$PTDu = (VMTu \times PMTfu)$$

Where:

- VMTu = Vehicle Miles of Travel per use (Appendix L)
- TG = Trip Generation (Appendix K)
- %NEW = Percent of Trips that are Primary Trips (Appendix L)
- VTL = Vehicle Trip Length by Trip Purpose (Appendix L)
- LAEf = Limited Access Evaluation factor of 0.718 (Table 12)
- ODf = Origin and Destination Factor of 0.50 (Appendix L)
- PTDu = Person Travel Demand per use (Appendix L)
- PMTfu = Person Miles Travel factor per use (Appendix L)

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The following is an example of the calculation of the Person Travel Demand (PTD) for a single-family detached residential land use per 1,000 sq. ft. (**Appendix L**).

Trip Generation (TG): 3.10

% New Trips (%NT): 1.00

Vehicle Trip Length (VTL): 4.53

Limited Access Adjustment factor (LAEF): 0.718

Origin & Destination Factor (ODf): 0.50

Vehicle Miles of Travel (VMT): 5.04

Person Miles of Travel factor (PMTF): 1.54

Person Travel Demand (PTD): 7.76

$$(((TG \times \% \text{ NT}) \times VTL) \times LAEf) \times ODf = VMT; (VMT \times PMTf) = PTDu$$

$$(((3.10 \times 1.00) \times 4.53) \times 0.718) \times 0.50 = 5.04; (5.04 \times 1.54) = 7.76$$



MOBILITY FEE ASSESSMENT AREA

There are two kinds of geographic areas in mobility fee systems: assessment areas and benefit districts. Assessment areas are based on either a physical location, such as a downtown, or a type of development pattern, such as a traditional neighborhood development (TND).

New development within the City only pays the mobility fee rate applicable to the Assessment Area in which the new development is located. A benefit district is a geographic location within which mobility fees collected are earmarked for expenditure as required by the “**benefits**” test of the dual rational nexus test.

The establishment of different assessment areas is done in recognition 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. Multiple assessment areas are established for mobility fees to reflect differences due to internal capture or external distribution of trips.

The mobility fee features a single Assessment Area for the City (**Map A**). Thus, all new development within the Assessment Area will pay the same mobility fee rate per the applicable land use and unit of measure. In the future, the City could elect to adopt Assessment Areas that vary either by location or mobility projects.

As part of the next update, the City should further evaluate varying assessment areas within the City. New technology may make real time travel data more accessible and financially viable for evaluation of existing travel demand. As the western portion of the City continues to develop and as roadway widenings, such as Northlake Blvd, and extensions such as Coconut Blvd, are completed, a more detailed analysis of trips and trip patterns should be undertaken to determine if a western assessment area is warranted.

If Brightline or TRI-Rail construct a rail station within the Transit Oriented Development (TOD) overlay, the City should consider a TOD specific assessment area. The assessment area would reflect the increased regional accessibility available via the rail service and the potential for a greater number of trips made by walking, bicycling, and transit circulators and the potential for creation of a park once environment. This area of the City is becoming increasingly urbanized and may feature different trip characteristics that should be further evaluated as part of the next update of the Citywide Mobility Plan and Mobility Fee.

CITYWIDE MOBILITY FEE SCHEDULE

To ensure the rough proportionality test is addressed, the person travel demand of individual land uses is used to calculate the mobility fee rate per use (MFru) in the mobility fee schedule (**Appendix O**). The mobility fee rate is based on the person travel demand for each use (PTDu) listed on the mobility fee schedule multiplied by the person miles of capacity rate (PMCr).

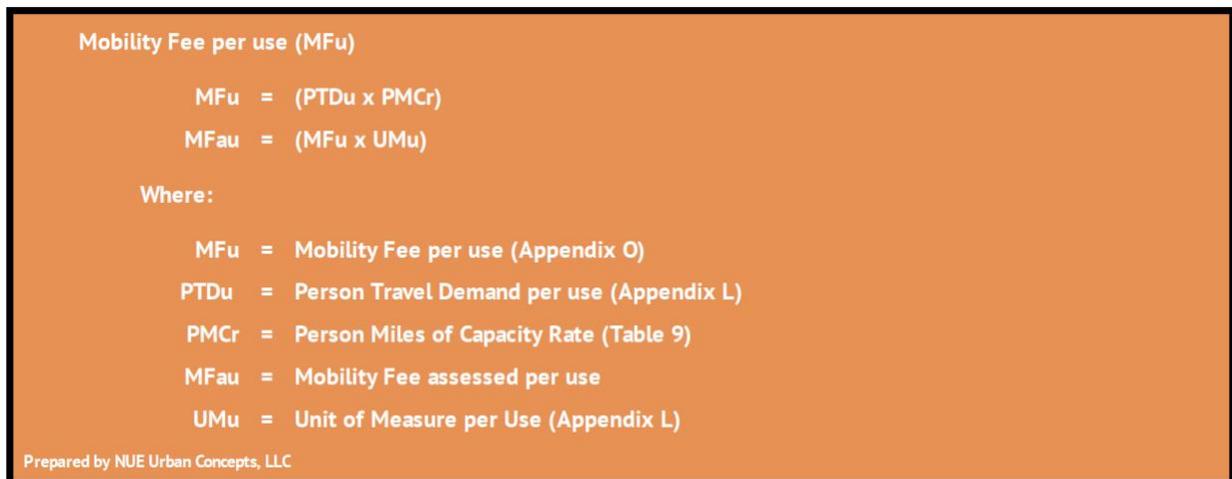
The calculated person travel demand for each use (PTDu) represents the full person travel demand impact of that land use within the Mobility Study Area (**Appendix L**). The mobility fee rate per use (MFru) has been developed to fund the Citywide Mobility Plan projects needed on City, County, and State Roads to address growth in future travel demand. Payment of the mobility fee based on land uses in the mobility fee schedule allows new development to equitably mitigate its impact to the City’s transportation system.

The mobility fee schedule provides fee rates on a per 1,000 square foot or applicable unit of measure basis (**Appendix O**). New development is assessed a mobility fee per use (MFau) at the time of building permit application on a per square foot basis or applicable unit of measure. The calculations for determining the mobility Fee are illustrated in **Figure 10**. The following is an example of the mobility fee calculation for a 2,750 sq. ft. single-family detached residential dwelling where the unit of measure (UM) is per 1,000 sq. ft.:

$$(PTDu \times PMCr) = MFru; \text{Sq. Ft. (sf)} / 1,000 = UMu; MFru \times UMu = MFau$$

$$(7.76 \times \$368.57) = \$2,862; (2,750 / 1,000) = 2.75; (2.75 \times \$2,806) = \$7,869$$

FIGURE 10. MOBILITY FEE CALCULATION





CITYWIDE MOBILITY FEE UPDATE

The existing Palm Beach Gardens mobility fee was developed in 2019. The existing mobility fee, which is assessed east of the Beeline Highway, and the existing road impact fee, which is assessed west of the Beeline Highway, utilize the same land use schedules (**Appendix P**). In 2023, NUE Urban Concepts updated Palm Beach Gardens Police, Fire, Public Facility, and Park Impact Fees. The update included a significant streamlining of the land use schedule for impact fees.

The Citywide mobility fee will utilize the same land use schedule as the City's recently updated impact fees. This section details the changes in the existing mobility fee and road impact fee land use schedule as part of the Citywide mobility fee land use schedule. The only new land use is the addition of a retail drive-thru category to capture an increasing market trend of retail uses adding various drive-thru services.

Residential Dwellings

The most significant transition from the existing mobility fees and road impact fees to the Citywide mobility fees relates to residential land uses. Single-family detached residential uses are currently assessed per dwelling unit under the following three (3) square footage tiers:

- Less than 1,500 sq. ft.
- 1,500 to 2,499 sq. ft.
- 2,500 sq. ft. or more

Mobile homes are classified as separate land uses on the impact fee schedules and assessed on a per dwelling unit basis. Mobile homes will be included under single-family detached. Under the mobility fee schedule, there is a single-family detached land use that includes single-family detached and mobile homes per 1,000 sq. ft. The maximum square footage threshold for assessments of single-family detached land-uses will be 9,500 sq. ft. per dwelling unit.

Single-family attached and multifamily uses are currently assessed per dwelling unit under the following two (2) square footage tiers:

- Less than 1,000 sq. ft.
- 1,000 sq. ft. or more

Single-family residential attached dwelling units and multi-family residential dwelling units will be separated into their own land use categories. The types of residential uses and the maximum threshold for assessments will be different for single-family attached and multi-family land uses.



Single-family residential attached dwelling units will include condos, duplexes, townhomes, and villas, and will be assessed on a per 1,000 sq. ft. basis per dwelling unit. The maximum square footage threshold for assessments of single-family attached land-uses will be 4,500 sq. ft. per dwelling unit. Multi-family residential land uses include apartments and residential buildings with three (3) or more attached dwelling units that are for rent and under common ownership per building. The maximum square footage threshold for assessments of single-family attached land-uses will be 2,500 sq. ft. per dwelling unit.

The updated mobility fees reflect actual real time residential development patterns and household sizes that have been built within Palm Beach Gardens since 2000. The updated mobility fees transition away from tiered square footages towards a rate per square foot based on the type of residential use. A detailed analysis showing the relationship between bedrooms and square footage of residential uses was provided as part of the impact fee update and is included in this Technical Report (**Appendix Q**). The maximum thresholds for residential land uses reflect that typical square footages of residential uses constructed in the City since 2000 are substantially larger than the current square footage tiers in the current mobility fee and impact fee schedules. Residential land uses in the City have been assessed impact fees based on these updated residential categories and maximum square footage thresholds for over a year.

The mobility fee is calculated so that a 600 sq. ft. tiny home pays for 600 sq. ft., a 1,600 sq. ft. townhome pays for 1,600 sq. ft., and a 2,000 sq. ft. single-family detached dwelling pays for 2,000 sq. ft. There is a direct correlation between the habitable square footage of a single-family dwelling unit and the assessed mobility fee.

The mobility fee for multi-family residential uses is calculated in a similar manner such that an apartment, a tri-plex or a quadraplex all pay the same rate per habitable square foot. Thus, a studio which is 500 sq. ft. pays for 500 sq. ft., whereas, a three bedroom, 1,400 sq. ft. apartment would pay for 1,400 sq. ft. The square footage thresholds for single-family and multi-family uses excludes parking structures and garages.

An analysis of data from the American Community Survey for Palm Beach Gardens illustrates that there is a strong correlation between the number of bedrooms and the number of vehicles per household; this applies equally to owner occupied units and rental units (**Appendix R**). Data from the 2022 National Household Survey illustrates that as the number of vehicles increases, so does household size and vehicle miles of travel per household (**Appendix S**). Thus, similar to the trip generation rates for non-residential land uses, as the size of a dwelling unit increases, so does the number of associated vehicle trips.



Overnight Lodging per room

Hotels, which previously fell under non-residential uses are included under Residential and Lodging Uses and will continue to be assessed per room. Overnight lodging includes motels, hotels, inns, and resorts. Non-residential square footage leased to a third party for commercial or office purposes not affiliated with the Overnight lodging.

Affordable or Workforce Housing

The Mobility Fee schedule does not feature a calculated Mobility Fee rate for affordable or workforce housing. The City of Palm Beach Gardens per Florida Statute Section 163.31801 (11) could elect to waive mobility fees for affordable housing consistent with the requirements of Florida Statute Section 420.9071.

Institutional Uses

The current mobility fee and road impact fee schedule only identifies churches and synagogues as community serving uses and leaves civic and community uses such as clubs, lodges, galleries, non-profits, performing arts venues, and other places of assembly open to being classified as either office or retail uses, with higher impact fees. The mobility fee schedule establishes a new Community Serving land use that includes all these uses. The land use includes a broad place of worship description, versus limited types of religious buildings associated with a specific religion featured on the current impact fee schedules, in keeping with the Religious Land Use and Institutionalization Persons Act (RLUIPA). Community serving uses include civic uses, museums, performing arts venues, and places of assembly, such as clubs and lodges.

Congregate care facilities are currently classified as separate land uses on the mobility fee and road impact fee schedules and assessed on a per dwelling unit basis. Assisted living facilities are assessed per bed and nursing homes are assessed per 1,000 sq. ft. Congregate care facilities assisted living facilities, and nursing homes have been combined into a Long-Term Care land use classification and will now be included under Institutional Uses, with mobility fees assessed on a square foot basis.

The mobility fee and road impact fee schedule have separate land uses per student for private elementary, middle, and high schools and day cares per 1,000 sq. ft. The mobility fee combines day care, pre-kindergarten, and kindergarten thru 12th grade into a new Private Education per 1,000 sq. ft. land use. Charter and public schools are exempt from impact fees per Florida Statute.

Industrial Uses

The current impact fee schedule has separate land uses for warehouses and mini warehouses. Due to similarities travel characteristics, these two (2) uses are now combined into one (1) Commercial Storage land use as part of the update of the impact fees.



The mobility fee schedule features two industrial use category. The industrial category includes general industrial uses such as assembly, manufacturing, and trades. The commercial storage category includes uses such as mini-warehouses, outdoor storage, and warehouses.

Recreational Uses

The current mobility fee and road impact fee schedule includes four (4) recreational uses that leave substantial room for interpretation and assessment of potentially higher retail fees. The uses are also not indicative of the types of recreational uses now being developed.

The mobility fee schedule includes three recreational use classifications: (1) marina; (2) outdoor commercial recreation; and (3) indoor commercial recreation. The term commercial denotes that a person needs to pay to use the recreational facility either through a one-time monetary transaction or on a membership or pass basis.

A marina may include wet berths and dry slips, as well as ancillary maintenance, repair and fueling facilities, and small retail operations. Recreation, retail, and restaurant uses that are accessible and open to the public (i.e., they are not storing a boat) would pay a mobility fee per the applicable rate and unit of measure.

Outdoor recreation and entertainment uses consist of uses such as golf courses, tennis courts, and multipurpose recreation facilities, and the mobility fee is based on the number of acres. A separate indoor recreation and entertainment category is included and is based on a rate per sq. ft. for indoor uses such as gyms, health clubs, yoga, and dance studios.

Office Uses

The mobility fee and road impact fee schedule include five (5) different office use tiers, two (2) university tiers, and a separate hospital land use. The mobility schedule combines these into either: office 100,000 sq. ft. or less or office greater than 100,000 sq. ft. Hospitals and higher education would fall under either of the two office uses based on square footage.

The current impact fee schedule includes two (2) different medical office uses and a separate animal hospital / veterinary clinic. Due to similarities travel characteristics, these three (3) uses are now combined into one (1) Medical Office land use on the mobility fee schedule. Medical uses include clinics, dentist, medical doctors, and veterinary offices. Medical uses are separated from general office uses as they generate two to three times the number of trips as a non-medical office use.



Retail Land Uses

The current mobility fee and road impact fee schedule currently has 21 separate retail land uses. The updated impact fee schedule has a total of five (5) different land uses. The updated retail uses are combined into the following five (5) defined land uses with similar travel characteristics: (1) retail; (2) grocery & liquor store; (3) convenience store; (4) sit-down restaurant; and (5) quick service restaurant.

Retail land uses would include retail uses not otherwise specified on the mobility fee schedule and generating fewer than 125 daily trips. Retail uses would include auto sales, banks, personal and business services, variety stores, wholesale clubs, pharmacies, and most big box land uses such as superstores or home improvement stores.

Grocery and liquor stores would include supermarkets, grocery stores, package stores, and wine and spirit stores. These land uses tend to generate between 100 and 125 daily trips. Grocery stores tend to be anchor tenants for shopping centers and draw more traffic. Convenience stores often feature vehicle fueling. However, there may be instances where convenience stores are free standing. These land uses tend to generate over 300 daily trips per square foot.

Sit down restaurants are those where there is table service and patrons typically eat meals at the restaurant at tables or outdoor seating. This category would also include drinking establishments such as a bar or tap room for a brewery or a distillery. Sit down restaurants tend to generate around 100 to 125 trips per 1,000 sq. ft. Quick service restaurants are also referred to as fast food. These uses typically feature drive-thru's and meals or beverages are typically ordered as a drive-thru or at a counter. These restaurants tend to generate more than 250 trips per 1,000 square feet. Quick service restaurants may also be designed only to accommodate deliveries via third party services such as Uber Eats or Door Dash.

Non-Residential Uses

The Mobility Fee schedule has six non-residential uses where the mobility fee is based on a unit of measure other than per 1,000 sq. ft. These uses include: (1) financial service drive-thru; (2) motor vehicle and boat cleaning; (3) motor vehicle fueling; (4) motor vehicle service; (5) quick service drive-thru; and (6) retail drive-thru. These land uses reflect higher levels of travel demand that necessitate assessing additive mobility fees. As more land uses downsize, a mobility fee based solely on building square footage does not fully capture the travel demand impact of certain high travel demand uses. Land uses with a bank drive-thru, quick service restaurant drive-thru, car wash, vehicle fueling, or retail drive-thru will be assessed the applicable mobility fee rate for any retail building, along with the applicable mobility fee for the high impact use.



Non-Residential Use: Financial institutions per drive-thru or free-standing ATM

Some financial institutions, especially Credit Unions, are increasing their brick-and-mortar presence to attract additional customers. Other banks are eliminating branches entirely and just offering drive-thru or walk-up free-standing ATMs. For banks with drive-thru lanes, an additional mobility fee is assessed per drive-thru lane. A mobility fee is also assessed for any free-standing walk-up ATMs or ATMs accessed via drive-thru lanes.

Non-Residential Use: Motor vehicle & boat cleaning per lane, stall, bay & per 5 finishing stations

Uses with a car wash shall be required to pay a mobility fee per lane, stall, or bay for the use, plus any mobility fee associated with any building space that are not captured as part of a lane, stall, or bay. The uses would also pay per five (5) finishing stations, such as detailing, drying, vacuuming, or waxing. Any structure solely for maintenance or supply purposes that does not include spaces for personnel would not be required to pay a mobility fee for the structure.

Non-Residential Use: Motor vehicle charging or fueling per position

Convenience uses have primarily been uses with motor vehicle fueling. Increasingly superstores, supermarkets, variety stores, and wholesale clubs have started to add vehicle fueling. The additive mobility fees will be assessed to any use that offers commercial vehicle charging and fueling and is accessible to the public or through a membership club.

The mobility fee is assessed per commercial charging station or fueling position. If electric charging is provided as an accessory use, such as at a multi-family residential complex for residents or a retail center for customers and not a commercial or principal use of property, then additive mobility fees would not be assessed for the EV charging stations.

Non-Residential Use: Motor vehicle service per bay or stall

Uses with auto or boat repair or services shall be required to pay a mobility fee per bay or stall, plus any mobility fee associated with any building space that are not captured as part of a lane, stall, or bay. These uses would include repair or service, quick lube, tire stores, as well as any accessories or modifications.

Non-Residential Use: Quick service restaurant per drive-thru

Fast food 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, an additive fee has been calculated per fast food drive-thru lane to capture the impact of fast food uses that offer one or more drive-thru lanes.



Some fast food uses are migrating to walk-up ordering, outdoor seating only, with two drive-thru lanes and one delivery pick-up lane, further increasing travel demand. This impact is not captured by simply evaluating the building. The fast food space will continue to evolve to accommodate more vehicles as quickly as can be served.

Non-Residential Use: Retail drive-thru (New Land Use Category)

Covid ushered in ways for retail uses to still serve customers by bringing orders to their vehicles while stores were closed to customers. These retail uses have started to evolve to include drive-thru lanes to pick-up mobile or online orders. Increasingly grocery stores are starting to include a pharmacy drive-thru lane in newer stores.

Most stand-alone pharmacies provide a drive-thru lane. Further, uses such as dry cleaners have also provided drive-thru and pick-up lanes. As more customers place mobile or order on-line orders, retail uses will continue to accommodate either customers picking up orders from the vehicle or have a third-party service provider pick-up items and deliver them to the customer.

Large scale superstores have also been adding in drive-thru lanes for on-line and mobile orders. This trend will continue as more retailers attempt to serve both traditional customers and fulfill on-line orders for pick-up by either the person placing the order or increasingly third party delivery services that pick-up the order and deliver it to customers. The retail landscape is changing rapidly, and like quick service restaurants, enhanced and quicker access for motor vehicles and smaller footprint stores or the retrofit of existing retail spaces with drive-thru facilities will become more prevalent.

Additive Mobility Fee Examples:

The following are examples for a 1,500 sq. ft. quick service restaurant (QSR) with two drive-thru lanes and a 4,500 sq. ft. convenience store with 12 fueling positions (**Appendix O**):

- QSR: $1,500 / 1,000 = 1.5$; $1.5 \times \$65,950 = \$98,926$
- QSR Drive-Thru Lanes: $2.0 \times \$94,407 = \$188,814$
- QSR Mobility Fee: $\$98,926 + \$188,814 = \$287,739$

- Convenience Store: $4,500 / 1,000 = 4.5$; $4.5 \times \$67,446 = \$303,506$
- 12 fueling positions: $12.0 \times \$21,258 = \$255,101$
- Convenience Store with Gas: $\$303,506 + \$255,101 = \$558,607$



MOBILITY FEE COMPARISON

The updated mobility fee schedule, which is based on data specific to Palm Beach Gardens, has been streamlined, simplified, and reflects current market trends. The mobility fee schedule will also be consistent with the City's impact fee schedules. The only difference is the additional of a retail drive-thru land use category under additive mobility fees.

Due to changes in the unit of measure for residential, institutional, and recreational uses, existing mobility fee and road impact fee comparisons to the Citywide mobility fee are similar to comparing apples to oranges, they are not the same other than being a fruit or in the case of impact fees, a use of land. The percent change in Citywide mobility fees versus existing mobility fees and road impact fees will be detailed further under the extraordinary circumstances section of this Technical Report.

East of Beeline Hwy: updated City mobility fee versus existing City mobility fee

The first comparison is between the updated mobility fee and the existing mobility fee for areas of the City east of the Beeline Highway (**Appendix T**). The most comparable residential and non-residential land uses were utilized in the analysis. Since residential updated mobility fees are illustrated on a per 1,000 sq. ft. basis and the existing mobility fees are assessed based on tiers, examples for single-family detached, single-family attached, and multi-family residential uses were included in the comparison.

For private education, the existing mobility fee is per student and the updated mobility fee is per 1,000 sq. ft. The comparison includes an equivalency based on five (5) students per 1,000 sq. ft. Outdoor commercial recreation uses vary on the existing mobility fee schedule. The updated mobility fee for outdoor recreation is calculated on a per acre basis. The comparison includes an equivalency based on two (2) tennis courts per acre.

There are four (4) non-residential land uses where there is not a comparable land uses for which a comparison could be undertaken. These uses include marina's, financial service drive-thru lanes, quick service restaurant drive-thru lanes, and retail drive-thru lanes. These land uses do not include an existing mobility fee in the comparative analysis.

For single-family detached and attached residential land uses, the per 1,000 sq. ft. mobility fee rate is lower than the existing mobility fees. However, the examples provided are higher than existing rates. The mobility fee for multi-family residential uses is higher on both a per 1,000 sq. ft. basis and in the example included in the comparison. For all non-residential land uses, the updated mobility fee is higher than the existing mobility fee. The comparison includes the percentage difference between the updated mobility fee and the existing mobility fee.



West of Beeline Hwy: updated City mobility fee versus existing City & County road impact fee

The second comparison is between the updated mobility fee and the existing City road impact fee and County road impact fee assessed west of the Beeline Highway (**Appendix U**). The most comparable residential and non-residential land uses were utilized in the analysis. However, some of the difference in fees between the three fee schedules is because the land uses and units of measure are not the same. The updated mobility fee schedule contains 26 different mobility fee rates. The existing City road impact fee has 54 different rates, double the number of mobility fee rates. The existing County road impact fee has 49 different rates, almost double the number of mobility fee rates.

The existing City road impact fee features three tiers for single-family detached dwelling units and two tiers for single-family attached and multi-family residential uses. The County residential road impact fee is not tiered, it provides a uniform rate based on the type of residential land use. The County has a single rate for single family detached, multi-family three floors or less, and multi-family four or more floors. Since updated residential mobility fees are calculated per 1,000 sq. ft. and the existing City road impact fees are assessed based on tiers, and the County road impact fees are uniform rates per type of dwelling, examples for each are included in the comparison.

The City road impact fee has three different types of long term care land uses, with congregate care based on dwellings, assisted living based on beds, and nursing homes based on per 1,000 sq. ft. The County road impact fee calculates assisted living fees based on number of dwellings and nursing homes based on number of beds. An example has been provided in the comparison that is based on two beds as a rough equivalency to 1,000 square feet. The number of beds and units could vary between two and four per 1,000 sq. ft.

For private education, the existing City road impact fee and County road impact fee are per student for elementary, middle, and high school. The updated mobility fee is per 1,000 sq. ft. for private education. An example comparison has been provided based on the road impact fee rate for five (5) middle school students in order to get to an equivalent per 1,000 sq. ft. rate.

Outdoor commercial recreation uses vary on the existing City road impact fee schedule and County Road impact fee schedule. The updated mobility fee for outdoor recreation is calculated on a per acre basis. A comparison fee has been calculated based on two (2) tennis courts per acre.



There are four (4) non-residential land uses in the City road impact fee and the County road impact fee schedules where there is not a comparable land use for which a comparison could be undertaken. These uses include marina's, financial service drive-thru lanes, quick service restaurant drive-thru lanes, and retail drive-thru lanes. These land uses do not include an existing mobility fee in the comparative analysis.

For single-family detached and attached residential land uses, the per 1,000 sq. ft. mobility fee rate is lower than the existing mobility fees. However, the examples provided are higher than existing rates. The mobility fee for multi-family residential uses is higher on both a per 1,000 sq. ft. basis and in the example included in the comparison. There are several non-residential land uses where the updated mobility fee is higher than the combined City and County road impact fee. The comparison includes the percentage difference between the updated mobility fee and the existing City road impact fee and County road impact fee.

There are several non-residential land uses where the updated mobility fee is lower than the combined City and County road impact fee. The rate for outdoor recreation is lower in the comparative example using two tennis courts as an equivalency to one acre. The rate being higher or lower for a given outdoor recreational land use will depend on the specific use.

The County road impact fee for indoor recreational uses is disproportionately higher than the majority of its retail uses. The updated mobility fee rate is lower than the County road impact fee rate for indoor recreational uses. However, it is higher than the City's existing mobility fee rate. The updated mobility fee is still lower than all updated mobility fee rates for retail uses.

Given indoor recreational uses are typically a permitted land use within retail developments, having a rate that is higher than retail does not intuitively make sense. The difference between the updated City mobility fee and the County road impact fee is that the mobility fee calculation utilizes a percentage of new trips (aka pass-by) similar to retail uses; whereas, the County road impact fee does not make any adjustments for pass-by trips.

The updated mobility fee for medical office and sit-down restaurant land uses are 3% less than the combined impact fee rates for the City and County road impact fees (**Appendix U**). The updated mobility fee rate is higher for both land uses when compared to the existing mobility fee rate.



East of Beeline Hwy: updated mobility fee versus existing mobility fee & County road impact fee

The third comparison is between the updated mobility fee and the existing City mobility fee and County road impact fee east of the Beeline Highway (**Appendix V**). Prior to the effective date of HB 479, the City, based on a court order, was collecting the existing City mobility fee and County road impact fee for all development east of the Beeline Highway.

As of October 1st, 2024, the City stopped collecting the County road impact fee east of the Beeline Highway, as the existing mobility fee was developed consistent with the original alternative mobility funding system provisions of Florida Statute Section 163.3180, which were confirmed through the amendments adopted as part of HB 479. This comparison is being provided as the County, as of the writing of this Technical Report, portends that its Charter overrides Florida Statute related to transportation concurrency and road impact fees.

The most comparable residential and non-residential land uses were utilized in the analysis. However, some of the difference in fees between the three fee schedules is because the land uses and units of measure are not the same. The existing City mobility fee features three tiers for single-family detached dwelling units and two tiers for single-family attached and multi-family residential uses. The County residential road impact fee is not tiered, it provides a uniform rate based on the type of residential land use.

The County has a single rate for single family detached, multi-family three floors or less, and multi-family four or more floors. Since updated residential mobility fees are calculated per 1,000 sq. ft. and the existing City mobility fees are assessed based on tiers, and the County road impact fees are uniform rates per type of dwelling, examples are provided for each.

The City mobility fee has three different types of long term care land uses, with congregate care based on dwellings, assisted living based on beds, and nursing homes based on per 1,000 sq. ft. The County road impact fee calculates assisted living fees based on number of dwellings and nursing homes based on number of beds. An example has been provided in the comparison that is based on two beds as a rough equivalency to 1,000 square feet. The number of beds and units could vary between two and four per 1,000 sq. ft.

For private education, the existing City mobility fee and County road impact fee are per student for elementary, middle, and high school. The updated mobility fee is per 1,000 sq. ft. for private education. An example comparison has been provided based on the road impact fee rate for five (5) middle school students in order to get to an equivalent per 1,000 sq. ft. rate.



Outdoor commercial recreation uses vary on the existing City mobility fee schedule and County Road impact fee schedule. The updated mobility fee for outdoor recreation is calculated on a per acre basis. A comparison fee has been calculated based on two (2) tennis courts per acre.

There are four (4) non-residential land uses in the existing City mobility fee and the County road impact fee schedules where there is not a comparable land use for which a comparison could be undertaken. These uses include marina's, financial service drive-thru lanes, quick service restaurant drive-thru lanes, and retail drive-thru lanes. These land uses do not include an existing mobility fee in the comparative analysis.

For all residential land uses, the existing City mobility fee and County road impact fee are higher on both a per dwelling approach and for the examples provided per 1,000 sq. ft. basis. For the majority of non-residential land uses, the updated mobility fee is lower than the combined total of the existing mobility fee and the City road impact fee. The comparison includes the percentage difference between the updated mobility fee and the existing mobility fee.

The updated mobility fee for hotels, long term care, grocery and liquor stores, motor vehicle cleaning, and motor vehicle service are higher than the combined City and County road impact fee. These rates are higher due to difference in trip generation rates and travel characteristics that are utilized to calculate the mobility fee and impact fee rates.

The updated mobility fee is roughly 20% lower for office land uses compared to the combined City mobility fee and County road impact fee. The updated mobility fee is roughly 30% lower for retail land uses compared to the combined City mobility fee and County road impact fee.

The City will be pursuing a finding of extraordinary circumstances. A separate Study will be prepared to establish a finding of extraordinary circumstances. The difference between the updated mobility fee, the existing mobility fee, and the existing City and County road impact fees will be further evaluated as part of the Study. Future mobility fee updates should provide for a greater level of comparison between the adopted mobility fee and updated mobility fees as there will just be two schedules to compare, both of which would be plan based. Updates to trip generation and travel characteristics, such as trip length, for a given land use may result in differences in fees that are unrelated to the cost of updated mobility plan projects.



MOBILITY FEE BENEFIT DISTRICT

The benefit test of the dual rational nexus test requires that local governments establish defined areas or districts within which mobility fees collected are earmarked for expenditure. The geographic limits of the proposed Mobility Fee Benefit District include the current City limits, enclaves, and portions of adjacent municipalities and unincorporated Palm Beach County (**Map B**). The extension of a Mobility Fee Benefit District beyond current City limits was done in recognition that travel demand does not start or stop at City limits (**Map B**).

Having a Mobility Fee Benefit District that extends beyond the City limits ensures that the City can expend Mobility Fees on projects identified in the Mobility Plan outside the City limits that cross enclaves or terminate at logical endpoints. It also allows the City to address extra jurisdictional impacts and to work in a cooperative manner with adjacent municipalities, the County, and FDOT to partially fund mobility projects that would provide a mobility benefit to new development that pays the mobility fee. The extended boundaries also ensure the ability of the City to fund mobility projects across enclaves and in surrounding areas to provide for continuity and connectivity.

To advance mobility projects and to form public / private partnerships, the City may elect to establish a development specific mobility fee benefit district. A development specific benefit district would accommodate instances where new development advances mobility projects within a defined area. The benefit district could be a tool to collect mobility fees from various end users within a defined development and reimburse the new development that advanced the mobility project with mobility fees collected within the benefit district.

The benefit district could also include unaffiliated third party development activity within a defined area that would pay its mobility fee, and the City would reimburse the development that provided a mobility benefit outside of the limits of its development boundary. Any development specific benefit district would be established through a developer agreement between the City and the new development. The agreement would address the limits of the district and any development specific collection of mobility fees, utilization of credit, or reimbursement to the developer.

The City will be required to expand the existing mobility fee special revenue fund to account for the Citywide assessment of mobility fees for new development. Special revenue fund accounts ensure that mobility fees are expended within the Benefit District and are appropriately accounted for to address annual State mandated audit requirements for Mobility Fee collections and expenditures. The City would maintain the existing road impact fee special fund west of the Beeline Highway until such time as all funds are expended. Once the collected road impact fees are expended, the road impact fee special fund could be sunsetted.



DEFINITIONS

Any defined term in this Technical Report does not supersede definitions in the City's Comprehensive Plan or Land Development Regulations for non-mobility fee related purposes.

Amenities and Ancillary Uses means buildings, structures, and lands with a clubhouse, meeting spaces, laundry facilities, guard houses, fields, courts, indoor or outdoor recreation uses, garages, parking structures, barns, sheds, landscape maintenance facilities that do not generate additional person travel demand, are not open to the public, are not a commercial use. These amenities are generally associated with residential developments and overnight lodging. These uses are not assessed a mobility fee unless they are open to the public and charge for use either through cash or electronic payment or through membership or club dues.

Assessment Area means a geographic area of the City or a specific development pattern where mobility fees are assessed on new development.

Benefit District means areas a geographic area of the City where mobility fees paid by new development are expended on Mobility Plan projects.

Capacity means 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.

Commercial and Retail Uses means those commercial activities which provide for sale, lease, or rent of goods, products, services, vehicles, or accommodations for use by 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 means facilities or acreage in which one 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.



Community Serving means those uses that are operated by non-profit civic organizations, governmental entities, foundations, or fraternal organizations, 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 may be offered for ancillary fundraising and sales to support the community serving use.

Convenience Store means a use that sells convenience goods and products as further defined in the ITE Trip Generation Manual for Land Use Codes 851, 944, 945, and 950. Convenience store uses with motor vehicle charging or fueling shall be assessed an additive impact fee per charging or fueling position. Convenience store uses with third party restaurants shall be assessed mobility fees for the areas for quick service restaurants and based on those applicable rates for the defined areas. Uses with quick service drive-thru lanes shall also be assessed impact fees per drive-thru. Uses with motor vehicle cleaning shall be assessed impact fees for the motor vehicle cleaning units of measure.

Financial Service Drive-Thru Lane or Free-Standing ATM means any bank, financial institution, credit union, with a 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). An ATM inside or attached to a building that has a use open to the public or end user is not assessed a separate fee as a stand-alone ATM. This use also includes free standing bank drive-thru lanes and freestanding walk-up or drive-thru ATM machines. 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. Free-standing ATM's may be either walk-up or feature drive-thru lanes.

Grocery and Liquor Store means grocery stores, supermarkets, superstores, variety stores, package stores, liquor, or alcohol for off-site consumption, where 50% or more of the gross square footage of the use is for the sale of edible or drinkable goods. These uses may offer other goods, products, and services such as on-site consumption of food or beverages, pharmacies, cleaning and household supplies, pharmacies, and other personal services.

Impact shall mean any new development that results in an increase in person travel demand above the demand generated by the existing use of property.

Indoor Commercial Recreation means 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 may be offered for ancillary sales.



Industrial means those activities which are predominantly engaged in building and construction trades, the assembly, distribution, finishing, packaging, processing, production, and/or storage of goods or products, utilities, recycling, 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 excluding governmental uses and commercial storage uses. 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 means those activities which are predominantly engaged in the assembly, distribution, fabrication, finishing, packaging, processing, production, storage, and/or warehousing of goods and 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 means those public or quasi-public uses that serve one or more community's social, educational, health, cultural, and religious 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 and 580 and 590 falls under community serving. Federal, state, and local government institutional uses, except for community development districts, are exempt from payment of mobility fees.

ITE Trip Generation Manual means and refers to the latest edition of the report entitled "Trip Generation" produced by the Institute of Transportation Engineers (ITE), and any official updates.

Level of Service (LOS) means a quantitative stratification of the level of service provided to a facility, roadway, or service stratified into six letter grade levels, with "A" describing the highest level and "F" describing the lowest level; a discrete stratification of a level of service continuum.

Long Term Care means 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 means 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.

Medical Office means a building or buildings that provide medical, dental, or veterinary services and care. Medical office shall also include any clinics, 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.



Micromobility means 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 means electric powered low speed vehicles autonomous transit shuttles, golf carts, neighborhood electric vehicles, and transit circulators that seat less than 15 passengers.

Mobility means the ability to move people and goods from an origin (beginning point) to a destination (end point) by multiple modes of travel in a timely (speed) manner.

Mobility Fee means a monetary exaction imposed on new development to fund mobility projects identified in the most recently adopted mobility plan. Citywide may sometimes be placed before and used in conjunction with the term mobility fee.

Mobility Fee Expenses means 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 and used to advance mobility projects identified in the mobility plan; (b) reasonable administrative and overhead expenses necessary or incidental to expanding and improving mobility projects; (c) crosswalks, elevated crossings, bridges, traffic control and crossing warning devices, landscape, trees, way finding, irrigation, hardscape, streetscape, and lighting related to projects; (d) micromobility devices, microtransit vehicles, programs and services, (e) mobility hubs, rail stations with parking structures, transit circulators, facilities, programs, shuttles, services and vehicles; (f) reasonable expenses for 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 consistent with statutory allowances and used to advance mobility projects identified in the mobility plan; (k) reasonable costs of planning, design, survey, 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 analysis, assessments, counts, data collection, plans, programs or studies needed for mobility projects, (m), local match for federal, state and county funded projects.



Mobility Fee Schedule means the land uses for which a mobility fee is to be assessed on new development. The schedule includes the mobility fee rates per unit of measure for each land use.

Mobility Fee Technical Report shall mean the City of Palm Beach Gardens Citywide Mobility Fee Technical Report dated January 2025 and prepared by NUE Urban Concepts, LLC that documents the analysis, data and methodology used to develop a mobility fee and is adopted pursuant to an implementing ordinance which authorizes imposition of the mobility fee. Citywide may sometimes be placed before and used in conjunction with the term mobility fee.

Mobility Plan shall mean the Roads & Intersection Plan, Off-Street Multimodal Plan, On-Street Multimodal Plan, and Transit Plan included in the City of Palm Beach Gardens Citywide Mobility Plan dated February 2025 and prepared by NUE Urban Concepts, LLC that identifies mobility projects within and adjacent to the City to meet future person travel demand from new development and serves as the basis for the City's mobility fee. Future updates of the Mobility Plan may be referenced as a Mobility Plan or a Mobility Plan with a future year.

Mobility Programs means initiatives identified in the Mobility Plan intended to implement the Mobility Plan. These mobility programs include a variety of plans and studies that the City will undertake as part of implementation of the mobility plan and expenditure of the mobility fees.

Mobility Project means improvements such as bike lanes, buffered bike lanes, protected bike lanes, cycle tracks, raised bike lanes, intersections, interchanges, roundabouts, boardwalks, pathways, shared-use paths, sidewalks, elevated crossings, overpasses or underpasses, roads, streets, and streetscape. Mobility projects also include policies, programs and services, wayfinding, micromobility devices, and transit vehicles, circulators, lanes, stops, and facilities, along with mobility hubs and corridor studies. Projects can include new or additional travel lanes and turn lanes, upgrade of roads that results in a change in functionally classification of the road, complete and low speed streets, curbless shared streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction, PD&E, planning, engineering and inspection, utility relocation, right-of-way, easements, land acquisition, stormwater management facilities. These projects may also be referred to as mobility plan projects or multimodal projects.

Mode means 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 means 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 and Boat Cleaning means a building, stalls, stations, or tunnels 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. This use includes full-service, partial service, and self-service uses. The unit of measure shall be the number of bays or stalls for self-service cleaning, and the number of approach lanes for automated, semi-automated, or tunnel washes where payment is rendered or a card, code, or other means is used to access the cleaning service. For uses with automated, semi-automated, or tunnels, finishing stations for detailing, drying, or vacuuming impact fees shall also be assessed at a rate of one (1) station per every five (5) finishing stations. For uses with self-service bays or stalls, which typically feature a greater number of facilities than automated or semi-automated facilities, finishing stations for detailing, drying, or vacuuming. Mobility fees shall also be assessed at a rate of one (1) station per every ten (10) finishing stations.

Motor Vehicle Fueling means the total number of vehicles that can be charged or fueled at one 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 charging and fueling with or with/out small convenience stores. Outside of Florida, several grocery store chains are also starting to sell fuel. Free standing vehicle charging stations that charge a fee for use and are not a requirement of the City as an ancillary use of a development shall be required to pay a mobility fee. The impact fee rate per charging or fueling position would be in addition to any mobility fee per square foot under the applicable retail land use with vehicle charging or fueling. Motor vehicle charging stations that are not a primary use or function of a commercial or retail use and are either required by the City or provided as an ancillary use are exempt from payment of the mobility fee. The City shall have the ability to determine if a charging or fueling station is a commercial use.

Motor Vehicle Service means 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 impact fee per the square footage of the building not associated with the quick lube service.

Multi-Family Residential means a residential building with three or more dwelling units that are not considered single-family and shall include those uses specified in the ITE Trip Generation Manual under Land Use Codes within the 220 and 230 series, along with use 252. Multi-family residential includes uses such as, apartments, dormitories, senior housing, and triplexes.

Multimodal, off-street means travel outside of travel lanes, beyond the outside edges of pavement or curbs, on sidewalks, pathways, shared-use paths, boardwalks, or trails primarily by walking, jogging, running, rollerblading, or non-motorized bicycling, skating, scootering, or use of a device for mobility impaired persons, and where allowed use of micromobility devices.



Multimodal, on-street means travel on designated lanes, shoulders or travel lanes by bicycling, rollerblading, skating, scootering, using a personal electric micromobility device, and where allowed by City ordinance, riding in microtransit.

New Development means 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 (aka impact) above the demand generated by the existing use of property. Property includes submerged lands. New development may also be referred to as new growth or development activity.

Non-Residential Additive Uses means a land use with a mobility fee rate based on a unit of measure that generates high levels of impact per unit such as service bays, car wash lanes, fueling positions for motor vehicles, and drive-thru lanes for banks, quick service restaurants, and retail uses. These mobility fees per unit of measure are assessed in addition to mobility fees assessed per land use based on square footage of buildings and structures or the applicable unit of measure for the land use. These non-residential uses fees may be referred to additive fees or additive mobility fees.

Non-Residential Square Feet means the sum of the gross floor area (in square feet) of the area of each floor level 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. Included are all areas that have floor surfaces with clear standing head room (six feet six inches, minimum) and are used as part of primary use of the property of their use. 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 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 square feet.

Office means banks, financial services, general offices, hospitals, higher education, post-secondary trade schools, 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.

Office Uses means those businesses which provide 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.



Outdoor Commercial Recreation means 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 Series 400.

Overnight Lodging means 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(s) and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 300.

Person Miles of Capacity (PMC) means the number of persons "capacity" that can be accommodated, at a determined standard, on a facility while walking, bicycling, riding transit, driving, or using a mobility assisted device over a defined distance.

Person Miles of Travel (PMT) means a unit used to measure person travel made by one person where each mile traveled is counted as one 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 mobility project needs that form the basis for a mobility fee.

Person Miles of Travel Factor (PMTf) means the factor utilized to convert vehicle miles of travel to person miles of travel based on the 2022 National Household Travel Survey.

Person Travel Demand (PTD) means travel demand from development activity based on trip generation, pass-by trips, vehicle trip lengths, limited access travel, origin and destination factors, vehicle miles of travel, and person miles of travel factors. 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 (PT) means a trip by one person by one 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 gasoline powered device.

Person Trip Length (PTL) means the length, in miles, of a person trip per trip purpose.



Private Education means building or buildings used for pre-school, private school, childcare, or day care where students 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. Postsecondary education falls under office uses. These uses are under ITE Trip Generation Manual under Land Use Code Series 500.

Quality of Service (QOS) means a quantitative stratification of the quality of service of personal mobility stratified into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quality: a discrete stratification of a quality-of-service continuum.

Quick Service Restaurant means a building or structure where an order for food is placed at a service counter, at a drive-thru or walk-up pick-up window, or via a mobile device or an on-line application or portal, or a designated delivery or parking area. These uses may or may not have indoor or outdoor seating and may or may not have a drive thru. These uses include fast casual, fast food, quick service, food, and beverages, communal or ghost kitchens, delivery only services, food trucks, or shipping container facilities. Any use with a drive-thru lane or parking areas designated for delivery pick-ups shall be assessed an additive mobility fees per drive-thru lane.

Quick Service Restaurant Drive-Thru means a delivery lane where an order is picked-up by a customer that placed an order at a call box, window, or screen, or via a mobile device or an on-line application or portal. The number of drive-thru lanes shall be based on 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. Food may be obtained from a pick-up window, locker, station, or functional equivalent after the order has been placed. For uses with designated parking areas for delivery pick-up where food is brought to the parking location, every (5) designated spaces shall be considered the equivalent to a drive-thru lane. The mobility fee per drive-thru is assessed in addition to the mobility fee assessed for the building.

Recreation Uses mean 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 means a dwelling unit and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200, except for Land Use Codes 253, 254, and 255. Residential includes tiny homes, RVs, and dormitories.

Residential and Lodging Uses means 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 means the sum of 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. Square feet include all livable, habitable, and temperature controlled enclosed spaces (enclosed by doors, windows, or walls). This square footage does not include unconditioned garages or unenclosed areas under roof. For multifamily and dormitory uses, common hallways, lobbies, leasing offices, and residential amenities are not included in the square feet calculation, unless that space is leased to a third-party use and provides drinks, food, goods, or services to the public or paid memberships available to individuals that do not reside in a dwelling unit.

Retail means entertainment, personal service, restaurant, and retail uses. This includes land uses under ITE Land Use Codes Series 400, 800, and 900. Retail includes all uses that do not fall under Grocery and Liquor Store, Convenience Store, Sit-Down Restaurant, or Quick Service Restaurant.

Retail Drive-Thru means any drive-thru lane associated with a personal service or retail use. The drive-thru may include an order window or a door, window, or other means of access to drop-off or pick-up up goods, items, services, ordered through a mobile app or online. Common uses include dry cleaners or pharmacies. Increasingly retail uses are including drive-thru lanes to pick up ordered goods. Drive-thru lanes associated with a bank, fast food or quick service restaurant, financial institution, or auto wash are assessed additive mobility fees. Retail uses include those under ITE Land Use Codes Series 800 and 900, except those uses included on the mobility fee schedule with defined mobility fee rates.

Service Standard means the adopted or desired quality or level of service for a bicycle facility, pedestrian facility, roadway, shared-use multimodal facility, or transit.

Single-Family Attached Residential means a single-family residential dwelling that shares a common wall with at least one (1) other dwelling unit and shall include those uses specified in the ITE Trip Generation Manual under Land Use Codes 215 and 251. Attached Residential includes uses such as condos, duplexes, rowhouses, senior housing, townhomes, and villas.

Single-Family Detached Residential means a free standing single-family residential dwelling or mobile homes that is not attached to another residential structure and shall include those uses specified in the ITE Trip Generation Manual under Land Use Codes 210, 240 and other ITE residential codes not otherwise specified. Mobile homes, RV's and travel trailers as part of a park or planned development for mobile residence shall be based on the square footage of the vehicle and considered single-family detached.

Sit Down Restaurant means a use where food or drinks are order at a table and the food or drink is brought to the table by a server. These uses may include bars and may have a pick-up counter or window for to-go orders. For restaurants that are more than 5,000 square feet in size and orders are placed at a counter but delivered to a table are considered sit-down restaurants. A restaurant more than 5,000 square feet in size may have one drive-thru lane. Any sit-down restaurant with



more than one (1) drive-thru lane will be assessed an additive impact fee per drive-thru lane. Food Truck or Food Container parks with locations for three (3) or more food trucks or containers that feature on-site seating shall be considered a sit-down restaurant. The mobility fees per these parks will be assessed impact fees for the areas, including building and seating, at the sit-down restaurant rate and areas for indoor or outdoor recreation at the applicable recreational rate. Food halls will be assessed mobility fees at the sit-down restaurant rate for areas used for cooking and eating and the retail rate for all other areas.

Streetscape means 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 means 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.

Transportation system means the right-of-way, easements, roads, streets, alleyways, curb-cuts, traffic control devices, stormwater management facilities, utilities, bridges, and multimodal facilities that allow for circulation, mobility, and parking within the City and accessibility to land uses, property, and modes of transportation within the City.

Travel Demand means the mode of transportation mobility that people choose to use, and how those choices result in trips of varying lengths on the transportation system.

