

MOBILITY PLAN & MOBILITY FEE



CITY OF PORT ST. LUCIE Public Workshop #2

August 25th, 2025



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

WORKSHOP PURPOSE

- **Discuss HB 479 & recent Legislative Updates**
- **Review Mobility Plan & Options**
- **Request Input / Direction on Mobility Plan & Options**

MOBILITY FEE INCREASE: MULTIPLE OPTIONS

- **Mobility Fee will Increase with any adopted Plan changes**

1 Option to reduce fee: identify funding (i.e. sales tax, grants, etc.)

2 Option to reduce fee: further refine Mobility Plan Projects

3 Option: Phase-in increase: 2-year, 3-year or 4-year time frame

- **Can do all three (3) options to reduce fee or immediate fee impact**

☐ **Developer Access Roads – Options to be discussed**

☐ **Interlocal Timing – Options to be discussed**

MOVING BEYOND TRANSPORTATION CONCURRENCY

House Bill 479:

Affirm Alternative Transportation System:

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



HOUSE BILL 479: ADOPTED IN 2024

Mandates an interlocal agreement between a county and a municipality if both charge a fee for transportation and provides for how fee is to be collected in absence of an interlocal agreement. HOWEVER, grandfathers in existing interlocal until they expire.

Statutory presumption in favor of permitting authority as entity responsible for collecting transportation fees whether an interlocal agreement is agreed upon or not.

Intent is to require one payment that addresses City and County owned projects.

SENATE BILL 1080: ADOPTED IN 2025

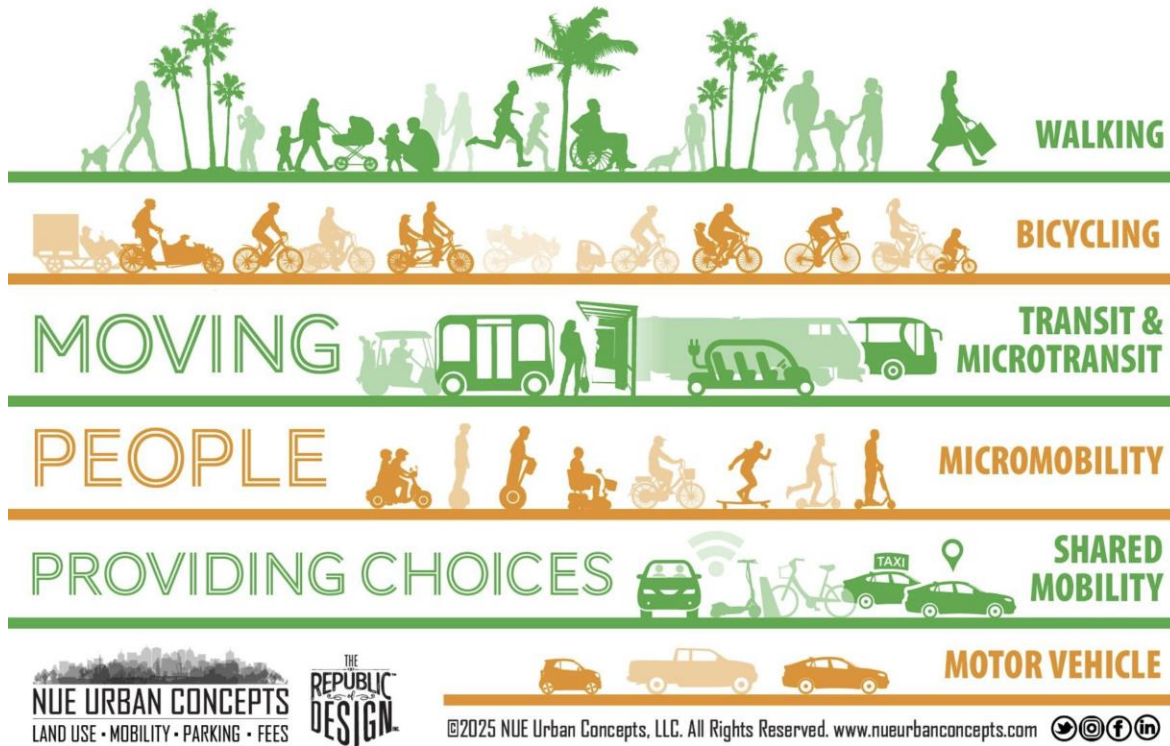
As of January 1st, 2026:

- 1. Revises extraordinary circumstances to require unanimous vote of elected officials**
- 2. Requires any increase in fees based on extraordinary circumstances to be phased-in over a minimum of two years (Currently no phasing requirement).**
- 3. Workshops revised to a minimum of two workshops. If a local government has not updated fees in more than five (5) years, cannot claim extraordinary circumstances.**

HOW ARE FEES CURRENTLY ASSESSED?