Trip Length means the length of a trip per trip purpose.

Trip Purpose means 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.

Use means a use of land for residential or non-residential purposes. For Mobility Fee purposes the terms land use and use are interchangeable. The inclusion of a use on the mobility fee schedule does not mean that land use or use is permitted by the City's Comprehensive Plan or LDRs.

Vehicle Miles of Travel (VMT) means a unit to measure vehicle travel made by a motor vehicle where each mile traveled is counted as one 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 (VO) means the total number of persons in a single motor vehicle making a trip.

Vehicle Trip means a single motor vehicle, regardless of the number of persons in the motor vehicle.

RECOMMENDED NEXT STEPS

The adoption of the Citywide Mobility Fee requires additional tasks to administer and implement the Mobility Fee. The following are recommended next steps that the City should consider:

- (1) **Comprehensive Plan Amendment:** Within one year from the date of adoption of the Mobility Fee Ordinance, the City will need to amend the Comprehensive Plan to recognize adoption of the Citywide Mobility Plan and Mobility Fee and amend applicable goals, objectives, and policies. The amendments should also integrate further evaluate the integration of street, multimodal, and transit quality of service (QOS) standards into the Comprehensive Plan. The City would utilize the most recent multimodal data and QOS standards to consider establishing baseline existing conditions as part of the Data, Inventory, and Analysis to develop performance measures. The City should also consider implementing FDOT’s Context Classification and expand on the initial application of FDOT’s Context Classification that has already been undertaken as part of the mobility plan (**Figure 11**).

Figure 11. FDOT’s Context Classification



- (2) **Palm Beach County Interlocal Agreement:** HB 479 requires that municipalities and counties enter into an interlocal agreement to address transportation mitigation consistent with the requirements of Florida Statute Section 163.3180. As part of the interlocal, the City should further evaluate travel to and from the City and the share of roadway capacity and multimodal projects on County Road to establish baselines for use in the agreement. The interlocal should identify mobility projects, if applicable, where a share mobility fees should be allocated for advancement of mobility projects on County Roads. The City should also evaluate road impact fee revenues collected by the County from development within the City over the last 20 years and summarize road and intersection projects constructed by the County during that time period.



- (3) FDOT, Palm Beach County Transportation Planning Agency (TPA) Coordination:** Palm Beach Gardens should begin discussions with FDOT and the Palm Beach TPA on integrating the mobility projects into any subsequent updates of the 2050 LRTP. The coordination should also address the incorporation of mobility projects into existing funded and planned projects, and the pursuit of funding for mobility projects through existing or upcoming grant and funding request opportunities.
- (4) Annexation of Unincorporated Property:** The City should consider continued strategic pursuit of annexations of unincorporated Palm Beach County adjacent to or forming enclaves within the City. These areas are using the transportation system within the City and annexations allows the City to be better able to coordinate mobility projects and review the impacts from new development.
- (5) Service Charge Study:** Palm Beach Gardens should also consider undertaking a service charge study for administering and implementing its mobility fee, along with its other impact fees. Florida Statute limits administrative charges to the cost of administering and implementing mobility fees. The service charge study would provide a factual basis for assessment of a service charge to offset administrative cost. The service charge would also address future updates and application fees for special studies, request for credits or offsets, and special assessments.
- (6) Administrative Manual:** Palm Beach Gardens should consider developing an administrative manual that establishes administrative procedures to administer and implement the mobility plan, mobility fees, and impact fees. The mobility fee and impact fee ordinances address big picture legal and statutory requirements. The Administrative Manual would govern day to day administration and provide the City with continuity of service.
- (7) Traffic Count Program:** Palm Beach Gardens should consider collecting traffic counts on collectors, minor collectors and major local roads through-out the City. Future County negotiations and the pursuit of funds and grants for safety and mobility will be further enhanced by having existing traffic count data.
- (8) Land Development Regulations:** The City may need to evaluate its Land Development Regulations to address necessary changes to site access assessments as part of expanding to a citywide Mobility Fee. The LDRs may also need to be amended depending on the extent of Comprehensive Plan Amendments.



CONCLUSION

The Palm Beach Gardens Citywide Mobility Fee is based on the mobility projects identified in the Citywide Mobility Plan. The Citywide Mobility Plan extends the framework laid in the current Mobility Plan, to move people, provide choices, and meet future travel demand, west of the Beeline Highway. The future travel demand analysis provided in this Technical Report clearly demonstrates there is growth in travel demand projected within the City. The planned mobility projects over the next 20 years will expand the City's transportation system to meet projected travel demand.

The Citywide Mobility Fee is a streamlined, equitable way for all new development in the City to mitigate its impact to the transportation system. The **Assessment Area** for the Citywide Mobility Fee will be uniform across the City per type of land use. The Citywide Mobility Fee will update the City's existing Mobility Fee east of the Beeline Highway and replace the City and County Road Impact Fees assessed on new development with the City west of the Beeline Highway. The Citywide Mobility Fee would be the only transportation mitigation fee assessed on new development within the City.

A finding of extraordinary circumstances has been prepared in a separate Study to enable the City to adopt the Citywide Mobility Fee at the fully calculated rates and to ensure that the Citywide Mobility Fee will be the only transportation mitigation fee collected from new development in the City. After adoption of the Citywide Mobility Fee will begin negotiating an interlocal agreement with Palm Beach County to address transportation mitigation consistent with H.B. 479. Those negotiations will be based on the adopted Citywide Mobility Plan.

Within one year from the date of adoption of the Citywide Mobility Plan and Mobility Fee, the City will need to amend its Comprehensive Plan to integrate areas west of the Beeline Highway. The amendment is necessary to ensure that the Comprehensive Plan is consistent with requirements of Florida Statute Sections 163.3164, 163.3177, 163.3180, and 163.31801.

The Citywide Mobility Plan, based on growth in population and increases in person miles of travel, includes mobility projects that provide the person capacity **"needed"** to meet the travel demands of new development. The new growth evaluation demonstrates that new development is not being assessed more than its **"attributable and assignable"** share of the cost of the Citywide Mobility Plan. The person travel demand for each use included in the Mobility Fee schedule meets the **"rough proportionality test"** established through case law. The establishment of a Mobility Fee Benefit District ensures that Mobility Fees will be expended to provide a mobility **"benefit"** to new development that pays a Mobility Fee. The Citywide Mobility Plan and the Mobility Fee meets the **"dual rational nexus test"** and is consistent with the requirements of Florida Statute Sections 163.3180, 163.31801 and Florida Statute Chapter 380.



PALM BEACH
Gardens

Maps

Adopted January 2025



Maps

- Map A. Mobility Fee Assessment Area**
- Map B. Mobility Fee Benefit District**
- Map C. Mobility Study Area**
- Map D. Roads & Intersections Plan**
- Map E. Off-Street Multimodal Plan**
- Map F. On-Street Multimodal Plan**
- Map G. Transit Plan**



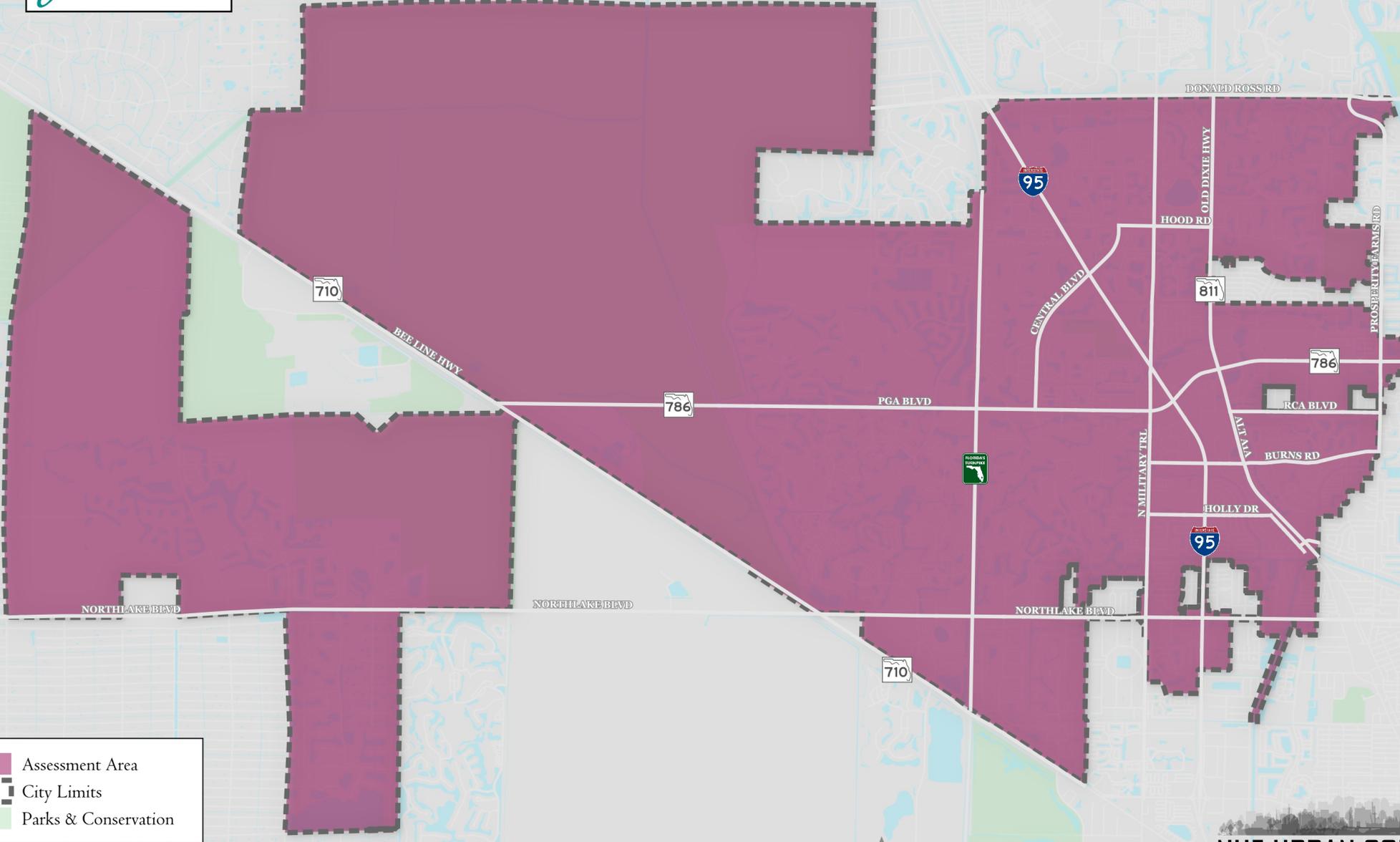
MAP A

Mobility Fee Assessment Area



CITY OF PALM BEACH GARDENS 2045 MOBILITY FEE

Assessment Area



- Assessment Area
- City Limits
- Parks & Conservation



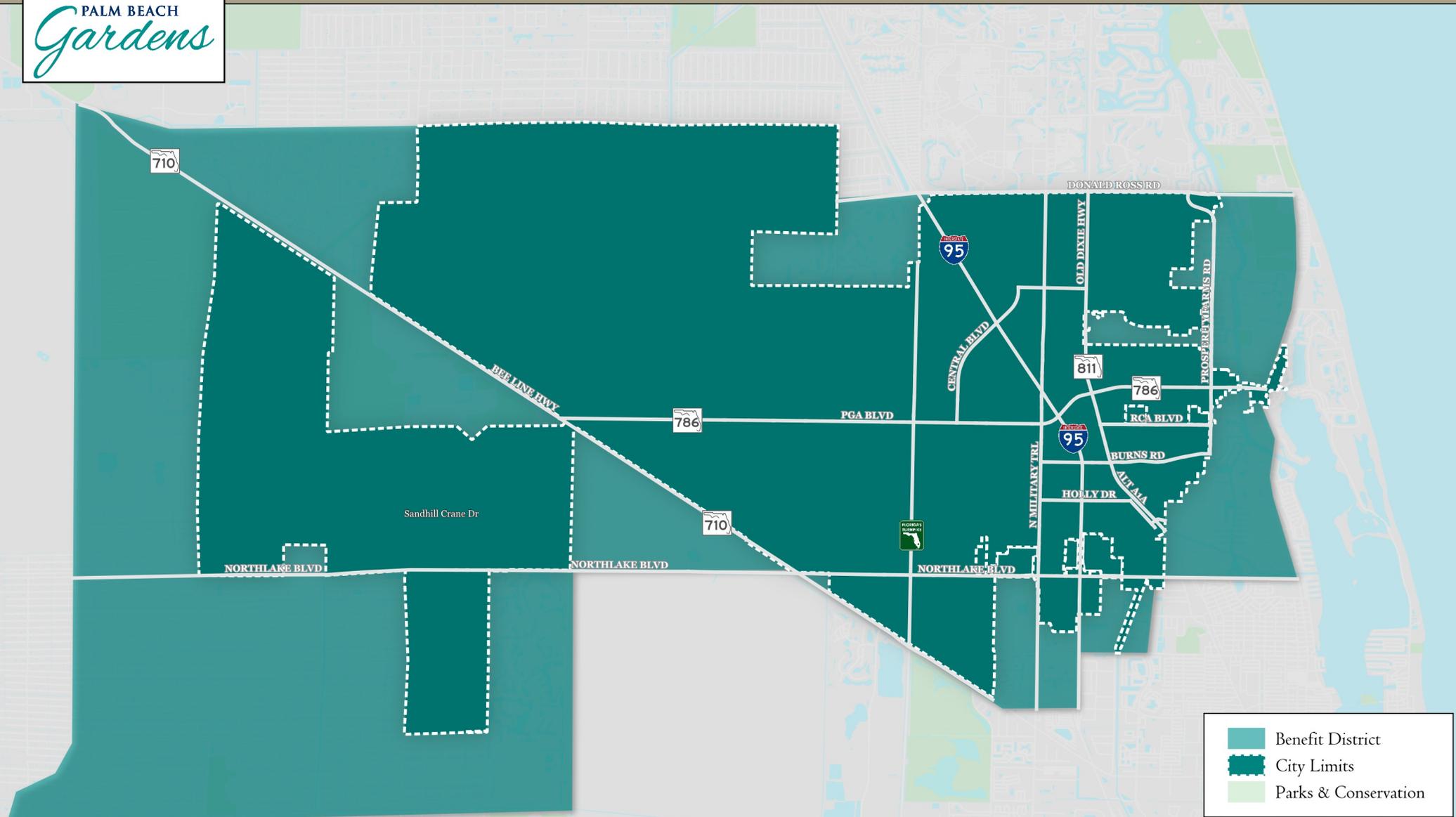


MAP B

Mobility Fee Benefit District



CITY OF PALM BEACH GARDENS MOBILITY FEE Benefit District



- Benefit District
- City Limits
- Parks & Conservation





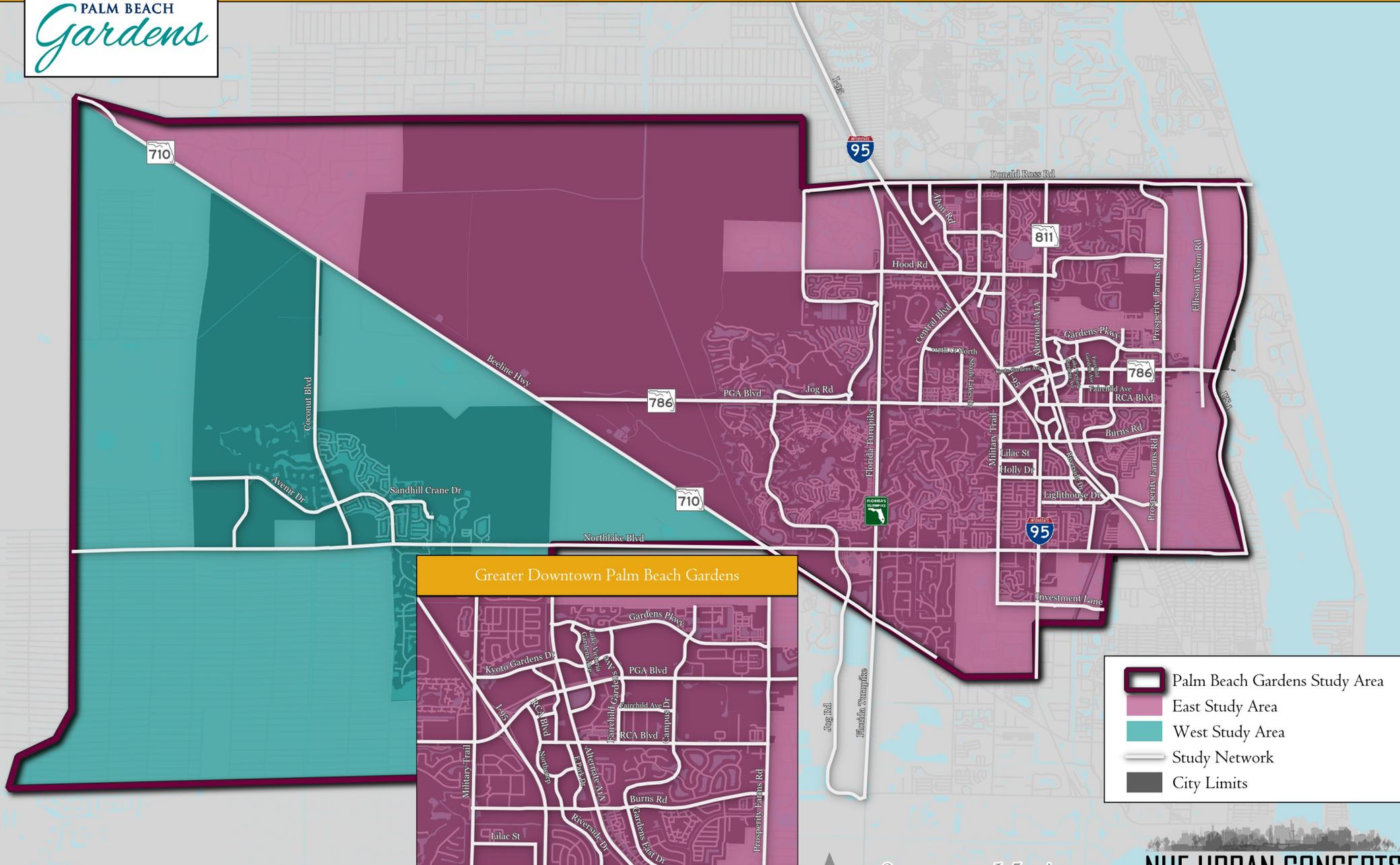
MAP C

Mobility Study Area



CITY OF PALM BEACH GARDENS 2045 MOBILITY PLAN

Mobility Study Areas & Roadway Network



	Palm Beach Gardens Study Area
	East Study Area
	West Study Area
	Study Network
	City Limits





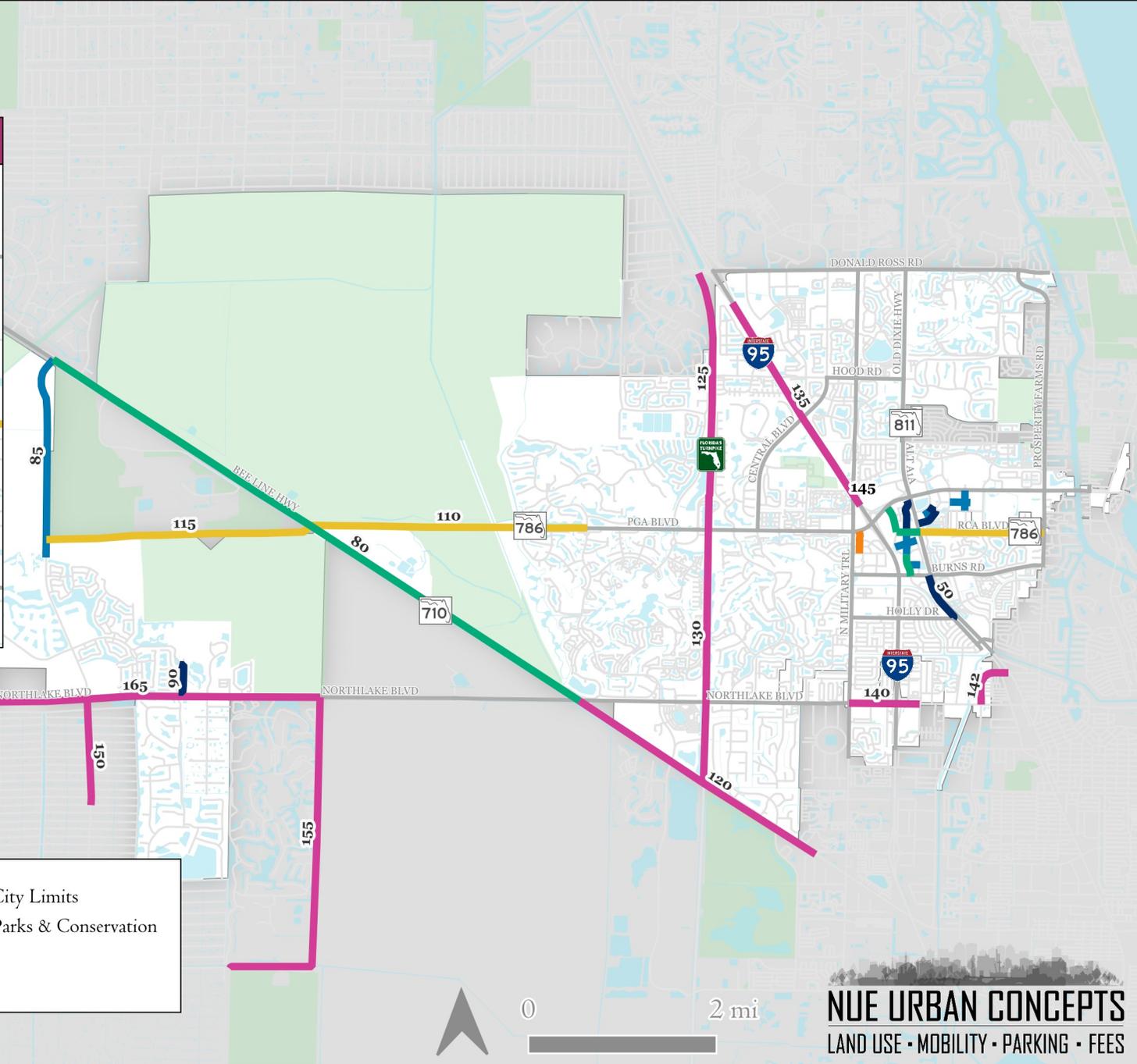
MAP D

Roads & Intersection Plan



CITY OF PALM BEACH GARDENS 2045 MOBILITY PLAN

Roads & Intersections Plan



- | | | | | | |
|--|------------------------|--|--------------|--|----------------------|
| | Funded | | Upgrade Road | | City Limits |
| | Curbless Shared Street | | Widen Road | | Parks & Conservation |
| | New Road | | Roundabout | | |
| | PD&E Study | | | | |





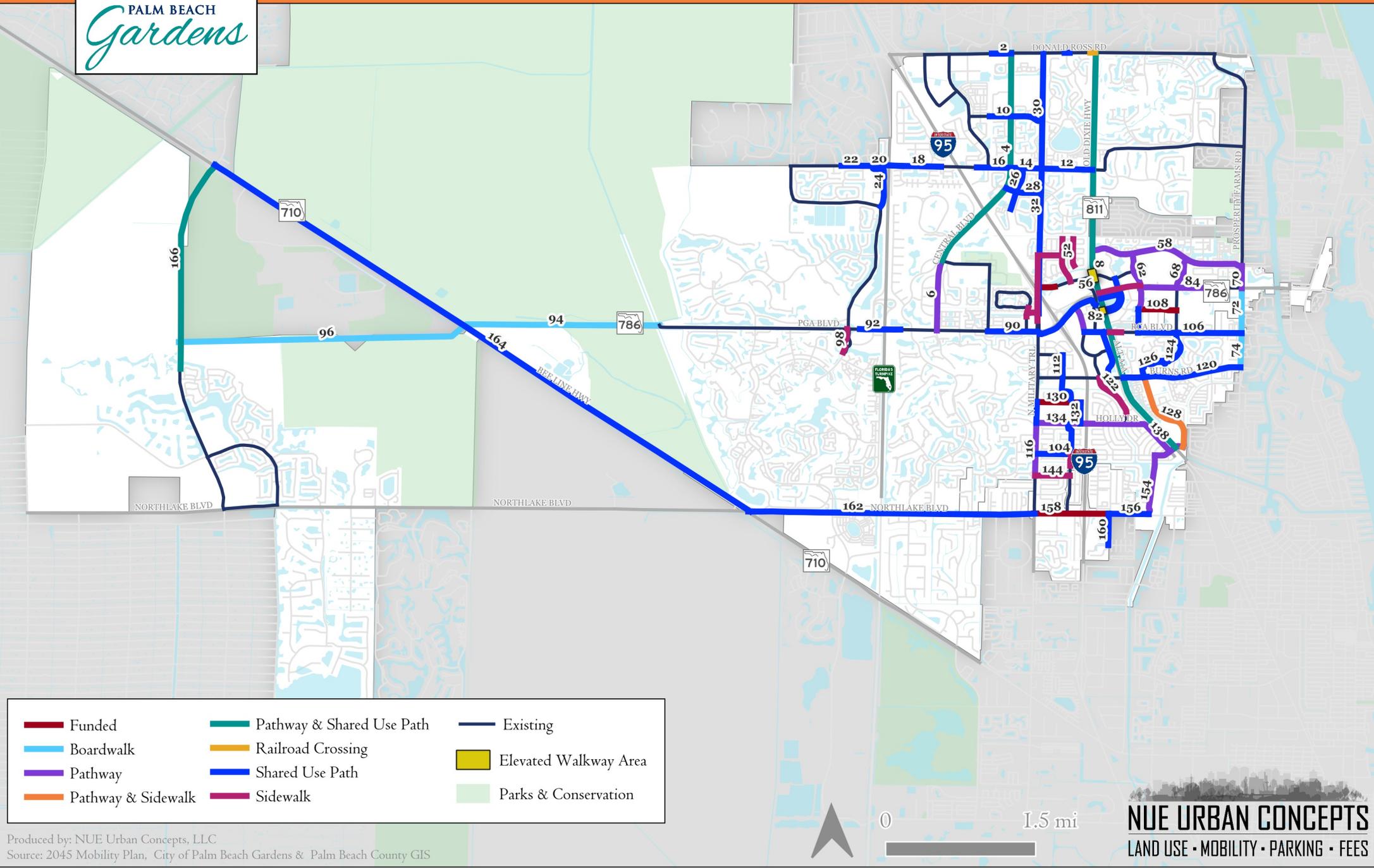
MAP E

Off-Street Multimodal Plan



CITY OF PALM BEACH GARDENS 2045 MOBILITY PLAN

Off-Street Multimodal Plan



	Funded		Pathway & Shared Use Path		Existing
	Boardwalk		Railroad Crossing		Elevated Walkway Area
	Pathway		Shared Use Path		Parks & Conservation
	Pathway & Sidewalk		Sidewalk		

Produced by: NUE Urban Concepts, LLC
 Source: 2045 Mobility Plan, City of Palm Beach Gardens & Palm Beach County GIS



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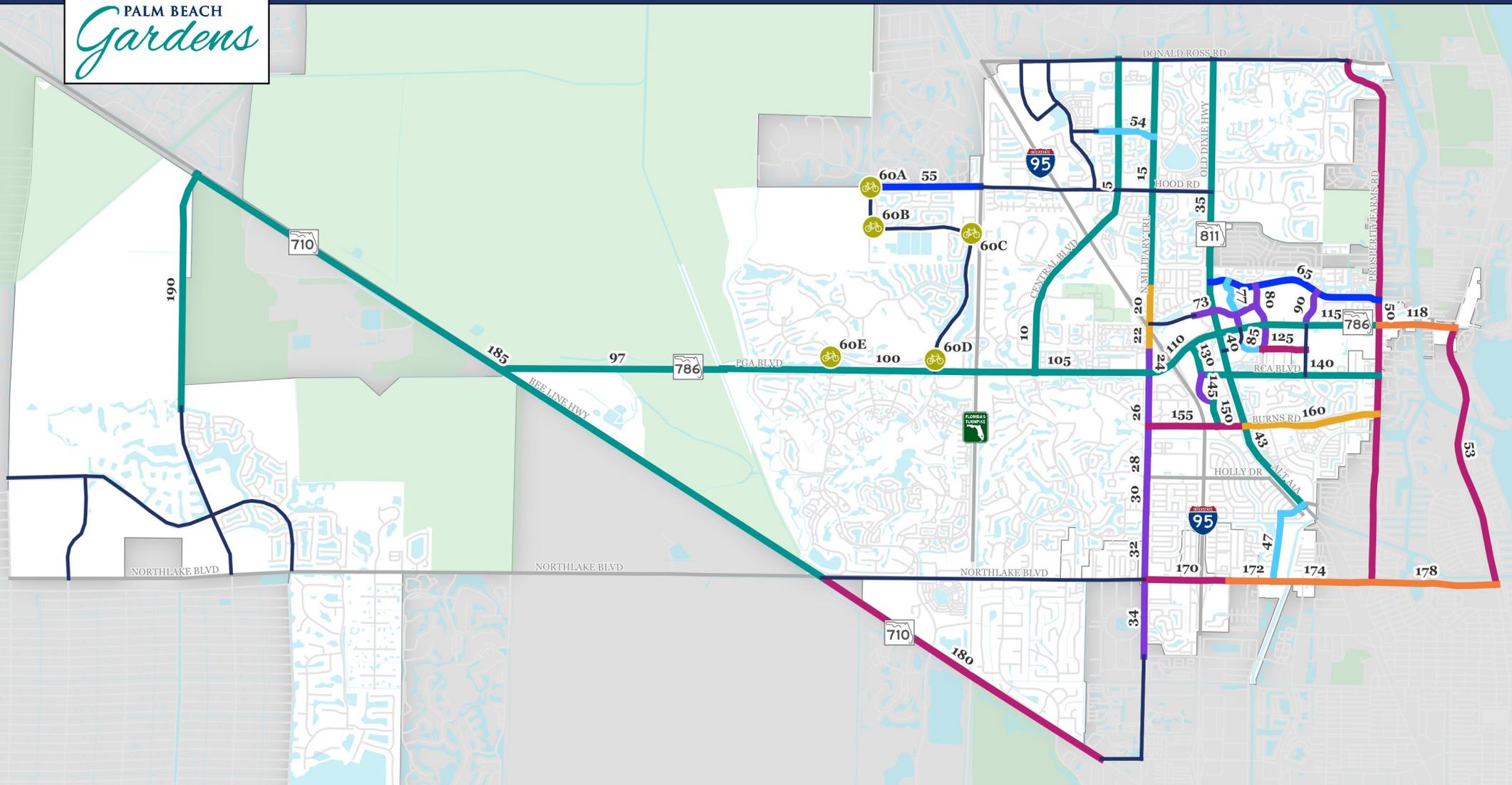
MAP F

On-Street Multimodal Plan



CITY OF PALM BEACH GARDENS 2045 MOBILITY PLAN

On-Street Multimodal Plan



	Funded		Buffered Bike Lanes		Protected Intersection
	4' Bike Lanes		Corridor Study		Parks & Conservation
	5' Bike Lanes		Protected Bike Lanes		
	Bicycle Blvd		Existing Bicycle Lane		





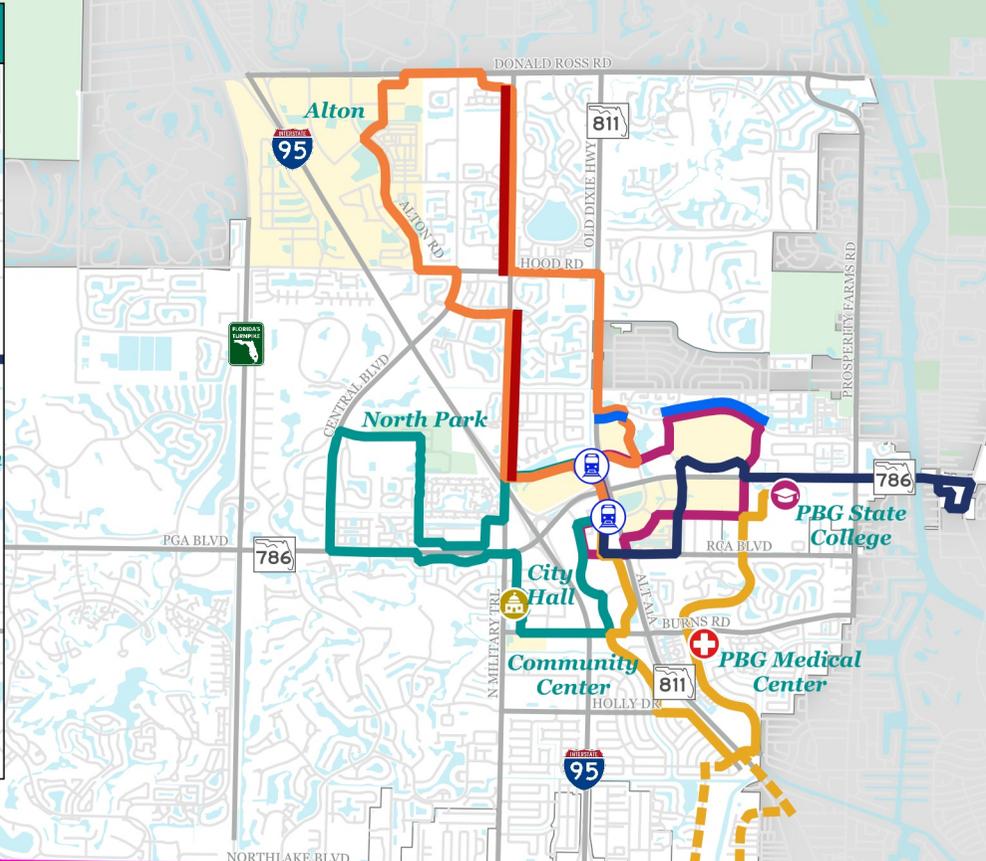
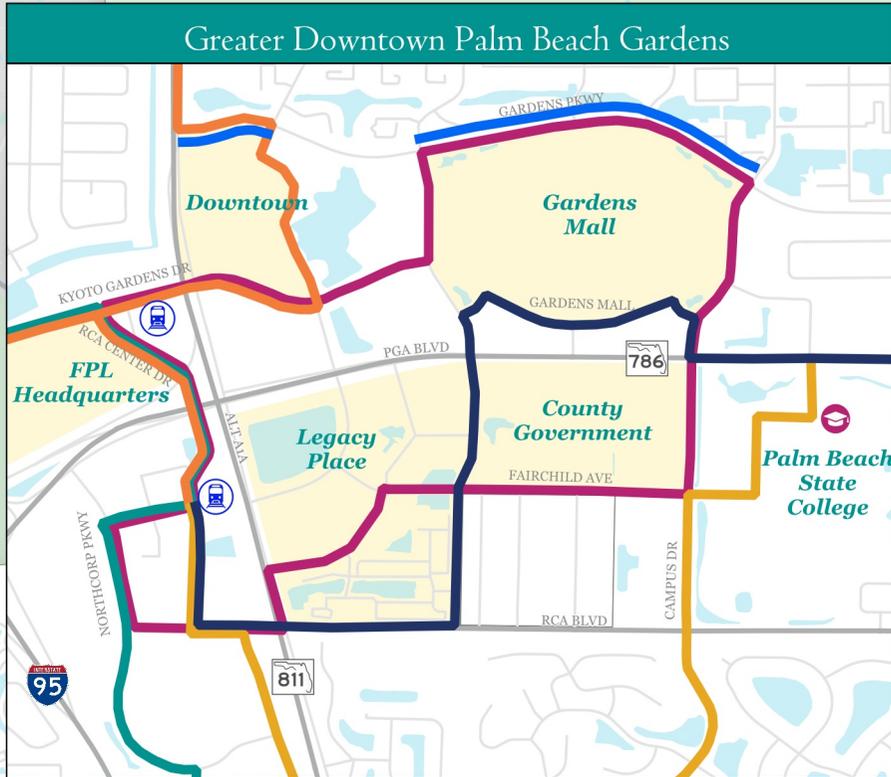
MAP G

Transit Plan



CITY OF PALM BEACH GARDENS 2045 MOBILITY PLAN

Transit Plan



- | | | |
|------------------------------------|--|--------------------------|
| Transit Circulator East | Gardens Parkway Dedicated Transit Lane | PBG Medical Center |
| Transit Circulator West | Military Trail dedicated lane southbound | City Hall |
| Transit Circulator North | Northlake Boulevard Transit Corridor Study | City Limits |
| Transit Circulator South | Palm Beach State College | Parks & Conservation |
| Transit Circulator South Extension | Potential Train Station | Other Points of Interest |
| Transit Circulator US I | | |

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Gardens

Appendices

Adopted January 2025

Appendices

- Appendix A. Florida Commerce Transportation Planning Guidance**
- Appendix B. Laws of Florida HB 479 (Chapter 2024 – 266)**
- Appendix C. Impact Fee Act (Florida Statute Section 163.31801)**
- Appendix D. Traffic Characteristics Data**
- Appendix E. 2022 National Household Travel Survey Data**
- Appendix F. Planning Level Cost (PLC) & Multimodal Capacities (MC)**
- Appendix G. Road & Intersections Plan**
- Appendix H. Off-Street Multimodal Plan (fka Walking & Bicycling Plan)**
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- Appendix L. Person Travel Demand per Use (PTDu)**
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- Appendix N. Palm Beach County: Household Travel**
- Appendix O. Citywide Mobility Fee Schedule**
- Appendix P. Existing City Mobility Fee & Road Impact Fee Schedules**
- Appendix Q. Residential Square Footage & Bedrooms**
- Appendix R. Bedrooms & Household Vehicles**
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- Appendix T. Comparison: Updated vs. Existing Mobility Fee Schedules**
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APPENDIX A

Florida Commerce Transportation Planning Guidance

Transportation Planning

Home > Community Planning, Development and Services > Community Planning > Community Planning Table of Contents > Transportation Planning

- Community Planning
 - Community Planning Table of Contents
 - Areas of Critical State Concern Program
 - Accessing Comprehensive Plans and Plan Amendments (Florida Papers)
 - ORC Reports and Notices of Intent
 - Property Rights Element Evaluation and Appraisal Review of the Comprehensive Plan
 - General Information About Developments of Regional Impact and Florida Quality Developments
 - Developments of Regional Impact Repository
 - List of Local Governments Qualifying as Dense Urban Land Areas
 - Revitalization of Expired Homeowners Association Declarations and Covenants
 - Community Planning Staff Directory (Alphabetical)
 - Community Planning Review Team Assignments
- Community Services
 - Community Development Block Grants
 - Community Partnerships
 - Broadband
 - Rural Community Programs
 - Special Districts
 - Homeowner Assistance

Transportation Element

Section 163.3177(6)(b), Florida Statutes, establishes the requirements for transportation and mobility planning in local government comprehensive plans. Comprehensive plans must focus on providing a multimodal transportation system that emphasizes public transportation systems, where feasible, and encourages economic development through flexible transportation and mobility options for Florida communities. Links to transportation planning related issues and organizations are included below to help provide additional information on transportation mobility planning in Florida.

Multimodal Transportation

A multimodal transportation system recognizes the importance of providing mobility options through a variety of integrated travel modes, such as by bus or rail transit, bicycle, automobile, or foot. A well-designed multimodal transportation network minimizes impacts to the environment and enhances the livability of neighborhoods by increasing transportation options, expanding access, and increasing connectivity between destinations.

A well-designed and efficient transportation network can help create a sustainable development pattern that contributes to the community's prosperity, enhances transportation efficiency by minimizing vehicle trips and contributes to a healthier environment by reducing air pollution and greenhouse gas emissions.

The Transportation Element of a local government's comprehensive plan should contain policies that will create a well-connected multi-modal transportation network; support increased residential densities and commercial intensity; help walking become more practical for short trips; support bicycling for both short- and long-distance trips; improve transit to serve frequented destinations; conserve energy resources; reduce greenhouse gas emissions and air pollution; while maintaining vehicular access and circulation. Key multimodal transportation strategies can include the following:

- ▶ Create an interconnecting grid network of streets, connectors, arterials and sidewalks that provide a complete and accessible transportation network;
- ▶ Establish land use patterns that support a mixture of residential, commercial and retail uses, and dense populations and urban intensities, so that transit service may be provided more efficiently and economically;
- ▶ Increase the viability of pedestrian and bicycle travel;
- ▶ Integrate land use and transportation planning to create communities that provide transportation choice; and,
- ▶ Accommodate the flow of freight throughout the state so that the economy can continue to grow.

Other multimodal transportation planning efforts, such as transit-oriented developments, defined in section 163.3164(46), Florida Statutes, are being developed and planned by the Cities of Boca Raton, Clearwater, Gainesville, Jacksonville, Miami, Tampa and West Palm Beach, and in Broward, Miami-Dade, Palm Beach and Pinellas Counties and other locations. Below are a several examples of successful multimodal transportation planning efforts in Florida:

- ▶ [Alachua County, Department of Growth Management, Transportation Planning](#) - Alachua County's Mobility Plan includes transit-oriented development and multimodal transportation planning as one of several methods being implemented to provide mobility options.
- ▶ [City of Gainesville Comprehensive Planning](#) - The City of Gainesville comprehensive plan includes six mixed-use categories and eight Special Area Plans based on Traditional Neighborhood Development standards and an established Urban Infill and Redevelopment Area.

Complete Streets

Complete Streets is a transportation strategy to develop an integrated, connected networks of streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. According to Smart Growth America and the National Complete Streets Coalition, *Complete Streets* make active transportation such as walking and bicycling convenient, provide increased access to employment centers, commerce, and educational institutions, and allow greater choice in travel.

In Florida, complete streets are *context-sensitive*. For example, a street considered complete for use within a dense urban area would look and function very differently from one located in a rural area, and a complete suburban street would look and function differently from both the urban and rural complete streets. One way to think about what elements are necessary to create a complete street is to determine its context within the community and based upon that context, match the design and operation of that street with the direction and guidance provided in the local government's comprehensive plan.

As an example, some communities use an Urban-Rural Transect (or simply *Transect*) to assign portions of their community into approximately five or six "context zones" based on the degree of development intensity desired and geographic location, ranging from very low intensity rural context zones to more intense urban context zones. For each context zone, the community establishes a context in terms of appropriate public facility design, urban design, general spatial form, and appropriate street types.

This approach allows the local government to determine, in its comprehensive plan or other public planning document, which portions of the community fit within which context zone, and to provide guidance within the comprehensive plan as to what mobility functions (such as walking, biking, transit use) are most important in that context zone, and what design features and operational characteristics are appropriate for streets in that location.

Several examples of communities have initiated complete streets planning in Florida. Here are a few excellent examples:

- ▶ [Model Design Manual for Living Streets - Los Angeles County, 2011](#)
- ▶ [Deerfield Beach Complete Street Guidelines](#)
- ▶ [Ft. Lauderdale Complete Streets](#)

Transportation Concurrency

In accordance with the Community Planning Act, local governments may establish a system that assesses landowners the costs of maintaining specified levels of service for components of the local government's transportation system when the projected impacts of their development would adversely impact the system. This system, known as a concurrency management system, must be based on the local government's comprehensive plan. Specifically, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of its transportation concurrency management system.

Prior to June 2, 2011, transportation concurrency was mandatory for local governments. Now that transportation concurrency is optional, if a local government chooses, it may eliminate the transportation concurrency provisions from its comprehensive plan and is encouraged to adopt a mobility fee based plan in its place (see below). Adoption of a mobility fee based plan must be accomplished by a plan amendment that follows the Expedited State Review Process. A plan amendment to eliminate transportation concurrency is not subject to state review.

It is important to point out that whether or not a local government chooses to use a transportation concurrency system, it is required to retain level of service standards for its roadways for purposes of capital improvement planning. The standards must be appropriate and based on professionally accepted studies, and the capital improvements that are necessary to meet the adopted levels of service standards must be included in the five-year schedule of capital improvements. Additionally, all local governments, whether implementing transportation concurrency or not, must adhere to the transportation planning requirements of section 163.3177(6)(b), Florida Statutes.

Mobility Fee Based Plans

If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in section 163.3180(5)(f), Florida Statutes:

- ▶ Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, appropriate land use mixes, intensity and density.
- ▶ Adoption of an area wide level of service not dependent on any single road segment function.
- ▶ Exempting or discounting impacts of locally desired development.
- ▶ Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment with convenient interconnection to transit.
- ▶ Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate a level of mobility.
- ▶ Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

Requirements for Transportation Concurrency

If a local government elects to use transportation concurrency, it must adhere to the following concurrency requirements in section 163.3180(5), Florida Statutes:

- ▶ Include principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of concurrency to transportation.
- ▶ Use professionally accepted studies to evaluate the appropriate levels of service.
- ▶ Adopt appropriate amendments to the capital improvements element of the comprehensive plan consistent with the requirements of section 163.3177(3), Florida Statutes.
- ▶ Allow for proportionate share contributions to mitigate transportation impacts for all developments, including developments of regional impact (DRIs), consistent with section 163.3180(5)(h), Florida Statutes.
- ▶ Consult with the Florida Department of Transportation when proposed amendments affect the Strategic Intermodal System.
- ▶ Exempt public transit facilities from concurrency.

In addition, local governments are encouraged to develop tools and techniques to complement the application of transportation concurrency consistent with section 163.3180(5)(f), Florida Statutes, and to coordinate with adjacent local governments for the purpose of using common methodologies for measuring impacts to transportation facilities.

Links

- ▶ [Florida Department of Transportation - Florida Transportation Plan](#) 
- ▶ [Model Regulations and Plan Amendments for Multimodal Transportation Districts](#) 
- ▶ [Florida Metropolitan Planning Organizations](#) 
- ▶ [Florida Department of Transportation - Forecasting and Trends Office](#) 
- ▶ [Florida Scenic Highways](#) 
- ▶ [Transportation Site Impact Handbook](#) 
- ▶ [Florida Transit-Oriented Development](#) 
- ▶ [A / Framework for Transit Oriented Development in Florida, published March 2011](#) 
- ▶ [Florida Department of Transportation - Pedestrian and Bicycle Design](#) 
- ▶ [Florida Department of Transportation, Public Transit Office](#) 
- ▶ [Florida Safe Mobility for Life Coalition](#) 
- ▶ [Florida Safe Mobility for Life Coalition's Aging in Place Checklist](#) 
- ▶ [The Florida Greenbook](#) 
- ▶ [Pasco County Mobility Fees](#) 

<https://www.floridajobs.org/community-planning-and-development/programs/community-planning-table-of-contents/transportation-planning>



APPENDIX B

Laws of Florida HB 479 (Chapter 2024 – 266)

CHAPTER 2024-266

Committee Substitute for House Bill No. 479

An act relating to alternative mobility funding systems and impact fees; amending s. 163.3164, F.S.; providing definitions; amending s. 163.3180, F.S.; revising requirements relating to agreements to pay for or construct certain improvements; authorizing certain local governments to adopt an alternative transportation system that is mobility-plan and fee-based in certain circumstances; prohibiting an alternative transportation system from imposing responsibility for funding an existing transportation deficiency upon new development; requiring counties and municipalities to create and execute interlocal agreements if a developer is charged a fee for transportation impacts for a new development or redevelopment; providing requirements for such agreements; providing requirements for when such interlocal agreements are not executed by a specified date; authorizing a local government that issues the building permit to collect a fee for transportation impacts under certain circumstances unless otherwise agreed; amending s. 163.31801, F.S.; revising requirements for the calculation of impact fees by certain local governments and special districts; requiring local governments transitioning to alternative transportation systems to provide holders of impact fee credits with full benefit of intensity and density of prepaid credit balances as of a specified date in certain circumstances; amending s. 212.055, F.S.; conforming a cross-reference; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsections (32) through (52) of section 163.3164, Florida Statutes, are renumbered as subsections (34) through (54), respectively, and new subsections (32) and (33) are added to that section, to read:

163.3164 Community Planning Act; definitions.—As used in this act:

(32) “Mobility fee” means a local government fee schedule established by ordinance and based on the projects included in the local government’s adopted mobility plan.

(33) “Mobility plan” means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031.

Section 2. Paragraphs (h) and (i) of subsection (5) of section 163.3180, Florida Statutes, are amended, and paragraph (j) is added to that subsection, to read:

163.3180 Concurrency.—

(5)

(h)1. Local governments that continue to implement a transportation concurrency system, whether in the form adopted into the comprehensive plan before the effective date of the Community Planning Act, chapter 2011-139, Laws of Florida, or as subsequently modified, must:

a. Consult with the Department of Transportation when proposed plan amendments affect facilities on the strategic intermodal system.

b. Exempt public transit facilities from concurrency. For the purposes of this sub-subparagraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the assembly, manufacture, maintenance, or storage of aircraft. As used in this sub-subparagraph, the terms “terminals” and “transit facilities” do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.

c. Allow an applicant for a development-of-regional-impact development order, development agreement, rezoning, or other land use development permit to satisfy the transportation concurrency requirements of the local comprehensive plan, the local government’s concurrency management system, and s. 380.06, when applicable, if:

(I) The applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required improvements in a manner consistent with this subsection. The agreement must provide that after an applicant makes its contribution or constructs its proportionate share pursuant to this sub-sub-subparagraph, the project shall be considered to have mitigated its transportation impacts and be allowed to proceed if the applicant has satisfied all other local government development requirements for the project.

(II) The proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility. A local government may accept contributions from multiple applicants for a planned improvement if it maintains contributions in a separate account designated for that purpose. A local government may not prevent a single applicant from proceeding after the applicant has satisfied its proportionate-share requirement if the applicant has satisfied all other local government development requirements for the project.

d. Provide the basis upon which the landowners will be assessed a proportionate share of the cost addressing the transportation impacts resulting from a proposed development.

2. An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies. When an applicant contributes or constructs its proportionate share pursuant to this paragraph, a local government may not require payment or construction of transportation facilities whose costs would be greater than a development's proportionate share of the improvements necessary to mitigate the development's impacts.

a. The proportionate-share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service.

b. In using the proportionate-share formula provided in this subparagraph, the applicant, in its traffic analysis, shall identify those roads or facilities that have a transportation deficiency in accordance with the transportation deficiency as defined in subparagraph 4. The proportionate-share formula provided in this subparagraph shall be applied only to those facilities that are determined to be significantly impacted by the project traffic under review. If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.

c. When the provisions of subparagraph 1. and this subparagraph have been satisfied for a particular stage or phase of development, all transportation impacts from that stage or phase for which mitigation was required and provided shall be deemed fully mitigated in any transportation analysis for a subsequent stage or phase of development. Trips from a previous stage or phase that did not result in impacts for which mitigation was required or provided may be cumulatively analyzed with trips from a subsequent stage or phase to determine whether an impact requires mitigation for the subsequent stage or phase.

d. In projecting the number of trips to be generated by the development under review, any trips assigned to a toll-financed facility shall be eliminated from the analysis.

e. The applicant shall receive a credit on a dollar-for-dollar basis for impact fees, mobility fees, and other transportation concurrency mitigation requirements paid or payable in the future for the project. The credit shall be

reduced up to 20 percent by the percentage share that the project's traffic represents of the added capacity of the selected improvement, or by the amount specified by local ordinance, whichever yields the greater credit.

3. This subsection does not require a local government to approve a development that, for reasons other than transportation impacts, is not qualified for approval pursuant to the applicable local comprehensive plan and land development regulations.

4. As used in this subsection, the term "transportation deficiency" means a facility or facilities on which the adopted level-of-service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review, and trips that are forecast by established traffic standards, including traffic modeling, consistent with the University of Florida's Bureau of Economic and Business Research medium population projections. Additional projected background trips are to be coincident with the particular stage or phase of development under review.

(i) ~~If a local government elects to repeal transportation concurrency, the local government may it is encouraged to adopt an alternative transportation system that is mobility-plan and fee-based or an alternative transportation system that is not mobility-plan and fee-based. The local government mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted may not use an alternative transportation system be used to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. An alternative transportation A mobility fee-based funding system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose that is not mobility fee-based shall not be applied in a manner that imposes upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).~~

(j)1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.

2. The interlocal agreement must, at a minimum:

a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.

b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.

c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.

d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.

3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:

a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer’s traffic impact study or the mobility plan adopted by the county or municipality.

b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub-subparagraph a.

c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer’s payment.

4. This paragraph does not apply to:

a. A county as defined in s. 125.011(1).

b. A county or municipality that has entered into, or otherwise updated, an existing interlocal agreement, as of October 1, 2024, to coordinate the mitigation of transportation impacts. However, if such existing interlocal agreement is terminated, the affected county and municipality that have entered into the agreement shall be subject to the requirements of this paragraph unless the county and municipality mutually agree to extend the existing interlocal agreement before the expiration of the agreement.

Section 3. Paragraph (a) of subsection (4), paragraph (a) of subsection (5), and subsection (7) of section 163.31801, Florida Statutes, are amended to read:

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any other form of exaction, related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

Section 4. Paragraph (d) of subsection (2) of section 212.055, Florida Statutes, is amended to read:

212.055 Discretionary sales surtaxes; legislative intent; authorization and use of proceeds.—It is the legislative intent that any authorization for imposition of a discretionary sales surtax shall be published in the Florida Statutes as a subsection of this section, irrespective of the duration of the levy. Each enactment shall specify the types of counties authorized to levy; the rate or rates which may be imposed; the maximum length of time the surtax may be imposed, if any; the procedure which must be followed to secure voter approval, if required; the purpose for which the proceeds may be expended; and such other requirements as the Legislature may provide. Taxable transactions and administrative procedures shall be as provided in s. 212.054.

(2) LOCAL GOVERNMENT INFRASTRUCTURE SURTAX.—

(d) The proceeds of the surtax authorized by this subsection and any accrued interest shall be expended by the school district, within the county and municipalities within the county, or, in the case of a negotiated joint

county agreement, within another county, to finance, plan, and construct infrastructure; to acquire any interest in land for public recreation, conservation, or protection of natural resources or to prevent or satisfy private property rights claims resulting from limitations imposed by the designation of an area of critical state concern; to provide loans, grants, or rebates to residential or commercial property owners who make energy efficiency improvements to their residential or commercial property, if a local government ordinance authorizing such use is approved by referendum; or to finance the closure of county-owned or municipally owned solid waste landfills that have been closed or are required to be closed by order of the Department of Environmental Protection. Any use of the proceeds or interest for purposes of landfill closure before July 1, 1993, is ratified. The proceeds and any interest may not be used for the operational expenses of infrastructure, except that a county that has a population of fewer than 75,000 and that is required to close a landfill may use the proceeds or interest for long-term maintenance costs associated with landfill closure. Counties, as defined in s. 125.011, and charter counties may, in addition, use the proceeds or interest to retire or service indebtedness incurred for bonds issued before July 1, 1987, for infrastructure purposes, and for bonds subsequently issued to refund such bonds. Any use of the proceeds or interest for purposes of retiring or servicing indebtedness incurred for refunding bonds before July 1, 1999, is ratified.

1. For the purposes of this paragraph, the term “infrastructure” means:

a. Any fixed capital expenditure or fixed capital outlay associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of 5 or more years, any related land acquisition, land improvement, design, and engineering costs, and all other professional and related costs required to bring the public facilities into service. For purposes of this sub-subparagraph, the term “public facilities” means facilities as defined in s. 163.3164(41) ~~s. 163.3164(39)~~, s. 163.3221(13), or s. 189.012(5), and includes facilities that are necessary to carry out governmental purposes, including, but not limited to, fire stations, general governmental office buildings, and animal shelters, regardless of whether the facilities are owned by the local taxing authority or another governmental entity.

b. A fire department vehicle, an emergency medical service vehicle, a sheriff's office vehicle, a police department vehicle, or any other vehicle, and the equipment necessary to outfit the vehicle for its official use or equipment that has a life expectancy of at least 5 years.

c. Any expenditure for the construction, lease, or maintenance of, or provision of utilities or security for, facilities, as defined in s. 29.008.

d. Any fixed capital expenditure or fixed capital outlay associated with the improvement of private facilities that have a life expectancy of 5 or more years and that the owner agrees to make available for use on a temporary basis as needed by a local government as a public emergency shelter or a staging area for emergency response equipment during an emergency

officially declared by the state or by the local government under s. 252.38. Such improvements are limited to those necessary to comply with current standards for public emergency evacuation shelters. The owner must enter into a written contract with the local government providing the improvement funding to make the private facility available to the public for purposes of emergency shelter at no cost to the local government for a minimum of 10 years after completion of the improvement, with the provision that the obligation will transfer to any subsequent owner until the end of the minimum period.

e. Any land acquisition expenditure for a residential housing project in which at least 30 percent of the units are affordable to individuals or families whose total annual household income does not exceed 120 percent of the area median income adjusted for household size, if the land is owned by a local government or by a special district that enters into a written agreement with the local government to provide such housing. The local government or special district may enter into a ground lease with a public or private person or entity for nominal or other consideration for the construction of the residential housing project on land acquired pursuant to this sub-subparagraph.

f. Instructional technology used solely in a school district's classrooms. As used in this sub-subparagraph, the term "instructional technology" means an interactive device that assists a teacher in instructing a class or a group of students and includes the necessary hardware and software to operate the interactive device. The term also includes support systems in which an interactive device may mount and is not required to be affixed to the facilities.

2. For the purposes of this paragraph, the term "energy efficiency improvement" means any energy conservation and efficiency improvement that reduces consumption through conservation or a more efficient use of electricity, natural gas, propane, or other forms of energy on the property, including, but not limited to, air sealing; installation of insulation; installation of energy-efficient heating, cooling, or ventilation systems; installation of solar panels; building modifications to increase the use of daylight or shade; replacement of windows; installation of energy controls or energy recovery systems; installation of electric vehicle charging equipment; installation of systems for natural gas fuel as defined in s. 206.9951; and installation of efficient lighting equipment.

3. Notwithstanding any other provision of this subsection, a local government infrastructure surtax imposed or extended after July 1, 1998, may allocate up to 15 percent of the surtax proceeds for deposit into a trust fund within the county's accounts created for the purpose of funding economic development projects having a general public purpose of improving local economies, including the funding of operational costs and incentives related to economic development. The ballot statement must indicate the intention to make an allocation under the authority of this subparagraph.

Section 5. This act shall take effect October 1, 2024.

Approved by the Governor June 25, 2024.

Filed in Office Secretary of State June 25, 2024.



APPENDIX C

Impact Fee Act (Florida Statute Section 163.31801)

2024 Florida Statutes

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Title XI COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS

Chapter 163 INTERGOVERNMENTAL PROGRAMS

SECTION 31801 Impact fees; short title; intent; minimum requirements; audits; challenges.

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

- (1) This section may be cited as the “Florida Impact Fee Act.”
- (2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments’ reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.
- (3) For purposes of this section, the term:
 - (a) “Infrastructure” means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency medical service vehicle, a sheriff’s office vehicle, a police department vehicle, a school bus as defined in s. [1006.25](#), and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s. [191.009](#)(4).
 - (b) “Public facilities” has the same meaning as in s. [163.3164](#) and includes emergency medical, fire, and law enforcement facilities.
- (4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:
 - (a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.
 - (b) Provide for accounting and reporting of impact fee collections and expenditures and account for the revenues and expenditures of such impact fee in a separate accounting fund.
 - (c) Limit administrative charges for the collection of impact fees to actual costs.
 - (d) Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of a new or increased impact fee.
 - (e) Ensure that collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.
 - (f) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.
 - (g) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.
 - (h) Specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.
 - (i) Ensure that revenues generated by the impact fee are not used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.
- (5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any form of exaction related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.
- (b) If a local government or special district does not charge and collect an impact fee for the general category or class of public facilities or infrastructure contributed, a credit may not be applied under paragraph (a).
- (6) A local government, school district, or special district may increase an impact fee only as provided in this subsection.
 - (a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.
 - (b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.
 - (c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.
 - (d) An impact fee increase may not exceed 50 percent of the current impact fee rate.
 - (e) An impact fee may not be increased more than once every 4 years.
 - (f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.
 - (g) A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:
 - 1. A demonstrated-need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.
 - 2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).
 - 3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.
 - (h) This subsection operates retroactively to January 1, 2021.
- (7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. [163.3180](#), s. [380.06](#), or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. [163.3180](#)(5)(i), the holder of any transportation or road impact fee credits granted under s. [163.3180](#) or s. [380.06](#) or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.
- (8) A local government, school district, or special district must submit with its annual financial report required under s. [218.32](#) or its financial audit report required under s. [218.39](#) a separate affidavit signed by its chief financial officer or, if there is no chief financial officer, its executive officer attesting, to the best of his or her knowledge, that all impact fees were collected and expended by the local government, school district, or special district, or were collected and expended on its behalf, in full compliance with the spending period provision in the local ordinance or resolution, and that funds expended from each impact fee account were used only to acquire, construct, or improve specific infrastructure needs.
- (9) In any action challenging an impact fee or the government’s failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. [163.3180](#)(6)(h)2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government.
- (10) Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and which receives benefits from the improvement or contribution that generated the credits. This subsection applies to all impact fee credits regardless of whether the credits were established before or after June 4, 2021.
- (11) A county, municipality, or special district may provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. [420.9071](#). If a county, municipality, or special district provides such an exception or waiver, it is not required to use any revenues to offset the impact.
- (12) This section does not apply to water and sewer connection fees.
- (13) In addition to the items that must be reported in the annual financial reports under s. [218.32](#), a local government, school district, or special district must report all of the following information on all impact fees charged:
 - (a) The specific purpose of the impact fee, including the specific infrastructure needs to be met, including, but not limited to, transportation, parks, water, sewer, and schools.
 - (b) The impact fee schedule policy describing the method of calculating impact fees, such as flat fees, tiered scales based on number of bedrooms, or tiered scales based on square footage.
 - (c) The amount assessed for each purpose and for each type of dwelling.
 - (d) The total amount of impact fees charged by type of dwelling.
 - (e) Each exception and waiver provided for construction or development of housing that is affordable.

History.—s. 9, ch. 2006-218; s. 1, ch. 2009-49; s. 5, ch. 2009-96; s. 5, ch. 2011-14; s. 1, ch. 2011-149; s. 1, ch. 2019-106; s. 5, ch. 2019-165; s. 5, ch. 2020-27; s. 1, ch. 2020-58; ss. 1, 2, ch. 2021-63; s. 3, ch. 2024-2



APPENDIX D

Traffic Characteristics Data

APPENDIX D: PALM BEACH GARDENS TRAFFIC CHARACTERISTICS DATA

Limits, Classification, & Ownership						Roadway Characteristics							Vehicle Miles of Travel & Capacity						
Street Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Number of Travel Lanes	Speed Limit	Length (Miles)	LOS Standard	AADT	Daily Capacity	Year of AADT Count	Growth Factors (From Model)	2025 DAILY TRAFFIC	2025 VMT	2025 VMC	2045 DAILY TRAFFIC	2045 VMT	2045 VMC
117th Court North	Central Blvd	Shady Lakes Dr	Collector	City	C3C	2	25	0.48	D	4,390	12,060	2022	0.0175	4,620	2,220	5,790	6,540	3,140	5,790
140th Avenue North (under const.)*	Northlake Blvd	Aviner Dr	Collector	City	C3R	4	30	1.00	D	3,500	24,870	2025	0.0500	3,500	3,500	24,870	9,290	9,290	24,870
Alternate A1A	Northlake Blvd	Lighthouse Dr	Arterial	State	C3C	4	45	0.90	D	21,000	36,600	2023	0.0175	21,740	19,570	32,940	30,760	27,680	32,940
Alternate A1A	Lighthouse Dr	Burns Rd	Arterial	State	C3C	4	45	0.95	D	21,000	36,600	2023	0.0175	21,740	20,650	34,770	30,760	29,220	34,770
Alternate A1A	Burns Rd	RCA Blvd	Arterial	State	C3C	4	45	0.52	D	26,000	36,600	2023	0.0175	26,920	14,000	19,030	38,090	19,810	19,030
Alternate A1A	RCA Blvd	PGA Blvd	Arterial	State	C3C	4	45	0.40	D	24,000	36,600	2023	0.0175	24,850	9,940	14,640	35,160	14,060	14,640
Alternate A1A	PGA Blvd	Hood Rd	Arterial	State	C3C	6	45	1.41	D	29,000	54,100	2023	0.0175	30,020	42,330	76,280	42,470	59,880	76,280
Alternate A1A	Hood Rd	Donald Ross Rd	Arterial	State	C3C	6	50	1.30	D	36,000	60,110	2023	0.0175	37,270	48,450	78,140	52,730	68,550	78,140
Alton Road	Donald Ross Rd	Grandiflora Rd	Collector	City	C4	4	25	0.76	D	7,160	20,060	2022	0.0175	7,540	5,730	15,250	10,670	8,110	15,250
Alton Road	Grandiflora Rd	Hood Rd	Collector	City	C4	4	25	0.60	D	4,490	20,060	2022	0.0175	4,730	2,840	12,040	6,690	4,010	12,040
Avenir Drive*	Northlake Blvd	Coconut Blvd	Collector	City	C3R	4	35	1.30	D	3,500	29,010	2025	0.0500	5,000	6,500	37,710	13,270	17,250	37,710
Avenir Drive *	Coconut Blvd	140th Ave North	Collector	City	C3R	4	35	0.67	D	2,500	29,010	2025	0.0500	3,500	2,350	19,440	9,290	6,220	19,440
Avenir Drive (under const.)*	140th Ave North	City Limits	Collector	City	C3R	4	35	0.69	D	1,250	29,010	2025	0.0500	1,250	860	20,020	3,320	2,290	20,020
Beeline Highway	Pratt-Whitney Rd	Caloosa Blvd	Arterial	State	C2	4	60	1.80	D	15,500	55,700	2023	0.0206	16,150	29,070	100,260	24,280	43,700	100,260
Beeline Highway	Caloosa Blvd	N County Airport	Arterial	State	C2	4	60	2.70	D	15,500	55,700	2023	0.0206	16,150	43,610	150,390	24,280	65,560	150,390
Beeline Highway	N County Airport	PGA Blvd	Arterial	State	C2	4	60	2.64	D	15,500	55,700	2023	0.0206	16,150	42,640	147,050	24,280	64,100	147,050
Beeline Highway	PGA Blvd	Northlake Blvd	Arterial	State	C2	4	55	3.53	D	15,200	55,700	2023	0.0206	15,830	55,880	196,620	23,800	84,010	196,620
Beeline Highway	Northlake Blvd	Jog Rd	Arterial	State	C2	4	55	1.21	D	26,000	55,700	2023	0.0206	27,080	32,770	67,400	40,720	49,270	67,400
Beeline Highway	Jog Rd	Haverhill Rd	Arterial	State	C2	4	55	1.37	D	26,000	55,700	2023	0.0206	27,080	37,100	76,310	40,720	55,790	76,310
Burns Road	Military Trail	I-95	Arterial	City	C3C	4	35	0.50	D	16,000	28,470	2023	0.0175	16,560	8,280	14,240	23,430	11,720	14,240
Burns Road	I-95	Alternate A1A	Arterial	City	C3C	4	35	0.36	D	16,000	28,470	2023	0.0175	16,560	5,960	10,250	23,430	8,430	10,250
Burns Road	Alternate A1A	Gardens East Dr	Arterial	City	C3R	4	35	0.22	D	16,700	29,010	2023	0.0175	17,290	3,800	6,380	24,460	5,380	6,380
Burns Road	Gardens East Dr	Prosperity Farms Rd	Arterial	City	C3R	4	35	0.97	D	8,100	29,010	2023	0.0175	8,390	8,140	28,140	11,870	11,510	28,140
Campus Drive	RCA Blvd	PGA Blvd	Collector	City	C3C	2	25	0.50	D	5,400	12,060	2023	0.0175	5,590	2,800	6,030	7,910	3,960	6,030
Central Boulevard	PGA Blvd	I-95	Arterial	County	C3R	4	45	1.47	D	16,900	39,800	2023	0.0175	17,500	25,730	58,510	24,760	36,400	58,510
Central Boulevard	I-95	Hood Rd	Arterial	County	C3R	4	45	0.56	D	16,900	29,010	2023	0.0175	17,500	9,800	16,250	24,760	13,870	16,250
Central Boulevard	Hood Rd	Donald Ross Rd	Arterial	County	C3R	4	45	1.27	D	17,000	29,010	2023	0.0175	17,600	22,350	36,840	24,900	31,620	36,840
Coconut Boulevard*	Northlake Blvd	Aviner Dr	Collector	City	C3R	4	35	0.62	D	5,500	29,010	2025	0.0500	5,500	3,410	17,990	14,590	9,050	17,990
Coconut Boulevard*	Aviner Dr	Conservation Area Access	Collector	City	C3R	4	35	1.10	D	3,750	29,010	2025	0.0500	3,750	4,130	31,910	9,950	10,950	31,910
Coconut Boulevard**	Conservation Area Access	Beeline Highway	Collector	City	C3R	0	35	2.50	D	-	29,010	2024	0.0500	0	0	72,530	7,500	18,750	72,530
Design Center Drive	RCA Blvd	RCA Center Dr	Collector	City	C5	2	25	0.14	D	1,990	9,930	2022	0.0175	2,100	290	1,390	2,970	420	1,390
Donald Ross Road	Jog Rd	I-95	Arterial	County	C3R	4	45	1.00	D	17,400	37,300	2023	0.0175	18,010	18,010	37,300	25,480	25,480	37,300
Donald Ross Road	I-95	Alton Rd	Arterial	County	C3C	6	45	0.35	D	31,000	54,100	2023	0.0175	32,090	11,230	18,940	45,400	15,890	18,940
Donald Ross Road	Alton Rd	Central Blvd	Arterial	County	C3C	6	45	0.86	D	38,000	54,100	2023	0.0175	39,340	33,830	46,530	55,660	47,870	46,530
Donald Ross Road	Central Blvd	Military Trail	Arterial	County	C3C	6	45	0.32	D	32,500	54,100	2023	0.0175	33,650	10,770	17,310	47,610	15,240	17,310
Donald Ross Road	Military Trail	Alternate A1A	Arterial	County	C3C	6	45	0.50	D	32,500	54,100	2023	0.0175	33,650	16,830	27,050	47,610	23,810	27,050
Donald Ross Road	Alternate A1A	Prosperity Farms Rd	Arterial	County	C3R	6	45	1.20	D	31,000	59,900	2023	0.0175	32,090	38,510	71,880	45,400	54,480	71,880
Donald Ross Road	Prosperity Farms Rd	Ellison Wilson Rd	Arterial	County	C3R	4	45	1.20	D	29,500	37,300	2023	0.0175	30,540	36,650	44,760	43,210	51,850	44,760
Donald Ross Road	Ellison Wilson Rd	US 1	Arterial	County	C3C	4	45	0.50	D	29,500	36,600	2023	0.0175	30,540	15,270	18,300	43,210	21,610	18,300
Donald Ross Road	US 1	Ocean Dr	Collector	County	C4	2	35	0.16	D	4,400	13,690	2023	0.0175	4,560	730	2,190	6,450	1,030	2,190

APPENDIX D: PALM BEACH GARDENS TRAFFIC CHARACTERISTICS DATA

Limits, Classification, & Ownership						Roadway Characteristics							Vehicle Miles of Travel & Capacity						
Street Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Number of Travel Lanes	Speed Limit	Length (Miles)	LOS Standard	AADT	Daily Capacity	Year of AADT Count	Growth Factors (From Model)	2025 DAILY TRAFFIC	2025 VMT	2025 VMC	2045 DAILY TRAFFIC	2045 VMT	2045 VMC
Ellison Wilson Road	McLaren Rd	PGA Blvd	Collector	County	C4	2	30	0.49	D	3,810	11,730	2022	0.0175	4,010	1,960	5,750	5,670	2,780	5,750
Ellison Wilson Road	PGA Blvd	Universe Blvd	Collector	County	C3R	2	35	1.00	D	10,100	17,420	2023	0.0175	10,460	10,460	17,420	14,800	14,800	17,420
Ellison Wilson Road	Universe Blvd	Donald Ross Rd	Collector	County	C3R	2	35	1.60	D	7,000	17,420	2023	0.0175	7,250	11,600	27,870	10,260	16,420	27,870
Elm Avenue	Hood Rd	South Gardens Dr / Pacifico Ct	Collector	City	C3R	2	25	0.46	D	1,820	17,420	2022	0.0175	1,920	880	8,010	2,720	1,250	8,010
Fairchild Avenue	Fairchild Gardens Ave	Campus Dr	Collector	City	C3R	2	25	0.38	D	1,830	17,420	2022	0.0175	1,930	730	6,620	2,730	1,040	6,620
Fairchild Gardens Avenue	RCA Blvd	Fairchild Ave	Collector	City	C3R	2	25	0.25	D	5,400	17,420	2023	0.0175	5,590	1,400	4,360	7,910	1,980	4,360
Fairchild Gardens Avenue	Fairchild Ave	PGA Blvd	Collector	City	C3C	4	25	0.25	D	5,400	20,330	2023	0.0175	5,590	1,400	5,080	7,910	1,980	5,080
Fairchild Gardens Avenue	PGA Blvd	Gardens Pkwy	Collector	City	C3C	4	25	0.40	D	5,400	20,330	2023	0.0175	5,590	2,240	8,130	7,910	3,160	8,130
Florida Turnpike	Beeline Hwy	Jog Rd	Limited Access	FDOT-SIS	LA - URBAN	4	70	0.52	D	75,100	82,200	2023	0.010	76,610	39,840	42,740	93,480	48,610	42,740
Florida Turnpike	Jog Rd	PGA Blvd	Limited Access	FDOT-SIS	LA - URBAN	4	70	2.46	D	66,900	82,200	2023	0.010	68,240	167,870	202,210	83,270	204,840	202,210
Florida Turnpike	PGA Blvd	Donald Ross Rd	Limited Access	FDOT-SIS	LA - URBAN	4	70	3.00	D	57,800	82,200	2023	0.010	58,960	176,880	246,600	71,940	215,820	246,600
Gardens East Drive	Burns Rd	RCA Blvd	Collector	City	C3R	2	25	0.77	D	4,040	12,440	2022	0.0175	4,260	3,280	9,580	6,030	4,640	9,580
Gardens East Drive	Lighthouse Dr	Burns Rd	Collector	City	C3R	2	25	0.95	D	2,910	12,440	2022	0.0175	3,070	2,920	11,820	4,340	4,120	11,820
Gardens Parkway	Alternate A1A	Prosperity Farms Rd	Collector	City	C3R	4	25	1.57	D	5,900	20,720	2023	0.0175	6,110	9,590	32,530	8,640	13,560	32,530
Grandiflora Road	Alton Rd	Buccaneer Way	Collector	City	C4	4	25	0.24	D	2,810	20,060	2022	0.0175	2,960	710	4,810	4,190	1,010	4,810
Grandiflora Road	Buccaneer Way	Central Blvd	Collector	City	C3R	2	25	0.18	D	2,930	12,440	2022	0.0175	3,090	560	2,240	4,370	790	2,240
Grandiflora Road	Central Blvd	Military Trail	Collector	City	C3R	2	25	0.33	D	15,400	12,440	2023	0.0175	15,940	5,260	4,110	22,550	7,440	4,110
Holly Drive	Military Trail	Lighthouse Dr	Collector	City	C3R	2	25	1.50	D	7,000	12,440	2023	0.0175	7,250	10,880	18,660	10,260	15,390	18,660
Hood Road	Jog Rd	Florida Turnpike	Arterial	County	C3R	2	40	1.00	D	6,850	19,910	2023	0.0175	7,090	7,090	19,910	10,030	10,030	19,910
Hood Road	Florida Turnpike	I-95	Arterial	County	C3R	4	40	0.69	D	6,850	33,160	2023	0.0175	7,090	4,890	22,880	10,030	6,920	22,880
Hood Road	I-95	Central Blvd	Arterial	County	C3R	4	45	0.53	D	6,850	37,300	2023	0.0175	7,090	3,760	19,770	10,030	5,320	19,770
Hood Road	Central Blvd	Military Trail	Arterial	County	C3R	4	45	0.31	D	15,400	37,300	2023	0.0175	15,940	4,940	11,560	22,550	6,990	11,560
Hood Road	Military Trail	Alternate A1A	Arterial	County	C3R	4	45	0.52	D	14,300	37,300	2023	0.0175	14,800	7,700	19,400	20,940	10,890	19,400
Hood Road	Alternate A1A	Prosperity Farms Rd	Arterial	County	C3R	2	40	1.70	D	5,900	19,910	2023	0.0175	6,110	10,390	33,850	8,640	14,690	33,850
I-95	Blue Heron Blvd	Northlake Blvd	Limited Access	FDOT-SIS	LA - URBAN	10	65	1.76	D	176,000	202,400	2023	0.010	179,540	315,990	356,220	219,070	385,560	356,220
I-95	Northlake Blvd	PGA Blvd	Limited Access	FDOT-SIS	LA - URBAN	10	65	2.20	D	176,000	202,400	2023	0.010	179,540	394,990	445,280	219,070	481,950	445,280
I-95	PGA Blvd	Military Trail	Limited Access	FDOT-SIS	LA - URBAN	10	65	0.38	D	139,500	202,400	2023	0.010	142,300	54,070	76,910	173,630	65,980	76,910
I-95	Military Trail	Central Blvd	Limited Access	FDOT-SIS	LA - URBAN	10	65	1.07	D	139,500	202,400	2023	0.010	142,300	152,260	216,570	173,630	185,780	216,570
I-95	Central Blvd	Donald Ross Rd	Limited Access	FDOT-SIS	LA - URBAN	10	65	2.01	D	139,500	202,400	2023	0.010	142,300	286,020	406,820	173,630	349,000	406,820
I-95	Donald Ross Rd	Indiantown Road	Limited Access	FDOT-SIS	LA - URBAN	10	65	3.81	D	127,500	202,400	2023	0.010	130,060	495,530	771,140	158,700	604,650	771,140
Investment Lane / Park Ave W	Military Trail	Congress Ave	Collector	County	C3R	2	40	1.33	D	10,500	19,910	2023	0.0175	10,870	14,460	26,480	15,380	20,460	26,480
Jog Road	Florida Turnpike	Beeline Hwy	Collector	County	C3R	4	35	0.21	D	7,200	29,010	2023	0.0175	7,450	1,560	6,090	10,540	2,210	6,090
Jog Road	Beeline Hwy	Northlake Blvd	Collector	County	C3R	4	35	0.53	D	7,200	29,010	2023	0.0175	7,450	3,950	15,380	10,540	5,590	15,380
Jog Road / Ryder Cup Blvd (PRIVATE)	Northlake Blvd	PGA Blvd	Collector	Private	C3R	2	25	2.66	D	7,200	12,440	2023	0.0175	7,450	19,820	33,090	10,540	28,040	33,090
Jog Road	PGA Blvd	Hood Rd	Collector	County	C3R	2	35	3.67	D	6,150	17,420	2022	0.0175	6,480	23,780	63,930	9,170	33,650	63,930
Jog Road	Hood Rd	Donald Ross Rd	Collector	County	C3R	2	40	1.12	D	4,760	19,910	2022	0.0175	5,010	5,610	22,300	7,090	7,940	22,300
Kew Gardens Avenue	PGA Blvd	Gardens Parkway	Collector	City	C3C	4	25	0.34	D	5,400	20,330	2023	0.0175	5,590	1,900	6,910	7,910	2,690	6,910
Kew Gardens Avenue	Gardens Parkway	Valencia Gardens Ave	Collector	City	C3R	2	25	0.23	D	2,390	12,440	2022	0.0175	2,520	580	2,860	3,570	820	2,860
Kyoto Gardens Drive	Military Trail	Alternate A1A	Collector	City	C3C	4	35	0.60	D	9,300	28,470	2023	0.0175	9,630	5,780	17,080	13,620	8,170	17,080
Kyoto Gardens Drive	Alternate A1A	Fairchild Gardens Ave	Collector	City	C3C	4	35	0.42	D	9,300	28,470	2023	0.0175	9,630	4,040	11,960	13,620	5,720	11,960

APPENDIX D: PALM BEACH GARDENS TRAFFIC CHARACTERISTICS DATA

Limits, Classification, & Ownership						Roadway Characteristics							Vehicle Miles of Travel & Capacity						
Street Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Number of Travel Lanes	Speed Limit	Length (Miles)	LOS Standard	AADT	Daily Capacity	Year of AADT Count	Growth Factors (From Model)	2025 DAILY TRAFFIC	2025 VMT	2025 VMC	2045 DAILY TRAFFIC	2045 VMT	2045 VMC
Lake Victoria Gardens Avenue	Gardens Parkway	Kyoto Gardens Dr	Collector	City	C3C	2	25	0.37	D	2,070	12,060	2022	0.0175	2,180	810	4,460	3,080	1,140	4,460
Lake Victoria Gardens Avenue	Kyoto Gardens Dr	PGA Blvd	Collector	City	C3C	4	25	0.14	D	5,400	20,330	2023	0.0175	5,590	780	2,850	7,910	1,110	2,850
Lake Victoria Gardens Avenue	PGA Blvd	Alternate A1A	Collector	City	C3C	4	35	0.30	D	24,000	28,470	2023	0.0175	24,850	7,460	8,540	35,160	10,550	8,540
Lighthouse Drive	Begonia St	MacArthur Blvd	Collector	City	C3R	2	25	0.63	D	3,400	12,440	2023	0.0175	3,520	2,220	7,840	4,980	3,140	7,840
Lighthouse Drive	MacArthur Blvd	A1A	Collector	City	C3R	2	25	0.23	D	3,400	12,440	2023	0.0175	3,520	810	2,860	4,980	1,150	2,860
Lighthouse Drive	A1A	Prosperity Farms	Collector	City	C3R	2	25	0.65	D	8,000	12,440	2023	0.0175	8,280	5,380	8,090	11,710	7,610	8,090
Lilac Street	Military Trail	Plant Dr	Collector	City	C3R	2	25	0.44	D	4,370	12,440	2022	0.0175	4,600	2,020	5,470	6,510	2,860	5,470
MacArthur Boulevard	Northlake Blvd	Lighthouse Dr	Collector	City	C3R	2	25	0.66	D	9,400	12,440	2023	0.0175	9,730	6,420	8,210	13,770	9,090	8,210
Military Trail	Investment Ln	Northlake Blvd	Arterial	FDOT	C3C	6	45	0.75	D	33,000	54,100	2023	0.0175	34,170	25,630	40,580	48,340	36,260	40,580
Military Trail	Northlake Blvd	Holly Dr	Arterial	FDOT	C3C	6	45	1.00	D	37,500	54,100	2023	0.0175	38,820	38,820	54,100	54,920	54,920	54,100
Military Trail	Holly Dr	Burns Rd	Arterial	FDOT	C3C	6	45	0.50	D	40,000	54,100	2023	0.0175	41,410	20,710	27,050	58,590	29,300	27,050
Military Trail	Burns Rd	PGA Blvd	Arterial	FDOT	C3C	6	45	0.51	D	40,000	54,100	2023	0.0175	41,410	21,120	27,590	58,590	29,880	27,590
Military Trail	PGA Blvd	I-95	Arterial	County	C3C	6	45	0.50	D	32,000	54,100	2023	0.0175	33,130	16,570	27,050	46,870	23,440	27,050
Military Trail	I-95	Hood Rd	Arterial	County	C3R	6	45	1.31	D	24,500	54,100	2023	0.0175	25,370	33,230	70,870	35,890	47,020	70,870
Military Trail	Hood Rd	Donald Ross Rd	Arterial	County	C3R	6	45	1.27	D	24,000	54,100	2023	0.0175	24,850	31,560	68,710	35,160	44,650	68,710
Mirasol Drive	PGA Blvd	Jog Rd	Collector	City	C3C	4	25	0.17	D	9,600	20,330	2023	0.0175	9,940	1,690	3,460	14,060	2,390	3,460
Northcorp Parkway	RCA Blvd	Riverside Dr	Collector	City	C3R	4	25	0.34	D	2,920	20,720	2022	0.0175	3,080	1,050	7,040	4,360	1,480	7,040
Northcorp Parkway	Riverside Dr	Park Dr	Collector	City	C3R	2	25	0.15	D	450	12,440	2022	0.0175	470	70	1,870	660	100	1,870
Northlake Boulevard (UNDER CONST.)	Seminole Pratt-Whitney Rd	140th Ave	Arterial	County	C2	2	55	2.00	D	14,400	14,000	2023	0.0192	14,960	29,920	28,000	21,880	43,760	28,000
Northlake Boulevard (UNDER CONST.)	140th Ave	Coconut Blvd	Arterial	County	C2	2	55	1.45	D	14,400	14,000	2023	0.0192	14,960	21,690	20,300	21,880	31,730	20,300
Northlake Boulevard (UNDER CONST.)	Coconut Blvd	Ibis Blvd	Arterial	County	C2	4	55	2.00	D	36,750	55,700	2023	0.0192	38,170	76,340	111,400	55,840	111,680	111,400
Northlake Boulevard (UNDER CONST.)	Ibis Blvd	SR 7	Arterial	County	C2	4	55	0.50	D	40,000	55,700	2023	0.0192	41,550	20,780	27,850	60,780	30,390	27,850
Northlake Boulevard	SR 7	Beeline Hwy	Arterial	County	C2	4	55	2.75	D	40,250	55,700	2023	0.0192	41,810	114,980	153,180	61,160	168,190	153,180
Northlake Boulevard	Beeline Hwy	Jog Rd	Arterial	County	C2	6	55	0.85	D	26,000	83,700	2023	0.0192	27,010	22,960	71,150	39,510	33,580	71,150
Northlake Boulevard	Jog Rd	Steeplechase Dr	Arterial	County	C3R	6	55	0.77	D	34,500	66,120	2023	0.0175	35,720	27,500	50,910	50,540	38,920	50,910
Northlake Boulevard	Steeplechase Dr	Military Trail	Arterial	County	C3R	6	50	1.25	D	44,000	60,110	2023	0.0175	45,550	56,940	75,140	64,440	80,550	75,140
Northlake Boulevard	Military Trail	I-95	Arterial	County	C3C	6	45	0.50	D	52,000	54,100	2023	0.0175	53,840	26,920	27,050	76,170	38,090	27,050
Northlake Boulevard	I-95	Sandtree Dr	Arterial	County	C3C	6	45	0.21	D	58,000	54,100	2023	0.0175	60,050	12,610	11,360	84,960	17,840	11,360
Northlake Boulevard	Sandtree Dr	MacArthur Blvd	Arterial	County	C3C	6	45	0.43	D	58,000	54,100	2023	0.0175	60,050	25,820	23,260	84,960	36,530	23,260
Northlake Boulevard	MacArthur Blvd	Congress Ave	Arterial	County	C3C	6	45	0.25	D	58,000	54,100	2023	0.0175	60,050	15,010	13,530	84,960	21,240	13,530
Northlake Boulevard	Congress Ave	Old Dixie Hwy	Arterial	County	C3C	6	40	0.32	D	42,500	48,090	2023	0.0175	44,000	14,080	15,390	62,250	19,920	15,390
Northlake Boulevard	Old Dixie Hwy	Alternate A1A	Arterial	County	C3C	6	40	0.16	D	42,500	48,090	2023	0.0175	44,000	7,040	7,690	62,250	9,960	7,690
Northlake Boulevard	Alternate A1A	Prosperity Farms Rd	Arterial	FDOT	C3C	6	40	0.14	D	34,500	48,090	2023	0.0175	35,720	5,000	6,730	50,540	7,080	6,730
Northlake Boulevard	Prosperity Farms Rd	Southwind Dr	Arterial	FDOT	C3C	6	40	0.54	D	35,000	48,090	2023	0.0175	36,240	19,570	25,970	51,270	27,690	25,970
Northlake Boulevard	Southwind Dr	US 1	Arterial	FDOT	C3C	6	40	0.57	D	24,500	48,090	2023	0.0175	25,370	14,460	27,410	35,890	20,460	27,410
E Park Drive	RCA Blvd	Northcorp Parkway	Collector	City	C3C	2	25	0.20	D	570	12,060	2022	0.0175	600	120	2,410	850	170	2,410
E Park Drive	Northcorp Parkway	Burns Rd	Collector	City	C3C	2	25	0.33	D	610	12,060	2022	0.0175	640	210	3,980	910	300	3,980
Pasteur Boulevard	Donald Ross Rd	Alton Rd	Collector	City	C3R	4	25	0.95	D	720	20,720	2022	0.0175	760	720	19,680	1,080	1,030	19,680

APPENDIX D: PALM BEACH GARDENS TRAFFIC CHARACTERISTICS DATA

Limits, Classification, & Ownership						Roadway Characteristics								Vehicle Miles of Travel & Capacity					
Street Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Number of Travel Lanes	Speed Limit	Length (Miles)	LOS Standard	AADT	Daily Capacity	Year of AADT Count	Growth Factors (From Model)	2025 DAILY TRAFFIC	2025 VMT	2025 VMC	2045 DAILY TRAFFIC	2045 VMT	2045 VMC
PGA Boulevard	Beeline Hwy	Ryder Cup Blvd	Arterial	FDOT	C2	2	55	2.93	D	3,500	14,000	2023	0.0175	3,620	10,610	41,020	5,120	15,000	41,020
PGA Boulevard	Ryder Cup Blvd	Florida Turnpike	Arterial	FDOT	C3R	6	45	1.30	D	23,500	55,100	2023	0.0175	24,330	31,630	71,630	34,420	44,750	71,630
PGA Boulevard	Florida Turnpike	Central Blvd	Arterial	FDOT	C3R	6	45	0.52	D	42,500	55,100	2023	0.0175	44,000	22,880	28,650	62,250	32,370	28,650
PGA Boulevard	Central Blvd	Military Trail	Arterial	FDOT	C3C	6	45	1.00	D	42,500	54,100	2023	0.0175	44,000	44,000	54,100	62,250	62,250	54,100
PGA Boulevard	Military Trail	I-95	Arterial	FDOT	C3C	6	45	0.23	D	47,500	54,100	2023	0.0175	49,180	11,310	12,440	69,580	16,000	12,440
PGA Boulevard	I-95	RCA Blvd	Arterial	FDOT	C3C	7	45	0.24	D	67,500	59,510	2023	0.0175	69,880	16,770	14,280	98,860	23,730	14,280
PGA Boulevard	RCA Blvd	Lake Victoria Gardens Dr	Arterial	FDOT	C3C	7	45	0.48	D	58,000	59,510	2023	0.0175	60,050	28,820	28,560	84,960	40,780	28,560
PGA Boulevard	Lake Victoria Gardens Dr	Campus Dr	Arterial	FDOT	C3C	6	45	0.58	D	48,500	54,100	2023	0.0175	50,210	29,120	31,380	71,040	41,200	31,380
PGA Boulevard	Campus Dr	Prosperity Farms Rd	Arterial	FDOT	C3C	6	45	0.65	D	48,500	54,100	2023	0.0175	50,210	32,640	35,170	71,040	46,180	35,170
PGA Boulevard	Prosperity Farms Rd	Ellison Wilson Rd	Arterial	FDOT	C3C	6	40	0.48	D	32,000	48,090	2023	0.0175	33,130	15,900	23,080	46,870	22,500	23,080
PGA Boulevard	Ellison Wilson Rd	US 1	Arterial	FDOT	C3C	6	40	0.20	D	25,500	48,090	2023	0.0175	26,400	5,280	9,620	37,350	7,470	9,620
Plant Drive	Holly Dr	Lilac Street	Collector	City	C3R	2	25	0.23	D	1,710	12,440	2022	0.0175	1,800	410	2,860	2,550	590	2,860
Prosperity Farms Road	Northlake Blvd	Lighthouse Dr	Arterial	County	C3R	3	35	0.66	D	16,100	17,420	2023	0.0175	16,670	11,000	11,500	23,580	15,560	11,500
Prosperity Farms Road	Lighthouse Dr	Burns Rd	Arterial	County	C3R	3	35	1.00	D	16,400	17,420	2023	0.0175	16,980	16,980	17,420	24,020	24,020	17,420
Prosperity Farms Road	Burns Rd	RCA Blvd	Arterial	County	C3C	5	45	0.38	D	16,400	38,430	2023	0.0175	16,980	6,450	14,600	24,020	9,130	14,600
Prosperity Farms Road	RCA Blvd	PGA Blvd	Arterial	County	C3C	5	45	0.50	D	24,500	38,430	2023	0.0175	25,370	12,690	19,220	35,890	17,950	19,220
Prosperity Farms Road	PGA Blvd	Gardens Pkwy	Arterial	County	C3C	4	40	0.25	D	18,000	32,530	2023	0.0175	18,640	4,660	8,130	26,370	6,590	8,130
Prosperity Farms Road	Gardens Pkwy	Hood Rd	Arterial	County	C3R	2	40	1.32	D	10,900	19,910	2022	0.0175	11,480	15,150	26,280	16,240	21,440	26,280
Prosperity Farms Road	Hood Rd	Donald Ross Rd	Arterial	County	C3R	2	40	1.19	D	9,430	19,910	2022	0.0175	9,930	11,820	23,690	14,050	16,720	23,690
RCA Boulevard	PGA Blvd	Northcorp Parkway	Arterial	County	C3C	2	30	0.31	D	6,270	14,470	2022	0.0175	6,600	2,050	4,490	9,340	2,900	4,490
RCA Boulevard	Northcorp Parkway	Alternate A1A	Arterial	County	C3C	2	30	0.55	D	5,370	14,470	2022	0.0175	5,660	3,110	7,960	8,010	4,410	7,960
RCA Boulevard	Alternate A1A	Fairchild Gardens Ave	Arterial	County	C3C	2	45	0.66	D	7,410	21,700	2022	0.0175	7,810	5,150	14,320	11,050	7,290	14,320
RCA Boulevard	Fairchild Gardens Ave	Campus Dr	Arterial	County	C3R	2	45	0.66	D	5,950	22,400	2022	0.0175	6,270	4,140	14,780	8,870	5,850	14,780
RCA Boulevard	Campus Dr	Prosperity Farms Rd	Arterial	County	C3R	2	45	0.65	D	6,330	22,400	2023	0.0175	6,550	4,260	14,560	9,270	6,030	14,560
RCA Center Drive	RCA Blvd	Design Center Dr	Collector	City	C3C	2	25	0.65	D	1,510	12,060	2022	0.0175	1,590	1,030	7,840	2,250	1,460	7,840
RCA Center Drive	Design Center Dr	Kyoto Gardens Dr	Collector	City	C3C	2	25	0.65	D	1,510	12,060	2022	0.0175	1,590	1,030	7,840	2,250	1,460	7,840
Riverside Drive	Northcorp Parkway	Burns Rd	Collector	City	C3C	2	25	0.25	D	2,580	12,060	2022	0.0175	2,720	680	3,020	3,850	960	3,020
Riverside Drive	Burns Rd	Lighthouse Dr	Collector	City	C3C	2	25	0.99	D	3,520	12,060	2022	0.0175	3,710	3,670	11,940	5,250	5,200	11,940
Sandhill Crane Drive*	Vaurus Ranch Rd	Avenir Dr	Collector	City	C3C	2	25	1.14	D	750	12,060	2024	0.0500	790	900	13,750	2,100	2,390	13,750
Shady Lakes Drive	PGA Blvd	117th Court N	Collector	City	C3R	2	25	0.74	D	4,490	12,440	2022	0.0175	4,730	3,500	9,210	6,690	4,950	9,210
US 1	Northlake Blvd	Lighthouse Dr	Arterial	FDOT	C3C	6	35	0.68	D	22,000	42,080	2023	0.0175	22,780	15,490	28,610	32,230	21,920	28,610
US 1	Lighthouse Dr	Yatch Club Dr	Arterial	FDOT	C3C	6	35	1.33	D	22,000	42,080	2023	0.0175	22,780	30,300	55,970	32,230	42,870	55,970
US 1	Yatch Club Dr	PGA Blvd	Arterial	FDOT	C3C	4	40	1.27	D	22,000	32,530	2023	0.0175	22,780	28,930	41,310	32,230	40,930	41,310
US 1	PGA Blvd	Universe Blvd	Arterial	FDOT	C3C	4	45	1.00	D	27,500	36,600	2023	0.0175	28,470	28,470	36,600	40,280	40,280	36,600
US 1	Universe Blvd	Donald Ross Rd	Arterial	FDOT	C3C	4	45	1.65	D	27,500	36,600	2023	0.0175	28,470	46,980	60,390	40,280	66,460	60,390
Victoria Falls Boulevard	Central Blvd	Military Trail	Collector	City	C3R	2	25	0.36	D	3,940	12,440	2022	0.0175	4,150	1,490	4,480	5,870	2,110	4,480

Source: Traffic data obtained from City, County, FDOT, Palm Beach TPA. LOS Standards based on City Comprehensive Plan. Daily Capacity based on 2023 FDOT Generalized Tables. Growth Factors based on FDOT District 4 (Southeast) 2045 Treasure Coast Regional Planning Model. Base Year AADT projected from base year of traffic count multiplied by the annual application of the model growth factor. VMT is length x AADT. VMC is length x Daily Capacity. 2045 AADT and VMT derived by applying growth rates. 2045 VMC held constant.