- **Interlocal Agreement (“ILA”) controls until expiration in 2027, or prior termination.**
- **ILA currently agrees to exclude County owned Roads from City Mobility Fee. County Roads can’t be phased in until 2027.**
- **Under the ILA, City Mobility Fee & County Road Impact Fee (“RIF”) are assessed at building permit.**
- **Under the ILA, Port St. Lucie collects & remits County RIF to the County**

WHAT IS A MOBILITY PLAN?



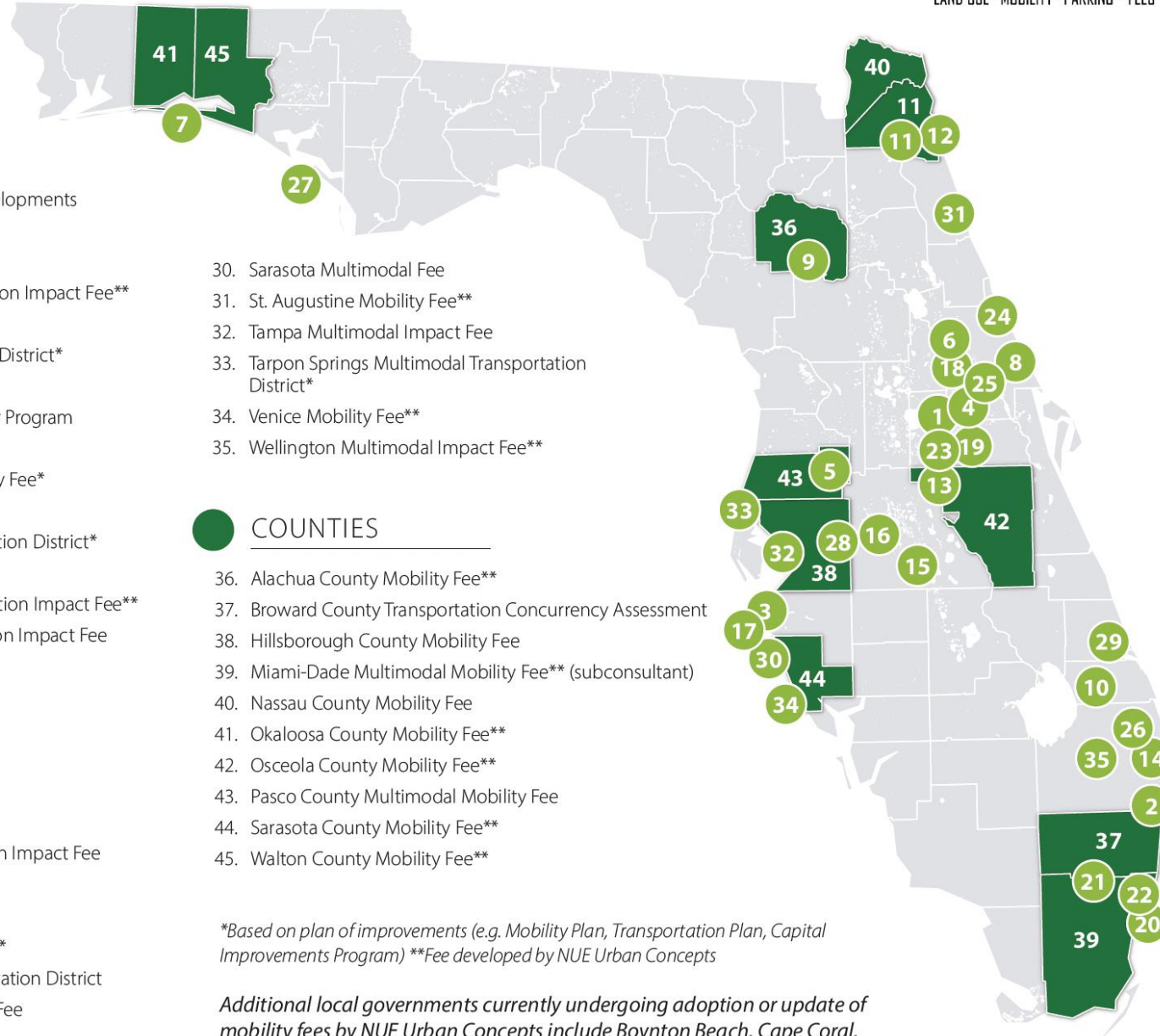
- Vision for the City's transportation system to transition from one focused on moving vehicles quickly to **moving people safely**.
- Required by Florida Statute to serve as basis for development of a **Mobility Fee**.
- **Long-term plan** (2050 horizon)
- Identifies project needs (high-level, **not final design**)