APPENDIX E

2022 National Household Travel Survey Data

APPENDIX E: NATIONAL HOUSEHOLD TRAVEL SURVEY (NHTS)

TRIP PURPOSE	PERSON TRIPS (PT)	PERSON TRIP FACTOR (PTf)	PERSON MILES OF TRAVEL (PMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRIP LENGTH (PTL)	VEHICLE TRIPS (VT)	VEHICLE MILES OF TRAVEL (VMT)	VEHICLE TRIP LENGTH (VTL)	VEHICLE OCCUPANCY (VO)
HOME	2,891,798,294	1.59	12,645,908,452	1.54	4.37	1,819,015,995	8,232,241,561	4.53	1.40
WORK	514,858,133	1.16	2,568,043,973	1.07	4.99	445,541,234	2,403,753,708	5.40	1.26
PERSONAL ERRANDS	515,234,162	1.66	2,253,673,370	1.70	4.37	309,840,984	1,329,094,260	4.29	1.90
COMMUNITY SERVING	199,256,652	2.34	690,308,824	1.73	3.46	85,266,046	398,232,437	4.67	2.30
SOCIAL / VACATION	110,369,487	1.55	476,223,715	1.52	4.31	70,989,681	313,677,934	4.42	1.28
SCHOOL	347,544,676	1.64	1,803,869,327	1.56	5.19	211,663,874	1,153,988,483	5.45	1.03
FAMILY CARE	77,440,895	2.43	304,228,650	2.43	3.93	31,890,275	125,281,807	3.93	2.00
MEDICAL / DENTAL	145,090,697	1.62	617,008,626	1.46	4.25	89,558,829	421,823,864	4.71	1.54
BUY MEALS	651,861,862	1.70	2,082,026,920	1.39	3.19	383,034,314	1,499,797,691	3.92	1.73
BUY GOODS	1,310,566,299	1.40	4,898,255,489	1.49	3.74	937,613,773	3,297,010,086	3.52	1.65
EXERCISE	456,388,722	2.60	1,191,210,608	1.76	2.61	175,277,345	676,519,413	3.86	1.43
RECREATION / ENTERTAINMENT	134,220,891	2.17	391,059,881	1.71	2.91	61,788,835	228,480,450	3.70	1.72
TOTAL	7,354,630,773	1.59	29,921,817,835	1.49	4.07	4,621,481,184	20,079,901,693	4.34	1.59

Source: 2022 National Household Travel Survey (NHTS). Summary of Trip Purpose for South Atlantic MSA/CMSA 1 million + w/o heavy rail. Average of trips based on trip lengths of 10 Miles or Less.



APPENDIX F

Planning Level Cost (PLC) & Multimodal Capacities (MC)

APPENDIX F: PLANNING LEVEL COST (PLC) & MULTIMODAL CAPACITY CAPACITY (MC)

PLC & PMC Note	Roadway & Intersection Plan	Planning Level Cost (PLC) per mile	Multimodal Capacity (MC) per mile
5	Curbless Shared Street	\$17,500,000	7,540
10	Two (2) Lane Undivided (20 MPH)	\$16,650,000	10,060
15	Two (2) Lane Undivided (25 MPH)	\$16,650,000	12,570
20	Two (2) Lane Undivided (30 MPH)	\$16,650,000	15,090
25	Two (2) Lane Divided (No Turn Lanes)	\$2,500,000	12,570
30	Two (2) Lane Divided (25 MPH)	\$18,870,000	17,060
35	Two (2) Lane Divided (30 MPH)	\$18,870,000	20,480
40	Four (4) Lane Divided (25 MPH) - Commercial	\$16,100,000	27,270
45	Four (4) Lane Divided (30 MPH) - Commercial	\$14,950,000	32,720
50	Two (2) Lane Undivided (45 MPH)	\$16,650,000	23,360
55	Four (4) Lane Divided (25 MPH) - Residential	\$12,500,000	30,880
60	Four (4) Lane Divided (30 MPH) - Residential	\$12,500,000	37,050
65	Minor Intersection Improvement	\$1,000,000	2,980
70	Major Intersection Improvement	\$1,500,000	5,960
75	Functional Class Upgrade	\$7,500,000	8,940
80	Four (4) Lane to Six (6) Lane Divided	\$15,000,000	41,720
85	Roundabout (4-Way Approach)	\$2,000,000	8,940
90	Roundabout (3-Way Approach)	\$1,500,000	7,450
110	PD&E Study	\$1,000,000	500

PLC & PMC Note	On-Street Multimodal Plan	Planning Level Cost (PLC) per mile	Multimodal Capacity (MC) per mile
75	Bicycle Blvd	\$150,000	900
80	4' Paved Shoulder	\$500,000	1,200
85	4' Bicycle Lane	\$750,000	2,400
90	5' Bicycle Lane	\$1,000,000	3,600
100	6' Buffered Bicycle Lane	\$1,250,000	4,800
105	Protected Bicycle Lane (Cycle Track)	\$1,750,000	6,000
110	Corridor Study	\$250,000	500
PLC & PMC Note	Off-Street Multimodal Plan	Planning Level Cost (PLC) per mile	Multimodal Capacity (MC) per mile
5	Sidewalk	\$750,000	1,200
10	Sidewalk (QOS B)	\$1,000,000	2,400
15	Pathway	\$1,250,000	2,400
20	Pathway QOS B	\$1,750,000	4,800
25	SUP 10'	\$1,500,000	3,000
30	SUP 10' (QOS B)	\$2,000,000	6,000
35	SUP 12'	\$1,750,000	3,600
40	SUP 12' (QOS B)	\$2,250,000	7,200
45	Boardwalk	\$4,000,000	8,400
50	Rectangular Rapid Flashing Beacon (RRFB)	\$250,000	500
55	Multimodal Bridge	\$750,000	6,000
60	Curb Ramps	\$3,000	10
65	Elevated Walkway	\$10,000,000	16,800

Source: PLC and MC note indicate the Planning Level Cost (PLC) and Multimodal Capacity assigned to a specific Mobility Project on the Road & Intersection Plan ([Appendix G](#)), Off-Street Multimodal ([Appendix H](#)), and On-Street Multimodal ([Appendix H](#)). Planning Level Cost (PLC) are based on the most recent and localized data available from the City, Palm Beach County TPA, and FDOT. Multimodal Capacity based on Shared-Use Path Level of Service Guide (2006) prepared by the U.S. DOT Federal Highway Administration and the 2023 FDOT Level and Quality of Service Handbook.

Appendix B: Florida's Generalized Service Volume Tables

Limited Access

Freeway Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
2 Lane	2,400	3,170	3,970	4,150
3 Lane	3,390	4,600	5,810	6,130
4 Lane	4,340	6,060	7,700	8,170
5 Lane	5,480	7,450	9,680	10,390
6 Lane	6,630	9,220	11,520	12,760

Peak Hour Two-Way

	B	C	D	E
4 Lane	4,360	5,760	7,220	7,550
6 Lane	6,160	8,360	10,560	11,150
8 Lane	7,890	11,020	14,000	14,850
10 Lane	9,960	13,550	17,600	18,890
12 Lane	12,050	16,760	20,950	23,200

AADT

	B	C	D	E
4 Lane	51,300	67,800	84,900	88,800
6 Lane	72,500	98,400	124,200	131,200
8 Lane	92,800	129,600	164,700	174,700
10 Lane	117,200	159,400	207,100	222,200
12 Lane	141,800	197,200	246,500	272,900

(Core Urbanized)

	B	C	D	E
2 Lane	2,500	3,300	4,070	4,240
3 Lane	3,570	4,900	6,080	6,360
4 Lane	4,720	6,500	8,090	8,490
5 Lane	5,790	8,020	10,020	10,610

	B	C	D	E
4 Lane	4,550	6,000	7,400	7,710
6 Lane	6,490	8,910	11,050	11,560
8 Lane	8,580	11,820	14,710	15,440
10 Lane	10,530	14,580	18,220	19,290

	B	C	D	E
4 Lane	50,600	66,700	82,200	85,700
6 Lane	72,100	99,000	122,800	128,400
8 Lane	95,300	131,300	163,400	171,600
10 Lane	117,000	162,000	202,400	214,300

(Urbanized)

	B	C	D	E
2 Lane	2,430	3,180	3,790	3,910
3 Lane	3,520	4,670	5,610	5,870
4 Lane	4,630	6,170	7,440	7,830
5 Lane	5,690	7,640	9,220	9,800

	B	C	D	E
4 Lane	4,420	5,780	6,890	7,110
6 Lane	6,400	8,490	10,200	10,670
8 Lane	8,420	11,220	13,530	14,240
10 Lane	10,350	13,890	16,760	17,820

	B	C	D	E
4 Lane	45,100	59,000	70,300	72,600
6 Lane	65,300	86,600	104,100	108,900
8 Lane	85,900	114,500	138,100	145,300
10 Lane	105,600	141,700	171,000	181,800

(Transitioning)

	B	C	D	E
2 Lane	2,010	2,770	3,270	3,650
3 Lane	2,820	3,990	4,770	5,470
4 Lane	3,630	5,220	6,260	7,300

	B	C	D	E
4 Lane	3,650	5,040	5,950	6,640
6 Lane	5,130	7,250	8,670	9,950
8 Lane	6,600	9,490	11,380	13,270

	B	C	D	E
4 Lane	34,800	48,000	56,700	63,200
6 Lane	48,900	69,000	82,600	94,800
8 Lane	62,900	90,400	108,400	126,400

(Rural)

Adjustment Factors

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000
Ramp Metering Present Adjustment: Multiply by 1.05

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables



Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

- 2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
- Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
- Multilane Undivided Highway without Exclusive Left Turn Adjustment: Multiply by 0.75

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional

Peak Hour Two-Way

AADT



(C3C-Suburban Commercial)

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

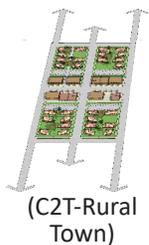
This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

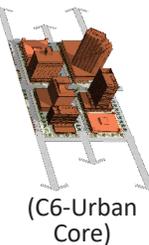


(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.



APPENDIX G

Road & Intersections Plan

APPENDIX G: ROAD & INTERSECTION PLAN

ID	Roadway	From	To	Ownership / Construction	Project Length (miles)	Project Type (Project color corresponds to Road & Intersection Plan Map)	Project Description	Existing Lanes	Future Lanes	Person Miles of Capacity Added (PMCA)	Person Miles of Capacity Increase (PMCI)	PLC & PMC Note	Estimated Planning Level Cost (PLC)	Reasonably Anticipated Funding (AF)	Time Period	Attributable Planning Level Cost (PLCA)
Roadway projects are listed starting east of Military Trail and moving east. The starting location (from street) of a project determines the order shown. The projects start with the segment furthest west and head east. For projects with multiple segments, they are listed together and in a sequential order (e.g., RCA Blvd). Once all projects east of Military Trail are listed, the projects extend to the western City limits and move east. Funded projects are separated out as they are needed to show part of the network, unlike multimodal projects. The project description reflects the proposed improvement at the time the Plan was adopted. Environmental, monetary, physical, right-of-way, and topographic constraints may result in a change to the final type of project designed and constructed. The projected person miles of capacity and estimated planning level cost are based on the most recent and localized data as of plan adoption and are subject to change. The project time frames are subject to change on the availability of funds, development, and prioritization by the City. Each year, the City will prioritize projects as part of the annual Capital Improvements Program update. The colors shown for project types correspond to the colors of the projects shown on the Roads Plan. Project types not assigned a color indicate the project is not mapped.																
5	Curbless Shared Street	PGA Blvd	Johnson Dairy Road	City	0.25	Curbless Shared Street	Convert existing drive-aisles and parking spaces into a curbless shared street. The design may include parallel parking spaces, or designated pick-up and drop-off areas. The design will feature streetscape enhancements and safe routes for people walking and bicycling. Project provides parallel multimodal capacity and shared spaces for transit circulation, micromobility devices and people driving.	0	2	1,885	1,885	5	\$4,375,000	\$0.00	2020-2030	\$4,375,000
10	RCA Blvd (Widen Road)	PGA Blvd	Northcorp Parkway	City	0.30	Widen Road	Widen road to a four (4) lane divided complete street with a landscape median and left turn lanes. City is in the process of obtaining ownership of the corridor.	3	4	9,816	9,816	45	\$4,485,000	\$0.00	2025 - 2035	\$4,485,000
15	RCA Blvd (Widen Road)	Northcorp Parkway	Alternate A1A	City	0.25	Widen Road	Widen road to a four (4) lane divided complete street with a landscape median and left turn lanes. City is in the process of obtaining ownership of the corridor.	2	4	8,180	8,180	45	\$3,737,500	\$0.00	2025 - 2035	\$3,737,500
25	RCA Center Drive (Upgrade)	PGA Blvd	RCA Blvd	City	0.38	Upgrade Road	Reconstruct RCA Center Drive to provide a continuous center turn lane.	2	2	6,483	6,483	25	\$950,000	\$0.00	2020-2030	\$950,000
30	RCA Center Drive Extension (New Road)	RCA Blvd	Northcorp Parkway	City / Developer	0.25	New Road	Construct new two (2) lane divided complete street. Construction would occur concurrent with redevelopment of adjacent parcels. The extension may be constructed in phases with redevelopment of adjacent parcels. Alignment subject to change concurrent with redevelopment. Intersections shall align, unless there are physical constraints, with RCA Center Drive to the north and Riverside Drive to the south.	0	2	3,143	1,571	30 (1)	\$4,717,500	\$2,358,750	Concurrent With Development	\$2,358,750
35	Riverside Drive (Widen Road)	Northcorp Parkway	Burns Road	City	0.25	Widen Road	Phase 1: Add southbound right turn lane at intersection with Burns Road. Phase 2: Widen road to a four (4) lane divided complete street with a landscape median and left turn lanes. Improvement would be constructed in conjunction with redevelopment of adjacent parcels.	2	4	6,818	6,818	40	\$4,375,000	\$0.00	Concurrent With Development	\$4,375,000
40	Northcorp Parkway to Park Dr Connector (New Road)	Northcorp Parkway	Park Dr	City / Developer	0.25	New Road	Construct new two (2) lane divided complete street. Construction would occur concurrent with redevelopment of adjacent parcels. The extension may be constructed in phases with redevelopment of adjacent parcels. Alignment subject to change concurrent with redevelopment. Alignment should be roughly equidistant between RCA Blvd and portion of Northcorp Parkway running in an east / west direction.	0	2	4,265	2,133	30 (1)	\$4,717,500	\$2,358,750	Concurrent With Development	\$2,358,750
45	Riverside Dr to Park Dr Connector (New Road)	Riverside Dr	Park Dr	City / Developer	0.13	New Road	Construct new two (2) lane divided complete street. Construction would occur concurrent with redevelopment of adjacent parcels. The extension may be constructed in phases with redevelopment of adjacent parcels. Alignment subject to change concurrent with redevelopment. Alignment should be roughly equidistant between portion of Northcorp Parkway running in an east / west direction and Burns Rd.	0	2	2,218	1,109	30 (1)	\$2,453,100	\$1,226,550	Concurrent With Development	\$1,226,550
50	Ironwood Road (Upgrade Road)	Burns Rd	Holly Drive	City	0.58	Upgrade Road	Upgrade existing service road to a two (2) lane Complete Street. The roadway would feature on-street parking, and multimodal facilities such as sidewalks, pathways, or a shared-use path. The upgraded road may also include additional parking, circulation, or multimodal facilities adjacent to Palm Beach Gardens Elementary. Landscape and streetscape shall be included, to the extent feasible, as part of the upgrade.	2	2	12,476	12,476	75	\$4,350,000	\$0.00	2025 - 2035	\$4,350,000
55	Legacy Ave (Upgrade NE / SW Corridor)	Alternate A1A	Fairchild Ave	City / Developer	0.25	Upgrade Road	Reconstruct portions of Legacy Avenue to convert the corridor to a two (2) divided complete street. Existing 90 degree parking would be replaced with angled parking, parallel parking, or streetscape enhancements. Reconstruction to occur with redevelopment of adjacent parcels. Alignment and design subject to change as part of redevelopment. Developer could elect to construct as a Curbless Shared Street.	2	2	--	--	--	Developer Funded	Developer Funded	Concurrent With Development	\$0
60	Legacy Crossing Extension (New North-South Road)	Lake Victoria Gardens Ave	Legacy Ave (Upgrade Corridor)	City / Developer	0.13	New Road	Construct a new two (2) lane complete street through reconstruction of an existing drive aisle. Reconstruction to occur with redevelopment of adjacent parcels. Alignment subject to change as part of redevelopment. Developer could elect to construct as a Curbless Shared Street. Will require a realignment and reconfiguration of the Legacy Crossing intersection and the existing drive-aisle that aligns with the current Best Buy service drive-aisle. Will also require a new access connection to Lake Victoria Gardens Ave.	0	2	--	--	--	Developer Funded	Developer Funded	Concurrent With Development	\$0
65	Fairchild Ave (Upgrade East-West Corridor)	Lake Victoria Gardens Ave	Legacy Ave (Upgrade)	City / Developer	0.10	Upgrade Road	Reconstruct one-way portion of Fairchild Ave to allow for two way travel. Reconstruction to occur with redevelopment of adjacent parcels. The existing corridor could also be realigned to transition to the west of existing buildings as part of redevelopment of existing surface parking areas.	1	2	1,006	503	10 (1)	\$1,665,000	\$832,500	Concurrent With Development	\$832,500

APPENDIX G: ROAD & INTERSECTION PLAN

ID	Roadway	From	To	Ownership / Construction	Project Length (miles)	Project Type (Project color corresponds to Road & Intersection Plan Map)	Project Description	Existing Lanes	Future Lanes	Person Miles of Capacity Added (PMCA)	Person Miles of Capacity Increase (PMCI)	PLC & PMC Note	Estimated Planning Level Cost (PLC)	Reasonably Anticipated Funding (AF)	Time Period	Attributable Planning Level Cost (PLCA)
<p>Roadway projects are listed starting east of Military Trail and moving east. The starting location (from street) of a project determines the order shown. The projects start with the segment furthest west and head east. For projects with multiple segments, they are listed together and in a sequential order (e.g., RCA Blvd). Once all projects east of Military Trail are listed, the projects extend to the western City limits and move east. Funded projects are separated out as they are needed to show part of the network, unlike multimodal projects. The project description reflects the proposed improvement at the time the Plan was adopted. Environmental, monetary, physical, right-of-way, and topographic constraints may result in a change to the final type of project designed and constructed. The projected person miles of capacity and estimated planning level cost are based on the most recent and localized data as of plan adoption and are subject to change. The project time frames are subject to change on the availability of funds, development, and prioritization by the City. Each year, the City will prioritize projects as part of the annual Capital Improvements Program update. The colors shown for project types correspond to the colors of the projects shown on the Roads Plan. Project types not assigned a color indicate the project is not mapped.</p>																
70	Gardens Drive Extension (New North-South Road) (fka Government Center Road or Mall Road)	PGA Blvd	Fairchild Ave	City	0.30	New Road	Construct a new two (2) lane divided complete street, plus turn lanes at Fairchild Ave. This ROW serves existing and future governmental uses. Intersection aligns with existing signal at Gardens Mall Dr and PGA Blvd.	0	2	5,118	5,118	30	\$5,661,000	\$0.00	2020-2030	\$5,661,000
75	Legacy Ave Extension (New East-West Road) (FKA Government Center Roads)	Fairchild Gardens Ave	Terminus of existing road +/- 750 feet west of Campus Dr	City / Government Entity	0.22	New Road	Construct new two (2) lane complete street. Construction may occur concurrent with development of adjacent parcels. Portion of ROW to the east of Fairchild Gardens Ave is part of the U.S. Post Office. Easements, or ROW would need to be voluntarily acquired or dedicated as part of sale and redevelopment of property to a non-federal use. Alignment and design subject to change as part of adjacent development.	0	2	2,765	2,765	15	\$3,663,000	\$0.00	Concurrent With Development	\$3,663,000
80	Beeline Highway (SR 710)	Northlake Blvd	Coconut Blvd	State	6.90	Widen Road	Widen from 4 lanes to 6 lanes and reconstruct PGA Blvd intersection. The Person Miles of Capacity (PMC) and Planning Level Cost (PLC) include 10% of the capacity and cost to reflect developments share of overall cost included in the Mobility Fee calculations. At least 90% or more of the funding is reasonably anticipated to be provided through Federal and State sources.	4	6	287,868	28,787	80 (2)	\$103,500,000	\$93,150,000	2036 - 2045	\$10,350,000
85	Coconut Blvd (New Road)	Current Terminus (Avenir Conservation Area)	Beeline Highway (SR 710)	City	2.30	New Road	Avenir to construct a two (2) lane divided complete street. The City and / or developer to construct lanes three and four. Road will include Complete Street elements such as bike lanes, pathways and a shared-use path.	0	4	71,024	7,102	55 (3)	\$14,375,000	\$12,937,500	2025 - 2035	\$1,437,500
90	Sandhill Crane Dr (Upgrade Road) (aka Varnus Ranch Rd)	Ancient Tree Dr	Sandhill Crane Dr	City	0.40	Upgrade Road	Upgrade existing local road to a complete street collector with raised medians at applicable locations and potentially a curb and gutter section with closed drainage.	2	2	8,604	8,604	75	\$3,000,000	\$0.00	2025 - 2035	\$3,000,000
PROJECT DEVELOPMENT & ENVIRONMENT (PD&E) STUDY																
105	RCA Blvd (Widen Road)	Alternate A1A	Prosperity Farms Rd	City	1.35	PD&E Study	Conduct a PD&E study to evaluate widening of RCA Blvd to four (4) lanes and address impacts to stormwater through modification of the existing canal on the south side of the ROW. The PD&E study would also evaluate additional opportunities to interconnect roadways and multimodal facilities.	2	TBD	2,700	2,700	95	\$1,350,000	\$1,350,000	2036 to 2045	\$0
110	PGA Blvd (Road Study)	Jog Rd	Beeline Highway (SR 710)	City / State	2.95	PD&E Study	Conduct a PD&E study to evaluate upgrades to PGA Blvd to address future impacts from changes in adjacent conservation areas. Improvements to be considered should include, but not be limited to, elevated road sections, bridges, and multimodal improvements. An elevated toll road connecting Coconut Blvd and the Beeline Highway (SR 710) and providing parallel capacity to Northlake Blvd should also be evaluated.	TBD	TBD	5,900	2,950	95 (4)	\$2,950,000	\$1,475,000	2036 to 2045	\$1,475,000
115	PGA Blvd Extension (New Road Study)	Beeline Highway (SR 710)	Coconut Blvd	City / State	2.80	PD&E Study	Conduct a PD&E study to evaluate an extension of PGA Blvd to Coconut Blvd to provide parallel capacity to Northlake Blvd. Improvements would need to be designed in a context sensitive manner. Improvements to be considered should include, but not be limited to, elevated road sections, bridges, and multimodal improvements. An elevated toll road connecting Coconut Blvd and the Beeline Highway (SR 710) should also be evaluated given the adjacent environmentally sensitive areas and the cost of construction of an elevated facility.	TBD	TBD	5,600	2,800	95 (4)	\$2,800,000	\$1,400,000	2036 to 2045	\$1,400,000

APPENDIX G: ROAD & INTERSECTION PLAN

ID	Roadway	From	To	Ownership / Construction	Project Length (miles)	Project Type (Project color corresponds to Road & Intersection Plan Map)	Project Description	Existing Lanes	Future Lanes	Person Miles of Capacity Added (PMCA)	Person Miles of Capacity Increase (PMCI)	PLC & PMC Note	Estimated Planning Level Cost (PLC)	Reasonably Anticipated Funding (AF)	Time Period	Attributable Planning Level Cost (PLCA)
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Roadway projects are listed starting east of Military Trail and moving east. The starting location (from street) of a project determines the order shown. The projects start with the segment furthest west and head east. For projects with multiple segments, they are listed together and in a sequential order (e.g., RCA Blvd). Once all projects east of Military Trail are listed, the projects extend to the western City limits and move east. Funded projects are separated out as they are needed to show part of the network, unlike multimodal projects. The project description reflects the proposed improvement at the time the Plan was adopted. Environmental, monetary, physical, right-of-way, and topographic constraints may result in a change to the final type of project designed and constructed. The projected person miles of capacity and estimated planning level cost are based on the most recent and localized data as of plan adoption and are subject to change. The project time frames are subject to change on the availability of funds, development, and prioritization by the City. Each year, the City will prioritize projects as part of the annual Capital Improvements Program update. The colors shown for project types correspond to the colors of the projects shown on the Roads Plan. Project types not assigned a color indicate the project is not mapped.

FUNDED ROAD IMPROVEMENTS

120	Bedline Highway (SR 710)	Northlake Blvd	Blue Heron Blvd (SR 708)	FDOT	3.15	Funded	Widen from 4 lanes to 6 lanes and reconstruct Northlake intersection to include displaced N/S left turn lanes.	4	6	--	--	--	Funded	Funded by FDOT. Currently Programmed at \$181,011,803.	2025 - 2035	Funded
125	Florida Turnpike	Donald Ross Rd	PGA Blvd	FDOT	2.64	Funded	Widen from 4 lanes to 8 lanes. Improvement extends north to Indiantown Rd.	4	8	--	--	--	Funded	Funded by FDOT. Currently Programmed at \$399,355,670.	2025 - 2035	Funded
130	Florida Turnpike	PGA Blvd	Bedline Highway (SR 710)	FDOT	3.45	Funded	Widen from 4 lanes to 8 lanes.	4	8	--	--	--	Funded	Funded by FDOT. Currently Programmed at \$288,428,582.	2025 - 2035	Funded
135	Interstate 95 & Central Blvd Interchange	Donald Ross	PGA Blvd	FDOT	2.75	Funded	Interchange improvements at Interstate 95 to be funded by FDOT. Reconstruct into a Tight Diamond interchange. Improvements will be conducted from north of Military Trail to South of Donald Ross Road.	8	10	--	--	--	Funded	Funded by FDOT. Currently Programmed at \$145,108,962.	2025 - 2035	Funded
140	Interstate 95 & Northlake Blvd Interchange	Military Trail	Sandtree Drive	FDOT	0.75	Funded	Interchange improvements at Interstate 95 to be funded by FDOT. Design-bid-build consisting of widening, milling and resurfacing. Includes widening of Northlake Blvd with a fourth EB through-lane just west of Keating Dr / Gardens Town Square to Sunrise Dr; a fourth WB lane from east of Sandtree Dr to Military Trl; and providing triple right- and left-turn lanes at I-95 NB & SB ramp exits. Project will also include new lighting, mast arms, sidewalks, and bike lanes.	6	8	--	--	--	Funded	Funded by FDOT. Currently Programmed at \$74,676,024.	2025 - 2035	Funded
142	Congress Ave Extension	Alternate A1A	Northlake Blvd	County	0.61	Funded	County to construct an extension of Congress Avenue.	0	2	--	--	--	Funded	Funded by County.	2025 - 2035	Funded
145	Kyoto Gardens Dr	Military Trail	Florida Power & Light Access Road	City	0.15	Funded	City will reconstruct the existing bridge structure to enhance vehicle and multimodal circulation. Improvements would include (westbound) a 5-foot sidewalk, 4-foot bike lane, one right turn lane, one through lane and two dedicated left turn lanes and (eastbound) two through/receiving lanes to accommodate two southbound left turn lanes from Military Trail, a 4-foot bike lane and one 8-foot sidewalk.	4	4	--	--	--	Funded	Funded by City. Currently Programmed at \$8,000,000.	2025 - 2035	Funded
150	Coconut Blvd (Widen Road)	78th Place	Northlake Blvd	County	1.40	Funded	County will widen the roadway to a five (5) lane cross-section.	2	5	--	--	--	Funded	Funded by County and other sources. Programmed at \$4,500,000	2025 - 2030	Funded
155	SR 7 (New Road)	60th Street	Northlake Blvd	State	4.05	Funded	The State is constructing a new four (4) lane divided roadway. Facility will include a shared-use path and intersection improvements.	0	4	--	--	--	Funded	Funded by State. Currently Programmed at \$94,000,000.	2025 - 2035	Funded
160	Northlake Blvd	Seminole Pratt Whitney Rd	140th Ave	County	2.00	Funded	County widening road from two (2) lane to four (4) lane divided.	2	4	--	--	--	Funded	Funded by County. Under Construction.	2025 - 2030	Funded
165	Northlake Blvd	140th Ave	SR 7	Developer	3.95	Funded	Developer widening road from four (4) lane to six (6) lane divided.	4	6	--	--	--	Funded	Funded by Avenir. Under Construction.	2025 - 2030	Funded
170	Seminole Pratt Whitney Rd	Key Lime Blvd	Northlake Blvd	County	1.67	Funded	County widening road from two (2) lane to four (4) lane divided.	2	4	--	--	--	Funded	Funded by County and other sources. Under Construction.	2025 - 2030	Funded

APPENDIX G: ROAD & INTERSECTION PLAN

ID	Roadway	From	To	Ownership / Construction	Project Length (miles)	Project Type (Project color corresponds to Road & Intersection Plan Map)	Project Description	Existing Lanes	Future Lanes	Person Miles of Capacity Added (PMCA)	Person Miles of Capacity Increase (PMCI)	PLC & PMC Note	Estimated Planning Level Cost (PLC)	Reasonably Anticipated Funding (AF)	Time Period	Attributable Planning Level Cost (PLCA)
<p>Roadway projects are listed starting east of Military Trail and moving east. The starting location (from street) of a project determines the order shown. The projects start with the segment furthest west and head east. For projects with multiple segments, they are listed together and in a sequential order (e.g., RCA Blvd). Once all projects east of Military Trail are listed, the projects extend to the western City limits and move east. Funded projects are separated out as they are needed to show part of the network, unlike multimodal projects. The project description reflects the proposed improvement at the time the Plan was adopted. Environmental, monetary, physical, right-of-way, and topographic constraints may result in a change to the final type of project designed and constructed. The projected person miles of capacity and estimated planning level cost are based on the most recent and localized data as of plan adoption and are subject to change. The project time frames are subject to change on the availability of funds, development, and prioritization by the City. Each year, the City will prioritize projects as part of the annual Capital Improvements Program update. The colors shown for project types correspond to the colors of the projects shown on the Roads Plan. Project types not assigned a color indicate the project is not mapped.</p>																
INTERSECTION IMPROVEMENTS																
175	Kyoto Gardens Dr @ Fairchild Garden Ave			City	0.25	Roundabout	Construct a multilane roundabout to provide access to the Mall and facilitate traffic flow. Provide shared use paths and bicycle on and off ramps to all roadways to provide access to an from proposed on-street bicycle lanes.			8,940	8,940	85	\$2,000,000	\$0.00	2025 to 2035	\$2,000,000
180	Garden Lake Dr @ Garden Square Blvd			City	0.25	Roundabout	Construct a roundabout to provide access to the Mall and facilitate traffic flow. Provide appropriate sidewalks, pathways, or shared use paths.			7,450	7,450	90	\$1,500,000	\$0.00	2025 to 2035	\$1,500,000
185	RCA Blvd @ Northcorp Parkway			City	0.25	Roundabout	City will evaluate the RCA corridor and determine the most appropriate location for a roundabout and the potential for other traffic control devices, if warranted. Provide shared use paths and bicycle on and off ramps to all roadways to provide access to an from proposed on-street bicycle lanes.			7,450	7,450	90	\$1,500,000	\$0.00	2025 to 2035	\$1,500,000
190	Citywide Minor Intersection Improvements			City / Other Government	0.57	Not Mapped	Develop Intersection Master Plan. Add or extend 10 turn lanes at intersections of two (2) and four (4) lane roads to add capacity and address safety, multimodal, and operational issues.			29,800	29,800	65	\$10,000,000	\$0.00	2025 to 2035	\$10,000,000
192	Citywide Major Intersection Improvements			City / Other Government	0.76	Not Mapped	Develop Intersection Master Plan. Add or extend 10 turn lanes at intersections and upgrade traffic signals to add capacity and address safety, multimodal, and operational issues.			59,600	59,600	70	\$15,000,000	\$0.00	2025 to 2035	\$15,000,000
MOBILITY PLAN IMPLEMENTATION																
194	Low Speed Streets Pilot Program			City	10.00	Not Mapped	The City shall develop a Low Speed Streets Program to provide residents various low speed street treatments that could be applied to streets in their neighborhood. The intent of the program is to be resident driven, where residents gather support from their adjacent neighbors to implement low speed street treatments and traffic calming measures. Low Speed Streets feature posted speed limits of 15 MPH, 20 MPH, and 25 MPH that carry low traffic volumes and feature changes to the physical geometry of the street right-of-way to achieve these posted speed limits. Physical changes can include treatments such as narrow travel lanes through restriping to add on-street parking, on-street bicycle lanes, or pilot projects that add on-street sidewalks through pavement markings where sidewalks do not exist. Physical changes may also include traffic calming features such as such as chicanes, chokers, curb extensions, mini traffic circles, painted or raised crosswalks or intersections, roundabouts, or speed tables. The Program may also include green street improvements such as reclaiming existing swales with low impact development stormwater treatments or adding canopy and understory street trees where feasible.			6,000	6,000	-	\$350,000	\$0.00	2025 to 2035	\$350,000
196	Multimodal Plans, Programs, Services & Studies			City / Other Government	-	Implementation	Conduct and / or develop corridor and intersection plans and studies, develop traffic count program, pursue matching grant fund opportunities through County, FDOT, Federal, State, and TPA Funding Programs, update mobility plan and fee, develop complete street policies, design standards, and programs, implement Street Quality of Service Standards and revisions to Roadway Level of Service Standards into the Comprehensive Plan and Land Development Regulations. Explore car and ride share mobility programs and transportation demand management with adjacent municipalities, FDOT, Palm Beach County, transit authorities and private entities. (\$250,000 a year for five years)			2,500	2,500	-	\$1,250,000	\$0.00	2025 to 2035	\$1,250,000
Totals					58.99	32.42	miles of unfunded roadway and intersection capacity needs			567,608	233,539	-	\$204,724,600	\$117,089,050	2025 to 2045	\$87,635,550
<p>Notes: The Planning Level Cost (PLC) & Person Miles of Capacity PMC Note refers to the applicable cost and capacity used for mobility projects (Appendix F). Where the PLC & PMC Note indicates a (1), the mobility project is reasonably anticipated to be funded by at least 50% by adjacent development. The PLC and PMC are shown at 50%. Where the PLC & PMC Note indicates a (2), the mobility project is reasonably anticipated to be funded by at least 90% by FDOT. The PLC and PMC are shown at 10%. Where the PLC & PMC Note indicates a (3), the mobility project represents an agreement between the City and a Developer and the City share of the PLC and PMC. Where the PLC & PMC Note indicates a (4), the mobility project is reasonably anticipated to be funded by at least 50% by adjacent development. The PLC and PMC are shown at 50%.</p>																



APPENDIX H

Off-Street Multimodal Plan (fka Walking & Bicycling Plan)

APPENDIX H: OFF-STREET MULTIMODAL PLAN (fka WALKING & BICYCLING PLAN)

ID	Roadway	From	To	Project Length (miles)	Maintenance (Ownership)	Project Type (Project color corresponds to Off-Street Multimodal Plan Map)	Project Description	Person Miles of Capacity Added (PMCa)	Person Miles of Capacity Increase (PMCi)	PLC & PMC Note	Estimated Planning Level Cost (PLC)	Reasonably Anticipated Funding (AF)	Time Period	Attributable Planning Level Cost (PLCa)
<p>Off-Street Multimodal Projects are listed starting from the northern limits of the City and moving south. The projects are listed in a clockwise direction, starting first with east-west streets, then north-south streets. Once north-south streets are listed to the maximum extent, the next east-west project is shown (moving in a north to south direction). The starting location (from street) of a project determines the order shown. For projects with multiple segments, they are listed together and in a sequential order. The project description reflects the proposed improvement at the time the Plan was adopted. Environmental, monetary, physical, right-of-way, and topographic constraints may result in a change to the final type of project designed and constructed. The projected person miles of capacity and estimated planning level cost are based on the most recent and localized data as of plan adoption and are subject to change. The project time frames are subject to change on the availability of funds, development, and prioritization by the City. Each year, the City will prioritize projects as part of the annual Capital Improvements Program update. The colors shown for project types correspond to the colors of the projects shown on the Walking and Bicycling Plan. Project types not assigned a color indicate the project is not mapped.</p>														
2	Donald Ross Road (Priority Gap)	I-95	Prosperity Farms Road	0.25	County	Shared Use Path (Parkway)	Widen existing 5' sidewalk sections to a 10' to 12' wide shared use path on south side of the ROW at the approaches to Central Blvd, Alternate A1A and Evergreen Drive.	750	750	25	\$375,000	\$0.00	2025 to 2035	\$375,000
4	Central Blvd	Donald Ross Road	117th Court North	2.51	County	Pathway & Shared Use Path (Parkway)	<p>East side of ROW (alternative one): Widen existing sections that are either a 5' wide sidewalk or a 8' wide pathway to a 10' to 12' wide shared use path on the east side of the ROW.</p> <p>East side of ROW (alternative two): Construct a new 5' wide sidewalk parallel to the existing sidewalk / pathway on the east side of the ROW.</p> <p>West side of ROW (alternative one): Replace existing 5' sidewalk with an 8' wide pathway on the west side of the ROW; or</p> <p>West side of ROW (alternative two): Construct a new 5' wide sidewalk parallel to the existing sidewalk on the west side of the ROW.</p> <p>Both sides of ROW: Add landscape, to the extent ROW is available, in accordance with Parkway requirements.</p>	30,120	30,120	20, 40	\$10,040,000	\$0.00	2036 to 2045	\$10,040,000
6	Central Blvd	117th Court North	PGA Blvd	0.78	County	Pathway (Parkway)	<p>Alternative one: Replace existing 5' sidewalk with an 8' wide pathway on the west side of the ROW; or</p> <p>Alternative two: Construct a new 5' wide sidewalk parallel to the existing sidewalk on the west side of the ROW.</p> <p>Both Alternatives: Add landscape, to the extent ROW is available, in accordance with Parkway requirements.</p>	1,872	1,872	15	\$975,000	\$0.00	2025 to 2035	\$975,000
8	Alternate A1A	Donald Ross Road	Lighthouse Drive	4.58	State	Pathway & Shared Use Path	<p>East side of ROW (alternative one): Widen existing sections that are either a 5' wide sidewalk or a 8' wide pathway to a 10' to 12' wide shared use path; or</p> <p>East side of ROW (alternative one): Construct a new 5' wide sidewalk parallel to the existing sidewalk / pathway.</p> <p>West side of ROW (alternative one): Construct a new 8' wide pathway; or</p> <p>West side of ROW (alternative two): Construct a new 10' to 12' wide shared path or multimodal way that could also accommodate microtransit vehicles.</p> <p>All Alternatives: Add landscape, to the extent ROW is available.</p>	13,740	6,870	25 (1)	\$6,870,000	\$3,435,000	2036 to 2045	\$3,435,000
10	Grandiflora Rd	Military Trail	Buccaneer Way	0.51	City	Shared Use Path	Widen existing 5' wide sidewalk to a 10' to 12' wide shared use path on the north side of the ROW.	1,530	1,530	25	\$765,000	\$0.00	2025 to 2035	\$765,000
12	Hood Rd	Alternate A1A	Military Trail	0.26	County	Shared Use Path (Parkway)	<p>North side of ROW: Widen existing 5' wide sidewalk sections to a 10' to 12' wide shared use path on north side of the ROW between Alternate A1A and Frenchman's Crossing, along both sidewalk approaches to traffic signal at Frenchman's Crossing entrance, and from the eastern access to Temple Judea to Military Trail.</p> <p>South side of ROW: Replace existing 5' wide sidewalk with 10' to 12' wide shared use path, or construct a new 5' wide sidewalk parallel to the existing sidewalk and pathway.</p> <p>Both sides of ROW: Add landscape, to the extent ROW is available, in accordance with Parkway requirements.</p>	3,120	3,120	30	\$1,040,000	\$0.00	2036 to 2045	\$1,040,000
14	Hood Rd	Military Trail	Central Blvd	0.30	County	Shared Use Path (Parkway)	<p>Alternative one: Widen existing 5' wide sidewalk sections to a 10' to 12' wide shared use path on both side of the ROW; or</p> <p>Alternative two: Construct a new 5' wide sidewalk parallel to the existing sidewalk on both sides of the ROW.</p> <p>Both Alternatives: Add landscape, to the extent ROW is available, in accordance with Parkway requirements.</p>	1,800	1,800	30	\$600,000	\$0.00	2036 to 2045	\$600,000

APPENDIX H: OFF-STREET MULTIMODAL PLAN (fka WALKING & BICYCLING PLAN)

ID	Roadway	From	To	Project Length (miles)	Maintenance (Ownership)	Project Type (Project color corresponds to Off-Street Multimodal Plan Map)	Project Description	Person Miles of Capacity Added (PMCa)	Person Miles of Capacity Increase (PMCi)	PLC & PMC Note	Estimated Planning Level Cost (PLC)	Reasonably Anticipated Funding (AF)	Time Period	Attributable Planning Level Cost (PLCa)
<p>Off-Street Multimodal Projects are listed starting from the northern limits of the City and moving south. The projects are listed in a clockwise direction, starting first with east-west streets, then north-south streets. Once north-south streets are listed to the maximum extent, the next east-west project is shown (moving in a north to south direction). The starting location (from street) of a project determines the order shown. For projects with multiple segments, they are listed together and in a sequential order. The project description reflects the proposed improvement at the time the Plan was adopted. Environmental, monetary, physical, right-of-way, and topographic constraints may result in a change to the final type of project designed and constructed. The projected person miles of capacity and estimated planning level cost are based on the most recent and localized data as of plan adoption and are subject to change. The project time frames are subject to change on the availability of funds, development, and prioritization by the City. Each year, the City will prioritize projects as part of the annual Capital Improvements Program update. The colors shown for project types correspond to the colors of the projects shown on the Walking and Bicycling Plan. Project types not assigned a color indicate the project is not mapped.</p>														
16	Hood Rd	Central Blvd	Cross Pointe Rd	0.32	County	Shared Use Path (Parkway)	<p>North side of ROW: Widen existing 5' wide sidewalk sections to a 10' to 12' wide shared use path between Alton Road and Cross Pointe Road; or</p> <p>South side of ROW: Construct a new 5' wide sidewalk parallel to the existing sidewalk on both sides of the ROW.</p> <p>Both Alternatives: Add landscape, to the extent ROW is available, in accordance with Parkway requirements.</p>	1,920	1,920	30	\$640,000	\$0.00	2036 to 2045	\$640,000
18	Hood Rd	Mediterranean Circle	Golden Eagle Circle	0.40	County	Shared Use Path (Parkway)	<p>Alternative one: Widen existing 5' wide sidewalk sections to a 10' to 12' wide shared use path on south side of the ROW; or</p> <p>Alternative two: Construct a new 5' wide sidewalk parallel to the existing sidewalk on south side of the ROW.</p> <p>Both Alternatives: Add landscape, to the extent ROW is available, in accordance with Parkway requirements.</p>	2,400	2,400	30	\$800,000	\$0.00	2036 to 2045	\$800,000
20	Hood Rd	Golden Eagle Circle	Eastpointe Blvd	0.39	County / State	Shared Use Path (Parkway)	<p>(1) Construct 10' to 12' wide shared use paths on both sides of the ROW in conjunction with the widening of the Florida Turnpike and the reconstruction of the Hood Road overpass; and</p> <p>(2) Construct a traffic signal at Eastpointe Blvd to allow safe crossing for people walking and bicycling and providing access to Marsh Pointe Elementary; and</p> <p>(3) Construct a 10' to 12' wide shared use path to Marsh Pointe Elementary; and</p> <p>(4) Construct landscape in accordance with Parkway requirements.</p> <p>(5) Planning level cost is based on 50% of the total length, with the remainder funded as part of Turnpike widening. Person miles of capacity illustrates 50% capacity added.</p>	4,680	2,340	30	\$1,560,000	\$780,000	2036 to 2045	\$780,000
22	Hood Rd	Eastpointe Blvd	+/- 1,120 feet west of Eastpointe Blvd	0.20	County	Shared Use Path (Parkway)	<p>Alternative one: Widen existing sections that are either a 5' wide sidewalk or a 8' wide pathway to a 10' to 12' wide shared use path on the south side of the ROW; or</p> <p>Alternative two: Construct a new 5' wide sidewalk parallel to the existing sidewalk / pathway on south side of the ROW.</p> <p>Both Alternatives: Add landscape, to the extent ROW is available, in accordance with Parkway requirements.</p>	1,440	1,440	40	\$450,000	\$0.00	2036 to 2045	\$450,000
24	Ibizia Dr	Hood Rd (ROW)	Jog Rd	0.50	City	Shared Use Path	<p>Alternative one: Construct an 10' to 12' wide shared use path along the east side of the ROW and extend the path to Hood Rd ROW and eventual shared use path as part of widened bridge as part of Turnpike widening; or</p> <p>Alternative two: Construct a new 5' wide sidewalk parallel to the existing sidewalk on west side of the ROW.</p> <p>Note: Coordination with Palm Beach County and School Board will be required</p>	1,500	1,500	25	\$750,000	\$0.00	2036 to 2045	\$750,000
26	Elm Ave	Hood Road	Pacifico Court	0.45	City	Shared Use Path	Widen existing 5' wide sidewalk to a 10' to 12' wide shared use path on the west side of the ROW.	1,620	1,620	25	\$787,500	\$0.00	2036 to 2045	\$787,500
28	Victoria Falls Blvd	Military Trail	Central Blvd	0.34	City	Shared Use Path	Widen existing 5' wide sidewalk to a 10' to 12' wide shared use path on the south side of the ROW.	1,224	1,224	25	\$595,000	\$0.00	2036 to 2045	\$595,000
30	Military Trail	Donald Ross Road	Hood Rd	1.25	County	Shared Use Path (East side of ROW)	<p>Alternative one: Widen existing 5' wide sidewalk to a 10' to 12' wide shared use path on the east side of the ROW; or</p> <p>Alternative two: Construct a new 5' wide sidewalk parallel to the existing sidewalk / pathway on east side of the ROW.</p> <p>Both Alternatives: Add landscape, to the extent ROW is available.</p>	7,500	7,500	30	\$2,500,000	\$0.00	2025 to 2035	\$2,500,000

APPENDIX H: OFF-STREET MULTIMODAL PLAN (fka WALKING & BICYCLING PLAN)

ID	Roadway	From	To	Project Length (miles)	Maintenance (Ownership)	Project Type (Project color corresponds to Off-Street Multimodal Plan Map)	Project Description	Person Miles of Capacity Added (PMCa)	Person Miles of Capacity Increase (PMCi)	PLC & PMC Note	Estimated Planning Level Cost (PLC)	Reasonably Anticipated Funding (AF)	Time Period	Attributable Planning Level Cost (PLCa)
<p>Off-Street Multimodal Projects are listed starting from the northern limits of the City and moving south. The projects are listed in a clockwise direction, starting first with east-west streets, then north-south streets. Once north-south streets are listed to the maximum extent, the next east-west project is shown (moving in a north to south direction). The starting location (from street) of a project determines the order shown. For projects with multiple segments, they are listed together and in a sequential order. The project description reflects the proposed improvement at the time the Plan was adopted. Environmental, monetary, physical, right-of-way, and topographic constraints may result in a change to the final type of project designed and constructed. The projected person miles of capacity and estimated planning level cost are based on the most recent and localized data as of plan adoption and are subject to change. The project time frames are subject to change on the availability of funds, development, and prioritization by the City. Each year, the City will prioritize projects as part of the annual Capital Improvements Program update. The colors shown for project types correspond to the colors of the projects shown on the Walking and Bicycling Plan. Project types not assigned a color indicate the project is not mapped.</p>														
32	Military Trail	Hood Rd	+/- 1,200 feet north of Elm Avenue	0.70	County	Sidewalk (East side of ROW)	Construct a new 5' to 6' wide sidewalk parallel to the existing sidewalk / pathway on east side of the ROW with landscape between the new sidewalk and the existing multimodal facility, to the extent ROW is available.	840	840	5	\$525,000	\$0.00	2025 to 2035	\$525,000
34	Military Trail	+/- 1,200 feet north of Elm Avenue	Gardens Lake Drive	0.85	County	Shared Use Path (East side of ROW)	<p>(1) Widen existing 5' wide sidewalk to a 10' to 12' wide shared use path on east side of the ROW; and</p> <p>(2) Add enhanced landscape between the shared use path and travel lanes; and</p> <p>(3) Provide high visibility crosswalks at Elm Avenue, Kyoto Gardens Drive and Gardens Lake Drive.</p>	5,100	5,100	30	\$1,700,000	\$0.00	2025 to 2035	\$1,700,000
36	Military Trail (Phase 1) (Priority Gap)	Elm Avenue	Nova Southeast Driveway	0.06	County	Sidewalk (West side of ROW)	Construct a 5' to 6' wide sidewalk on the west side of the ROW to close the current sidewalk gap.	72	72	5	\$45,000	\$0.00	2025 to 2035	\$45,000
38	Military Trail (Phase 2) (Priority Gap)	Nova Southeast Driveway	Kyoto Gardens Drive	0.26	County (FDOT ROW)	Sidewalk (West side of ROW)	<p>(1) Construct a 5' to 6' wide sidewalk on the west side of the ROW; and</p> <p>(2) Construct a high visibility crosswalk across the I-95 on ramp; and</p> <p>(3) Construct a high visibility crosswalk on Military Trail on the north side of the Kyoto Gardens ROW to direct people walking and bicycling to the east side of the ROW until Phase 3 is finished.</p> <p>Note: The proposed sidewalk is within FDOT limited access ROW for I-95 and will require additional coordination, permits, and design to address limited access ROW.</p>	312	312	5	\$195,000	\$0.00	2036 to 2045	\$195,000
40	Military Trail (Phase 3)	Kyoto Gardens Drive	Gardens Lake Drive	0.30	County	Sidewalk (West side of ROW)	<p>(1) The available ROW and current on and off ramps to I-95 limit the feasibility to construct a safe and visible sidewalk.</p> <p>(2) In conjunction with planned reconstruction of the I-95 and Military Trail Interchange, construct a 5' to 6' wide sidewalk on the west side of the ROW, to close the current sidewalk gap, and provide safe and high visibility crossings at the I-95 on and off ramps.</p>	360	360	5	\$225,000	\$0.00	2036 to 2045	\$225,000
42	Military Trail (Priority Gap)	Gardens Lake Drive	+/- 435 feet south of Gardens Lake Drive	0.08	County	Sidewalk (West side of ROW)	Construct a 5' to 6' wide sidewalk on the west side of the ROW from Garden Lakes Drive to the first commercial driveway south of Garden Square Blvd to fill in the missing sidewalk gap. The cost includes an additional \$350,000 to account for easements, landscape, right-of-way, utility relocation, alternative construction material to provide elevation over existing ground to minimize utility conflicts, or potential ROW acquisition and reconstruction of 90 degree parking spaces to parallel parking spaces.	96	96	5	\$410,000	\$0.00	2025 to 2035	\$410,000
44	Garden Lakes Drive (Priority Gap)	Military Trail	Garden Square Blvd	0.10	City	Sidewalk	<p>(1) Construct a 5' to 6' wide sidewalk on the north side of the ROW from Military Trail to the existing sidewalk to fill in the missing sidewalk gap.</p> <p>(2) Construct a 5' to 6' wide sidewalk on the south side of the ROW from the commercial driveway to Garden Square Blvd to fill in the missing sidewalk gap.</p> <p>(3) Upgrade the existing crosswalk to the shopping center access with a high visibility crosswalk and a rectangular rapid flashing beacon (RRFB).</p> <p>(4) The cost includes an additional \$350,000 to account for easements, landscape, right-of-way, utility relocation, alternative construction material to provide elevation over existing ground to minimize utility conflicts.</p>	620	620	5, 50	\$625,000	\$0.00	2025 to 2035	\$625,000

APPENDIX H: OFF-STREET MULTIMODAL PLAN (fka WALKING & BICYCLING PLAN)

ID	Roadway	From	To	Project Length (miles)	Maintenance (Ownership)	Project Type (Project color corresponds to Off-Street Multimodal Plan Map)	Project Description	Person Miles of Capacity Added (PMCa)	Person Miles of Capacity Increase (PMCi)	PLC & PMC Note	Estimated Planning Level Cost (PLC)	Reasonably Anticipated Funding (AF)	Time Period	Attributable Planning Level Cost (PLCa)
<p>Off-Street Multimodal Projects are listed starting from the northern limits of the City and moving south. The projects are listed in a clockwise direction, starting first with east-west streets, then north-south streets. Once north-south streets are listed to the maximum extent, the next east-west project is shown (moving in a north to south direction). The starting location (from street) of a project determines the order shown. For projects with multiple segments, they are listed together and in a sequential order. The project description reflects the proposed improvement at the time the Plan was adopted. Environmental, monetary, physical, right-of-way, and topographic constraints may result in a change to the final type of project designed and constructed. The projected person miles of capacity and estimated planning level cost are based on the most recent and localized data as of plan adoption and are subject to change. The project time frames are subject to change on the availability of funds, development, and prioritization by the City. Each year, the City will prioritize projects as part of the annual Capital Improvements Program update. The colors shown for project types correspond to the colors of the projects shown on the Walking and Bicycling Plan. Project types not assigned a color indicate the project is not mapped.</p>														
46	Garden Square Blvd (Priority Gap)	Garden Lake Circle	+/- 150 feet south of Garden Lakes Drive	0.10	City	Sidewalk	<p>(1) Construct a 5' to 6' wide sidewalk on the west side of the ROW to fill in the missing sidewalk gap; and</p> <p>(2) Upgrade the existing crosswalk on Garden Lakes Circle just north of Garden Lakes Blvd intersection with a high visibility crosswalk and a rectangular rapid flashing beacon (RRFB); and</p> <p>(3) Construct a high visibility crosswalk on Garden Lakes Circle at Garden Lakes Blvd to access the existing sidewalk; and</p> <p>(4) A roundabout is included in the roads plan for the intersection of Garden Lakes Drive and Garden Square Blvd.</p>	620	620	5, 50	\$275,000	\$0.00	2025 to 2035	\$275,000
48	Elm Ave	Military Trail	Birch St	0.33	City	Advisory Sidewalk (or Low Speed Street)	<p>Alternative one: Construct a 5' to 6' sidewalk on one side of the ROW; or</p> <p>Alternative two: Widen existing 2' paved shoulders to advisory sidewalks (4' to 6' wide), as part of the low speed streets program, on both sides of the existing edge of roadway pavement and reduce effective travel lane (2-way) pavement width (20' wide); and</p> <p>Note: This portion of Elm Ave is an example of a movement towards a low speed street. The existing 2' wide paved shoulders provide for some visual narrowing of travel lanes and access to adjacent mail boxes and for waste management services. Ideally, for purposes of walking or bicycling, the width should be a minimum of 4' wide.</p>	396	396	5	\$247,500	\$0.00	2025 to 2035	\$247,500
50	Banyan Street	Linden Avenue	Kyoto Gardens Drive	0.48	City	Advisory Sidewalk (or Low Speed Street)	<p>Alternative one: Construct a 5' to 6' sidewalk on one side of the ROW; or</p> <p>Alternative two: Construct advisory sidewalks (3' - 4' wide), as part of the low speed streets program, on both sides of the existing roadway pavement and reduce effective travel lane (2-way travel) pavement width (16' - 18' wide); and</p> <p>(1) Construct an 8' to 10' wide bridge (+/- 100 feet long) over the existing stormwater management facility, along with securing public access easements or right-of-way;</p> <p>(2) Integrate appropriate scale lighting and Crime Prevention Through Environmental Design techniques to enhance safety for people walking and bicycling; and</p> <p>(3) Construct a high visibility crosswalk and rectangular rapid flashing beacon (RRFB) across Kyoto Gardens Drive.</p> <p>Note: The low speed street application could be applied to one side of the roadway at an interim measure, the only potential issue are the number of mailboxes on both sides of the roadway. An advisory sidewalk on one side may result in vehicles being closer to existing mailboxes. Resident support needed for either alternative.</p>	7,076	7,076	5, 50, 55	\$1,345,000	\$0.00	2025 to 2035	\$1,345,000
52	Birch Street	Linden Avenue	Beech Ave	0.30	City	Advisory Sidewalk (or Low Speed Street)	<p>Alternative one: Construct a 5' to 6' sidewalk on one side of the ROW; or</p> <p>Alternative two: Construct advisory sidewalks (3' - 6' wide), as part of the low speed streets program, on one or both sides of the existing roadway pavement and reduce effective travel lane (2-way travel) pavement width (14' - 18' wide); and</p> <p>Note: The low speed street application could be applied to one side of the roadway at an interim measure, the only potential issue are the number of mailboxes on both sides of the roadway. An advisory sidewalk on one side may result in vehicles being closer to existing mailboxes. Resident support needed for either alternative. It is recommended Banyan or Elm would serve as an initial pilot to garner neighborhood support.</p>	360	360	5	\$225,000	\$0.00	2025 to 2035	\$225,000
54	Kyoto Gardens Drive	Military Trail	+/- 750 feet east of Military Trail	0.14	City	Funded	Widen existing bridge to provide on-street and off-street multimodal improvements for people walking and bicycling.	--	--	--	Funded	Funded	2025 to 2027	Funded

APPENDIX H: OFF-STREET MULTIMODAL PLAN (fka WALKING & BICYCLING PLAN)

ID	Roadway	From	To	Project Length (miles)	Maintenance (Ownership)	Project Type (Project color corresponds to Off-Street Multimodal Plan Map)	Project Description	Person Miles of Capacity Added (PMCa)	Person Miles of Capacity Increase (PMCi)	PLC & PMC Note	Estimated Planning Level Cost (PLC)	Reasonably Anticipated Funding (AF)	Time Period	Attributable Planning Level Cost (PLCa)
<p>Off-Street Multimodal Projects are listed starting from the northern limits of the City and moving south. The projects are listed in a clockwise direction, starting first with east-west streets, then north-south streets. Once north-south streets are listed to the maximum extent, the next east-west project is shown (moving in a north to south direction). The starting location (from street) of a project determines the order shown. For projects with multiple segments, they are listed together and in a sequential order. The project description reflects the proposed improvement at the time the Plan was adopted. Environmental, monetary, physical, right-of-way, and topographic constraints may result in a change to the final type of project designed and constructed. The projected person miles of capacity and estimated planning level cost are based on the most recent and localized data as of plan adoption and are subject to change. The project time frames are subject to change on the availability of funds, development, and prioritization by the City. Each year, the City will prioritize projects as part of the annual Capital Improvements Program update. The colors shown for project types correspond to the colors of the projects shown on the Walking and Bicycling Plan. Project types not assigned a color indicate the project is not mapped.</p>														
56	Kyoto Gardens Drive	west of Alternate A1A	east of Alternate A1A	0.10	City	Elevated Walkway (aka Pedestrian Bridge)	(1) Evaluate the best location for an elevated walkway to cross the Florida East Coast Railway (FEC), the I-95 On-Ramps, and Alternate A1A to connect the northern portion of the City's Transit Oriented Development (TOD) area and Downtown at the Gardens; and (2) Construct an elevated walkway to connect the northern portion of the City's Transit Oriented Development (TOD) area and Downtown at the Gardens to provide for a safe, convenient, and visible crossing for people walking and bicycling; and (3) Coordinate with FDOT, Brightline, and other impacted government, utility, and private entities.	16,800	8,400	65	\$10,000,000	\$5,000,000	2036 to 2045	\$5,000,000
58	Gardens Parkway (Phase 1)	Alternate A1A	Prosperity Farms Road	1.56	City	Pathway	Construct an 8' wide pathway on the south side of the ROW.	3,744	3,744	15	\$1,950,000	\$0.00	2025 to 2035	\$1,950,000
60	Gardens Parkway (Phase 2)	Alternate A1A	Prosperity Farms Road	--	City	Crossing	Add three flashing pedestrian activated crossing beacons and enhanced crosswalks at connecting residential development points to the Mall, Downtown at the Gardens or other locations as warranted.	1,500	1,500	50	\$750,000	\$0.00	2025 to 2035	\$750,000
62	Fairchild Gardens Avenue	Gardens Parkway	PGA Blvd	0.38	City	Pathway	(1) Widen existing sidewalk on west side of ROW to an 8' wide pathway. (2) Construct an 8' wide pathway on the east side of ROW in conjunction with future redevelopment (development funded).	912	912	15	\$475,000	\$0.00	2025 to 2035	\$475,000
64	Fairchild Gardens Avenue	PGA Blvd	Fairchild Avenue	0.25	City	Pathway	Widen existing sidewalk on east side of ROW to an 8' wide pathway.	600	600	15	\$312,500	\$0.00	2025 to 2035	\$312,500
66	Fairchild Gardens Avenue	Fairchild Avenue	RCA Blvd	0.26	City	Shared Use Path	Alternative one: Widen existing pathway on west side of ROW to a 10' top 12' wide shared-use path; or Alternative two: Construct a 6' wide sidewalk on the east side of the ROW.	936	936	35	\$455,000	\$0.00	2025 to 2035	\$455,000
68	Kew Gardens Drive	Gardens Parkway	PGA Blvd	0.34	City	Pathway	Alternative one: Construct an 8' wide pathway along the west side of the ROW; or Alternative two: If ROW is constrained, construct a 5' to 6' wide sidewalk.	816	816	15	\$425,000	\$0.00	2025 to 2035	\$425,000
70	Prosperity Farms Road	Gardens Parkway	PGA Blvd	0.25	County	Pathway	Widen existing sidewalks on west side of the ROW to an 8' wide pathway where ROW is available and utility conflicts are minimized.	600	600	15	\$312,500	\$0.00	2025 to 2035	\$312,500
72	Prosperity Farms Road	PGA Blvd	RCA Blvd	0.35	County	Boardwalk	Alternative one: Construct an 8' wide boardwalk along the west side of the ROW; or Alternative two: Construct a 5' to 6' wide sidewalk with significant drainage upgrades of the existing canal (if option 2, cost would be substantially higher). Note: Boardwalk would start at transit stop south of the Brookdale driveway. Project split at RCA Blvd due to complexity and cost to modify existing drainage canal.	5,880	5,880	45	\$1,400,000	\$0.00	2036 to 2045	\$1,400,000
74	Prosperity Farms Road	RCA Blvd	Burns Road	0.29	County	Boardwalk	Alternative one: Construct an 8' wide boardwalk along the west side of the ROW; or Alternative two: Construct a 5' to 6' wide sidewalk with significant drainage upgrades of the existing canal (if option 2, cost would be substantially higher). Note: Boardwalk would end at Prosperity Oaks Court, there is an existing sidewalk on west side of the ROW between Prosperity Oaks Court and Burns Road. Project split at RCA Blvd due to complexity and cost to modify existing drainage canal.	4,872	4,872	45	\$1,160,000	\$0.00	2036 to 2045	\$1,160,000
76	Lake Victoria Gardens Ave	Kyoto Gardens Drive	PGA Blvd	0.10	City	Shared Use Path	Alternative one: Widen existing 5' wide sidewalk to a 10' to 12' wide share use path on both sides of the ROW; or Alternative two: Construct a 5' wide sidewalk parallel to the existing sidewalks on both sides of the ROW.	600	600	25	\$300,000	\$0.00	2025 to 2035	\$300,000

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78	Lake Victoria Gardens Ave (Phase 1 - north side)	PGA Blvd	Alternate A1A	0.45	City	Shared Use Path	<p>North side of ROW (alternative one): Widen existing 5' sidewalk to a 10' to 12' wide share use path on the north side of the ROW; or</p> <p>North side of ROW (alternative two): Construct a 5' wide sidewalk parallel to the existing sidewalk; and</p> <p>South side of PGA Blvd: Construct a 10' to 12' wide share use path on the north side Lake Victoria to provide for a continuous shared use path around Lake Victoria; and</p> <p>Install enhanced hardscape and landscape.</p> <p>Note: Alternate A1A improvement is a separate off-street multimodal project.</p>	3,240	3,240	40	\$1,012,500	\$0.00	2025 to 2035	\$1,012,500
80	Lake Victoria Gardens Ave (Phase 2 - south side)	PGA Blvd	Alternate A1A	0.30	City	Shared Use Path	<p>South side of ROW (alternative one): Widen existing 8' sidewalk to a 10' to 12' wide share use path on the east side of the ROW; or</p> <p>South side of ROW (alternative two): Construct a 5' wide sidewalk parallel to the existing pathway; and</p>	1,080	1,080	35	\$525,000	\$0.00	2025 to 2035	\$525,000
82	Lake Victoria Gardens Ave	east of Alternate A1A	west of Alternate A1A	0.10	City	Elevated Walkway (aka Pedestrian Bridge)	<p>(1) Evaluate the best location for an elevated walkway to cross the Florida East Coast Railway (FEC) and Alternate A1A to connect the southern portion of the City's Transit Oriented Development (TOD) area and Legacy Place; and</p> <p>(2) Construct an elevated walkway to connect the northern portion of the City's Transit Oriented Development (TOD) area and Downtown at the Gardens to provide for a safe, convenient, and visible crossing for people walking and bicycling; and</p> <p>(3) Coordinate with FDOT, Brightline, and other impacted government, utility, and private entities.</p>	16,800	8,400	65	\$10,000,000	\$5,000,000	2036 to 2045	\$5,000,000
84	PGA Blvd	+ / - 1,320 feet west of Prosperity Farms Rd	Fairchild Gardens Avenue	0.74	State	Pathway (Parkway)	<p>South side of ROW (alternative one): Widen existing 5' sidewalk to an 8' wide pathway. Pathway would extend to the eastern property boundary of Palm Beach State College; or</p> <p>South side of ROW (alternative two): Construct a 5' sidewalk parallel to the existing sidewalk. Sidewalk would extend to the eastern property boundary of Palm Beach State College; and</p> <p>(2) Construct high visibility crosswalk on access connections and intersections.</p> <p>(3) Add landscape, to the extent ROW is available, in accordance with Parkway requirements.</p>	3,552	1,776	20 (1)	\$1,295,000	\$647,500	2025 to 2035	\$647,500
86	PGA Blvd	Fairchild Gardens Avenue	Alternate A1A	0.40	State	Sidewalk (Parkway)	<p>(1) Construct a 5' to 7' wide sidewalk parallel to the existing sidewalk on the north side of the ROW (to provide a total of 12' to 14' of multimodal facilities); and</p> <p>(2) Construct high visibility crosswalk on access connections and intersections.</p> <p>(3) Add landscape, to the extent ROW is available, in accordance with Parkway requirements.</p>	960	480	10 (1)	\$400,000	\$200,000	2025 to 2035	\$200,000
88	PGA Blvd	Alternate A1A	Military Trail	0.75	State	Shared Use Path (Parkway)	<p>(1) Widen existing 5' sidewalk to a 10' to 12' wide shared use path on the south side of the ROW;</p> <p>(2) Construct a high visibility crossing, along with advanced vehicle warnings and flashing beacons for the eastbound to southbound I-95 on-ramp.</p> <p>(3) Construct a 12' to 14' wide spiral and ADA compliant shared use path that connects the multimodal facility on the south side of the PGA Blvd ROW and RCA Center Drive to provide multimodal access to the future rail station (\$5 million cost, planning level cost assumes 50% match with 50% from federal & state funding. Added Person Miles of Capacity shows 50% of added capacity).</p>	5,250	2,625	30 (1)	\$4,000,000	\$2,000,000	2025 to 2035	\$2,000,000

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90	PGA Blvd	Military Trail	Shady Lakes Drive	0.50	State	Shared Use Path (Parkway)	(1) Widen existing 5' sidewalk to a 10' to 12' wide shared use path on the south side of the ROW; and (2) Add high visibility crosswalks at Shady Lakes Road Intersection.	3,000	1,500	30 (1)	\$1,000,000	\$500,000	2025 to 2035	\$500,000
92	PGA Blvd	+/- 590 feet west of Old Palm Drive	+/- 620 feet east of Mirasol Drive	0.42	State	Shared Use Path (Parkway)	(1) Construct a 10' to 12' wide shared use path on north and south side of the ROW between Turnpike and Mirasol as part of the Turnpike widening and interchange reconfiguration; and (2) Planning level cost is based on 50% of the total length, with the remainder funded as part of Turnpike widening. Person miles of capacity illustrates 50% capacity added.	5,040	2,520	30 (1)	\$1,680,000	\$840,000	2025 to 2045	\$840,000
94	PGA Blvd	C-18 Canal (Sandhill Crane Park)	Beeline Hwy	2.00	State	Boardwalk (Parkway)	(1) Construct 10' to 12' wide boardwalk on the north side of the ROW for people walking and bicycling; and (2) Add context sensitive lighting and landscape, along with rest areas and look-out extensions; and (3) Added Person Capacity is 50% of total capacity based on 50% Federal & State funding. Planning level cost is 50% of total cost.	16,800	8,400	45 (1)	\$8,000,000	\$4,000,000	2025 to 2045	\$4,000,000
96	Beeline to Coconut Boardwalk	Beeline Hwy	Coconut Blvd	2.80	City	Boardwalk	(1) Construct 10' to 12' wide boardwalk on the north side of the ROW for people walking and bicycling; and (2) Add context sensitive lighting and landscape, along with rest areas and look-out extensions; and (3) The crossing of the railroad tracks will need to be coordinated with FEC Railroad; and (4) The crossing of the railroad and Beeline may need to be an elevated structure; and (5) Coordination with County, FDOT, FEC Railroad to obtain easements, permits, and ROW will be required; and (6) Alignment is conceptual only and is subject to changes. The boardwalk is intended to be located outside of the property for the North PBC General Aviation Airport; and	23,520	23,520	45	\$11,200,000	\$0.00	2025 to 2045	\$11,200,000
98	Avenue of the Champions (Priority Sidewalk Gap)	PGA Blvd	+/- 1,300 feet south of PGA Blvd	0.25	City	Sidewalk	Construct a 5' - 6' wide sidewalk on the west side of the ROW and connect to the existing mid-block crossing south of Fairway Drive.	300	300	5	\$187,500	\$0.00	2025 to 2035	\$187,500
100	RCA Blvd	PGA Blvd	Northcorp Parkway	0.30	County	Pathway	Widen existing segments of sidewalk on the west side of the ROW and fill in gaps through construction of an 8' wide pathway.	720	720	15	\$375,000	\$0.00	2025 to 2035	\$375,000
102	RCA Blvd	Northcorp Parkway	Alternate A1A	0.25	County	Shared Use Path	(1) Construct 10' to 12' wide shared-use paths on both sides of the ROW; or (2) Construct an 8' pathway parallel to the existing sidewalk on the south side of the ROW and construct an 8' wide pathway on the north side of the ROW; and (3) Construct high visibility crosswalks and RRFBs at RCA Center Drive.	3,500	3,500	30, 50	\$312,500	\$0.00	2025 to 2035	\$312,500
104	RCA Blvd (Priority Gap)	Alternate A1A	+/- 580 feet east of Alternate A1A	0.10	County	Shared Use Path	(1) Construct a 10' wide shared use path on the south side of the ROW to close gap, including multimodal bridge over existing canal; and (2) Construct a high visibility crosswalks and RRFB at Fairchild Gardens Avenue.	6,860	6,860	25, 50 & 55	\$1,150,000	\$0.00	2036 to 2045	\$1,150,000

APPENDIX H: OFF-STREET MULTIMODAL PLAN (fka WALKING & BICYCLING PLAN)

ID	Roadway	From	To	Project Length (miles)	Maintenance (Ownership)	Project Type (Project color corresponds to Off-Street Multimodal Plan Map)	Project Description	Person Miles of Capacity Added (PMCa)	Person Miles of Capacity Increase (PMCI)	PLC & PMC Note	Estimated Planning Level Cost (PLC)	Reasonably Anticipated Funding (AF)	Time Period	Attributable Planning Level Cost (PLCa)
<p>Off-Street Multimodal Projects are listed starting from the northern limits of the City and moving south. The projects are listed in a clockwise direction, starting first with east-west streets, then north-south streets. Once north-south streets are listed to the maximum extent, the next east-west project is shown (moving in a north to south direction). The starting location (from street) of a project determines the order shown. For projects with multiple segments, they are listed together and in a sequential order. The project description reflects the proposed improvement at the time the Plan was adopted. Environmental, monetary, physical, right-of-way, and topographic constraints may result in a change to the final type of project designed and constructed. The projected person miles of capacity and estimated planning level cost are based on the most recent and localized data as of plan adoption and are subject to change. The project time frames are subject to change on the availability of funds, development, and prioritization by the City. Each year, the City will prioritize projects as part of the annual Capital Improvements Program update. The colors shown for project types correspond to the colors of the projects shown on the Walking and Bicycling Plan. Project types not assigned a color indicate the project is not mapped.</p>														
106	RCA Blvd	Fairchild Gardens Avenue	Prosperity Farms Road	1.20	County	Shared Use Path	<p>Alternative one: Widen existing 5' wide sidewalk to a 10' to 12' wide shared use path on the north side of the ROW; or</p> <p>Alternative two: Construct a new 5' wide sidewalk parallel to the existing sidewalk on the north side of the ROW.</p> <p>Both Alternatives: Add landscape, to the extent ROW is available. Construct high visibility crosswalks and RRFBs at Palm Beach State College access connection.</p>	3,600	3,600	25	\$1,800,000	\$0.00	2036 to 2045	\$1,800,000
108	Fairchild Avenue	Campus Drive	Fairchild Gardens Avenue	0.38	City	Funded	Widen existing sidewalk to 8' wide pathway on north side of ROW.	--	--	--	Funded	Funded	2025 to 2028	Funded
110	East Park Drive	RCA Blvd	Burns Road	0.53	City	Shared Use Path	Widen existing 5' sidewalk to a 10' to 12' shared use path on the east side of the ROW.	1,590	1,590	25	\$795,000	\$0.00	2036 to 2045	\$795,000
112	City Government Center Multimodal Path (FKA Military Trail Multimodal Bypass)	Johnson Dairy Road	Lilac Street	0.60	City	Shared Use Path	<p>(1) Construct a continuous and more visible 10' to 12' wide shared use path through City owned property connecting City Hall, the Burns Road Community Center, Gardens Park, Lilac Park, and the Palm Beach Gardens Community School; and</p> <p>(2) Integrate appropriate scale lighting and Crime Prevention Through Environmental Design techniques to enhance safety for people walking and bicycling; or</p> <p>(3) As an alternative conduct a study to evaluate needed improvements and upgrades to provide for a more interconnected and visible route for people walking and bicycling beyond current multimodal facilities.</p> <p>Note: This route serves as an alternative to Military Trail. The Roads Plan include a curbless shared street between PGA Blvd and Johnson Dairy Road. Path connects to programmed improvements to Lilac Street, which provides access to proposed improvements on Military Trail and Plan Street.</p>	3,600	3,600	30	\$1,200,000	\$0.00	2025 to 2035	\$1,200,000
114	Military Trail	Lilac Street	Holly Drive	0.22	State	Shared Use Path	<p>Alternative one: Widen existing 5' wide sidewalks on east side of the ROW to 10' to 12' wide shared use path, where feasible; or</p> <p>Alternative two: Construct a 5' wide sidewalk on north side of the ROW parallel to the existing sidewalk on the east side of the ROW, where feasible.</p>	660	330	25 (1)	\$330,000	\$165,000	2036 to 2045	\$165,000
116	Military Trail	Holly Drive	Crestdale St	0.58	State	Pathway	<p>Alternative one: Widen existing 5' wide sidewalks on east side of the ROW to 8' wide pathway by expanding sidewalk over existing grass buffer.</p> <p>Note: Off-Street Multimodal Plan includes sidewalks or low speed streets on Crestdale St and Gardenia Dr, which could also serve as a multimodal alternative to Military Trail.</p>	1,392	696	10 (1)	\$580,000	\$290,000	2036 to 2045	\$290,000
118	Burns Road	Military Trail	Alternate A1A	--	City	Crossing	Enhance existing crossings and add up to two (2) mid-block crossings with RRFBs where more than a 1/2 mile exist between signalized intersections and a major transit stop or generator is present. Add public art, murals, and / or streetscape under I-95 overpass.	1,000	1,000	50	\$500,000	\$0.00	2025 to 2035	\$500,000
120	Burns Road	Alternate A1A	Prosperity Farms Road	1.19	City	Shared Use Path	<p>Alternative one: Widen existing 5' wide sidewalks on north side of the ROW to 10' to 12' wide shared use path, where feasible; or</p> <p>Alternative two: Construct a 5' wide sidewalk on north side of the ROW parallel to the existing sidewalk, where feasible.</p>	3,570	3,570	25	\$1,785,000	\$0.00	2036 to 2045	\$1,785,000
122	Riverside Drive	Burns Road	+/- 600 feet north of Holly Drive	0.41	City	Sidewalk	Construct a 5' to 6' wide sidewalk on the east side of the ROW filling in gaps between Burns Road and +/- 385 feet south of Burns Road and between Buckeye Street and +/- 600 feet north of Holly Drive.	492	492	5	\$307,500	\$0.00	2025 to 2035	\$307,500
124	Gardens East Drive	Burns Road	RCA Blvd	0.77	City	Shared Use Path	<p>Alternative one: Widen existing 5' wide sidewalks on north side of the ROW to 10' to 12' wide shared use path, where feasible; or</p> <p>Alternative two: Construct a 5' wide sidewalk on north side of the ROW parallel to the existing sidewalk, where feasible; and</p>	2,310	2,310	25	\$1,155,000	\$0.00	2036 to 2045	\$1,155,000

APPENDIX H: OFF-STREET MULTIMODAL PLAN (fka WALKING & BICYCLING PLAN)

ID	Roadway	From	To	Project Length (miles)	Maintenance (Ownership)	Project Type (Project color corresponds to Off-Street Multimodal Plan Map)	Project Description	Person Miles of Capacity Added (PMCa)	Person Miles of Capacity Increase (PMCi)	PLC & PMC Note	Estimated Planning Level Cost (PLC)	Reasonably Anticipated Funding (AF)	Time Period	Attributable Planning Level Cost (PLCa)
<p>Off-Street Multimodal Projects are listed starting from the northern limits of the City and moving south. The projects are listed in a clockwise direction, starting first with east-west streets, then north-south streets. Once north-south streets are listed to the maximum extent, the next east-west project is shown (moving in a north to south direction). The starting location (from street) of a project determines the order shown. For projects with multiple segments, they are listed together and in a sequential order. The project description reflects the proposed improvement at the time the Plan was adopted. Environmental, monetary, physical, right-of-way, and topographic constraints may result in a change to the final type of project designed and constructed. The projected person miles of capacity and estimated planning level cost are based on the most recent and localized data as of plan adoption and are subject to change. The project time frames are subject to change on the availability of funds, development, and prioritization by the City. Each year, the City will prioritize projects as part of the annual Capital Improvements Program update. The colors shown for project types correspond to the colors of the projects shown on the Walking and Bicycling Plan. Project types not assigned a color indicate the project is not mapped.</p>														
126	Gardens East Drive (Oaks Park)	+/- 415 feet southwest of Fall Oaks Drive	+/- 650 feet north of Burns Road	0.33	City	Shared Use Path	Construct a 10' to 12' wide shared use path with art, fitness and streetscape amenities on the south side of the existing tree canopy within Oaks Park.	2,376	2,376	40	\$742,500	\$0.00	2036 to 2045	\$742,500
128	Gardens East Drive	RCA Blvd	Lighthouse Drive	0.95	City	Pathway & Sidewalk	<p>Alternative one (1): Widen existing sidewalk on the west side of the ROW to an 8' wide pathway; and</p> <p>Alternative one (2): Construct a 5' to 6' wide sidewalk on the east side of the ROW from the canal (+/- 1,100 feet south of Burns Rd) to Meridian Way and +/- 180' north of Lighthouse Drive to Lighthouse Drive (sidewalk gaps); or</p> <p>Alternative two: Widen the existing sidewalk on the west side of the ROW to a 10' to 12' wide shared use path.</p> <p>Both Alternatives: (1) Provide ADA compliant sidewalk connections to transit stops; and</p> <p>(2) Add three (3) high visibility crosswalks and Rectangular Rapid Flashing Beacons at transit stops and access connection to the Promenade Plaza.</p>	4,392	4,392	5, 15, 50	\$2,320,000	\$0.00	2025 to 2035	\$2,320,000
130	Lilac Street	Military Trail	Plant Drive	0.43	City	Funded	Widen existing 5' sidewalk to a 10' wide shared use path. Construct a 10' wide shared-use path to fill in existing sidewalk gap. Add flashing pedestrian activated crossing beacons and enhanced crosswalks at park.	--	--	--	Funded	Funded	2025 to 2028	Funded
132	Plant Drive	Lilac Street	Holly Drive	0.24	City	Shared Use Path	<p>(1) Widen existing 5' sidewalk on one side of the ROW to a 10' wide shared use path; and</p> <p>(2) Construct a high visibility crosswalk and RRFB connecting the park on the west side of the ROW with the multimodal facility on the east side of the ROW.</p>	1,220	1,220	15, 50	\$610,000	\$0.00	2025 to 2035	\$610,000
134	Holly Drive	Military Trail	Plant Drive	0.44	City	Pathway	<p>Alternative one: Widen existing sidewalk on the north side of the ROW to an 8' wide pathway; or</p> <p>Alternative two: Construct a 5' to 6' wide sidewalk on the south side of the ROW.</p> <p>Both Alternatives: Add public art, murals, and / or streetscape under I-95 overpass</p>	1,056	1,056	15	\$550,000	\$0.00	2025 to 2035	\$550,000
136	Holly Drive	Plant Drive	Riverside Drive	0.46	City	Pathway	<p>Alternative one: Widen sidewalk on north side of ROW to a 8' wide pathway (would require an upgrade to the existing canal bridge sidewalk); or</p> <p>Alternative two: Construct a 5' to 6' wide sidewalk on the south side of the ROW (would require a new bridge sidewalk on the south side of the existing bridge).</p>	7,380	7,380	15, 55	\$1,325,000	\$0.00	2025 to 2035	\$1,325,000
138	Holly Drive	Riverside Drive	Lighthouse Drive	0.58	City	Pathway	<p>Alternative one: Widen existing 5' wide sidewalk on the east side of the ROW to an 8' wide pathway; or</p> <p>Alternative two: Construct a 5' to 6' wide sidewalk on the west side of the ROW.</p>	1,392	1,392	25	\$725,000	\$0.00	2025 to 2035	\$725,000
140	Gardenia Drive	Holly Drive	Military Trail	0.70	City	Advisory Sidewalk (or Low Speed Street)	<p>Alternative one: Construct a 5' to 6' sidewalk on one side of the ROW; or</p> <p>Alternative two: Construct advisory sidewalks (3' - 6' wide), as part of the low speed streets program, on both sides of the existing roadway. The improvement would be a combination of adding pavement and reducing effective travel lane (2-way travel) pavement width (18' - 20' wide); and</p> <p>Note: This low speed street application would entail possibly widening existing pavement width, in conjunction with narrower travel lanes (10' each lane or 18' wide non-centerline marked section). Resident support needed for either alternative.</p>	840	840	5	\$525,000	\$0.00	2025 to 2035	\$525,000

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ID	Roadway	From	To	Project Length (miles)	Maintenance (Ownership)	Project Type (Project color corresponds to Off-Street Multimodal Plan Map)	Project Description	Person Miles of Capacity Added (PMCa)	Person Miles of Capacity Increase (PMCi)	PLC & PMC Note	Estimated Planning Level Cost (PLC)	Reasonably Anticipated Funding (AF)	Time Period	Attributable Planning Level Cost (PLCa)
<p>Off-Street Multimodal Projects are listed starting from the northern limits of the City and moving south. The projects are listed in a clockwise direction, starting first with east-west streets, then north-south streets. Once north-south streets are listed to the maximum extent, the next east-west project is shown (moving in a north to south direction). The starting location (from street) of a project determines the order shown. For projects with multiple segments, they are listed together and in a sequential order. The project description reflects the proposed improvement at the time the Plan was adopted. Environmental, monetary, physical, right-of-way, and topographic constraints may result in a change to the final type of project designed and constructed. The projected person miles of capacity and estimated planning level cost are based on the most recent and localized data as of plan adoption and are subject to change. The project time frames are subject to change on the availability of funds, development, and prioritization by the City. Each year, the City will prioritize projects as part of the annual Capital Improvements Program update. The colors shown for project types correspond to the colors of the projects shown on the Walking and Bicycling Plan. Project types not assigned a color indicate the project is not mapped.</p>														
142	Ilex Circle	Gardenia Drive	Keating Drive	0.12	City	Advisory Sidewalk (or Low Speed Street)	<p>Alternative one: Construct a 5' to 6' sidewalk on one side of the ROW; or</p> <p>Alternative two: Construct advisory sidewalks (3' - 6' wide), as part of the low speed streets program, on both sides of the existing roadway. The improvement would be a combination of adding pavement and reducing effective travel lane (2-way travel) pavement width (18' - 20' wide); and</p> <p>Note: Part of this improvement would include ADA accessibility to sidewalks on Keating Drive and any required improvements to C-17 canal crossing.</p>	144	144	5	\$90,000	\$0.00	2025 to 2035	\$90,000
144	Crestdale St	Military Trail	Bellwood St	0.28	City	Advisory Sidewalk (or Low Speed Street)	<p>Alternative one: Construct a 5' to 6' sidewalk on one side of the ROW; or</p> <p>Alternative two: Construct advisory sidewalks (3' - 6' wide), as part of the low speed streets program, on both sides of the existing roadway. The improvement would be a combination of adding pavement and reducing effective travel lane (2-way travel) pavement width (18' - 20' wide); and</p> <p>Note: This low speed street application would entail possibly widening existing pavement width, in conjunction with narrower travel lanes (10' each lane or 18' wide non-centerline marked section). Resident support needed for either alternative.</p>	336	336	5	\$210,000	\$0.00	2025 to 2035	\$210,000
146	Lighthouse Drive	Holly Drive	Alternate A1A	0.07	City	Pathway	Widen sidewalk on north side of ROW to a 8' wide pathway. Coordinate with FEC Railroad on feasibility of any additional improvements over that railroad tracks. Coordinate with FDOT on high visibility crosswalk across Alternate A1A.	168	168	15	\$87,500	\$0.00	2025 to 2035	\$87,500
148	Lighthouse Drive	Alternate A1A	Gardens East Drive	0.07	City	Pathway	<p>(1) Widen sidewalk on north side of ROW to a 8' wide pathway.</p> <p>(2) If the parcel on the south side of the ROW is redeveloped, provide a 5' to 6' wide sidewalk and connect to the existing sidewalk on the south side of the ROW.</p>	168	168	15	\$87,500	\$0.00	2025 to 2035	\$87,500
150	Lighthouse Drive	Holly Drive	Garden Blvd	0.17	City	Pathway	<p>(1) Widen sidewalk on north side of ROW to a 8' wide pathway; and</p> <p>(2) Construct high visibility crosswalks at the intersection with Garden Blvd.</p>	908	908	15, 50	\$462,500	\$0.00	2025 to 2035	\$462,500
152	Garden Blvd	Lighthouse Drive	Mac Arthur Blvd	0.13	City	Pathway	<p>Alternative one (1): Widen sidewalk on east side of ROW to a 8' wide pathway; and</p> <p>Alternative one (2): Upgrade canal bridge to a 10' wide multimodal crossing; or</p> <p>Alternative two: construct a 5' to 6' wide sidewalk on the west side of the ROW, including an 8' wide multimodal bridge over the canal. The sidewalk would extend south to the existing sidewalk.</p>	6,312	6,312	15, 55	\$912,500	\$0.00	2025 to 2035	\$912,500
154	Mac Arthur Blvd	Garden Blvd	Northlake Blvd	0.53	City	Pathway	<p>(1) Widen sidewalk on east side of ROW to a 8' wide pathway to Lake Catherine Sports Complex, and construct one of the following; and</p> <p>Alternative one: Wided sidewalk on the east side of the ROW to an 8' wide pathway; or</p> <p>Alternative two: Construct a 10' to 12' shared use path along the north side of the Sports Complex and then run along the shared use path along the west side of the C-18 canal.</p> <p>(2) Construction within the C-18 canal ROW will require coordination and approval with SFWMD.</p>	1,272	1,272	15	\$662,500	\$0.00	2025 to 2035	\$662,500

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<p>Off-Street Multimodal Projects are listed starting from the northern limits of the City and moving south. The projects are listed in a clockwise direction, starting first with east-west streets, then north-south streets. Once north-south streets are listed to the maximum extent, the next east-west project is shown (moving in a north to south direction). The starting location (from street) of a project determines the order shown. For projects with multiple segments, they are listed together and in a sequential order. The project description reflects the proposed improvement at the time the Plan was adopted. Environmental, monetary, physical, right-of-way, and topographic constraints may result in a change to the final type of project designed and constructed. The projected person miles of capacity and estimated planning level cost are based on the most recent and localized data as of plan adoption and are subject to change. The project time frames are subject to change on the availability of funds, development, and prioritization by the City. Each year, the City will prioritize projects as part of the annual Capital Improvements Program update. The colors shown for project types correspond to the colors of the projects shown on the Walking and Bicycling Plan. Project types not assigned a color indicate the project is not mapped.</p>														
156	Northlake Blvd	Congress Ave	Sandtree Drive	0.66	County	Shared Use Path	<p>Alternative one: Widen 5' wide sidewalk to a 10' to 12' wide shared use path; or</p> <p>Alternative two: If ROW is constrained, widen existing sidewalk to an 8' wide pathway; or</p> <p>Alternative three: Construct a 5' wide sidewalk parallel to the existing sidewalk; and</p> <p>All Alternatives: Multimodal facility would be on the north side of ROW.</p>	2,376	2,376	25	\$990,000	\$0.00	2025 to 2035	\$990,000
158	Northlake Blvd	Sandtree Drive	Military Trail	0.75	County	Funded	Widen existing sidewalks to the maximum extent feasible as part of the I-95 and Northlake Blvd Interchange reconstruction.	–	–	–	Funded	Funded	2025 to 2030	Funded
160	Sandtree Drive	Northlake Blvd	Gander Way	0.32	City	Shared Use Path	Widen existing 5' sidewalk to a 10' wide shared use path on west side of the ROW and improve connections to commercial parcels.	960	960	25	\$480,000	\$0.00	2025 to 2035	\$480,000
162	Northlake Blvd	Military Trail	Beeline Hwy	2.85	County	Shared Use Path	<p>Alternative one: Widen 5' wide sidewalk to a 10' to 12' wide shared use path; or</p> <p>Alternative two: If ROW is constrained, widen existing sidewalk to an 8' wide pathway; or</p> <p>Alternative three: Construct a 5' wide sidewalk parallel to the existing sidewalk; and</p> <p>All Alternatives: Multimodal facility would be on the side of ROW where ROW is available. Improvements would include high visibility crossings at driveways.</p>	8,550	8,550	25	\$4,275,000	\$0.00	2025 to 2035	\$4,275,000
164	Beeline Hwy	PGA Blvd	Coconut Blvd	3.30	State	Shared Use Path (Parkway)	Construct a 10' to 12' wide shared use path, ideally on the east side of the ROW. Provide hardscape and landscape amenities to the extent permitted by FDOT.	19,800	9,900	30 (1)	\$6,600,000	\$3,300,000	2025 to 2035	\$3,300,000
166	Coconut Blvd	Avenir Conservation Area	Beeline Hwy	2.30	City	Pathway & Shared Use Path	Construct an 8' wide pathway on the west side of the ROW and a 10' to 12' wide shared use path on the east side of the ROW. Provide hardscape and landscape amenities. Built in conjunction with Coconut Blvd.	24,840	2,484	20, 30 (2)	\$8,625,000	\$7,762,500	2025 to 2035	\$862,500
170	Citywide Neighborhood Sidewalk Connections			4.00	City	Sidewalk	Add 5' to 6' wide neighborhood sidewalk connections from neighborhoods to sidewalks, pathways, and shared-use paths along arterials and collectors.	4,800	4,800	5	\$3,000,000	\$0.00	2025 to 2035	\$3,000,000
172	Citywide High Visibility Multimodal Crossings			--	City	Crossing	Install 20 high visibility midblock crossings and crosswalks with RRFBs Citywide.	5,000	5,000	50	\$5,000,000	\$0.00	2025 to 2030	\$5,000,000
174	ADA Curb Ramp Retrofit Program			--	City	Crossing	Fund upgrades to 150 existing curb ramps to enhance mobility, safety, improve the quality of service in the community and comply with the American with Disability Act (ADA) requirements. The projects identified through the Curb Ramp Upgrade Program can be used for future Mobility Plan and Mobility Fee updates.	1,500	1,500	60	\$450,000	\$0.00	2025 to 2035	\$450,000
176	Vision Zero Action Plan Implementation			--	City	Implementation	Vision Zero is a national program that seeks to eliminate all traffic fatalities and severe injuries, while increasing education, safety, health, and mobility for all users. A Vision Zero Action Plan uses crash data to identify the high injury crash network, then programs countermeasures (including but not limited to capital improvements, law enforcement campaigns, and safety studies) to address the documented safety issues. Safety improvements can be constructed in conjunction with mobility plan projects to enhance bicycling, walking, and transit access through-out the City.	1,000	1,000	--	\$500,000	\$0.00	2025 to 2030	\$500,000
178	Multimodal Plans, Programs, Services & Studies			--	City	Implementation	Conduct and / or develop corridor and multimodal plans and studies, develop multimodal count program, pursue matching grant fund opportunities through County, FDOT, Federal, State, and TPA Funding Programs, update mobility plan and fee, develop complete street policies, design standards, and programs. Explore shared mobility services with adjacent municipalities, FDOT, Palm Beach County, transit authorities and private entities.	1,750	1,750	--	\$875,000	\$0.00	2025 to 2030	\$875,000
180	Citywide wayfinding and signage plan			--	City	Implementation	Plan, design and install a citywide wayfinding sign system directing users to multimodal facilities, mobility hubs and future rail station.	2,000	2,000	--	\$1,000,000	\$0.00	2025 to 2035	\$1,000,000
Total				55.54	53.84	miles is not currently programmed		337,704	261,111	--	\$142,800,000	\$33,920,000	2025 to 2045	\$ 108,880,000

Notes: The Planning Level Cost (PLC) & Person Miles of Capacity PMC Note refers to the cost and capacity used for mobility projects (Appendix F). Where a (1) is included under Notes, it is reasonably anticipated that a minimum of 50% of the cost will be covered through Federal & State funding. Where a (2) is included under Notes, it is reasonably anticipated that a minimum of 90% of the cost will be covered by development.