EXISTING MOBILITY FEES AND SIMILAR PROGRAMS IN FLORIDA



MUNICIPALITIES

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



30. Sarasota Multimodal Fee
31. St. Augustine Mobility Fee**
32. Tampa Multimodal Impact Fee
33. Tarpon Springs Multimodal Transportation District*
34. Venice Mobility Fee**
35. Wellington Multimodal Impact Fee**



COUNTIES

36. Alachua County Mobility Fee**
37. Broward County Transportation Concurrency Assessment
38. Hillsborough County Mobility Fee
39. Miami-Dade Multimodal Mobility Fee** (subconsultant)
40. Nassau County Mobility Fee
41. Okaloosa County Mobility Fee**
42. Osceola County Mobility Fee**
43. Pasco County Multimodal Mobility Fee
44. Sarasota County Mobility Fee**
45. Walton County Mobility Fee**

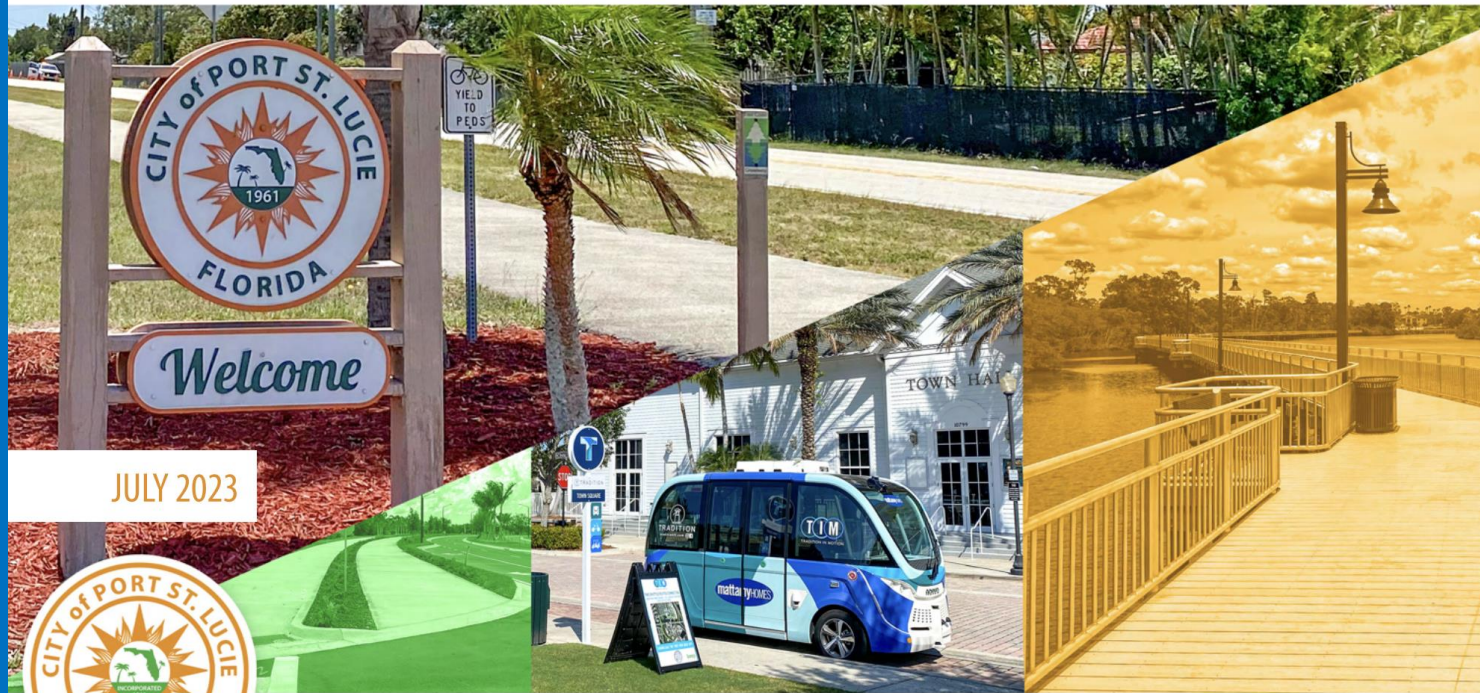
**Based on plan of improvements (e.g. Mobility Plan, Transportation Plan, Capital Improvements Program) **Fee developed by NUE Urban Concepts*