APPENDIX I

On-Street Multimodal Plan (fka Bicycling Plan)

APPENDIX I: ON-STREET MULTIMODAL PLAN (fka BICYCLING PLAN)

ID	Roadway	From	To	Length (miles)	Maintenance (Ownership)	Project Type (Project color corresponds to On-Street Multimodal Plan Map)	Project Description	Person Miles of Capacity Added (PMCa)	Added Person Miles of Capacity (PMCa)	PLC & PMC Note	Estimated Planning Level Cost (PLC)	Reasonably Anticipated Funding (AF)	Time Period	Attributable Planning Level Cost (PLCa)
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5	Central Blvd	Donald Ross Road	117th Court North	2.55	County	Buffered Bike Lanes	Reduce travel lanes to 11' wide and add buffered bicycle lanes, a minimum of 6' wide, with green pavement markings.	24,480	24,480	100	\$6,375,000	\$0.00	2025-2035	\$6,375,000
10	Central Blvd	117th Court North	PGA Blvd	0.77	County	Buffered Bike Lanes	Add buffered bicycle lanes, a minimum of 6' wide, with green pavement markings.	7,392	7,392	100	\$1,925,000	\$0.00	2025-2035	\$1,925,000
15	Military Trail	Donald Ross Road	Elm Avenue	2.25	County	Buffered Bike Lanes	Reduce travel lanes to 11' through pavement marking removal and restripe. Widen 4' paved shoulders to buffered bicycle lanes, a minimum of 6' wide, with green pavement markings.	7,392	7,392	100	\$5,625,000	\$0.00	2036-2045	\$5,625,000
20	Military Trail	Elm Avenue	Kyoto Gardens Avenue	0.35	County	Protected Bike Lanes	Construct bi-directional protected bicycle lanes (aka cycle track) along either one (1) side of the ROW or directional protected (aka raised) bicycle lanes on both sides of the ROW. Markings, ramps, and signage should be provided to transition from bicycle lanes north of Elm Avenue to the proposed protected bicycle lanes.	4,200	4,200	105	\$1,225,000	\$0.00	2025-2035	\$1,225,000
22	Military Trail	Kyoto Gardens Avenue	Gardens Lake Drive	0.29	County	Protected Bike Lanes	Construct bi-directional protected bicycle lanes (aka cycle track) along either one (1) side of the ROW or directional protected (aka raised) bicycle lanes on both sides of the ROW. Directional protected (aka raised) bicycle lanes could be constructed in conjunction with modifications of the I-95 interchange.	3,480	3,480	105	\$1,015,000	\$0.00	2025-2035	\$1,015,000
24	Military Trail	Gardens Lake Drive	PGA Blvd	0.19	County	4' Bike Lanes	Reduce travel lane widths and if necessary, median width, to provide 4' - 5' wide bike lanes with green pavement markings or a 1' wide buffer with RPMs. Appropriate markings should be provided through the PGA Blvd intersection.	1,368	1,368	90	\$380,000	\$0.00	In conjunction with next City Resurfacing	\$380,000
26	Military Trail	PGA Blvd	Lilac St	0.75	State	4' Bike Lanes	Reduce travel lane widths and if necessary, median width, to provide 4' - 5' wide bike lanes with green pavement markings or a 1' wide buffer with RPMs. Appropriate markings should be provided through the Burns Rd intersection. An alternative is the Curbless Shared Street on the Roads Plan and the Government Center Path (fka Military Trail Multimodal Byass) on the Off-Street Multimodal Plan.	5,400	2,700	90 (1)	\$1,500,000	\$750,000	In conjunction with next FDOT Resurfacing	\$750,000
28	Military Trail	Lilac St	Holly Dr	0.25	State	4' Bike Lanes	Reduce travel lane widths and if necessary, median width, to provide 4' - 5' wide bike lanes with green pavement markings or a 1' wide buffer with RPMs. Appropriate markings should be provided through the Lilac St and Holly Dr intersections. An alternative is the pathway proposed on Military Trail and the shared use path proposed on Plant St as part of the Off-Street Multimodal Plan.	1,800	900	90 (1)	\$500,000	\$250,000	In conjunction with next FDOT Resurfacing	\$250,000
30	Military Trail	Holly Dr	Gardenia Dr	0.35	State	4' Bike Lanes	Reduce travel lane widths and if necessary, median width, to provide 4' - 5' wide bike lanes with green pavement markings or a 1' wide buffer with RPMs. Appropriate markings should be provided through the Gardenia intersection. An alternative is the low speed street proposed on Gardina Drive as part of the Off-Street Multimodal Plan. Another alternative is creating a bicycle blvd on Gardenia Dr and possibly Honeysuckle Ave parallel to Military Trail.	2,520	1,260	90 (1)	\$700,000	\$350,000	In conjunction with next FDOT Resurfacing	\$350,000
32	Military Trail	Gardenia Dr	Northlake Blvd	0.65	State	4' Bike Lanes	Reduce travel lane widths and if necessary, median width, to provide 4' - 5' wide bike lanes with green pavement markings or a 1' wide buffer with RPMs. An alternative is creating a bicycle blvd on Ilex Circle, upgrading the C-17 canal walkway bridge, and creating a bicycle blvd along Keating Drive and Crestdale St. Crestdale and Ilex Circle are proposed for sidewalks or low speed streets on the Off-Street Multimodal Plan.	4,680	2,340	90 (1)	\$1,300,000	\$650,000	In conjunction with next FDOT Resurfacing	\$650,000

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34	Military Trail	Northlake Blvd	Investment Lane	0.75	State	4' Bike Lanes	Reduce travel lane widths and if necessary, median width, to provide 4' - 5' wide bike lanes with green pavement markings or a 1' wide buffer with RPMs. Appropriate markings should be provided through the Northlake Blvd intersection.	5,400	2,700	90 (1)	\$1,500,000	\$750,000	In conjunction with next FDOT Resurfacing	\$750,000
35	Alternate A1A	Donald Ross Road	Kyoto Gardens Drive	2.47	State	Buffered Bike Lanes	Convert 4' paved shoulder to buffered bicycle lanes, a minimum of 6' wide, preferably 7' or wider given posted speed limits, if feasible.	23,712	11,856	100 (1)	\$6,175,000	\$3,087,500	In conjunction with next FDOT Resurfacing	\$3,087,500
40	Alternate A1A	Kyoto Gardens Drive	RCA Blvd	0.65	State	Buffered Bike Lanes	Convert 4' paved shoulder to buffered bicycle lanes, a minimum of 6' wide, preferably 7' or wider given posted speed limits, if feasible.	6,240	3,120	100 (1)	\$1,625,000	\$812,500	In conjunction with next FDOT Resurfacing	\$812,500
43	Alternate A1A	RCA Blvd	Lighthouse Drive	1.47	State	Buffered Bike Lanes	Convert 4' paved shoulder to buffered bicycle lanes, a minimum of 6' wide, preferably 7' or wider given posted speed limits, if feasible.	14,112	7,056	100 (1)	\$3,675,000	\$1,837,500	In conjunction with next FDOT Resurfacing	\$1,837,500
45	Lighthouse Drive	Alternate A1A	Mac Arthur Blvd	0.23	City	Bicycle Blvd	Create Bicycle Boulevard (Pathway on Off-Street Multimodal Plan).	207	207	75	\$34,500	\$0.00	2025-2035	\$34,500
47	Mac Arthur Blvd	Lighthouse Drive	Northlake Blvd	0.65	City	Bicycle Blvd	Create Bicycle Boulevard (Pathway on Off-Street Multimodal Plan).	585	585	75	\$97,500	\$0.00	2025-2035	\$97,500
50	Prosperity Farms Road	Donald Ross Road	Northlake Blvd	5.26	County	Funded	Construct 4' wide bicycle lanes along existing gaps and convert existing paved shoulders to designated bicycle lanes.	-	-	-	Funded	Funded	2025-2030	Funded
53	US Hwy 1	PGA Blvd	Northlake Blvd	2.60	State	Funded	Construction of on-street buffered bicycle lanes where ROW permits, or bicycle lanes.	-	-	-	Funded	Funded	2025-2030	Funded
54	Grandiflora Rd	Buccaneer Way	Military Trail	0.50	City	Bicycle Blvd	Create Bicycle Boulevard.	450	450	75	\$75,000	\$0.00	2025-2035	\$75,000
55	Hood Road	Jog Road	Turnpike	0.98	County	5' Bike Lanes	Add 5' bike lanes with green pavement markings.	7,056	7,056	90	\$1,960,000	\$0.00	2025-2035	\$1,960,000
60	Jog Road	PGA Blvd	Hood Road	1.40	County	Protected Bike Lanes (at Roundabouts)	Add directional cycle tracks at the existing five (5) roundabouts on Jog Road with appropriate approach and departure ramps and high visibility crossings. The roundabouts are as follows: (1) Hood Rd; (2) Nursery Lane; (3) Ibiza Dr; (4) Mirasol East; and (5) Mirasol West	8,400	8,400	105	\$2,450,000	\$0.00	2036 to 2045	\$2,450,000
65	Gardens Parkway (Phase 1)	Alternate A1A	Prosperity Farms Road	1.57	City	5' Bike Lanes	Reduce travel lane width to 10' through pavement marking removal and restripe. Add 4' green bike lane pavement markings.	7,536	7,536	85	\$2,355,000	\$0.00	2025-2035	\$2,355,000
70	Gardens Parkway (Phase 2)	Alternate A1A	Prosperity Farms Road	1.57	City	Protected Bike Lanes (Not Mapped)	Either repurpose curbside travel lanes to cycle tracks on each side of the ROW, or repurpose a travel lane on one side of the road for bi-directional cycle tracks. (Note: Not Mapped)	18,840	18,840	105	\$5,495,000	\$0.00	2036 - 2045	\$5,495,000
73	Kyoto Gardens Drive	RCA Center Drive	Alternate A1A	0.20	City	4' Bike Lanes	In conjunction with the addition of bike lanes on Kyoto Gardens east of Alternate A1A, evaluate the safest and most effective means, other than share the road markings, to traverse the section of Kyoto Gardens Drive across the railroad tracks and under the I-95 on-ramp and where there are no on-street bike lanes, no off-street facility on the north side of the ROW, and a sidewalk on the south side of the ROW. The most cost effective alternative is to narrow travel lanes to 10' wide and provide on-street bicycle lanes. Other alternatives include accommodating bicycles on the planned elevated walkway or constructing an off-street multimodal facility on the north side of the ROW.	960	960	85	\$300,000	\$0.00	In conjunction with next City Resurfacing	\$300,000

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75	Kyoto Gardens Drive	Alternate A1A	Fairchild Gardens Avenue	0.42	City	4' Bike Lanes	Reduce travel lane width to 10' through pavement marking removal and restripe. Add 4' green bike lane pavement markings.	2,016	2,016	85	\$630,000	\$0.00	In conjunction with next City Resurfacing	\$630,000
77	Lake Victoria Gardens Ave	Gardens Parkway	Kyoto Gardens Drive	0.38	City	Bicycle Blvd	Create Bicycle Boulevard.	342	342	75	\$57,000	\$0.00	2025-2035	\$57,000
78	Lake Victoria Gardens Ave	Kyoto Gardens Drive	PGA Blvd	14	City	4' Bike Lanes	Reduce travel lane width to 10' through pavement marking removal and restripe. Add 4' green bike lane pavement markings.	67,200	67,200	85	\$21,000,000	\$0.00	In conjunction with next City Resurfacing	\$21,000,000
80	Fairchild Gardens Avenue	Gardens Parkway	PGA Blvd	0.40	City	4' Bike Lanes	Reduce travel lane width to 10' through pavement marking removal and restripe. Add 4' green bike lane pavement markings.	1,920	1,920	85	\$600,000	\$0.00	In conjunction with next City Resurfacing	\$600,000
85	Fairchild Gardens Avenue	PGA Blvd	Fairchild Avenue	0.25	City	4' Bike Lanes	Reduce travel lane width to 10' through pavement marking removal and restripe. Add 4' green bike lane pavement markings.	1,200	1,200	85	\$375,000	\$0.00	In conjunction with next City Resurfacing	\$375,000
90	Kew Gardens Drive	Gardens Parkway	PGA Blvd	0.35	City	4' Bike Lanes	Reduce travel lane width to 10' through pavement marking removal and restripe. Add 4' green bike lane pavement markings.	1,680	1,680	85	\$525,000	\$0.00	In conjunction with next City Resurfacing	\$525,000
97	PGA Blvd	Beeline Highway	C-18 Canal	1.95	State	Buffered Bike Lanes	Convert 4' paved shoulder to buffered bicycle lanes, a minimum of 6' wide, preferably 7' or wider given posted speed limits, if feasible.	18,720	9,360	100 (1)	\$4,875,000	\$2,437,500	In conjunction with next FDOT Resurfacing	\$2,437,500
100	PGA Blvd	C-18 Canal	Turnpike	2.26	State	Buffered Bike Lanes	Reduce travel lanes to 11' wide where practical and provide a minimum of 6' wide buffered bike lanes (allocate extra pavement width to bike lanes), provide green bike lane markings at intersections.	21,696	10,848	100 (1)	\$5,650,000	\$2,825,000	In conjunction with next FDOT Resurfacing	\$2,825,000
105	PGA Blvd	Turnpike	Military Trail	1.53	State	Buffered Bike Lanes	Reduce travel lanes to 11' wide where practical and provide a minimum of 6' wide buffered bike lanes (allocate extra pavement width to bike lanes), provide green bike lane markings at intersections.	14,688	7,344	100 (1)	\$3,825,000	\$1,912,500	In conjunction with next FDOT Resurfacing	\$1,912,500
110	PGA Blvd	Military Trail	Alternate A1A	0.76	State	Buffered Bike Lanes	Add buffered bike lanes, a minimum of 6' wide, from Military Trail to I-95. Reduce travel lanes to 11' wide, where practical (allocate extra pavement width to bike lanes), provide green bike lane markings at intersections.	7,296	3,648	100 (1)	\$1,900,000	\$950,000	In conjunction with next FDOT Resurfacing	\$950,000
115	PGA Blvd	Alternate A1A	Prosperity Farms Road	1.43	State	Buffered Bike Lanes	Reduce travel lanes to 11' wide where practical and provide a minimum of 6' wide buffered bike lanes (allocate extra pavement width to bike lanes), provide green bike lane markings at intersections.	13,728	6,864	100 (1)	\$3,575,000	\$1,787,500	In conjunction with next FDOT Resurfacing	\$1,787,500
118	PGA Blvd	Prosperity Farms Road	US Hwy 1	0.65	State	Corridor Study	Conduct a corridor study to evaluate the safest way to accommodate people bicycling, scooting, and riding micromobility devices.	325	163	110 (1)	\$162,500	\$81,250	2036-2045	\$81,250
120	Fairchild Avenue (Within Legacy Crossing)	Lake Victoria Blvd	Fairchild Gardens Avenue	0.22	City	Bicycle Blvd	Create Bicycle Boulevard.	198	198	75	\$33,000	\$0.00	2025-2035	\$33,000
125	Fairchild Avenue	Fairchild Gardens Avenue	Campus Drive	0.38	City	Funded	Constructing 7' wide (5' bike lane & 2' buffer) buffered bike lanes.	-	-	-	Funded	Funded	2025-2027	Funded

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130	RCA Blvd	PGA Blvd	Northcorp Parkway	0.30	City	Buffered Bike Lanes	<p>Alternative one: Add buffered bicycle lanes, a minimum of 6' wide, with green pavement markings in conjunction with road widening.</p> <p>Alternative two: As part of road widening project, add directional protected bicycle lanes (cycle tracks), a minimum of 6' wide, with green pavement markings in conjunction with road widening.</p>	2,880	2,880	100	\$750,000	\$0.00	In conjunction with road widening	\$750,000
135	RCA Blvd	Northcorp Parkway	Alternate A1A	0.25	City	Buffered Bike Lanes	<p>Alternative one: Add buffered bicycle lanes, a minimum of 6' wide, with green pavement markings in conjunction with road widening.</p> <p>Alternative two: As part of road widening project, add directional protected bicycle lanes (cycle tracks), a minimum of 6' wide, with green pavement markings in conjunction with road widening.</p>	2,400	2,400	100	\$625,000	\$0.00	In conjunction with road widening	\$625,000
140	RCA Blvd	Alternate A1A	Prosperity Farms Road	1.30	City	Buffered Bike Lanes	<p>Alternative one: Add buffered bicycle lanes, a minimum of 6' wide, with green pavement markings in conjunction with road improvements.</p> <p>Alternative two: As part of road widening project, add directional protected bicycle lanes (cycle tracks), a minimum of 6' wide, with green pavement markings in conjunction with road improvements.</p> <p>Note: Road & Intersection Plan proposes a PD&E Study.</p>	12,480	12,480	100	\$3,250,000	\$0.00	In conjunction with road widening	\$3,250,000
145	Northcorp Parkway	RCA Blvd	Riverside Drive	0.34	City	4' Bike Lanes	Reduce travel lane width to 10' through pavement marking removal and restripe. Add 4' green bike lane pavement markings.	1,632	1,632	85	\$510,000	\$0.00	In conjunction with next City Resurfacing	\$510,000
150	Riverside Drive	Northcorp Parkway	Burns Road	0.25	City	Buffered Bike Lanes	<p>Alternative one: Add buffered bicycle lanes, a minimum of 6' wide, with green pavement markings in conjunction with road widening.</p> <p>Alternative two: As part of road widening project, add directional protected bicycle lanes (cycle tracks), a minimum of 6' wide, with green pavement markings in conjunction with road widening.</p>	2,400	2,400	100	\$625,000	\$0.00	In conjunction with road widening	\$625,000
155	Burns Road	Military Trail	Alternate A1A	0.54	City	Funded	Protected bi-directional cycle track (aka bicycle lanes)	-	-	-	Funded	Funded	2025-2026	Funded
160	Burns Road	Alternate A1A	Prosperity Farms Road	1.20	City	Protected Bike Lanes	Construct bi-directional protected bicycle lanes (aka cycle track) along either one (1) side of the ROW or directional protected (aka raised) bicycle lanes on both sides of the ROW. Either construct the protected bicycle lanes along the existing back of curb or reduce travel lane widths and reconstruct curbside lanes to provide protected bicycle lanes.	14,400	14,400	105	\$4,200,000	\$0.00	2025-2035	\$4,200,000
170	Northlake Blvd	Military Trail	Sandtree Drive	0.75	State	Funded	Buffered bicycle lanes as part of I-95 and Northlake Interchange widening.	-	-	-	Funded	Funded	2025-2030	Funded
172	Northlake Blvd	Sandtree Drive	Mac Arthur Blvd	0.40	County	Corridor Study	Conduct a corridor study to evaluate the safest way to accommodate people bicycling, scooting, and riding micromobility devices.	200	100	110 (1)	\$100,000	\$50,000	2036-2045	\$50,000
174	Northlake Blvd	Mac Arthur Blvd	Alternate A1A	0.75	County	Corridor Study	Conduct a corridor study to evaluate the safest way to accommodate people bicycling, scooting, and riding micromobility devices. Mostly outside City limits, majority of funding from sources such as adjacent municipalities, County, FDOT, TPA.	375	38	110 (2)	\$187,500	\$168,750	2036-2045	\$18,750
178	Northlake Blvd	Alternate A1A	US Hwy 1	1.25	State	Corridor Study	Conduct a corridor study to evaluate the safest way to accommodate people bicycling, scooting, and riding micromobility devices. Mostly outside City limits, majority of funding from sources such as adjacent municipalities, County, FDOT, TPA.	625	-	110 (2)	\$312,500	\$312,500	2036-2045	\$0

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180	Beeline Hwy	Blue Heron Blvd	Northlake Blvd	3.00	State	Funded	On-street bicycle lanes are being constructed as part of the current widening of Beeline Highway.	-		-	Funded	Funded	2025-2026	Funded
185	Beeline Hwy	Northlake Blvd	Coconut Blvd	6.90	State	Buffered Bike Lanes	Add buffered bicycle lanes, a minimum of 6' wide, preferably 7' wide, with green pavement markings in conjunction with road widening. The Planning Level Cost and Person Miles of Capacity reflect a 10% share as part of the mobility fee calculation as 90% to 100% of the cost would be part of future widening of Beeline Highway.	66,240	6,624	100 (2)	\$17,250,000	\$15,525,000	In conjunction with road widening	\$1,725,000
190	Coconut Blvd	Avenir Conservation Area	Beeline Hwy	2.30	City	Buffered Bike Lanes	Add buffered bicycle lanes, a minimum of 6' wide, with green pavement markings in conjunction with future roadway construction. The Planning Level Cost and Person Miles of Capacity reflect a 10% share as part of the mobility fee calculation as 90% to 100% of the cost would be covered by private development.	22,080	2,208	100 (3)	\$5,750,000	\$5,175,000	In conjunction with new road	\$575,000
Total				73.21	60.68	miles is not currently programmed		432,931	282,222		\$ 123,054,500	\$ 39,712,500		\$ 83,342,000

Notes: The Planning Level Cost (PLC) & Person Miles of Capacity PMC Note refers to the cost and capacity used for mobility projects (Appendix F). Where a (1) is included under Notes, it is reasonably anticipated that a minimum of 50% of the cost will be covered through Federal & State funding. Where a (2) is included under Notes, it is reasonably anticipated that a minimum of 90% of the cost will be covered through Federal & State funding. Where a (3) is included under Notes, it is reasonably anticipated that a minimum of 90% to 100% of the cost will be covered through developers.



APPENDIX J

Transit Plan

APPENDIX J: TRANSIT PLAN

Transit Circulator Route	From	To	Length (miles)	Project	Time Period	Estimated Costs
TRANSIT CIRCULATOR EAST ROUTE DETAIL (Phase 1)						
RCA Center Drive	Kyoto Gardens Drive	Design Center Drive	3.90	<p>Starting location: Future Rail Station</p> <p>Ending location: The Gardens Mall</p> <p>Destinations served: The proposed transit circulator service would connect Downtown at the Gardens, the Gardens Mall, Palm Beach State College, & Legacy Place.</p> <p>RCA Center Drive & Design Center Drive are the primary access connections to Future Rail Station for the East Route.</p> <p>East route runs in a counterclockwise direction.</p>	2025 to 2030	\$1,250,000
Design Center Drive	RCA Center Drive	RCA Blvd				
RCA Blvd	Design Center Rd	Northcorp Parkway				
RCA Blvd	Northcorp Parkway	Alternate A1A				
Alternate A1A	RCA Blvd	Legacy Avenue				
Legacy Avenue	Alternate A1A	Fairchild Avenue				
Fairchild Avenue	Legacy Avenue	Campus Drive				
Campus Drive	Fairchild Avenue	PGA Blvd				
Kew Gardens Ave	PGA Blvd	Gardens Parkway				
Gardens Parkway	Kew Gardens Ave	Fairchild Gardens Avenue				
Fairchild Gardens Avenue	Gardens Parkway	Kyoto Gardens Drive				
Kyoto Gardens Drive	Fairchild Gardens Avenue	RCA Blvd				
TRANSIT CIRCULATOR WEST ROUTE DETAIL (Phase 1)						
RCA Center Drive	Design Center Drive	Kyoto Gardens Drive	7.00	<p>Starting location: Future Rail Station</p> <p>Ending location: City Hall</p> <p>Destinations served: The proposed transit circulator service would connect FPL Headquarters, Midtown, Gardens North County Park, Duncan Middle School, Timber Trace Elementary School, PGA Commons, City Hall, & Burns Road Community Center.</p> <p>RCA Center Drive & Design Center Drive are the primary access connections to Future Rail Station for the West Route.</p> <p>West route runs in a counterclockwise direction.</p>	2025 to 2030	\$1,250,000
Kyoto Gardens Drive	RCA Center Drive	Military Trail				
Military Trail	Kyoto Gardens Drive	Garden Lakes Drive				
Garden Lakes Drive	Military Trail	Garden Square Blvd				
Garden Square Blvd	Garden Lakes Drive	Pointe Midtown Road				
Pointe Midtown Road	Garden Square Blvd	Shady Lakes Drive				
Shady Lakes Drive	Pointe Midtown Road	117th Court North				
117th Court North	Shady Lakes Drive	Central Blvd				
Central Blvd	117th Court North	PGA Blvd				
PGA Blvd	Central Blvd	Hickory Drive				
Hickory Drive	PGA Blvd	PGA Commons				
PGA Commons	Hickory Drive	PGA Blvd				
PGA Blvd	PGA Commons	City Government Center				
City Government Center	PGA Blvd	Burns Road				
Burns Road	City Government Center	Riverside Drive				
Riverside Drive	Burns Road	Northcorp Parkway				
Northcorp Parkway	Riverside Drive	RCA Blvd				
RCA Blvd	Northcorp Parkway	Design Center Drive				
Design Center Drive	RCA Blvd	RCA Center Drive				

APPENDIX J: TRANSIT PLAN

Transit Circulator Route	From	To	Length (miles)	Project	Time Period	Estimated Costs
TRANSIT CIRCULATOR NORTH ROUTE DETAIL (Phase 2)						
RCA Center Drive	Design Center Drive	Kyoto Gardens Drive	8.50	<p>Starting location: Future Rail Station</p> <p>Ending location: Alton Town Center</p> <p>Destinations served: The proposed transit circulator service would connect FPL Headquarters, Alton Town Center, Benjamin High School, Dwyer High School, Donald Ross Village, Frenchmans Crossing, & Downtown at the Gardens.</p> <p>RCA Center Drive & Design Center Drive are the primary access connections to Future Rail Station for the North Route.</p> <p>North route runs in a clockwise direction.</p>	<p>Route service could run between 2025 and 2030 or start In Conjunction with rail service to Future Rail Station. Cost to further evaluate corridor and initial pilot service.</p>	\$250,000
Kyoto Gardens Drive	RCA Center Drive	Military Trail				
Military Trail	Kyoto Gardens Drive	Victoria Falls Blvd				
Victoria Falls Blvd	Military Trail	Central Parkway				
Central Parkway	Victoria Falls Blvd	Hood Road				
Hood Road	Central Parkway	Alton Road				
Alton Road	Hood Road	Faulkner Terrace				
Faulkner Terrace	Alton Road	Emerson Street				
Emerson Street	Faulkner Terrace	Alton Town Center Drive				
Alton Town Center Drive	Emerson Street	Donald Ross Road				
Donald Ross Road	Alton Town Center Drive	Shops at Donald Ross				
Shops at Donald Ross	Donald Ross Road	Military Trail				
Military Trail	Shops at Donald Ross	Hood Road				
Hood Road	Military Trail	Alternate A1A				
Alternate A1A	Hood Road	Gardens Parkway				
Gardens Parkway	Alternate A1A	Lake Victoria Gardens Avenue				
Lake Victoria Gardens Avenue	Gardens Parkway	Kyoto Gardens Drive				
Kyoto Gardens Drive	Lake Victoria Gardens Avenue	RCA Center Drive				
TRANSIT CIRCULATOR SOUTH ROUTE DETAIL (Phase 2)						
RCA Center Drive	Design Center Drive	RCA Blvd	4.70	<p>Starting location: Future Rail Station</p> <p>Ending location: Palm Beach State College</p> <p>Destinations served: The proposed transit circulator service would connect Palm Beach Gardens Elementary, Promenade Shopping Plaza, Palm Beach Gardens Medical Center, Oaks Park, & Palm Beach State College.</p> <p>RCA Center Drive & Design Center Drive are the primary access connections to Future Rail Station for the South Route.</p> <p>South route runs is a bi-directional route first running counterclockwise, then running back to the future rail station in a clockwise direction.</p>	<p>Route service could run between 2025 and 2030 or start In Conjunction with rail service to Future Rail Station. Cost to further evaluate corridor and initial pilot service.</p>	\$250,000
RCA Blvd	RCA Center Drive	Park Drive				
Park Drive	RCA Blvd	Burns Road				
Burns Road	Park Drive	Riverside Drive				
Riverside Drive	Burns Road	Holly Drive				
Holly Drive	Riverside Drive	Lighthouse Drive				
Lighthouse Drive	Holly Drive	Gardens Drive East				
Gardens Drive East	Lighthouse Drive	Campus Drive				
Campus Drive	Gardens Drive East	Palm Beach State College				
Palm Beach State College	Campus Drive	PGA Blvd				

APPENDIX J: TRANSIT PLAN

Transit Circulator Route	From	To	Length (miles)	Project	Time Period	Estimated Costs
TRANSIT CIRCULATOR US 1 ROUTE (Phase 3)						
RCA Center Drive	Design Center Drive	RCA Blvd	3.50	Starting location: Future Rail Station Ending location: US 1 / A1A Destinations served: The proposed transit circulator service would connect PGA Plaza, Palm Beach State College, Prosperity Center, City Centre, Marine Max, Harbour Financial Center, The Gardens Mall, & Legacy Place. RCA Center Drive & Design Center Drive are the primary access connections to Future Rail Station for the South Route. South route runs counterclockwise. Alignment subject to change with any future Mall redevelopment.	Route service could run between 2025 and 2030 or start in conjunction with rail service to Future Rail Station. Cost to further evaluate corridor and initial pilot service.	\$250,000
RCA Center Drive	Fairchild Gardens Avenue	Gardens Mall Drive				
Gardens Mall Drive	Fairchild Gardens Avenue	Kew Gardens Avenue				
Kew Gardens Avenue	Gardens Mall Drive	PGA Blvd				
PGA Blvd	Kew Gardens Avenue	US 1				
US 1	PGA Blvd	Carolinda Drive				
Carolinda Drive	2000 PGA Blvd Drive	Ellison Wilson Road				
Ellison Wilson Road	2000 PGA Blvd Drive	PGA Blvd				
OFF-STREET & ON-STREET TRANSIT WAYS (DEDICATED OR PRIORITY TRANSIT FACILITY)						
Gardens Parkway (Phase 2)	Alternate A1A	Kew Gardens Avenue	0.73	Transit circulator route for portions of East and North routes. Convert curbside lane to either a dedicated transit lane or transit priority lane per the following: (1) Westbound curbside lane from Fairchild Gardens Ave to Kew Gardens Ave; (2) Eastbound curbside lane from Alternate A1A to Lake Victoria Gardens Avenue; (3) Operate directionally during AM, PM and Mid-Day peaks. PMC Added = 2,025	In Conjunction with Future Rail Station	\$912,500
Military Trail (Phase 2)	Kyoto Gardens Drive	Donald Ross Road	2.17	Transit circulator route for portions of North route. Convert curbside lane to either a dedicated transit lane or transit priority lane per the following (will require County coordination): (1) Northbound curbside lane from Kyoto Gardens Avenue to Victoria Falls Blvd; (2) Southbound curbside lane from Shops at Donald Ross to Hood Road; and (3) Operate directionally during AM, PM and Mid-day peaks. PMC Added = 6,010	In Conjunction with Future Rail Station	\$2,712,500

APPENDIX J: TRANSIT PLAN

Transit Circulator Route	From	To	Length (miles)	Project	Time Period	Estimated Costs
TRANSIT CIRCULATOR IMPLEMENTATION PROJECTS						
Transit Circulator Vehicles				Provide a total of 6 transit circulators (\$225,000 each) and 16 neighborhood electric vehicles (\$30,000 each)	2025 to 2030	\$1,830,000
Future Rail Station				Add a multimodal transit center with 1,000 parking spaces, a Park & Ride and ride-hailing drop-off and pick-up location, along with spaces for car, bike and scooter sharing, car rental, a transit and microtransit transfer point.	In Conjunction with Future Rail Station	\$12,500,000
Mobility Hubs				Construct up to 10 mobility hubs at various attractors and destinations along the transit circulator routes. The City will develop criteria for mobility hubs that serve local and community travel. Mobility hubs may include parking spaces, EV Charging Stations, Transit Shelters with varying amenities, pick-up and drop-off zones, and micromobility devices or mobility share programs. The City may develop criteria in its land development code to allow for parking reductions for the construction of on-site mobility hubs. Mobility Hub cost \$250,000 each	In Conjunction with Transit Circulator Service or the Future Rail Station	\$2,500,000
Northlake Blvd Transit Corridor Study			10.9	Conduct a transit corridor study to determine the type and frequency of transit service to provide to development in the western portion of Palm Beach Gardens. The transit study would also evaluate connectivity to the future rail station either through the southern transit circulator route or direct transit service to future rail service. The study would also evaluate the feasibility of a transit corridor along PGA Blvd and the corridor for the PGA Blvd Beeline to Coconut PD&E study. Study estimate at \$250,000 a mile.	2025 to 2030	\$2,725,000
Multimodal Plans, Programs, Services & Studies				Conduct and / or transit circulator route plans and studies, develop count program for transit ridership, pursue matching grant fund opportunities through County, FDOT, Federal, State, Palm Tran, and TPA Funding Programs, update mobility plan and fee, develop transit circulator standards. Explore transit services partnerships with adjacent municipalities, FDOT, Palm Beach County, transit authorities and private entities. Annual cost of \$150,000	2025 to 2030	\$750,000
Total			73,680	Person Miles of Capacity Increase = 56,180		\$27,180,000

The person miles of capacity (PMC) for transit circulator vehicles is based on the length in miles of the transit circulator routes. The capacity for neighborhood electric vehicles is 6 passengers. The transit circulator capacity was 25 passenger for the east route and 20 passengers for the west route. The span of service was 16 hours. The headways for neighborhood electric vehicles was 15 minutes and 30 minutes for transit circulators. The dedicated route capacity is based on a projected mixture of transit vehicles run by the City and the County. The PMC for the TRI-Rail Coastal Station is based upon a total of 5,833 daily multimodal person times the length (6 miles) of future TRI-Rail Coastal Service through the City (5833*6 = 35,000). The 5,833 daily person trips account for trips made for the Park & Ride, Kiss & Ride and ride-hailing drop-off and pick-up and share multimodal mobility programs. The cost of the TRI-Rail Coastal Station is based upon recent cost estimates for similar multimodal facilities in Florida within both Transit Oriented Developments and standalone facilities along rail transit.



APPENDIX K

Trip Generation

APPENDIX K: TRIP GENERATION (TG)

USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	UNIT OF MEASURE	DAILY TRIP GENERATION (TG)	ITE LAND USE CODES
Residential & Lodging Uses per applicable unit of measure			
Single Family Detached (Single-Family Detached, Mobile Home) Maximum 9,500 Sq. Ft.	per 1,000 sq. ft.	3.10	See Single-Family Detached Residential
Single-Family Attached (Condo, Duplex, Townhome, Villa) Maximum 4,500 Sq. Ft.	per 1,000 sq. ft.	3.39	See Single-Family Attached Residential
Multi-Family Residential (Active Adult, 3 or more Units Attached) Maximum 2,500 Sq. Ft.	per 1,000 sq. ft.	5.53	See Multi-Family Attached Residential
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	6.67	See Overnight Lodging
Institutional Uses			
Community Serving (Arts, Civic, Clubhouse, Lodge, Place of Assembly or Worship)	per 1,000 sq. ft.	5.52	See Community Serving
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	6.68	See Long Term Care
Private Education (Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	9.82	See Private Education
Industrial Uses			
Industrial (Assembly, Fabrication, Manufacturing, Processing, Production, Trades, Utilities)	per 1,000 sq. ft.	5.80	See Industrial
Commercial Storage (Distribution, Mini-Warehouse, Outdoor Storage, Warehouse)	per 1,000 sq. ft.	2.34	See Commercial Storage
Recreational Uses per applicable unit of measure			
Marina (any additional structures pay applicable fee per use)	per berth	2.41	420
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis)	per acre	27.43	See Outdoor Recreation
Indoor Commercial Recreation (Fitness, Health, Indoor Sports, Kids Activities, Movies)	per 1,000 sq. ft.	24.86	See Indoor Recreation
Office Uses			
Office 100,000 sq. ft. or less (General, Higher Education, Hospital, Professional, Tutoring)	per 1,000 sq. ft.	11.75	See Office 100K or Less
Office greater than 100,000 sq. ft. (General, Higher Education, Hospital, Professional)	per 1,000 sq. ft.	9.36	See Office Greater Than 100K
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	18.74	See Medical Office
Commercial & Retail Uses			
Retail (Discount, Entertainment, Financial, Pharmacy, Repair, Retail, Sales, Services)	per 1,000 sq. ft.	47.16	See Retail
Grocery & Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	per 1,000 sq. ft.	93.33	See Grocery & Liquor Store
Convenience Store (With or Without Motor Vehicle Fueling)	per 1,000 sq. ft.	326.47	See Convenience Store
Sit-Down Restaurant (Drinking Establishment, Full Service, Quality, Table Service)	per 1,000 sq. ft.	93.92	See Sit Down Restaurant
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual, Fast Food, Take Away)	per 1,000 sq. ft.	354.87	See Quick Service Restaurant
Non-Residential Additive Uses			
Financial Service Drive-Thru Lane or Free-Standing ATM	per lane or ATM	196.23	See Bank Drive Thru
Motor Vehicle & Boat Cleaning (Detailing Stations, Wash Tunnels, Wax)	per lane or stall, plus per five (5) stations	321.08	See Motor Vehicle & Boat Cleaning
Motor Vehicle Fueling (Commercial Charging or Fueling per vehicle position)	per position	279.39	See Motor Vehicle Fueling
Motor Vehicle Service (Maintenance, Repair, Service, Tires)	per bay or stall	34.15	See Motor Vehicle Service
Quick Service Restaurant Drive-Thru	per lane	507.99	See Quick Service Restaurant Drive-Thru
Retail Drive-Thru	per lane	125.26	See Retail Drive-Thru

SINGLE-FAMILY DETACHED RESIDENTIAL TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	AM PEAK (7 to 9)	AM PEAK FACTOR	PM PEAK (4 to 6)	PM PEAK FACTOR	CALCULATED DAILY TRIPS (DT)	AVERAGE SQUARE FOOTAGE	SQUARE FOOTAGE (PER 1,000 SQ. FT.)	TRIP GENERATION (PER 1,000 SQ. FT.)
SINGLE-FAMILY DETACHED	210	DWELLING UNIT	0.70	0.065	0.94	0.089	10.67	3,441	3.441	3.10

Notes: Single-Family Detached Residential Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Calculated Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. Calculated Daily Trips (DT) formula is as follows: AM Peak (0.70/0.065) = 10.769; PM Peak (0.94/0.089) = 10.562; (10.769 + 10.561) = 21.33; (21.33 / 2) = 10.67. The trip generation rates are converted into trip rates per 1,000 square feet. The first step in the conversion was assigning the average square footage by type of residential use in Palm Beach Gardens based on data from the Palm Beach Gardens Property Appraiser (**Appendix TBD**). The assigned square footage of each unit type is then divided by 1,000 (square footage adjusted). The trip generation rate is then divided by the adjusted square footage. Single-Family Detached Residential Trip Generation per 1,000 sq. ft. is as follows: (3,441 / 1,000) = 3.441; (10.67 / 3.441) = 3.10 trips per 1,000 square feet. For single-family detached, there is only one category, thus there is no adjustment for trip weight.

SINGLE-FAMILY ATTACHED RESIDENTIAL TRIP GENERATION																	
ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	AVERAGE SQUARE FOOTAGE	COMMON AREA ADJUSTMENT	NET SQUARE FOOTAGE	SQUARE FOOTAGE (PER 1,000 SQ. FT.)	TRIP GENERATION (PER 1,000 SQ. FT.)	TRIP STUDIED (WEIGHTED) (Tsw)	TRIP GENERATION (WEIGHTED) (TGw)
SINGLE-FAMILY ATTACHED	215	DWELLING UNIT	0.48	0.079	46	0.57	0.094	51	97	6.07	1,970	1.00	1,970	1.970	3.08	0.272	0.84
MULTI-FAMILY (LOW-RISE)	220	DWELLING UNIT	0.40	0.065	49	0.51	0.095	59	108	5.76	1,355	0.85	1,152	1.152	5.00	0.303	1.52
MULTI-FAMILY (MID-RISE)	221	DWELLING UNIT	0.37	0.086	30	0.39	0.094	31	61	4.23	1,811	0.80	1,449	1.449	2.92	0.171	0.50
MULTI-FAMILY (HIGH-RISE)	222	DWELLING UNIT	0.27	0.077	45	0.32	0.086	45	90	3.61	2,300	0.75	1,725	1.725	2.09	0.253	0.53
TOTAL	--	--	--	--	170	--	--	186	356	--	--	--	--	--	--	1.000	3.39

Notes: Single-Family Attached Residential Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Calculated Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. Calculated Daily Trips (DT) formula for a Single-Family Attached Residential Dwelling is as follows: AM Peak (0.48/0.079) = 6.076; PM Peak (0.57/0.094) = 6.064; (6.076 + 6.064) = 12.14; (12.14 / 2) = 6.07. The trip generation rates are converted into trip rates per 1,000 square feet. The first step in the conversion was assigning the average square footage by type of residential use in Palm Beach Gardens based on data from the Palm Beach Gardens Property Appraiser (**Appendix TBD**). A net square footage is calculated by multiplying the average square footage by the common area adjustment. The common area adjustment accounts for hallways, lobbies, elevators, offices, recreation areas, and common areas. The net square footage of each unit type is then divided by 1,000 (square footage per 1,000 sq. ft.). The trip generation rate is then divided by the square footage per 1,000 sq. ft.. Multi-Family Residential (Low-Rise) example: (1,355 x .85) = 1,152; (1,152 / 1,000) = 1.152; (5.76 / 1.152) = 5.00 trips per 1,000 square feet.

The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (Tsw). The Weighted Trip Generation (TGw) is calculated based on Trip Generation (TG) per 1,000 sq. ft. multiplied by the Weighted Trip Study (Tsw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Single-Family Attached example: Tsw = (97 / 356) = 0.272; TGw = (3.08 x 0.272) = 0.84. Single-Family Attached Residential Trip Generation is the sum of (0.84 + 1.52 + 0.50 + 0.53) = 3.39 trips per 1,000 square feet.

MULTI-FAMILY RESIDENTIAL TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	AVERAGE SQUARE FOOTAGE	COMMON AREA ADJUSTMENT	NET SQUARE FOOTAGE	SQUARE FOOTAGE (PER 1,000 SQ. FT.)	TRIP GENERATION (PER 1,000 SQ. FT.)	TRIP STUDIED (WEIGHTED) (TSw)	TRIP GENERATION (WEIGHTED) (TGw)
MULTI-FAMILY (LOW-RISE)	220	DWELLING UNIT	0.40	0.065	49	0.51	0.095	59	108	5.76	1,233	0.75	925	0.925	6.23	0.571	3.56
MULTI-FAMILY (MID-RISE)	221	DWELLING UNIT	0.37	0.086	30	0.39	0.094	31	61	4.23	1,265	0.70	886	0.886	4.77	0.323	1.54
SENIOR ADULT HOUSING - MULTIFAMILY	252	DWELLING UNIT	0.29	0.075	10	0.30	0.078	10	20	3.86	1,354	0.70	948	0.948	4.07	0.106	0.43
TOTAL	--	--	--	--	89	--	--	100	189	--	--	--	--	--	--	1.000	5.53

Notes: Multi-Family Residential Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Calculated Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. Calculated Daily Trips (DT) formula for a Multi-Family Residential Dwelling is as follows: AM Peak (0.4/0.065) = 6.154; PM Peak (0.51/0.095) = 5.368; (6.154 + 5.368) = 11.52; (11.52 / 2) = 5.76. The trip generation rates are converted into trip rates per 1,000 square feet. The first step in the conversion was assigning the average square footage by type of residential use in Palm Beach Gardens based on data from the Palm Beach Gardens Property Appraiser (**Appendix TBD**). A net square footage is calculated by multiplying the average square footage by the common area adjustment. The common area adjustment accounts for hallways, lobbies, elevators, offices, recreation areas, and common areas. The net square footage of each unit type is then divided by 1,000 (square footage per 1,000 sq. ft.). The trip generation rate is then divided by the square footage per 1,000 sq. ft.. Multi-Family Residential (Low-Rise) example: (1,233 x .75) = 925; (925 / 1,000) = 0.925; (5.76 / .925) = 6.23 trips per 1,000 square feet.

The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Trip Generation (TG) per 1,000 sq. ft. multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Multi-Family Residential (Low-Rise) example: TSw = (108 / 189) = 0.571; TGw = (6.23 x 0.571) = 3.56. Multi-Family Attached Residential Trip Generation is the sum of (3.56 + 1.54 + 0.43) = 5.53 trips per 1,000 square feet.

AVERAGE SQUARE FOOTAGE PER UNIT

DWELLING UNIT TYPE	TOTAL SQ. FT.	TOTAL UNITS	AVERAGE SQ. FT. PER UNIT	1,000 SQ. FT. CONVERSION
Apartments (1 to 3 Stories)	1,741,967	1,413	1,233	1.233
Apartments (4 or More Stories)	762,916	603	1,265	1.265
Apartments (Senior)	770,519	569	1,354	1.354
Condos (1 to 3 Stories)	2,545,210	1,878	1,355	1.355
Condos (4 or 10 Stories)	588,676	325	1,811	1.811
Condos (More than 10 Stories)	381,866	166	2,300	2.300
Townhomes (Apartments)	442,814	281	1,576	1.576
Townhomes	4,117,896	2,034	2,025	2.025
Single Family	19,274,613	5,602	3,441	3.441

Source: The total square feet and total units are based on new development between 2000 and 2022 using data obtained from the Palm Beach County Property Appraiser. The average square footage per unit was obtained by dividing total square footage by total number of units for each residential use. The data is further documented in **Appendix R**.

OVERNIGHT LODGING TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
HOTEL	310	ROOM	0.46	0.053	28	0.59	0.077	31	59	8.17	0.30	2.46
ALL SUITES HOTEL	311	ROOM	0.34	0.052	9	0.36	0.077	10	19	5.61	0.10	0.54
BUSINESS HOTEL	312	ROOM	0.36	0.071	17	0.31	0.069	24	41	4.78	0.21	1.00
MOTEL	320	ROOM	0.35	0.066	15	0.36	0.071	20	35	5.19	0.18	0.93
RESORT HOTEL	330	ROOM	0.32	0.050	6	0.41	0.050	9	15	7.30	0.08	0.56
TIMESHARE	265	ROOM	0.40	0.060	14	0.63	0.060	13	27	8.58	0.14	1.18
TOTAL	--	--	--	--	89	--	--	107	196	--	1.00	6.67

Notes: Overnight Lodging Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per room is the sum of the weighted Trip Generation (TGW). Hotel Example: $DT = ((0.46 / .053) + (0.59 / 0.077)) = 8.17$; $TSW = (59 / 196) = 0.30$; $TGW = (8.17 \times 0.30) = 2.46$. Hotel Trip Generation: $Sum (2.46 + 0.54 + 1.00 + 0.93 + 0.56 + 1.18) = 6.67$. *Average values in the last row are shown in italics for informational purposes only.*

COMMUNITY SERVING TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY TRIPS (TG)	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
CHURCH	560	1000 SF	0.32	0.070	6	0.49	0.07	11	17	5.79	0.89	5.18
MUSEUM	580	1000 SF	0.28	0.070	1	0.18	0.07	1	2	3.29	0.11	0.35
TOTAL	--	--	--	--	7	--	--	12	19	--	1.00	5.52

Notes: Community Serving Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on a peak to daily factor of 0.07. The Trip Generation Weight (TGw) is calculated based on daily trips multiplied by Trip Study Weight (TSw). The total trips per room is the sum of the weighted Trip Generation (TGw). Church Example: = $((0.32 / .07) + (0.49 / 0.07)) = 5.79$; $TSw = (17 / 19) = 0.89$; $TGw = (5.79 \times 0.89) = 5.18$. Community Serving Trip Generation is the sum of the weighted trip generation $(5.18 + 0.35) = 5.52$.

LONG TERM CARE TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK TRIPS (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK TRIPS (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
CONGREGATE CARE FACILITY	253	DWELLING	0.08	0.047	8	0.18	0.081	9	17	1.96	0.23	0.46
CONTINUING CARE RETIREMENT COMMUNITY	255	UNITS	0.15	0.047	15	0.19	0.081	15	30	2.77	0.41	1.14
LONG TERM CARE TRIP GENERATION PER 1,000 SQ. FT.												
CONGREGATE CARE FACILITY	253	1000 SQ. FT.	0.26	0.047	8	0.59	0.081	9	17	6.48	0.23	1.51
ASSISTED LIVING	254	1000 SQ. FT.	0.38	0.093	5	0.48	0.088	5	10	4.77	0.14	0.65
CONTINUING CARE RETIREMENT COMMUNITY	255	1000 SQ. FT.	0.38	0.047	15	0.48	0.081	15	30	6.92	0.41	2.84
NURSING HOME	620	1000 SQ. FT.	0.55	0.075	8	0.59	0.074	8	16	7.65	0.22	1.68
TOTAL / AVERAGE			0.39	0.066	36	0.53	0.081	37	73	6.46	1.00	6.68

Notes: Long Term Care Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. Congregate Care Facilities and Continuing Care Retirement Community were converted from units to 1,000 sq. ft. based on unit sizes of 330 sq. ft. and 400 sq. ft. respectively. Congregate Care Facilities AM and PM Peak Trips were multiplied by 3.3 to convert 330 sq. ft. units to 1,000 sq. ft. Continuing Care Retirement Community AM and PM Peak Trips were multiplied by 2.5 to convert 400 sq. ft. units to 1,000 sq. ft. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGW). Nursing Home Example: $DT = ((0.55 / 0.075) + (0.59 / 0.074)) = 7.65$; $TSW = (16 / 73) = 0.22$; $TGW = (7.65 \times 0.22) = 1.68$. Long Term Care TG: $Sum(1.51 + 0.65 + 2.84 + 1.68) = 6.68$. **Average values in the last row are shown in italics for informational purposes only.**

PRIVATE EDUCATION TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK OF GENERATOR	NUMBER OF STUDIES	PM PEAK OF GENERATOR	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TOTAL NUMBER OF STUDIES	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
ELEMENTARY SCHOOL	520	STUDENTS	0.75	46	0.45	54	1.80	100	0.19	0.34
MIDDLE SCHOOL / JR HIGH SCHOOL	522	STUDENTS	0.74	25	0.36	29	1.65	54	0.10	0.17
HIGH SCHOOL	525	STUDENTS	0.51	51	0.32	65	1.25	116	0.22	0.28
PRIVATE K-8	530	STUDENTS	1.01	14	0.6	12	2.42	26	0.05	0.12
PRIVATE K-12	532	STUDENTS	0.8	5	0.53	3	2.00	8	0.02	0.03
PRIVATE HIGH SCHOOL	534	STUDENTS	0.66	4	0.40	4	1.59	8	0.02	0.02
CHARTER ELEMENTARY SCHOOL	536	STUDENTS	1.07	26	0.72	27	2.69	53	0.10	0.27
CHARTER HIGH SCHOOL	538	STUDENTS	0.94	4	0.73	4	2.51	8	0.02	0.04
DAY CARE	565	STUDENTS	0.79	75	0.81	75	2.40	150	0.29	0.69
TOTAL								523	1.00	1.96

CALCULATED DAILY TRIP GENERATION RATE PER 1,000 SQ. FT. IS $(1.96 \times 5) = 9.82$ PER 1,000 SQ. FT. **9.82**

DAILY TRIP GENERATION RATE OF 9.82 PER 1,000 SQ. FT. BASED ON 1,000 SQ. FT. DIVIDED BY THE AVERAGE SQUARE FEET PER STUDENT OF 200 SQ. FT. MULTIPLIED BY WEIGHTED TRIP GENERATION PER STUDENT: $(1,000 / 200 = 5.00)$; $(1.96 \times 5.00 = 13.76)$. TRIP GENERATION ROUNDED TO NEAREST 100TH PLACE. DAILY TRIPS BASED ON THE SUM OF THE AM AND PM PEAK HOUR OF GENERATOR TIMES A PEAK-TO-DAILY FACTOR OF 1.5: (E.G., CHARTER HIGH SCHOOL $0.94 + 0.73 = 1.67$; $1.67 \times 1.5 = 2.51$). PEAK HOUR DATA HAD SIGNIFICANTLY MORE STUDIES THAN DAILY DATA. TOTAL NUMBER OF STUDIES BASED ON THE SUM OF THE NUMBER OF STUDIES FOR THE AM AND PM PEAK HOUR OF GENERATOR PER SCHOOL TYPE. ALL TRIP GENERATION DATA BASED ON THE ITE TRIP GENERATION MANUAL, 11TH EDITION.

AVERAGE SQUARE FEET PER STUDENT = 142.5 SQ. FT. BASED ON A WEIGHTED AVERAGE OF STUDENTS PER SCHOOL TYPE BASED ON TABLE 10 FROM THE FLORIDA DEPARTMENT OF EDUCATION REVIEW & ADJUSTMENT FOR FLORIDA'S COST PER STUDENT STATION (JANUARY 2020).

INDUSTRIAL TRIP GENERATION						
ITE LAND USE	ITE	VARIABLE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
LIGHT INDUSTRIAL	110	1,000 SQ. FT.	4.87	37	0.243	1.185
INDUSTRIAL PARK	130	1,000 SQ. FT.	3.37	27	0.178	0.599
MANUFACTURING	140	1,000 SQ. FT.	4.75	53	0.349	1.656
DATA CENTER	160	1,000 SQ. FT.	0.99	2	0.013	0.013
UTILITY	170	1,000 SQ. FT.	12.29	13	0.086	1.051
SPECIALTY TRADE	180	1,000 SQ. FT.	9.82	20	0.132	1.292
AVERAGE (STUDIES = TOTAL)	--	--	6.02	152	1.000	5.80
<p>Notes: Industrial Trip Generation based on the Daily Rate from the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for Daily Trips (DT) are used to calculate a Trip Study Weight (TSw). The Trip Generation Weight (TGw) is calculated based on daily trips multiplied by weighted Trip Study. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGw). Light Industrial Example: TSW = (37 / 152) = 0.243; TGW = (4.87 x 0.243) = 1.185. The trip generation (TG) for Industrial uses is the sum of (1.185 + 0.599 + 1.656 + 0.013 + 1.051 + 1.292) = 5.80. <i>Average DT shown in italics for informational purposes only.</i></p>						

COMMERCIAL STORAGE TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
WAREHOUSE	150	1,000 SQ. FT.	0.18	0.065	36	0.18	0.065	49	85	2.77	0.22	0.61
MINI-WAREHOUSE	151	1,000 SQ. FT.	0.15	0.087	13	0.15	0.087	18	31	1.72	0.08	0.14
HIGH CUBE TRANSLOAD	154	1,000 SQ. FT.	0.10	0.048	102	0.10	0.048	103	205	2.08	0.53	1.10
HIGH CUBE FULLFILLMENT	155	1,000 SQ. FT.	0.16	0.113	22	0.16	0.113	22	44	1.42	0.11	0.16
HIGH CUBE FULLFILLMENT - SORT	155	1,000 SQ. FT.	1.20	0.113	2	1.20	0.113	3	5	10.62	0.01	0.14
HIGH CUBE PARCEL HUB	156	1,000 SQ. FT.	0.64	0.113	4	0.64	0.113	4	8	5.66	0.02	0.12
HIGH CUBE COLD STORAGE	157	1,000 SQ. FT.	0.15	0.048	5	0.15	0.048	5	10	3.13	0.03	0.08
TOTAL	--	--	--		184	--	--	204	388	--	--	2.34

Notes: Commercial Storage Trip Generation based on the AM and PM Peak of adjacent street traffic per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the closest 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Weighted Trip Generation (TGw) is calculated based on daily trips multiplied by Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). High Cube Fullfillment Example: $DT = ((0.16 / .0113) + (0.16 / 0.113)) = 1.42$; $TSw = (44 / 388) = 0.113$; $TGw = (1.42 \times 0.11) = 0.16$. Commercial Storage Weighted Trip Generation (TGw) is the sum of $(0.61 + 0.14 + 1.10 + 0.16 + 0.14 + 0.12 + 0.08) = 2.34$.

OUTDOOR COMMERCIAL RECREATION TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK TRIPS (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK TRIPS (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
GOLF DRIVING RANGE	432	TEES	0.08	0.029	1	0.18	0.072	1	2	2.63	0.13	0.33
SOCCER COMPLEX	488	FIELDS	0.99	0.08	5	16.43	0.072	5	10	120.28	0.63	75.18
TENNIS COURTS	490	COURTS	--	--	--	4.21	0.083	2	2	50.72	0.13	6.34
RACQUET / TENNIS CLUB	491	COURTS	--	--	--	3.82	0.083	2	2	46.02	0.13	5.75
TOTAL / AVERAGE					6			10	16	54.92	1.00	87.60

OUTDOOR COMMERCIAL RECREATION TRIP GENERATION PER ACRE												
PUBLIC PARK	410	ACRES	0.03	0.083	5	0.11	0.083	6	11	0.86	0.33	0.29
GOLF COURSE	430	ACRES	0.19	0.083	3	0.28	0.083	3	6	2.83	0.18	0.51
GOLF DRIVING RANGE	432	ACRES	0.16	0.029	1	0.36	0.072	1	2	5.26	0.06	0.32
SOCCER COMPLEX	488	ACRES	0.40	0.08	5	6.57	0.072	5	10	48.11	0.30	14.58
TENNIS COURTS	490	ACRES	--	--	--	8.42	0.083	2	2	101.45	0.06	6.15
RACQUET / TENNIS CLUB	491	ACRES	--	--	--	7.64	0.083	2	2	92.05	0.06	5.58
TOTAL / AVERAGE		ACRES	0.25	0.064	14	3.90	0.079	19	33	41.76	1.00	27.43

Notes: Outdoor Commercial Recreation Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The trip generation for golf driving ranges was converted from tees to acreage based on two (2) tees per acre. The trip generation for a soccer complex was converted from fields to acreage based on two and a half acres (2.5) per field. The trip generation for tennis courts and a raquest / tennis court was converted from courts to acreage based on two (2) courts per acre. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per acre is the sum of the weighted Trip Generation (TGW). Golf Course Example: $DT = ((0.19 / .083) + (0.28 / 0.083)) = 2.83$; $TSW = (6 / 33) = 0.18$; $TGW = (2.83 \times 0.18) = 0.51$. Outdoor Comercial Recreation TG is equal to the sum of the following: $(0.29 + 0.51 + 0.32 + 14.58 + 6.15 + 5.58) = 27.43$. **Average values in the last row are shown in italics for informational purposes only.**

INDOOR COMMERCIAL RECREATION TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
ROCK CLIMBING GYM	434	1,000 SQ. FT.	1.40	0.068	1	1.64	0.123	1	2	16.96	0.04	0.65
MULTI-PURPOSE	435	1,000 SQ. FT.	0.00	0.068	0	3.58	0.123	3	3	14.55	0.06	0.84
TRAMPOLINE PARK	436	1,000 SQ. FT.	0.00	0.068	0	1.50	0.123	3	3	6.10	0.06	0.35
BOWLING ALLEY	437	1,000 SQ. FT.	0.81	0.068	1	1.16	0.123	5	6	10.67	0.12	1.23
HEALTH / FITNESS	492	1,000 SQ. FT.	1.31	0.068	6	3.45	0.123	8	14	23.66	0.27	6.37
ATHLETIC CLUB	493	1,000 SQ. FT.	3.16	0.068	2	6.29	0.123	3	5	48.80	0.10	4.69
COMMUNITY CENTER	495	1,000 SQ. FT.	1.91	0.068	12	2.50	0.123	15	27	24.21	0.52	12.57
TOTAL	--	--	--	0.068	21	--	0.123	31	52	--	1.00	24.86

Notes: Indoor Commercial Recreation Trip Generation based on the AM and PM Peak of adjacent street traffic per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Code 495 (Recreational Community Center). This was the only indoor recreational use with a reported daily trip distribution. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 SQ. FT. is the sum of the weighted Trip Generation (TGW). Community Center Example: $DT = ((1.91 / .068) + (2.50 / 0.123)) = 24.21$; $TSW = (27 / 52) = 0.52$; $TGW = (24.21 \times 0.52) = 12.57$. Indoor Commercial Recreation Trip Generation is the sum of $(0.65 + 0.84 + 0.35 + 1.23 + 6.37 + 4.69 + 12.57) = 24.86$. *Average values in the last row are shown in italics for informational purposes only.*

OFFICE (100,000 SQ. FT. OR LESS) TRIP GENERATION

USE	ITE	VARIABLE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
HOSPITAL	610	1,000 SQ. FT.	10.77	7	0.05	0.51
OFFICE	710	1,000 SQ. FT.	10.84	59	0.40	4.35
SMALL OFFICE	712	1,000 SQ. FT.	14.39	21	0.14	2.06
SINGLE TENANT	715	1,000 SQ. FT.	13.07	12	0.08	1.07
OFFICE PARK	750	1,000 SQ. FT.	11.07	10	0.07	0.75
RESEARCH & DEVELOPMENT	760	1,000 SQ. FT.	11.08	22	0.15	1.66
BUSINESS PARK	770	1,000 SQ. FT.	12.44	16	0.11	1.35
TOTAL				147	1.00	11.75

Notes: Office (100,000 sq. ft. or less) Trip Generation based on Daily Weekday Trip Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 11th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Office Example: $TSw = (59 / 147) = 0.40$; $TGw = (10.84 \times 0.40) = 4.35$. Office (100,000 sq. ft. or less) Trip Generation is the sum of $(0.51 + 4.35 + 2.06 + 1.07 + 0.75 + 1.66 + 1.35) = 11.75$.

OFFICE (GREATER THAN 100,000 SQ. FT.) TRIP GENERATION

USE	ITE	VARIABLE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
HOSPITAL	610	1,000 SQ. FT.	10.77	7	0.50	5.39
CORPORATE HEADQUATERS	714	1,000 SQ. FT.	7.95	7	0.50	3.98
TOTAL				14	1.00	9.36

Notes: Office (greater than 100,000 sq. ft.) Trip Generation based on Daily Weekday Trip Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 11th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Corporate Headquarters Example: $TSw = (7 / 14) = 0.50$; $TGw = (7.95 \times 0.5) = 3.985$. Office (greater than 100,000 sq. ft.) Trip Generation is the sum of $(5.39 + 3.98) = 9.39$.

MEDICAL OFFICE TRIP GENERATION						
USE	ITE	VARIABLE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
HOSPITAL	610	1,000 SQ. FT.	10.77	7	0.07	0.73
CLINIC	630	1,000 SQ. FT.	37.60	9	0.09	3.29
VETERINARY	640	1,000 SQ. FT.	21.50	6	0.06	1.25
EMERGENCY CARE	650	1,000 SQ. FT.	24.94	4	0.04	0.97
OFFICE	710	1,000 SQ. FT.	10.84	59	0.57	6.21
MEDICAL OFFICE	720	1,000 SQ. FT.	36.00	18	0.17	6.29
TOTAL				103	1.00	18.74

Notes: Medical Office Trip Generation based on Daily Weekday Trip Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 11th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Medical Office Example: $TSw = (18 / 103) = 0.17$; $TGw = (36.00 \times 0.17) = 6.29$. Medical Office Trip Generation is the sum of $(0.73 + 3.29 + 1.25 + 0.97 + 6.21 + 6.29) = 18.74$.

RETAIL TRIP GENERATION						
USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
BUILDING MATERIALS & LUMBER	812	1,000 SQ. FT.	17.05	13	0.03	0.53
FREE STANDING DISCOUNT SUPERSTORE	813	1,000 SQ. FT.	50.52	72	0.17	8.64
VARIETY STORE	814	1,000 SQ. FT.	63.66	29	0.07	4.39
FREE STANDING DISCOUNT STORE	815	1,000 SQ. FT.	53.87	21	0.05	2.69
NURSERY GARDEN CENTER	817	1,000 SQ. FT.	68.10	10	0.02	1.62
MULTI-TENANT GREATER THAN 150K	820	1,000 SQ. FT.	37.01	108	0.26	9.49
MULTI-TENANT 40K to 150K WITHOUT SUPERMARKET	821	1,000 SQ. FT.	67.52	7	0.02	1.12
MULTI-TENANT UNDER 40K	822	1,000 SQ. FT.	54.45	4	0.01	0.52
AUTO SALES NEW	840	1,000 SQ. FT.	27.84	18	0.04	1.19
AUTO SALES USED	841	1,000 SQ. FT.	27.06	14	0.03	0.90
AUTO PARTS SALES	843	1,000 SQ. FT.	55.34	12	0.03	1.58
TIRE STORE	848	1,000 SQ. FT.	27.69	13	0.03	0.86
DISCOUNT CLUB	857	1,000 SQ. FT.	42.46	20	0.05	2.02
SPORTING GOODS SUPERSTORE	861	1,000 SQ. FT.	23.78	8	0.02	0.45
HOME IMPROVEMENT	862	1,000 SQ. FT.	30.74	19	0.05	1.39
ELECTRONIC SUPERSTORE	863	1,000 SQ. FT.	41.05	5	0.01	0.49
DISCOUNT HOME FURNISHINGS	869	1,000 SQ. FT.	20.00	8	0.02	0.38
DEPARTMENT STORE	875	1,000 SQ. FT.	22.88	5	0.01	0.27
PHARMACY WITH DRIVE-THRU	881	1,000 SQ. FT.	108.40	16	0.04	4.12
DRIVE-IN BANK	912	1,000 SQ. FT.	100.35	19	0.05	4.53
TOTAL		1,000 SQ. FT.	46.99	421	1.00	47.16

Notes: Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Variety Store Example: $TSw = (29 / 421) = 0.07$; $TGw = (63.66 \times 0.07) = 4.39$. Retail Trip Generation is the sum of $(0.53 + 8.64 + 4.39 + 2.69 + 1.62 + 9.49 + 1.12 + 0.52 + 1.19 + 0.90 + 1.58 + 0.86 + 2.02 + 0.45 + 1.39 + 0.49 + 0.38 + 0.27 + 4.12 + 4.53) = 47.16$. **Average values in the last row are shown in italics for informational purposes only.**

GROCERY & LIQUOR STORE TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
MULTI-TENANT 40K to 150K WITH SUPERMARKET	821	1,000 SQ. FT.	3.53	0.033	16	9.03	0.08	51	67	109.92	0.31	33.78
SUPERMARKET	850	1,000 SQ. FT.	2.86	0.038	34	8.95	0.097	104	138	83.77	0.63	53.03
LIQUOR STORE	899	1,000 SQ. FT.	0.59	0.005	4	16.62	0.165	9	13	109.36	0.06	6.52
TOTAL	--	--	--	--	54	--	--	164	218	--	1.00	93.33

Notes: Grocery & Liquor Store Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq. Ft based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 821, 850 and 899. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per 1000 Sq. Ft is the sum of the Weighted Trip Generation (WTG). Multi-Tenant 40k to 150K with Supermarket Example: $DT = ((3.53 / 0.033) + (9.03 / 0.08)) = 109.92$; $TSw = (67 / 218) = 0.31$; $TGw = (109.92 \times 0.31) = 33.78$. Grocery & Liquor Store Retail Trip Generation per 1000 Sq. ft is the sum of $(33.78 + 53.03 + 6.52) = 93.33$. ***Average values in the last row are shown in italics for informational purposes only.***

CONVENIENCE STORE TRIP GENERATION												
USE	ITE LAND USE CODE	UNIT OF MEASURE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
CONVENIENCE STORE	851	1,000 SQ. FT.	62.54	0.062	39	49.11	0.060	39	78	913.60	0.23	205.96
CONVENIENCE STORE WITH GAS (2 TO 8 POSITIONS)	945	1,000 SQ. FT.	40.59	0.062	57	48.48	0.071	67	124	668.75	0.36	239.67
CONVENIENCE STORE WITH GAS (9 TO 15 POSITIONS)	945	1,000 SQ. FT.	56.52	0.065	34	54.52	0.068	39	73	835.65	0.21	176.31
CONVENIENCE STORE WITH GAS (16 TO 24 POSITIONS)	945	1,000 SQ. FT.	91.35	0.065	32	78.95	0.068	39	71	1283.21	0.21	263.32
TOTAL		1,000 SQ. FT.	62.75	0.06	162	57.77	0.07	184	346	925.30	1.00	885.25
NET TRIP GENERATION (BASED ON TGw PER 1,000 SQ. FT. MINUS TGw PER FUEL POSITION x 2: (885.25 - (279.39 x 2)) = 326.47												326.47

MOTOR VEHICLE FUELING TRIP GENERATION												
GASOLINE SERVICE STATION	944	PER FUEL POSITION	10.28	0.050	53	13.91	0.075	65	118	195.53	0.31	59.77
CONVENIENCE STORE WITH GAS (2-4K)	945	PER FUEL POSITION	16.06	0.062	76	18.42	0.071	93	169	259.23	0.44	113.50
CONVENIENCE STORE WITH GAS (4-5.5K)	945	PER FUEL POSITION	27.04	0.065	18	22.76	0.068	23	41	375.35	0.11	39.87
CONVENIENCE STORE WITH GAS (5.5-10K)	945	PER FUEL POSITION	31.60	0.065	29	26.90	0.068	29	58	440.87	0.15	66.24
TOTAL		PER FUEL POSITION	21.25	0.06	176	20.50	0.07	210	386	317.75	1.00	279.39

Notes: Convenience Retail and Motor Vehicle Fueling Trip Generation based on the AM and PM Peak of adjacent street traffic per the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for applicable ITE Land Use Codes. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per unit of measure is the sum of the Weighted Trip Generation (WTG). Convenience Store Example: $DT = ((62.54 / .062) + (49.11 / 0.060)) = 913.60$; $TSw = (78 / 346) = 0.23$; $TGw = (913.60 \times 0.23) = 205.96$. Convenience Store Trip Generation per 1,000 sq. ft. is the sum of $(205.96 + 239.67 + 176.31 + 263.32) = 885.25$. Motor Vehicle Fueling Trip Generation per fuel position is the sum of $(59.77 + 113.50 + 39.87 + 66.24) = 279.39$. The net trip generation rate for Convenience Retail is determined by multiplying the fuel position rate by two positions and subtracting the sum from the convenience store rate per 1,000 sq. ft.: $(279.39 \times 2) = 558.77$; $(885.25 - 558.77) = 326.47$. **Average values in the last row are shown in italics for informational purposes only.**

SIT DOWN RESTAURANT TRIP GENERATION

USE	ITE LAND USE CODE	UNIT OF MEASURE	CALCULATED DAILY TRIPS (DT)	TOTAL NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
FINE DINING RESTAURANT	931	1,000 SQ. FT.	83.84	10	0.13	10.61
HIGH TURN OVER RESTAURANT	932	1,000 SQ. FT.	107.20	50	0.63	67.85
WINE TASTING ROOM	970	1,000 SQ. FT.	45.96	5	0.06	2.91
BREWERY TAP ROOM	972	1,000 SQ. FT.	61.69	2	0.03	1.56
DRINKING ESTABLISHMENT	975	1,000 SQ. FT.	72.36	12	0.15	10.99
TOTAL				79	1.00	93.92

Notes: Sit Down Restaurant Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Fine Dining Restaurant Example: $TSw = (10 / 79) = 0.13$; $TGw = (83.84 \times 0.13) = 10.61$. Sit Down Restaurant Trip Generation is the sum of $(10.61 + 67.85 + 2.91 + 1.56 + 10.99) = 93.92$.

QUICK SERVICE RESTAURANT (AKA FAST FOOD) TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
FAST CASUAL RESTAURANT	930	1,000 SQ. FT.	1.43	0.015	1	12.55	0.074	15	16	132.46	0.03	4.53
FAST FOOD WITHOUT DRIVE-THRU	933	1,000 SQ. FT.	43.18	0.019	3	33.21	0.064	8	11	1395.77	0.02	32.81
FAST FOOD WITH DRIVE-THRU	934	1,000 SQ. FT.	44.61	0.035	96	33.03	0.067	190	286	883.78	0.61	540.09
COFFEE DONUT WITHOUT DRIVE-THRU	936	1,000 SQ. FT.	93.08	0.1	25	32.29	0.044	16	41	832.33	0.09	72.92
COFFEE DONUT WITH DRIVE-THRU	937	1,000 SQ. FT.	85.88	0.1	78	38.99	0.044	36	114	872.47	0.24	212.52
TOTAL	--	1,000 SQ. FT.	<i>53.64</i>	<i>0.054</i>	203	<i>30.01</i>	<i>0.059</i>	265	468	<i>823.36</i>	1.00	862.86
NET TRIP GENERATION (BASED ON TGw PER 1,000 SQ. FT. MINUS TGw PER DRIVE-THRU: (862.86 - 507.99) = 354.87												354.87

Notes: Quick Service Restaurant Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 930, 933, 934, 936 and 937. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per 1000 Sq. Ft is the sum of the Weighted Trip Generation (WTG). Fast Casual Restaurant Example: $DT = ((1.43 / .015) + (12.55 / 0.074)) = 132.46$; $TSw = (16 / 468) = 0.03$; $TGw = (132.46 \times 0.03) = 4.53$. Quick Service Restaurant Trip Generation per 1000 Sq Ft is the sum of $(4.53 + 32.81 + 540.09 + 72.92 + 212.52) = 862.86$. The average trip generation associated with drive-thru lanes is 507.99 trips. **The net trip generation is equal to 862.86 minus 507.99 = 354.87. Average values in the last row are shown in italics for informational purposes only.**

FINANCIAL SERVICES DRIVE THRU TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY TRIPS (TG)	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
BANK	912	1,000 SF	9.95	0.063	44	21.01	0.102	114	158	181.96	0.52	94.88
BANK	912	DRIVE-THRU	8.54	0.063	36	27.07	0.102	109	145	200.47	0.48	95.94
<i>TOTAL / AVERAGE</i>			9.25	0.063	80	24.04	0.102	223	303	191.22	1.00	190.82
ITE LAND USE	ITE LAND USE CODE	VARIABLE	WEIGHTED AM PEAK (7 to 9)	WEIGHTED AM PEAK FACTOR	WEIGHTED AM NUMBER OF STUDIES	WEIGHTED PM PEAK (4 to 6)	WEIGHTED PM PEAK FACTOR	WEIGHTED PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	WEIGHTED PEAK HOUR TRIPS	WEIGHTED PEAK HOUR FACTOR	WEIGHTED DAILY TRIPS (DT)
BANK	912	1,000 SF	2.77	0.018	0.28	15.16	0.074	0.72	158	17.93	0.09	196.73
BANK	912	DRIVE-THRU	2.12	0.016	0.25	20.35	0.077	0.75	145	22.47	0.09	243.39
NET TRIP GENERATION TGw PER BANK DRIVE-THRU MINUS TGw FOR HIGH-IMPACT RETAIL (PER 1,000 SQ. FT.) (243.39 - 47.16) = 196.23												196.23

Notes: Bank Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 912. The Trip Generation Weight (TGw) is calculated based on daily trips multiplied by Trip Study Weight (TSw). The total trips is the sum of the weighted Trip Generation (TGw). **The trip generation per drive-thru is based on the weighted daily trips per drive-thru of 243.39 minus the daily trips per 1,000 sq. ft. for Retail of 47.16 for a net trip generation of 196.23 (243.39 - 47.16 = 196.23).** The mobility fee for the square footage of the Financial Services building is based on the trip generation for Financial Service land uses.

MOTOR VEHICLE & BOAT CLEANING TRIP GENERATION

NUMBER OF STUDIES

ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	PM PEAK (4 to 6)	PM PEAK FACTOR	NUMBER OF STUDIES / UNITS	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
SELF SERVICE CAR WASH	947	STALL	5.54	0.087	6	63.68	0.60	38.21
AUTOMATED CAR WASH	948	TUNNEL	77.50	0.087	3	890.80	0.30	267.24
CAR WASH & DETAIL CENTER	949	STALL	13.60	0.087	1	156.32	0.10	15.63
TOTAL	--	--	--	--	10	--	1.00	321.08

NUMBER OF UNITS

SELF SERVICE CAR WASH	947	STALL	5.54	0.087	7	445.75	0.58	260.02
CAR WASH & DETAIL CENTER	949	STALL	13.60	0.087	5	781.61	0.42	325.67
TOTAL	--	--	--	--	12	--	1.00	585.69

Notes: Car Wash Trip Generation based on the PM Peak of adjacent street traffic per unit of measure based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the PM Peak are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the PM Peak divided by the PM Peak factor. PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 949. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips is the sum of the Weighted Trip Generation (WTG). Self-Service Car Wash Example: $DT = (5.54 / .087) = 63.68$; $TSw = (6 / 10) = 0.60$; $TGw = (63.68 \times 0.60) = 38.21$. Car Wash Trip Generation is the sum of $(38.21 + 267.24 + 15.63) = 321.08$. Automated car washes typically feature one (1) lane and one (1) tunnel. Some high volume car washes will feature two (2) or (3) approach lanes. Self service or full service car washes may feature between four (4) and eight (8) stalls. The high volume car washes will feature multiple finishing stations for vacuuming and detailing vehicles. An additional analysis based on total units of measure was performed to illustrate that on a daily trip basis, car washes produce similar results for the facility as a whole. For car washes with a tunnel system, the trip generation would also apply to every three (3) finishing stations based on TGw divided by Average Number of Stalls multiplied by three (3): $(585.69 / 6 = 97.61)$; $(97.61 \times 3 = 328.02)$. Accounting for the number of finishing stations levels the trip generation between self service and automated car washes. For automated stations, the trip generation would also include 321.08 trip per five (5) finishing stations.

MOTOR VEHICLE FUELING TRIP GENERATION

USE	ITE LAND USE CODE	UNIT OF MEASURE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
GASOLINE SERVICE STATION	944	PER FUEL POSITION	10.28	0.050	53	13.91	0.075	65	118	195.53	0.31	59.77
CONVENIENCE STORE WITH GAS (2-4K)	945	PER FUEL POSITION	16.06	0.062	76	18.42	0.071	93	169	259.23	0.44	113.50
CONVENIENCE STORE WITH GAS (4-5.5K)	945	PER FUEL POSITION	27.04	0.065	18	22.76	0.068	23	41	375.35	0.11	39.87
CONVENIENCE STORE WITH GAS (5.5-10K)	945	PER FUEL POSITION	31.60	0.065	29	26.90	0.068	29	58	440.87	0.15	66.24
TOTAL		PER FUEL POSITION	21.25	0.06	176	20.50	0.07	210	386	317.75	1.00	279.39

Notes: Motor Vehicle Fueling Trip Generation based on the AM and PM Peak of adjacent street traffic per the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for applicable ITE Land Use Codes. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per unit of measure is the sum of the Weighted Trip Generation (WTG). Gasoline Service Station Example: $DT = ((10.28 / .050) + (13.91 / 0.075)) = 195.53$; $TSw = (118 / 386) = 0.31$; $TGw = (195.53 \times 0.31) = 59.77$. Motor Vehicle Fueling Trip Generation per 1,000 sq. ft. is the sum of $(59.77 + 113.50 + 39.87 + 66.24) = 279.39$. **Average values in the last row are shown in italics for informational purposes only.**

MOTOR VEHICLE SERVICE TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
TIRE STORE	848	SERVICE BAY	2.10	0.066	9	3.42	0.091	10	19	34.70	0.35	11.99
TIRE SUPERSTORE	849	SERVICE BAY	2.01	0.066	11	3.17	0.091	12	23	32.64	0.42	13.65
QUICK LUBE VEHICLE SHOP	941	SERVICE BAY	3.00	0.083	1	4.85	0.115	10	11	39.16	0.20	7.83
AUTOMOBILE CARE CENTER	942	SERVICE BAY	1.52	0.083	1	2.17	0.115	1	2	18.59	0.04	0.68
TOTAL	--	--	--	--	22	--	--	33	55	--	1.00	34.15

Notes: Motor Vehicle Service Trip Generation based on the AM and PM Peak of adjacent street traffic per Service Bay based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 848 and 941. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per Service Bay is the sum of the Weighted Trip Generation (WTG). Tire Store Example: $DT = ((2.10 / .066) + (3.42 / 0.091)) = 34.70$; $TSw = (19 / 55) = 0.35$; $TGw = (34.70 \times 0.35) = 11.99$. Motor Vehicle Service Trip Generation per bay is the sum of $(11.99 + 13.65 + 7.83 + 0.68) = 34.15$. ***Average values in the last row are shown in italics for informational purposes only.***

QUICK SERVICE RESTAURANT DRIVE-THRU TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
FAST FOOD WITH DRIVE-THRU NO INDOOR SEATING	935	PER DRIVE-THRU	43.00	0.035	1	59.50	0.067	6	7	1058.32	0.20	211.66
COFFEE DONUT WITH DRIVE-THRU NO INDOOR SEATING	938	PER DRIVE-THRU	39.81	0.1	20	15.08	0.044	8	28	370.41	0.80	296.33
TOTAL	--	--	--	--	21	--	--	14	35	--	1.00	507.99

Notes: Quick Service Restaurant Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 934 and 937. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per 1000 Sq. Ft is the sum of the Weighted Trip Generation (WTG). Fast Food with Drive-Thru Example: $DT = ((43.00 / .035) + (59.50 / 0.067)) = 1058.32$; $TSw = (7 / 35) = 0.20$; $TGw = (1058.32 \times 0.20) = 211.66$. Quick Service Restaurant Drive-Thru Trip Generation per lane is the sum of $(211.66 + 296.33) = 507.99$. **Average values in the last row are shown in italics for informational purposes only.**

RETAIL DRIVE-THRU TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
FAST FOOD WITH DRIVE-THRU NO INDOOR SEATING	935	DRIVE-THRU	43.00	0.035	1	59.50	0.067	6	7	1058.32	0.04	41.16
COFFEE DONUT WITH DRIVE-THRU NO INDOOR SEATING	938	DRIVE-THRU	39.81	0.100	20	15.08	0.044	8	28	370.41	0.16	57.62
BANK WITH DRIVE-THRU	912	DRIVE-THRU	8.54	0.063	36	27.07	0.102	109	145	200.47	0.81	161.49
TOTAL		DRIVE-THRU	30.45	0.066	57	33.88	0.071	123	180	543.07	1.00	260.27
PHARMACY WITH-OUT DRIVE-THRU	880	1,000 SQ. FT.	2.94	0.033	7	8.51	0.094	13	20	89.81	0.25	22.45
PHARMACY WITH DRIVE-THRU	881	1,000 SQ. FT.	3.74	0.033	21	10.25	0.094	39	60	111.19	0.75	83.39
TOTAL	--	1,000 SQ. FT.	3.34	0.033	28	9.38	0.094	52	80	100.50	1.00	105.84
NET TRIP GENERATION BASED ON PHARMACY W/ DRIVE-THRU (DT) MINUS PHARMACY W/O DRIVE-THRU (DT) TIMES AVERAGE PHARMACY SQ. FT. PER 1,000: (111.19 - 89.81 = 21.38); (13,000 / 1,000 = 13); (21.38 x 13 = 277.89)												277.89
NET TRIP GENERATION BASED ON AVERAGE OF WEIGHTED DRIVE-THRU & WEIGHTED PHARMACY DRIVE-THRU: (260.27 + 277.89 = 538.16); (538.16 / 2 = 269.08)												269.08
NET TRIP GENERATION BASED ON AVERAGE OF FIVE (5) MINUTE WAIT TIME OVER ONE (1) HOUR DIVIDED BY A WEIGHTED AVERAGE PM PEAK HOUR FACTOR OF 0.0958: (60 / 5 = 12); (12 / 0.0958 = 125.26)												125.26
<p>Notes: Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per drive-thru is the sum of the Weighted Trip Generation (WTG). Fast Food with Drive-Thru Example: DT = ((43.00 / .035) + (59.50 / 0.067)) = 1058.32; TSw = (7 / 180) = 0.04; TGw = (1058.32 x 0.04) = 41.16. Drive-Thru Trip Generation is the sum of (41.16 + 57.62 + 161.49) = 260.27. A trip generation per drive-thru was then calculated for pharmacies based on AM and PM peak hour trip generation for a pharmacy with and with-out a drive-thru. The difference in daily trip generation between a pharmacy with and with-out a drive-thru was then calculated. The difference was then calculated for a typically size pharmacy of 13,000 sq. feet. The average of the two drive-thru analysis was then calculated for an average weighted daily trip generation of 269.08 for a drive-thru. The land uses tend to be higher trip generators. A trip generation rate was then calculated assuming 12 vehicles and hour using a drive-thru (5 minutes per vehicle). This average value was then converted to a daily trip generation rate based on the weighted average PM Peak Hour factor for all land uses (0.0958). The new trip generation result is a daily trip generation of 125.26 per drive-thru. This analysis was done to illustrate that the calculated rates did not exceed those of higher trip generating land uses. <i>Average values in the last row are shown in italics for informational purposes only.</i></p>												



APPENDIX L

Person Travel Demand per Use (PTDu)

APPENDIX L: PERSON TRAVEL DEMAND PER USE (PTDu)

USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	UNIT OF MEASURE (UoM)	DAILY TRIP GENERATION (TG)	% NEW TRIPS (NT)	VEHICLE TRIP LENGTH (VTL)	LIMITED ACCESS EVALUATION FACTOR (LAEf)	ORIGIN DESTINATION FACTOR (ODf)	VEHICLE MILES OF TRAVEL (VMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRAVEL DEMAND PER USE (PTDu)
Residential & Lodging Uses per applicable unit of measure									
Single Family Detached (Single-Family Detached, Mobile Home) Maximum 9,500 Sq. Ft.	per 1,000 sq. ft.	3.10	1.00	4.53	0.718	0.50	5.04	1.54	7.76
Single-Family Attached (Condo, Duplex, Townhome, Villa) Maximum 4,500 Sq. Ft.	per 1,000 sq. ft.	3.39	1.00	4.53	0.718	0.50	5.51	1.54	8.49
Multi-Family Residential (Active Adult, 3 or more Units Attached) Maximum 2,500 Sq. Ft.	per 1,000 sq. ft.	5.53	1.00	4.53	0.718	0.50	8.99	1.54	13.85
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	6.67	1.00	4.52	0.718	0.50	10.82	1.54	16.67
Institutional Uses									
Community Serving (Arts, Civic, Clubhouse, Lodge, Place of Assembly or Worship)	per 1,000 sq. ft.	5.52	0.80	4.67	0.718	0.50	7.40	1.73	12.81
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	6.68	0.70	4.52	0.718	0.50	7.59	1.55	11.76
Private Education (Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	9.82	0.50	5.10	0.718	0.50	8.99	1.67	15.01
Industrial Uses									
Industrial (Assembly, Fabrication, Manufacturing, Processing, Production, Trades, Utilities)	per 1,000 sq. ft.	5.80	1.00	5.40	0.718	0.50	11.24	1.07	12.03
Commercial Storage (Distribution, Mini-Warehouse, Outdoor Storage, Warehouse)	per 1,000 sq. ft.	2.34	1.00	4.94	0.718	0.50	4.15	1.29	5.35
Recreational Uses per applicable unit of measure									
Marina (any additional structures pay applicable fee per use)	per berth	2.41	1.00	3.70	0.718	0.50	3.20	1.71	5.47
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis)	per acre	27.43	1.00	3.96	0.718	0.50	39.00	1.69	65.90
Indoor Commercial Recreation (Fitness, Health, Indoor Sports, Kids Activities, Movies)	per 1,000 sq. ft.	24.86	0.50	3.96	0.718	0.50	17.67	1.69	29.86
Office Uses									
Office 100,000 sq. ft. or less (General, Higher Education, Hospital, Professional, Tutoring)	per 1,000 sq. ft.	11.75	0.80	5.40	0.718	0.50	18.22	1.07	19.50
Office greater than 100,000 sq. ft. (General, Higher Education, Hospital, Professional)	per 1,000 sq. ft.	9.36	0.90	5.40	0.718	0.50	16.33	1.07	17.47
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	18.74	1.00	5.28	0.718	0.50	35.52	1.13	40.14
Commercial & Retail Uses									
Retail (Discount, Entertainment, Financial, Pharmacy, Repair, Retail, Sales, Services)	per 1,000 sq. ft.	47.16	0.325	3.71	0.718	0.50	20.41	1.55	31.64
Grocery & Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	per 1,000 sq. ft.	93.33	0.275	3.52	0.718	0.50	32.43	1.49	48.33
Convenience Store (With or Without Motor Vehicle Fueling)	per 1,000 sq. ft.	326.47	0.275	3.76	0.718	0.50	121.19	1.51	182.99
Sit-Down Restaurant (Drinking Establishment, Full Service, Quality, Table Service)	per 1,000 sq. ft.	93.92	0.375	4.08	0.718	0.50	51.59	1.53	78.93
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual, Fast Food, Take Away)	per 1,000 sq. ft.	354.87	0.225	4.08	0.718	0.50	116.95	1.53	178.94
Non-Residential Additive Uses									
Financial Service Drive-Thru Lane or Free-Standing ATM	per lane or ATM	196.23	0.325	3.71	0.718	0.50	84.94	1.55	131.66
Motor Vehicle & Boat Cleaning (Detailing Stations, Wash Tunnels, Wax)	per lane or stall, plus per five (5) stations	321.08	0.100	3.71	0.718	0.50	42.76	1.55	66.28
Motor Vehicle Fueling (Commercial Charging or Fueling per vehicle position)	per position	279.39	0.100	3.71	0.718	0.50	37.21	1.55	57.68
Motor Vehicle Service (Maintenance, Repair, Service, Tires)	per bay or stall	34.15	0.525	3.71	0.718	0.50	23.88	1.55	37.01
Quick Service Restaurant Drive-Thru	per lane	507.99	0.225	4.08	0.718	0.50	167.41	1.53	256.14
Retail Drive-Thru	per lane	125.26	0.325	3.71	0.718	0.50	54.22	1.55	84.04



APPENDIX M

2022 National Household Travel Survey Data: Trip Purpose

APPENDIX M: NATIONAL HOUSEHOLD TRAVEL SURVEY (NHTS): TRIP PURPOSE

TRIP PURPOSE	PERSON TRIPS (PT)	PERSON TRIP FACTOR (PTf)	PERSON MILES OF TRAVEL (PMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRIP LENGTH (PTL)	VEHICLE TRIPS (VT)	VEHICLE MILES OF TRAVEL (VMT)	VEHICLE TRIP LENGTH (VTL)	VEHICLE OCCUPANCY (VO)
HOME	2,891,798,294	1.59	12,645,908,452	1.54	4.37	1,819,015,995	8,232,241,561	4.53	1.40
HOME / FAMILY CARE	2,969,239,189	1.60	12,950,137,102	1.55	4.36	1,850,906,270	8,357,523,368	4.52	1.70
HOME / SOCIAL VACATION	3,002,167,782	1.59	13,122,132,167	1.54	4.37	1,890,005,676	8,545,919,495	4.52	1.34
WORK	514,858,133	1.16	2,568,043,973	1.07	4.99	445,541,234	2,403,753,708	5.40	1.26
WORK / ERRANDS	1,030,092,296	1.36	4,821,717,343	1.29	4.68	755,382,218	3,732,847,968	4.94	1.58
MEDICAL / DENTAL / WORK	659,948,831	1.23	3,185,052,599	1.13	4.83	535,100,063	2,825,577,572	5.28	1.40
COMMUNITY SERVING	199,256,652	2.34	690,308,824	1.73	3.46	85,266,046	398,232,437	4.67	2.30
SOCIAL / EXERCISE / RECREATION / ENTERTAINMENT	700,979,100	2.28	2,058,494,204	1.69	2.94	308,055,861	1,218,677,796	3.96	1.53
SCHOOL / COMMUNITY SERVICE / FAMILY CARE	624,242,223	1.90	2,798,406,801	1.67	4.48	328,820,195	1,677,502,727	5.10	1.78
BUY GOODS	1,310,566,299	1.40	4,898,255,489	1.49	3.74	937,613,773	3,297,010,086	3.52	1.65
BUY GOODS / ERRANDS	1,825,800,462	1.46	7,151,928,859	1.55	3.92	1,247,454,757	4,626,104,346	3.71	1.77
BUY MEALS / ERRANDS	1,167,096,025	1.68	4,335,700,290	1.53	3.71	692,875,297	2,828,891,951	4.08	1.81
BUY MEALS / GOODS / ERRANDS	2,477,662,324	1.52	9,233,955,779	1.51	3.73	1,630,489,071	6,125,902,037	3.76	1.76

Source: 2022 National Household Travel Survey (NHTS). Summary of Trip Purpose for South Atlantic MSA/CMSA 1 million + w/o heavy rail. Average of trips based on trip lengths of 10 Miles or Less.



APPENDIX N

Palm Beach County: Household Travel

APPENDIX P: PALM BEACH COUNTY HOUSEHOLD TRAVEL BY DISTANCE (2019 TO 2024)

Date	Population Staying at Home	Population Not Staying at Home	Number of Trips	Number of Trips <1 Mile	Number of Trips 1-3 Miles	Number of Trips 3-5 Miles	Number of Trips 5-10 Miles	Number of Trips 10-25 Miles	Number of Trips Less than 3 Miles	Number of Trips Less than 5 Miles	Number of Trips Less than 10 Miles	Number of Trips Greater Than 25 Miles
2019	246,603	1,250,167	1,976,653,026	508,039,303	470,246,877	249,542,718	330,281,448	299,091,085	978,286,180	1,227,828,898	1,558,110,346	119,451,595
2020	354,155	1,142,615	1,632,223,205	447,783,662	417,138,910	206,849,557	248,266,992	209,015,689	864,922,572	1,071,772,129	1,320,039,121	103,168,395
2021	310,656	1,186,114	1,846,273,174	567,784,350	438,366,484	228,390,267	279,238,689	230,400,379	1,006,150,834	1,234,541,101	1,513,779,790	102,093,005
2022	300,016	1,196,754	1,926,996,168	566,356,409	435,443,043	245,758,922	309,206,851	254,808,118	1,001,799,452	1,247,558,374	1,556,765,225	115,422,825
2023	310,371	1,186,399	2,139,761,412	633,389,237	495,290,101	266,919,241	336,085,680	285,552,745	1,128,679,338	1,395,598,579	1,731,684,259	122,524,408
2024	297,979	1,198,791	341,330,555	104,792,245	76,970,176	41,058,056	52,414,142	46,679,986	181,762,421	222,820,477	275,234,619	19,415,950
Total			9,863,237,540	2,828,145,206	2,333,455,591	1,238,518,761	1,555,493,802	1,325,548,002	5,161,600,797	6,400,119,558	7,955,613,360	582,076,178
Percentage			100.00%	28.67%	23.66%	12.56%	15.77%	13.44%	52.33%	64.89%	80.66%	5.90%
Average			1,904,381,397	544,670,592	451,297,083	239,492,141	300,615,932	255,773,603	995,967,675	1,235,459,816	1,536,075,748	112,532,046
Percentage			100.00%	28.60%	23.70%	12.58%	15.79%	13.43%	52.30%	64.87%	80.66%	5.91%

Note: The total trips by distance, the percentage of total trips, the total trips and percentage less than 5 miles, less than 10 miles and more than twenty five miles was prepared by NUE Urban Concepts, LLC as of April 2024. The data for the years 2019 thru 2023 are total household trips for the entire year.