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

2045 MOBILITY PLAN

CITY OF PORT ST. LUCIE

2045 MOBILITY PLAN & MOBILITY FEE EXECUTIVE SUMMARY



JULY 2023



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES



futureplan



MOBILITY COHORT

CITY OF PORT ST. LUCIE 2045 MOBILITY PLAN

JULY 2023



NUE URBAN CONCEPTS
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futureplan



MOBILITY COHORT

2045 MOBILITY PLAN

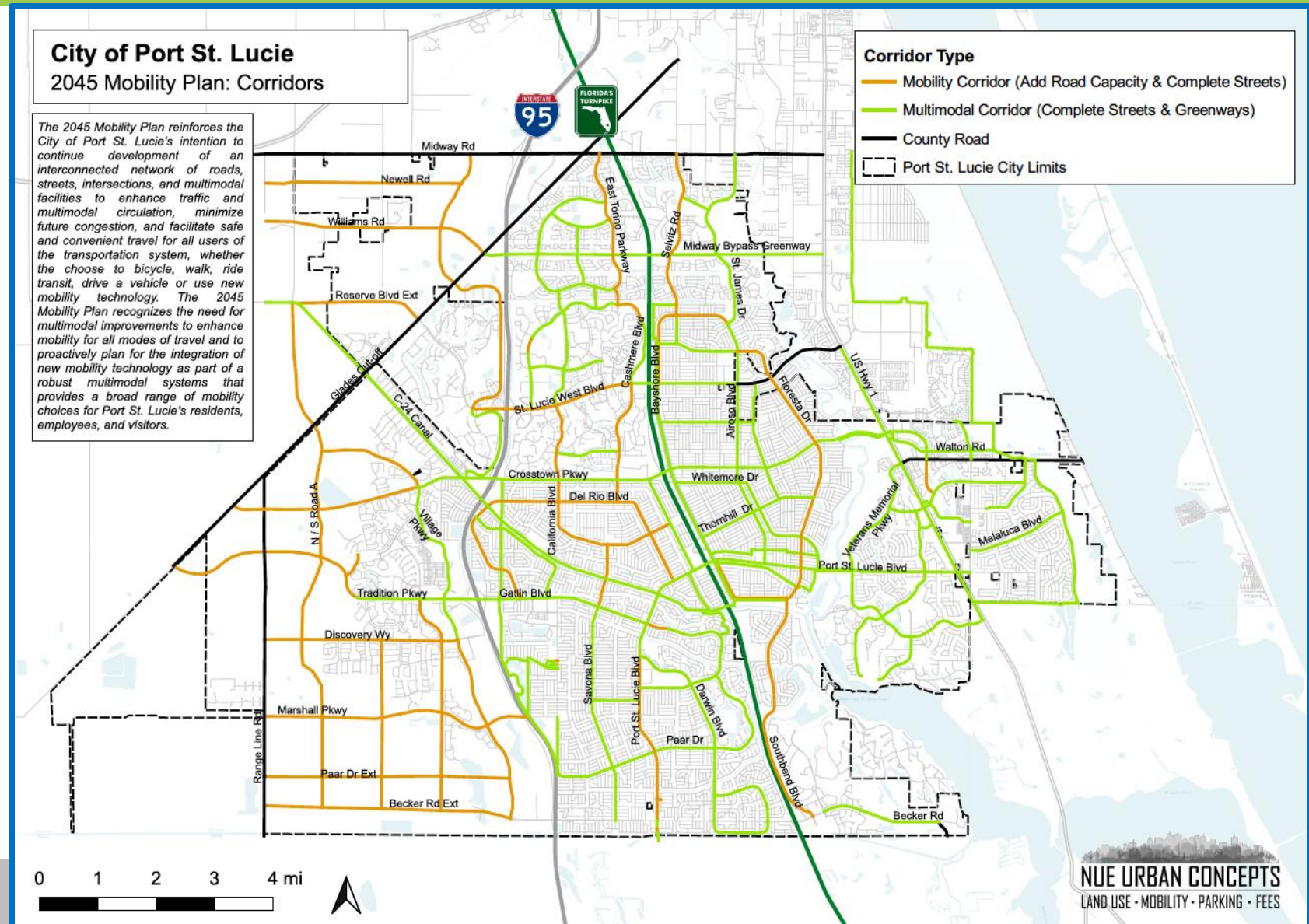
- Corridors Plan
- Multimodal Plan
- Intersections Plan
- Transit Circulation Plan

CITY OF PORT ST. LUCIE 2045 MOBILITY PLAN

JULY 2023



EXISTING CORRIDORS PLAN

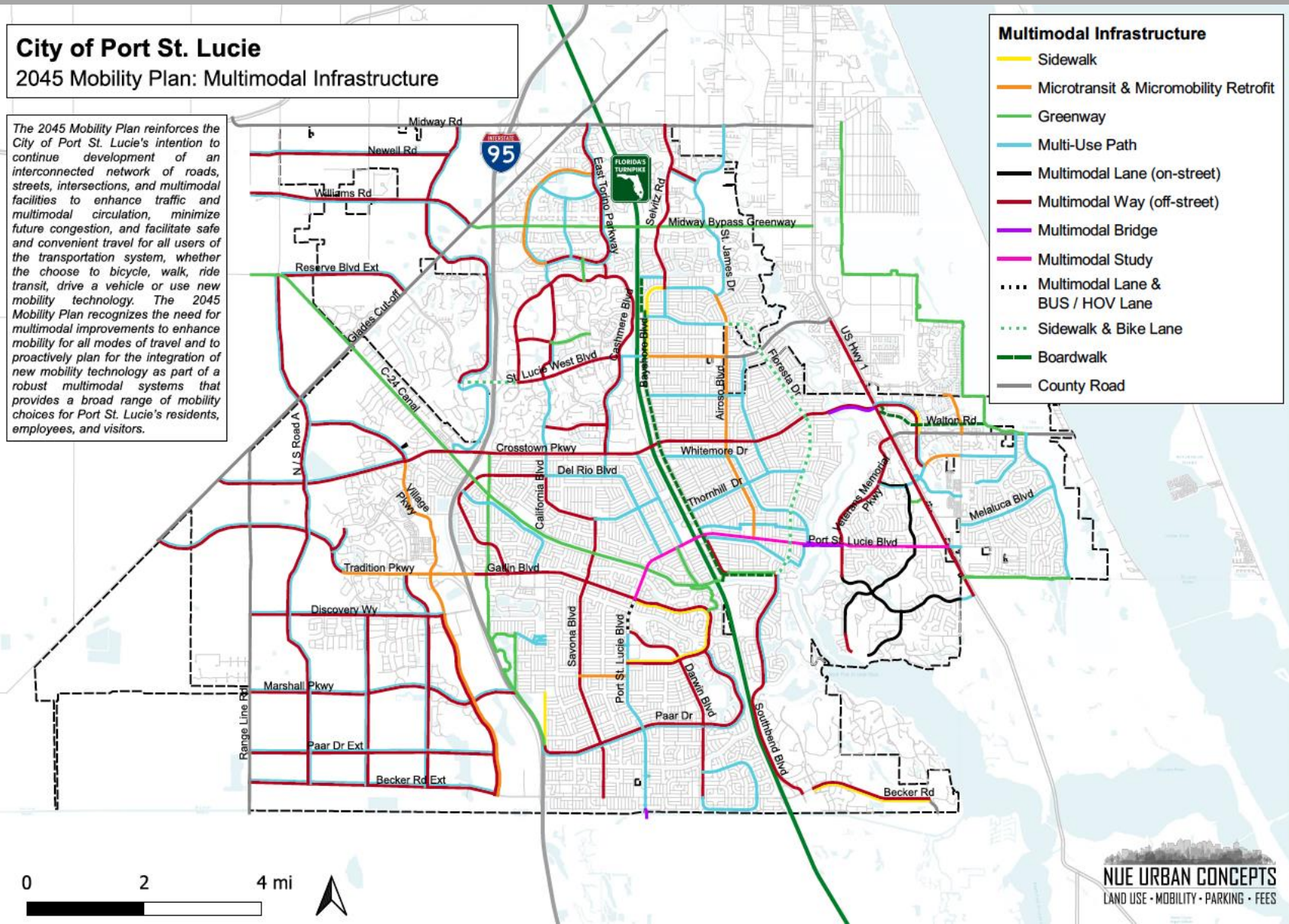


MULTIMODAL INFRASTRUCTURE PLAN

City of Port St. Lucie

2045 Mobility Plan: Multimodal Infrastructure

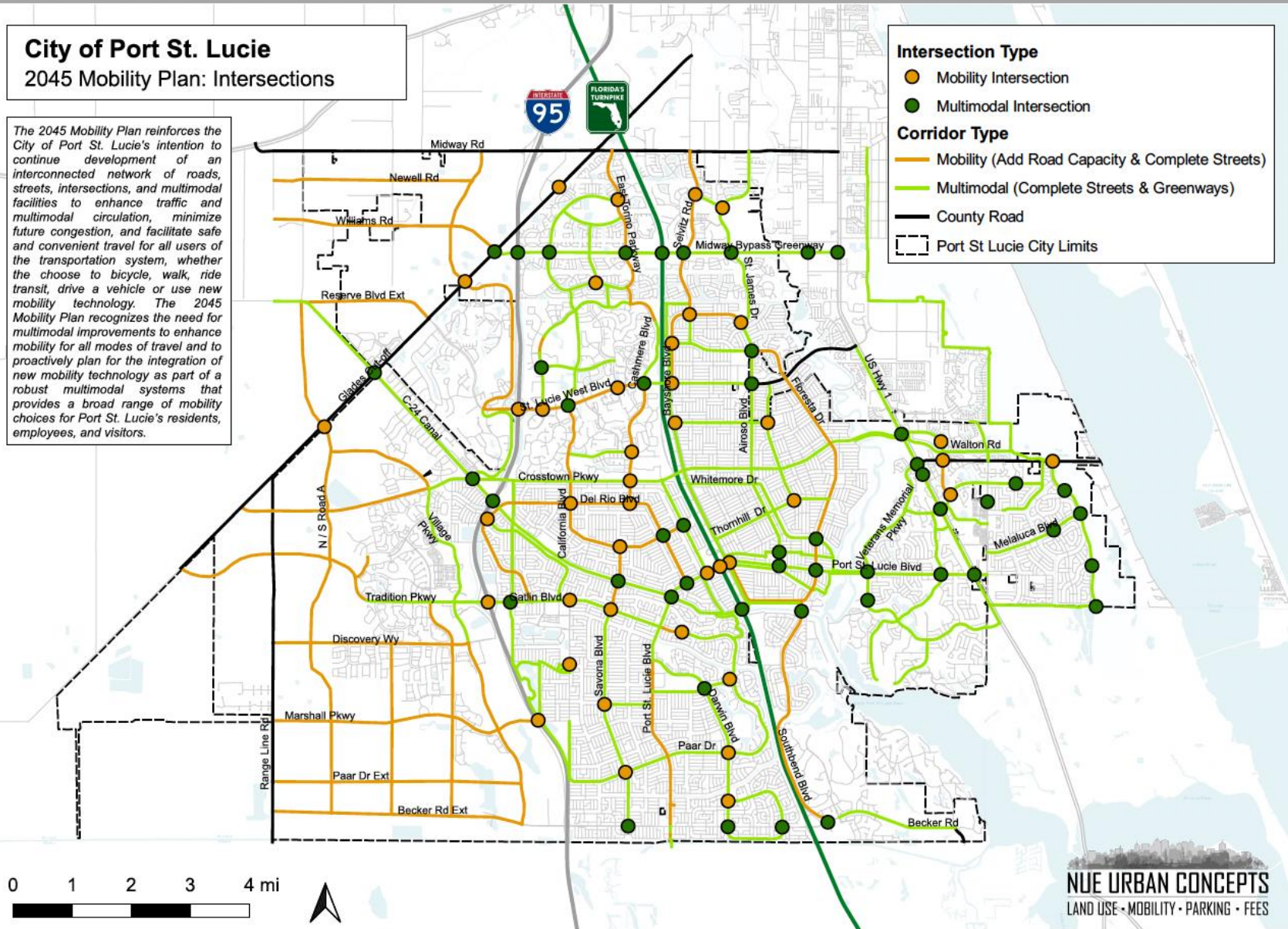
The 2045 Mobility Plan reinforces the City of Port St. Lucie's intention to continue development of an interconnected network of roads, streets, intersections, and multimodal facilities to enhance traffic and multimodal circulation, minimize future congestion, and facilitate safe and convenient travel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



EXISTING INTERSECTIONS PLAN

City of Port St. Lucie 2045 Mobility Plan: Intersections

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