Source: U.S. Department of Transportation (DOT) Bureau of Transportation Statistics (BTS). Trips by Distance –Palm Beach County, FL (Federal Information Processing Standard (FIPS) Code 12099): The Trips by Distance data and number of people staying home and not staying home are estimated for the Bureau of Transportation Statistics by the Maryland Transportation Institute and Center for Advanced Transportation Technology Laboratory at the University of Maryland. The travel statistics are produced from an anonymized national panel of mobile device data from multiple sources. All data sources used in the creation of the metrics contain no personal information. Data analysis is conducted at the aggregate national, state, and county levels. Trips are defined as movements that include a stay of longer than 10 minutes at an anonymized location away from home. Home locations are imputed on a weekly basis. A movement with multiple stays of longer than 10 minutes before returning home is counted as multiple trips. Trips capture travel by all modes of transportation, including driving, rail, transit, and air. Website: https://data.bts.gov/Research-and-Statistics/Trips-by-Distance-County/p3sz-y9us/about_data



APPENDIX O

Citywide Mobility Fee Schedule

ATTACHMENT O: CITYWIDE MOBILITY FEE

USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	CITYWIDE MOBILITY FEE UNIT OF MEASURE	PERSON TRAVEL DEMAND (PTD)	CITYWIDE MOBILITY FEE
Residential & Lodging Uses per applicable unit of measure			
Single Family Detached (Single-Family Detached, Mobile Home) Maximum 9,500 Sq. Ft.	per 1,000 sq. ft.	7.76	\$2,862
Single-Family Attached (Condo, Duplex, Townhome, Villa) Maximum 4,500 Sq. Ft.	per 1,000 sq. ft.	8.49	\$3,129
Multi-Family Residential (Active Adult, 3 or more Units Attached) Maximum 2,500 Sq. Ft.	per 1,000 sq. ft.	13.85	\$5,105
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	16.67	\$6,143
Institutional Uses per 1,000 square feet (sq. ft.)			
Community Serving (Arts, Civic, Clubhouse, Lodge, Place of Assembly or Worship)	per 1,000 sq. ft.	12.81	\$4,721
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	11.76	\$4,335
Private Education (Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	15.01	\$5,533
Industrial Uses per 1,000 square feet (sq. ft.)			
Industrial (Assembly, Fabrication, Manufacturing, Processing, Production, Trades, Utilities)	per 1,000 sq. ft.	12.03	\$4,434
Commercial Storage (Distribution, Mini-Warehouse, Outdoor Storage, Warehouse)	per 1,000 sq. ft.	5.35	\$1,973
Recreational Uses per applicable unit of measure			
Marina (any additional structures pay applicable fee per use)	per berth	5.47	\$2,018
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis)	per acre	65.90	\$24,290
Indoor Commercial Recreation (Fitness, Health, Indoor Sports, Kids Activities, Movies)	per 1,000 sq. ft.	29.86	\$11,007
Office Uses per 1,000 square feet (sq. ft.)			
Office 100,000 sq. ft. or less (General, Higher Education, Hospital, Professional, Tutoring)	per 1,000 sq. ft.	19.50	\$7,187
Office greater than 100,000 sq. ft. (General, Higher Education, Hospital, Professional)	per 1,000 sq. ft.	17.47	\$6,440
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	40.14	\$14,794
Commercial & Retail Uses per 1,000 square feet (sq. ft.)			
Retail (Discount, Entertainment, Financial, Pharmacy, Repair, Retail, Sales, Services)	per 1,000 sq. ft.	31.64	\$11,662
Grocery & Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	per 1,000 sq. ft.	48.33	\$17,811
Convenience Store (With or Without Motor Vehicle Fueling)	per 1,000 sq. ft.	182.99	\$67,446
Sit-Down Restaurant (Drinking Establishment, Full Service, Quality, Table Service)	per 1,000 sq. ft.	78.93	\$29,091
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual, Fast Food, Take Away)	per 1,000 sq. ft.	178.94	\$65,950
Non-Residential Additive Uses per unit of measure (Fee in addition to Fee per 1,000 square feet (sq. ft.))			
Financial Service Drive-Thru Lane or Free-Standing ATM	per lane or ATM	131.66	\$48,525
Motor Vehicle & Boat Cleaning (Detailing Stations, Wash Tunnels, Wax)	per lane or stall, plus per five (5) stations	66.28	\$24,431
Motor Vehicle Fueling (Commercial Charging or Fueling per vehicle position)	per position	57.68	\$21,258
Motor Vehicle Service (Maintenance, Repair, Service, Tires)	per bay or stall	37.01	\$13,642
Quick Service Restaurant Drive-Thru	per lane	256.14	\$94,407
Retail Drive-Thru	per lane	84.04	\$30,975



APPENDIX P

Existing City Mobility Fee & Road Impact Fee Schedules

LUC	Land Use	Impact Unit	Mobility Fees
Residential:			
210	Single Family (detached/attached):		
	- Less than 1,500 sf	du	\$4,991.00
	- 1,500 to 2,499 sf	du	5,823.00
	- 2,500 sf or more	du	6,655.00
220/230	Multi-Family (Apartment/Condo):		
	- Less than 1,000 sf	du	3,137.00
	- 1,000 sf or more	du	3,835.00
240	Mobile Home	du	3,525.00
Transient, Assisted, Group:			
253	Congregate Care Facility	du	573.00
254	Assisted Living Facility	bed	720.00
620	Nursing Home	1,000 sf	1,882.00
310	Hotel	room	3,164.00
Recreational:			
412	General Recreation	acre	285.00
443	Movie Theater	seat	643.00
491	Racquet/Tennis Club	court	10,124.00
495	Recreational Community Center	1,000 sf	6,536.00
Institution:			
520	Elementary School (Private)	student	1,161.00
522	Middle School (Private)	student	1,161.00
530	High School (Private)	student	1,161.00
540	University (7,500 or fewer students) (Private)	student	478.00
550	University (more than 7,500 students) (Private)	student	478.00
560	Place of Assembly/Worship	1,000 sf	2,832.00
565	Day Care Center	1,000 sf	6,105.00
566	Cemetery	acre	2,334.00

610	Hospital	1,000 sf	4,136.00
640	Animal Hospital/Veterinary Clinic	1,000 sf	8,295.00
n/a	Funeral Home	1,000 sf	2,334.00
Office:			
710	Office	1,000 sf	3,978.00
720	Medical Office	1,000 sf	9,250.00
Retail:			
820	Retail	1,000 sf	8,931.00
841	New/Used Car Sales	1,000 sf	9,741.00
853	Convenience Store w/Gas Pumps	1,000 sf	59,651.00
880	Pharmacy/Drugstore without Drive-Thru	1,000 sf	9,520.00
881	Pharmacy/Drugstore with Drive-Thru	1,000 sf	9,520.00
890	Furniture Store	1,000 sf	2,981.00
911	Bank/Savings Walk-In	1,000 sf	19,119.00
912	Bank/Savings Drive-In	1,000 sf	19,119.00
931	Quality Restaurant	1,000 sf	19,521.00
932	High-Turnover Restaurant	1,000 sf	26,119.00
934	Fast-Food Restaurant w/Drive-Thru	1,000 sf	58,589.00
941	Quick Lube	bay	3,823.00
942	Automobile Care Center	1,000 sf	5,255.00
944	Gas/Service Station	fuel pos.	18,032.00
945	Gas/Service Station with Convenience Market	fuel pos.	18,032.00
947	Car Wash	bay	10,321.00
Industrial:			
110	General Industrial	1,000 sf	3,213.00
150	Warehousing	1,000 sf	1,199.00
151	Mini-Warehouse	1,000 sf	649.00

LUC	Land Use	Impact Unit	Roads Calculated Impact Fee
Residential:			
210	Single Family (detached/attached):		
	- Less than 1,500 sf	du	\$1,493.00
	- 1,500 to 2,499 sf	du	1,779.00
	- 2,500 sf or more	du	2,097.00
220/230	Multi-Family (Apartment/Condo):		
	- Less than 1,000 sf	du	1,107.00
	- 1,000 sf or more	du	1,107.00
240	Mobile Home	du	662.00
Transient, Assisted, Group:			
253	Congregate Care Facility	du	176.00
254	Assisted Living Facility	bed	209.00
620	Nursing Home	1,000 sf	602.00
310	Hotel	room	896.00
Recreational:			
412	General Recreation	acre	372.00
443	Movie Theater	seat	122.00
491	Racquet/Tennis Club	court	6,442.00
495	Recreational Community Center	1,000 sf	5,368.00
Institution:			
520	Elementary School (Private)	student	158.00
522	Middle School (Private)	student	222.00
530	High School (Private)	student	217.00
540	University (7,500 or fewer students) (Private)	student	404.00
550	University (more than 7,500 students) (Private)	student	299.00
560	Place of Assembly/Worship	1,000 sf	1,097.00

565	Day Care Center	1,000 sf	3,640.00
566	Cemetery	acre	1,019.00
610	Hospital	1,000 sf	2,334.00
640	Animal Hospital/Veterinary Clinic	1,000 sf	1,487.00
n/a	Funeral Home	1,000 sf	428.00
Office:			
710	Office (50,000 sf and less)	1,000 sf	2,531.00
	Office (50,001—100,000 sf)	1,000 sf	2,132.00
	Office (100,001—200,000 sf)	1,000 sf	1,814.00
	Office (200,001—400,000 sf)	1,000 sf	1,544.00
	Office (greater than 400,000 sf)	1,000 sf	1,397.00
720	Medical Office (less than 10,000 sf)	1,000 sf	4,047.00
720	Medical Office (10,000 sf and greater)	1,000 sf	5,899.00
Retail:			
820	Retail 50,000 stand less	1,000 sf	3,095.00
	Retail 50,001—200,000 sf	1,000 sf	2,941.00
	Retail 200,001—400,000 sf	1,000 sf	2,777.00
	Retail 400,001—600,000 sf	1,000 sf	2,710.00
	Retail 600,001—800,000 sf	1,000 sf	2,771.00
	Retail greater than 800,000 sf	1,000 sf	2,816.00
841	New/Used Car Sales	1,000 sf	3,530.00
853	Convenience Store w/Gas Pumps	1,000 sf	11,172.00
880	Pharmacy/Drugstore without Drive-Thru	1,000 sf	2,047.00
881	Pharmacy/Drugstore with Drive-Thru	1,000 sf	2,388.00
890	Furniture Store	1,000 sf	572.00
911	Bank/Savings Walk-In	1,000 sf	4,711.00
912	Bank/Savings Drive-In	1,000 sf	6,180.00
931	Quality Restaurant	1,000 sf	7,581.00
932	High-Turnover Restaurant	1,000 sf	9,021.00

934	Fast-Food Restaurant w/Drive-Thru	1,000 sf	20,811.00
941	Quick Lube	bay	3,585.00
942	Automobile Care Center	1,000 sf	2,828.00
944	Gas/Service Station	fuel pos.	2,513.00
945	Gas/Service Station with Convenience Market	fuel pos.	2,442.00
947	Car Wash	bay	2,231.00
Industrial:			
110	General Industrial	1,000 sf	1,135.00
150	Warehousing	1,000 sf	580.00
151	Mini-Warehouse	1,000 sf	217.00



APPENDIX Q

Residential Square Footage & Bedrooms

RESIDENTIAL SQUARE FOOTAGE & BEDROOMS

An extensive analysis of residential and non-residential development based on parcel level data, obtained from the Palm Beach County Property Appraiser, was conducted for the 2023 update of the City’s Park, Fire, Police, and Public Buildings Impact Fees. The analysis and evaluation of the data undertaken was extensive and resulted in the update of impact fees that more accurately reflects development patterns specific to Palm Beach Gardens. This appendix contains the analysis that was included in the Impact Fee Technical Report. The appendix referenced in this appendix relate to the 2023 Impact Fee Technical Report. The appendix of parcel level data is substantial. For further detail related to parcel level data in support of the tables in this appendix, the City maintains the 2023 Impact Fee Technical Report on file and is available upon request.

The data and analysis in this appendix demonstrate a direct connection between the size of a residential dwelling and the number of bedrooms. At both the City level and National level, there is a strong correlation between the number of bedrooms, number of vehicles, and level of vehicle and person miles of travel for households. As bedrooms increase, so does the level of vehicle and person miles of travel for households. This data is in support of the thresholds established for residential uses. These thresholds have now been in effect for over a year in the City as part of collection of the City’s Parks, Fire, Police, and Public Buildings Impact Fees.

RESIDENTIAL LAND USES

A detailed analysis of household size within Palm Beach Gardens per type of dwelling unit was undertaken based on data from the 2021 American Community Survey (ACS). Household size is often reported based on whether a dwelling unit is owned or rented or is just reported per dwelling unit. According to the 2021 ACS dataset for Selected Housing Characteristics within Palm Beach Gardens Beach, household size for owner occupied dwellings is 2.34 and 2.07 for renter occupied dwellings. A significant amount of analysis was undertaken to calculate household size based on the type of dwelling unit versus household size based on owner and renter occupied units. The results of the analysis in **Table 14** show a fairly large difference in household size for single family dwellings (2.51) versus multi-family dwellings (1.83).

TABLE 14. HOUSEHOLD SIZE BY TYPE OF UNIT

TYPE OF DWELLING	POPULATION	DWELLING UNITS	HOUSEHOLD SIZE
Single-Family Residential	44,696	17,789	2.51
Multi-Family Residential	14,308	7,799	1.83
Total	59,004	25,597	2.31

Source: Household Size by Dwelling Unit Type (**Appendix O - Table 1**). Housing Characteristics for Occupied Dwellings (**Appendix O - Table 2**). Single-Family Residential includes attached and detached dwellings and mobile homes. Multi-Family Residential includes dwellings with two or more attached units that are not considered single-family. Household size calculated by dividing population by the number of dwelling units.

Renters are usually associated with multifamily dwellings. However, for larger families, the rental of single-family homes is preferred as the maximum number of bedrooms provided in apartments, that are not student housing, are three (3) bedrooms. As home prices continue to increase and owning a single-family home becomes more unattainable, more people will rent. The household size of dwellings is an important variable in the calculation of impact fees for residential dwellings.

Residential dwellings within the City of Palm Beach Gardens feature livable square footage that are larger than most communities and are a testament to the wealthier demographic that resides within the City. A detailed evaluation of residential dwellings within Palm Beach Gardens was undertaken utilizing data obtained from the Palm Beach County Property Appraiser to calculate the household size per 1,000 square feet by dwelling type (**Table 15**).

The household size per 1,000 square feet is the unit of measure used to calculate impact fees for all residential uses (**Appendix N**). The results of the analysis performed below are the primary reason that the updated impact fee schedule has separate subcategories for: (1) single-family residential detached; (2) single-family residential attached (condos, townhomes, villas); and (3) multi-family residential (apartments, three (3) or more attached dwellings not classified as single-family). The current City impact fee schedule classifies apartments, condos, and townhomes as multifamily.

TABLE 15. HOUSEHOLD SIZE (HHS) PER 1,000 SQ. FT.

DWELLING UNIT TYPE	TOTAL SQ. FT.	TOTAL UNITS	AVERAGE SQ. FT. PER UNIT	AVERAGE HOUSEHOLD SIZE (HHS)	1,000 SQ. FT. CONVERSION	HHS PER 1,000 SQ. FT.
Apartments	3,718,225	2,866	1,297	1.83	1.30	1.41
Condos	3,517,111	2,370	1,484	1.83	1.48	1.23
Townhomes	4,117,896	2,035	2,024	2.51	2.02	1.24
Single Family	19,274,613	5,602	3,441	2.51	3.44	0.73

Source: The total square feet and total units are based on new development between 2000 and 2022 using data obtained from the Palm Beach County Property Appraiser. The average square footage per unit was obtained by dividing total square footage by total number of units for each residential use. Average household size (HHS) is based on data from **Table 14**. The calculations and verifications of the calculations for the 1,000 sq. ft. conversion and households per 1,000 sq. ft. are detailed in **Appendix P**.

This data is not readily available and required a significant level of analysis to derive this data specific to residential dwellings within the City. The data is based on dwelling units constructed between 2000 and 2022 to more accurately reflect existing market trends towards larger units. Given the complexity of the calculations and the need to verify the calculations, a detailed description of the calculations, along with a separate evaluation of all dwelling units dated back to the 1950's is provided in **Appendix P**.

There is a fairly strong correlation between the number of bedrooms and demand from residential dwellings based on data for the American Community Survey and the National Household Travel Survey. The evaluation of single family detached dwellings constructed within the City between 2000 and 2022 illustrated that 75% of all single-family dwellings (4,173 / 5,602 = 75%) exceeded 2,500 sq. ft. in size, which is the maximum threshold in the current impact fee schedule (**Table 16**).

TABLE 16. SINGLE-FAMILY DETACHED EVALUATION PER SQ. FT.

HABITABLE SQUARE FOOTAGE TIERS	NUMBER OF DWELLINGS	NUMBER OF BEDROOMS	BEDROOMS PER DWELLING
Less Than 1,000	12	13	1.08
1,000 to 1,499	21	44	2.10
1,500 to 1,999	358	1,024	2.86
2,000 to 2,499	1,040	3,423	3.29
2,500 to 2,999	1,222	4,247	3.48
3,000 to 3,499	802	3,074	3.83
3,500 to 3,999	712	2,760	3.88
4,000 to 4,499	502	2,176	4.33
4,500 to 4,999	306	1,361	4.45
5,000 to 5,499	202	940	4.65
5,500 to 5,999	117	536	4.58
6,000 to 6,499	91	439	4.82
6,500 to 6,999	45	219	4.87
7,000 to 7,499	47	241	5.13
7,500 to 7,999	42	222	5.29
8,000 to 8,499	25	123	4.92
8,500 to 8,999	14	75	5.36
9,000 to 9,499	7	37	5.29
9,500 to 9,999	12	69	5.75
10,000 or more	25	139	5.56
Total	5,602	21,162	3.78

Source: Single-Family Residential data from the Palm Beach County Property Appraiser (**Appendix Q - Table 1**). Data based on constructed dwelling units between 2000 and 2022. Bedrooms per dwelling calculated by dividing the number of bedrooms by the number of dwelling units.

There is a fairly consistent increase in the number of bedrooms per dwelling as the square footage of residential dwellings increases, ranging from one (1) bedroom for 1,000 square foot developments to six (6) bedrooms for units 9,500 square feet and above (**Table 16**). The data from the Property Appraiser revealed there are six (6) dwellings within the City with seven (7) bedrooms and two (2) with eight (8) bedrooms (**Table 17**). The evaluation of single-family detached residential units illustrates that six (6) bedrooms represent the tail end of a bell curve based on number of bedrooms (**Table 17**).

TABLE 17. SINGLE-FAMILY DETACHED EVALUATION PER BEDROOM

NUMBER OF BEDROOMS	NUMBER OF DWELLINGS	% OF DWELLINGS	NUMBER OF BEDROOMS	% OF BEDROOMS
1 BEDROOM	13	0.23%	13	0.06%
2 BEDROOMS	166	2.96%	332	1.57%
3 BEDROOMS	2,239	39.97%	6,717	31.83%
4 BEDROOMS	2,003	35.76%	8,012	37.96%
5 BEDROOMS	1,058	18.89%	5,290	25.06%
6 BEDROOMS	115	2.05%	690	3.27%
7 BEDROOMS	6	0.11%	36	0.17%
8 BEDROOMS	2	0.04%	16	0.08%
TOTAL	5,602	100.00%	21,106	100.00%
<i>Source:</i> Single-Family Residential data from the Palm Beach County Property Appraiser (Appendix Q - Table 1). Data based on constructed dwelling units between 2000 and 2022. Bedrooms per dwelling calculated by dividing the number of bedrooms by the number of dwelling units.				

Similar to single-family residential detached dwellings, there is a fairly strong correlation between number of bedrooms and demand from single-family residential attached dwellings (i.e., condos, townhomes, villas). The evaluation of single family attached dwellings constructed within the City between 2000 and 2022 illustrated that 73% of all condos and 100% of all townhomes exceeded 1,000 sq. ft. in size, which is the maximum threshold in the current impact fee schedule (**Table 18**).

Condos feature a wide range of sizes in terms of square feet and the number of bedrooms per dwelling. While the majority of condo units are between 1,000 and 1,500 square feet in size, there are also a number of units greater than 2,000 square feet, with some exceeding 5,000 square feet (**Table 18**). Townhomes feature a narrower range of sizes in terms of square feet and the number of bedrooms per dwelling. The majority of townhome units are between 1,500 and 2,500 sq. ft. in size (**Table 18**). There are some townhomes that range between 3,000 and 3,200 sq. ft. (**Table 18**).

TABLE 18. SINGLE-FAMILY ATTACHED PER SQ. FT.

HABITABLE SQUARE FOOTAGE TIERS	NUMBER OF DWELLINGS	NUMBER OF BEDROOMS	BEDROOMS PER DWELLING
CONDOS			
Less Than 750	81	81	1.00
750 to 999	416	432	1.04
1,000 to 1,249	626	1,239	1.98
1,250 to 1,499	561	1,427	2.54
1,500 to 1,750	115	331	2.88
1,750 to 1,999	93	230	2.47
2,000 to 2,249	104	284	2.73
2,250 to 2,499	143	394	2.76
2,500 to 2,749	93	276	2.97
2,750 to 2,999	69	162	2.35
3,000 to 3,499	37	101	2.73
3,500 to 3,999	20	68	3.40
4,000 or 4,999	4	16	4.00
5,000 of Greater	7	29	4.14
Total	1,841	4,444	2.41
TOWNHOMES			
Less Than 1,500	81	197	2.43
1,500 to 1,749	588	1554	2.64
1,750 to 1,999	182	563	3.09
2,000 to 2,249	560	1,515	2.71
2,250 to 2,499	414	1,240	3.00
2,500 to 2,749	88	284	3.23
2,750 to 2,999	94	306	3.26
3,000 or Greater	27	78	2.89
Total	2,034	5,737	2.82
<p><i>Source:</i> Condo data (Appendix Q - Table 2) and Townhome data (Appendix Q - Table 3) from the Palm Beach County Property Appraiser. Data based on constructed dwelling units between 2000 and 2022. Bedrooms per dwelling calculated by dividing the number of bedrooms by the number of dwelling units.</p>			

Condos feature a strong correlation between number of bedrooms and square footage, ranging from one (1) bedroom for 1,000 sq. ft. units to four (4) bedrooms for 4,000 sq. ft. dwellings units, with one (1) unit actually having five (5) bedrooms (**Table 19**). The majority of townhome units feature two (2) and three (3) bedroom units (**Table 19**). There are some townhomes that feature four (4) bedrooms, while none include one (1) bedroom or five (5) bedrooms (**Table 19**).

TABLE 19. SINGLE-FAMILY ATTACHED EVALUATION PER BEDROOM

NUMBER OF BEDROOMS	NUMBER OF DWELLINGS	% OF DWELLINGS	NUMBER OF BEDROOMS	% OF BEDROOMS
CONDOS				
1 BEDROOM	516	21.77%	516	10.17%
2 BEDROOMS	1,040	43.88%	2,080	40.99%
3 BEDROOMS	779	32.87%	2,337	46.06%
4 BEDROOMS	34	1.43%	136	2.68%
5 BEDROOMS	1	0.04%	5	0.10%
TOTAL	2,370	100.00%	5074	100.00%
TOWNHOMES				
1 BEDROOM	0	0.00%	0	0.00%
2 BEDROOMS	472	23.21%	944	16.45%
3 BEDROOMS	1,455	71.53%	4,365	76.09%
4 BEDROOMS	107	5.26%	428	7.46%
TOTAL	2,034	100.00%	5,737	100.00%
<i>Source:</i> Condo data (Appendix Q - Table 2) and Townhome data (Appendix Q - Table 3) from the Palm Beach County Property Appraiser. Data based on constructed dwelling units between 2000 and 2022. Bedrooms per dwelling calculated by dividing the number of bedrooms by the number of dwelling units.				

Apartments differ from single-family dwellings as it relates to Property Appraiser data. Apartments fall under commercial uses, which means that unit specific data such as square footage, and the number of bedrooms and baths are not collected as part of property data. Since data is not collected for individual units, some caution is required related to the data as the square footage included in the evaluation are based on the total square footage of the apartment building divided by the number of dwelling units (**Table 20**). Within the City, most apartments are between 750 and 1,750 square feet (**Table 20**). The majority of apartments feature one (1) or two (2) bedrooms, with some featuring three (3) bedrooms. Typically, the only type of apartments that provide four (4) or five (5) bedrooms are student housing located near major universities.

TABLE 20. APARTMENT EVALUATION PER SQ. FT.

SQUARE FOOTAGE TIERS	NUMBER OF DWELLINGS	TOTAL SQ. FT.	SQ. FT. PER DWELLING
Less Than 750	0	0	0
750 to 999	526	482,083	917
1,000 to 1,249	1,193	1,384,416	1,160
1,250 to 1,499	326	449,341	1,378
1,500 to 1,750	550	884,443	1,608
1,750 to 1,999	250	470,522	1,882
2,000 or Greater	21	47,420	2,258
Total	2,866	3,718,225	1,297

Source: Apartment data from the Palm Beach County Property Appraiser (**Appendix Q - Table 4**). Data based on constructed dwelling units between 2000 and 2022. Sq. Ft. per dwelling calculated by dividing the total sq. ft. by the number of dwellings.

The evaluation of the square footage and number of bedrooms for residential dwellings was undertaken to establish the updated thresholds for residential dwellings identified on the updated impact fee schedule (**Appendix N**). The household size factor (**Table 15**) was utilized to evaluate the number of persons projected to live in a residence at a given sq. ft. and to establish thresholds that correspond to the maximum sq. ft



APPENDIX R

Bedrooms & Household Vehicles

APPENDIX R: PALM BEACH GARDENS VEHICLE AVAILABILITY & BEDROOMS BY TENURE

VEHICLE AVAILABILITY BY HOUSEHOLD			NUMBER OF BEDROOMS BY HOUSEHOLD		
Owner occupied:	19,285	Number of Bedrooms	Owner occupied:	19,285	Vehicles Available
No vehicle available	330	1	No bedroom	0	0
1 vehicle available	6,444	1 & 2	1 bedroom	213	0
2 vehicles available	9,497	3	2 bedrooms	3,953	1
3 vehicles available	2,147	4	3 bedrooms	9,214	1 & 2
4 vehicles available	719	5 or More	4 bedrooms	4,325	3 & 4
5 or more vehicles available	148	5 or More	5 or more bedrooms	1,580	4 or More
Renter occupied:	6,998	Number of Bedrooms	Renter occupied:	6,998	Vehicles Available
No vehicle available	891	0	No bedroom	234	0
1 vehicle available	3,427	1 & 2	1 bedroom	1,526	1
2 vehicles available	2,068	3	2 bedrooms	3,541	1 & 2
3 vehicles available	534	3 & 4	3 bedrooms	1,459	2 & 3
4 vehicles available	78	4 or More	4 bedrooms	175	4
5 or more vehicles available	0	0	5 or more bedrooms	63	4

American Community Survey (2022) U.S. Census Bureau. Tenure by Vehicles Available (Table ID B25044; Dataset ACSST1Y2022) Tenure by Bedrooms (Table ID: B25042, Dataset ACSST1Y2022)



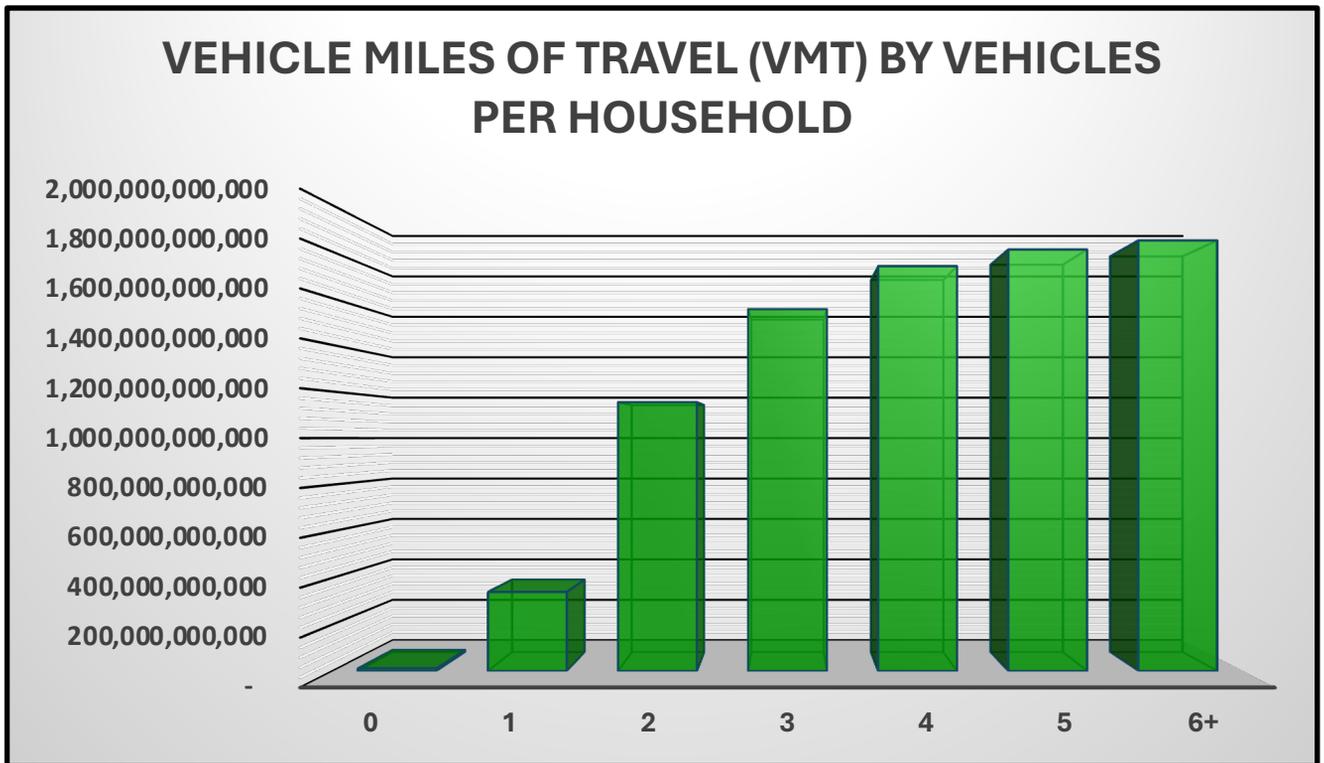
APPENDIX S

2022 National Household Travel Survey: Household Vehicles

APPENDIX W: VEHICLE TRAVEL BY VEHICLES PER HOUSEHOLD

VEHICLES PER HOUSEHOLD	VEHICLE MILES OF TRAVEL (VMT)	NUMBER OF VEHICLES	VEHICLE MILES OF TRAVEL (VMT) BY VEHICLE	VEHICLE TRIPS
0	11,372,173,826	10,712,489	1,062	1,218,005,495
1	339,528,289,749	52,983,526	6,408	37,848,465,640
2	1,153,966,493,312	101,330,783	11,388	107,495,730,889
3	1,553,440,953,418	118,190,063	13,144	139,181,106,950
4	1,737,878,563,271	124,442,056	13,965	154,665,877,904
5	1,809,057,731,375	126,252,817	14,329	158,697,931,515
6+	1,848,031,458,832	127,544,707	14,489	160,953,195,395

Source: 2022 National Household Travel Survey (NHTS)





APPENDIX T

Comparison: Updated vs. Existing Mobility Fee Schedule

ATTACHMENT T: COMPARISON OF CITYWIDE MOBILITY FEE VERSUS EXISTING MOBILITY FEE

USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	CITYWIDE MOBILITY FEE UNIT OF MEASURE	PERSON TRAVEL DEMAND (PTD)	CITYWIDE MOBILITY FEE	EXISTING CITY MOBILITY FEE UNIT OF MEASURE	EXISTING CITY MOBILITY FEE	DIFFERENCE CITYWIDE MOBILITY FEES VS EXISTING MOBILITY FEES
Residential & Lodging Uses per applicable unit of measure						
Single Family Detached (Single-Family Detached, Mobile Home) Maximum 9,500 Sq. Ft.	per 1,000 sq. ft.	7.76	\$2,862	dwelling unit 1,500 sq ft or less	\$4,991	-42.7%
<i>Single-Family Detached Example (3,500 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>27.17</i>	<i>\$10,015</i>	<i>dwelling unit 2,500 sq ft or more</i>	<i>\$6,655</i>	<i>50.5%</i>
Single-Family Attached (Condo, Duplex, Townhome, Villa) Maximum 4,500 Sq. Ft.	per 1,000 sq. ft.	8.49	\$3,129	dwelling unit 1,000 sq ft or more	\$3,835	-18.4%
<i>Single-Family Attached Example (2,000 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>16.98</i>	<i>\$6,258</i>	<i>dwelling unit 1,000 sq ft or more</i>	<i>\$3,835</i>	<i>63.2%</i>
Multi-Family Residential (Active Adult, 3 or more Units Attached) Maximum 2,500 Sq. Ft.	per 1,000 sq. ft.	13.85	\$5,105	dwelling unit 1,000 sq ft or more	\$3,835	33.1%
<i>Multi-Family Residential Example (900 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>12.46</i>	<i>\$4,594</i>	<i>dwelling unit less than 1,000 sq ft</i>	<i>\$3,137</i>	<i>46.4%</i>
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	16.67	\$6,143	per room	\$3,164	94.2%
Institutional Uses per 1,000 square feet (sq. ft.)						
Community Serving (Arts, Civic, Clubhouse, Lodge, Place of Assembly or Worship)	per 1,000 sq. ft.	12.81	\$4,721	per 1,000 sq. ft.	\$2,823	67.2%
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	11.76	\$4,335	per 1,000 sq. ft.	\$1,882	130.3%
Private Education (Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	15.01	\$5,533	per student	\$1,161	376.6%
<i>Private Education Example (5 students per 1,000 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>15.01</i>	<i>\$5,533</i>	<i>5 students</i>	<i>\$5,805</i>	<i>-4.7%</i>
Industrial Uses per 1,000 square feet (sq. ft.)						
Industrial (Assembly, Fabrication, Manufacturing, Processing, Production, Trades, Utilities)	per 1,000 sq. ft.	12.03	\$4,434	per 1,000 sq. ft.	\$3,213	38.0%
Commercial Storage (Distribution, Mini-Warehouse, Outdoor Storage, Warehouse)	per 1,000 sq. ft.	5.35	\$1,973	per 1,000 sq. ft.	\$1,199	64.6%
Recreational Uses per applicable unit of measure						
Marina (any additional structures pay applicable fee per use)	per berth	5.47	\$2,018	--	--	--
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis)	per acre	65.90	\$24,290	per court	\$10,124	139.9%
<i>Outdoor Commercial Recreation Example (Two Courts = ~ 1 acre)</i>	<i>per acre</i>	<i>65.90</i>	<i>\$24,290</i>	<i>2 courts</i>	<i>\$20,248</i>	<i>20.0%</i>
Indoor Commercial Recreation (Fitness, Health, Indoor Sports, Kids Activities, Movies)	per 1,000 sq. ft.	29.86	\$11,007	per 1,000 sq. ft.	\$6,536	68.4%
Office Uses per 1,000 square feet (sq. ft.)						
Office 100,000 sq. ft. or less (General, Higher Education, Hospital, Professional, Tutoring)	per 1,000 sq. ft.	19.50	\$7,187	per 1,000 sq. ft.	\$3,978	80.7%
Office greater than 100,000 sq. ft. (General, Higher Education, Hospital, Professional)	per 1,000 sq. ft.	17.47	\$6,440	per 1,000 sq. ft.	\$3,978	61.9%
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	40.14	\$14,794	per 1,000 sq. ft.	\$9,250	59.9%
Commercial & Retail Uses per 1,000 square feet (sq. ft.)						
Retail (Discount, Entertainment, Financial, Pharmacy, Repair, Retail, Sales, Services)	per 1,000 sq. ft.	31.64	\$11,662	per 1,000 sq. ft.	\$8,931	30.6%
Grocery & Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	per 1,000 sq. ft.	48.33	\$17,811	per 1,000 sq. ft.	\$8,931	99.4%
Convenience Store (With or Without Motor Vehicle Fueling)	per 1,000 sq. ft.	182.99	\$67,446	per 1,000 sq. ft.	\$59,561	13.2%
Sit-Down Restaurant (Drinking Establishment, Full Service, Quality, Table Service)	per 1,000 sq. ft.	78.93	\$29,091	per 1,000 sq. ft.	\$26,119	11.4%
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual, Fast Food, Take Away)	per 1,000 sq. ft.	178.94	\$65,950	per 1,000 sq. ft.	\$58,589	12.6%
Non-Residential Additive Uses per unit of measure (Fee in addition to Fee per 1,000 square feet (sq. ft.))						
Financial Service Drive-Thru Lane or Free-Standing ATM	per lane or ATM	131.66	\$48,525	--	--	--
Motor Vehicle & Boat Cleaning (Detailing Stations, Wash Tunnels, Wax)	per lane or stall, plus per five (5) stations	66.28	\$24,431	per bay	\$10,321	136.7%
Motor Vehicle Fueling (Commercial Charging or Fueling per vehicle position)	per position	57.68	\$21,258	per position	\$18,032	17.9%
Motor Vehicle Service (Maintenance, Repair, Service, Tires)	per bay or stall	37.01	\$13,642	per bay	\$3,823	256.8%
Quick Service Restaurant Drive-Thru	per lane	256.14	\$94,407	--	--	--
Retail Drive-Thru	per lane	84.04	\$30,975	--	--	--



APPENDIX U

Comparison: Updated Mobility Fees vs. Existing City & County Road Impact Fee

APPENDIX U: COMPARISON OF CITYWIDE MOBILITY FEE VERSUS EXISTING PBG (CITY) ROAD IMPACT FEE (WEST OF BEELINE) & EXISTING PBC (COUNTY) ROAD IMPACT FEE

USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	CITYWIDE MOBILITY FEE UNIT OF MEASURE	PERSON TRAVEL DEMAND (PTD)	UPDATED CITYWIDE MOBILITY FEE	EXISTING UNIT OF MEASURE	EXISTING PBG (CITY) ROAD IMPACT FEE WEST OF BEELINE	EXISTING PBC (COUNTY) ROAD IMPACT FEE	COMBINED EXISTING PBG IMPACT FEE + PBC IMPACT FEE	DIFFERENCE CITYWIDE FEE VS EXISTING FEES
Residential & Lodging Uses per applicable unit of measure								
Single Family Detached (Single-Family Detached, Mobile Home) Maximum 9,500 Sq. Ft.	per 1,000 sq. ft.	7.76	\$2,862	dwelling unit 1,500 sq ft or less	\$1,493.00	\$5,597.40	\$7,090.40	-60%
<i>Single-Family Detached Example (3,500 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>27.17</i>	<i>\$10,015</i>	<i>dwelling unit 2,500 sq ft or more</i>	<i>\$2,097.00</i>	<i>\$5,597.40</i>	<i>\$7,694.40</i>	<i>30%</i>
Single-Family Attached (Condo, Duplex, Townhome, Villa) Maximum 4,500 Sq. Ft.	per 1,000 sq. ft.	8.49	\$3,129	dwelling unit 1,500 sq ft or less	\$1,493.00	\$3,286.50	\$4,779.50	-35%
<i>Single-Family Attached Example (2,000 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>16.98</i>	<i>\$6,258</i>	<i>dwelling unit 1,000 sq ft or more</i>	<i>\$1,779.00</i>	<i>\$3,286.50</i>	<i>\$5,065.50</i>	<i>24%</i>
Multi-Family Residential (Active Adult, 3 or more Units Attached) Maximum 2,500 Sq. Ft.	per 1,000 sq. ft.	13.85	\$5,105	dwelling unit 1,000 sq ft or less	\$1,017.00	\$2,554.55	\$3,571.55	43%
<i>Multi-Family Residential Example (900 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>12.46</i>	<i>\$4,594</i>	<i>dwelling unit 1,000 sq ft or less</i>	<i>\$1,017.00</i>	<i>\$2,554.55</i>	<i>\$3,571.55</i>	<i>29%</i>
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	16.67	\$6,143	per room	\$896.00	\$2,329.67	\$3,225.67	90%
Institutional Uses per 1,000 square feet (sq. ft.)								
Community Serving (Arts, Civic, Clubhouse, Lodge, Place of Assembly or Worship)	per 1,000 sq. ft.	12.81	\$4,720.70	per 1,000 sq. ft.	\$1,097.00	\$2,447.50	\$3,544.50	33%
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	11.76	\$4,334.70	per 1,000 sq. ft.	\$602.00	\$615.27	\$1,217.27	256%
<i>Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)</i>	<i>per 1,000 sq. ft.</i>	<i>11.76</i>	<i>\$4,335</i>	<i>per 1,000 sq. ft. / 2 beds (County)</i>	<i>\$1,882</i>	<i>\$1,230.54</i>	<i>\$3,112.54</i>	<i>39%</i>
Private Education (Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	15.01	\$5,533.28	per student	\$222.00	\$595.65	\$817.65	577%
<i>Private Education Example (5 students per 1,000 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>15.01</i>	<i>\$5,533.28</i>	<i>per 5 students</i>	<i>\$1,110.00</i>	<i>\$2,978.25</i>	<i>\$4,088.25</i>	<i>35%</i>
Industrial Uses per 1,000 square feet (sq. ft.)								
Industrial (Assembly, Fabrication, Manufacturing, Processing, Production, Trades, Utilities)	per 1,000 sq. ft.	12.03	\$4,434.25	per 1,000 sq. ft.	\$1,135.00	\$1,807.25	\$2,942.25	51%
Commercial Storage (Distribution, Mini-Warehouse, Outdoor Storage, Warehouse)	per 1,000 sq. ft.	5.35	\$1,973.09	per 1,000 sq. ft.	\$580.00	\$873.05	\$1,453.05	36%
Recreational Uses per applicable unit of measure								
Marina (any additional structures pay applicable fee per use)	per berth	5.47	\$2,017.57	--	--	--	--	--
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis)	per acre	65.90	\$24,289.70	per court	\$6,442.00	\$11,087.75	\$17,529.75	39%
<i>Outdoor Commercial Recreation Example (Two Courts = ~ 1 acre)</i>	<i>per acre</i>	<i>65.90</i>	<i>\$24,289.70</i>	<i>2 courts</i>	<i>\$12,884.00</i>	<i>\$22,175.50</i>	<i>\$35,059.50</i>	<i>-31%</i>
Indoor Commercial Recreation (Fitness, Health, Indoor Sports, Kids Activities, Movies)	per 1,000 sq. ft.	29.86	\$11,006.96	per 1,000 sq. ft.	\$5,368.00	\$14,425.75	\$19,793.75	-44%
Office Uses per 1,000 square feet (sq. ft.)								
Office 100,000 sq. ft. or less (General, Higher Education, Hospital, Professional, Tutoring)	per 1,000 sq. ft.	19.50	\$7,186.54	per 1,000 sq. ft.	\$2,531.00	\$4,058.61	\$6,589.61	9%
Office greater than 100,000 sq. ft. (General, Higher Education, Hospital, Professional)	per 1,000 sq. ft.	17.47	\$6,440.36	per 1,000 sq. ft.	\$1,814.00	\$4,058.61	\$5,872.61	10%
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	40.14	\$14,794.37	per 1,000 sq. ft.	\$5,899.00	\$9,379.80	\$15,278.80	-3%
Commercial & Retail Uses per 1,000 square feet (sq. ft.)								
Retail (Discount, Entertainment, Financial, Pharmacy, Repair, Retail, Sales, Services)	per 1,000 sq. ft.	31.64	\$11,662.11	per 1,000 sq. ft.	\$3,095.00	\$7,906.85	\$11,001.85	6%
Grocery & Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	per 1,000 sq. ft.	48.33	\$17,811.37	per 1,000 sq. ft.	\$2,941.00	\$7,906.85	\$10,847.85	64%
Convenience Store (With or Without Motor Vehicle Fueling)	per 1,000 sq. ft.	182.99	\$67,445.84	per 1,000 sq. ft.	\$11,172.00	\$48,334.10	\$59,506.10	13%
Sit-Down Restaurant (Drinking Establishment, Full Service, Quality, Table Service)	per 1,000 sq. ft.	78.93	\$29,090.78	per 1,000 sq. ft.	\$9,021.00	\$20,839.90	\$29,860.90	-3%
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual, Fast Food, Take Away)	per 1,000 sq. ft.	178.94	\$65,950.46	per 1,000 sq. ft.	\$20,811.00	\$36,459.36	\$57,270.36	15%
Non-Residential Additive Uses per unit of measure (Fee in addition to Fee per 1,000 square feet (sq. ft.))								
Financial Service Drive-Thru Lane or Free-Standing ATM	per lane or ATM	131.66	\$48,525.36	--	--	--	--	--
Motor Vehicle & Boat Cleaning (Detailing Stations, Wash Tunnels, Wax)	per lane or stall, plus per five (5) stations	66.28	\$24,430.55	per bay	\$2,231.00	\$6,913.15	\$9,144.15	167%
Motor Vehicle Fueling (Commercial Charging or Fueling per vehicle position)	per position	57.68	\$21,258.42	per position	\$2,513.00	\$7,231.40	\$9,744.40	118%
Motor Vehicle Service (Maintenance, Repair, Service, Tires)	per bay or stall	37.01	\$13,641.75	per bay	\$3,585.00	\$5,764.32	\$9,349.32	46%
Quick Service Restaurant Drive-Thru	per lane	256.14	\$94,406.89	--	--	--	--	--
Retail Drive-Thru	per lane	84.04	\$30,975.32	--	--	--	--	--



APPENDIX V

Comparison: Updated vs. Existing Mobility Fees plus County Road Impact Fee

APPENDIX V: (EAST OF BEELINE HWY) CITYWIDE MOBILITY FEE VERSUS EXISTING PBG (CITY) MOBILITY FEE + EXISTING PBC (COUNTY) IMPACT FEE

USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	UNIT OF MEASURE	PERSON TRAVEL DEMAND (PTD)	UPDATED PBG (CITY) MOBILITY FEE	EXISTING UNIT OF MEASURE	EXISTING PBG (CITY) MOBILITY FEE	EXISTING PBG (COUNTY) ROAD IMPACT FEE	COMBINED EXISTING PBG MOBILITY FEE + PBC IMPACT FEE	DIFFERENCE UPDATED PBG FEE VS EXISTING PBG + PBC FEES
Residential & Lodging Uses per applicable unit of measure								
Single Family Detached (Single-Family Detached, Mobile Home) Maximum 9,500 Sq. Ft.	per 1,000 sq. ft.	7.76	\$2,862	dwelling unit 1,500 sq ft or less	\$4,991	\$5,597.40	\$10,588.40	-73.0%
<i>Single-Family Detached Example (3,500 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>27.17</i>	<i>\$10,015</i>	<i>dwelling unit 2,500 sq ft or more</i>	<i>\$6,655</i>	<i>\$5,597.40</i>	<i>\$12,252.40</i>	<i>-18.3%</i>
Single-Family Attached (Condo, Duplex, Townhome, Villa) Maximum 4,500 Sq. Ft.	per 1,000 sq. ft.	8.49	\$3,129	dwelling unit 1,000 sq ft or more	\$3,835	\$3,537.80	\$7,372.80	-57.6%
<i>Single-Family Attached Example (2,000 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>16.98</i>	<i>\$6,258</i>	<i>dwelling unit 1,000 sq ft or more</i>	<i>\$3,835</i>	<i>\$3,537.80</i>	<i>\$7,372.80</i>	<i>-15.1%</i>
Multi-Family Residential (Active Adult, 3 or more Units Attached) Maximum 2,500 Sq. Ft.	per 1,000 sq. ft.	13.85	\$5,105	dwelling unit 1,000 sq ft or more	\$3,835	\$2,554.55	\$6,389.55	-20.1%
<i>Multi-Family Residential Example (900 sq. ft.)</i>	<i>per 1,000 sq. ft.</i>	<i>12.46</i>	<i>\$4,594</i>	<i>dwelling unit less than 1,000 sq ft</i>	<i>\$3,137</i>	<i>\$2,554.55</i>	<i>\$5,691.55</i>	<i>-19.3%</i>
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	16.67	\$6,143	per room	\$3,164	\$2,329.67	\$5,493.67	11.8%
Institutional Uses								
Community Serving (Arts, Civic, Clubhouse, Lodge, Place of Assembly or Worship)	per 1,000 sq. ft.	12.81	\$4,721	per 1,000 sq. ft.	\$2,823	\$2,673.60	\$5,496.60	-14.1%
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	11.76	\$4,335	per 1,000 sq. ft. / per bed (County)	\$1,882	\$615.27	\$2,497.27	73.6%
<i>Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)</i>	<i>per 1,000 sq. ft.</i>	<i>11.76</i>	<i>\$4,335</i>	<i>per 1,000 sq. ft. / 2 beds (County)</i>	<i>\$1,882</i>	<i>\$1,230.54</i>	<i>\$3,112.54</i>	<i>39%</i>
Private Education (Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	15.01	\$5,533	per student	\$1,161	\$595.65	\$1,756.65	215%
<i>Private Education (Day Care, Private Primary School, Pre-K)</i>	<i>per 1,000 sq. ft.</i>	<i>15.01</i>	<i>\$5,533</i>	<i>5 students</i>	<i>\$5,805</i>	<i>\$2,978.25</i>	<i>\$8,783.25</i>	<i>-37.0%</i>
Industrial Uses								
Industrial (Assembly, Fabrication, Manufacturing, Processing, Production, Trades, Utilities)	per 1,000 sq. ft.	12.03	\$4,434	per 1,000 sq. ft.	\$3,213	\$1,807.25	\$5,020.25	-12%
Commercial Storage (Distribution, Mini-Warehouse, Outdoor Storage, Warehouse)	per 1,000 sq. ft.	5.35	\$1,973	per 1,000 sq. ft.	\$1,199	\$873.05	\$2,072.05	-5%
Recreational Uses per applicable unit of measure								
Marina (any additional structures pay applicable fee per use)	per berth	5.47	\$2,018	--	--	--	--	--
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis)	per acre	65.90	\$24,290	per court	\$10,214	\$11,087.75	\$21,301.75	14%
<i>Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis)</i>	<i>per acre</i>	<i>65.90</i>	<i>\$24,290</i>	<i>2 courts</i>	<i>\$20,428</i>	<i>\$22,175.50</i>	<i>\$42,603.50</i>	<i>-43%</i>
Indoor Commercial Recreation (Fitness, Health, Indoor Sports, Kids Activities, Movies)	per 1,000 sq. ft.	29.86	\$11,007	per 1,000 sq. ft.	\$6,536	\$14,425.75	\$20,961.75	-47%

APPENDIX V: (EAST OF BEELINE HWY) CITYWIDE MOBILITY FEE VERSUS EXISTING PBG (CITY) MOBILITY FEE + EXISTING PBC (COUNTY) IMPACT FEE

USE CATEGORIES, USE CLASSIFICATIONS, & REPRESENTATIVE USES	UNIT OF MEASURE	PERSON TRAVEL DEMAND (PTD)	UPDATED PBG (CITY) MOBILITY FEE	EXISTING UNIT OF MEASURE	EXISTING PBG (CITY) MOBILITY FEE	EXISTING PBC (COUNTY) ROAD IMPACT FEE	COMBINED EXISTING PBG MOBILITY FEE + PBC IMPACT FEE	DIFFERENCE UPDATED PBG FEE VS EXISTING PBG + PBC FEES
Office Uses per square foot								
Office 100,000 sq. ft. or less (General, Higher Education, Hospital, Professional, Tutoring)	per 1,000 sq. ft.	19.50	\$7,187	per 1,000 sq. ft.	\$3,978	\$4,058.61	\$8,036.61	-11%
Office greater than 100,000 sq. ft. (General, Higher Education, Hospital, Professional)	per 1,000 sq. ft.	17.47	\$6,440	per 1,000 sq. ft.	\$3,978	\$4,058.61	\$8,036.61	-20%
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	40.14	\$14,794	per 1,000 sq. ft.	\$9,250	\$9,379.80	\$18,629.80	-21%
Commercial & Retail Uses per square foot								
Retail (Discount, Entertainment, Financial, Pharmacy, Repair, Retail, Sales, Services)	per 1,000 sq. ft.	31.64	\$11,662	per 1,000 sq. ft.	\$8,931	\$7,906.85	\$16,837.85	-31%
Grocery & Liquor Store (Grocery, Package Store, Supermarket, Wine & Spirits)	per 1,000 sq. ft.	48.33	\$17,811	per 1,000 sq. ft.	\$8,931	\$7,906.85	\$16,837.85	6%
Convenience Store (With or Without Motor Vehicle Fueling)	per 1,000 sq. ft.	182.99	\$67,446	per 1,000 sq. ft.	\$59,561	\$48,334.10	\$107,895.10	-37%
Sit-Down Restaurant (Drinking Establishment, Full Service, Quality, Table Service)	per 1,000 sq. ft.	78.93	\$29,091	per 1,000 sq. ft.	\$26,119	\$20,839.90	\$46,958.90	-38%
Quick Service Restaurant (Casual, Delivery, Drive-up, Fast Casual, Fast Food, Take Away)	per 1,000 sq. ft.	178.94	\$65,950	per 1,000 sq. ft.	\$58,589	\$36,459.36	\$95,048.36	-31%
Non-Residential Additive Uses (Fee in addition to Fee per 1,000 sq. ft.)								
Financial Service Drive-Thru Lane or Free-Standing ATM	per lane or ATM	131.66	\$48,525	--	--	--	--	--
Motor Vehicle & Boat Cleaning (Detailing Stations, Wash Tunnels, Wax)	per lane or stall, plus per five (5) stations	66.28	\$24,431	per bay	\$10,321	\$6,913.15	\$17,234.15	42%
Motor Vehicle Fueling (Commercial Charging or Fueling per vehicle position)	per position	57.68	\$21,258	per position	\$18,032	\$7,231.40	\$25,263.40	-16%
Motor Vehicle Service (Maintenance, Repair, Service, Tires)	per bay or stall	37.01	\$13,642	per bay	\$3,823	\$5,764.32	\$9,587.32	42%
Quick Service Restaurant Drive-Thru	per lane	256.14	\$94,407	--	--	--	--	--
Retail Drive-Thru	per lane	84.04	\$30,975	--	--	--	--	--



**This is the Last Page in the
City of Palm Beach Gardens**

**Mobility Fee
Technical Report**

January 2025

Prepared By:



NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES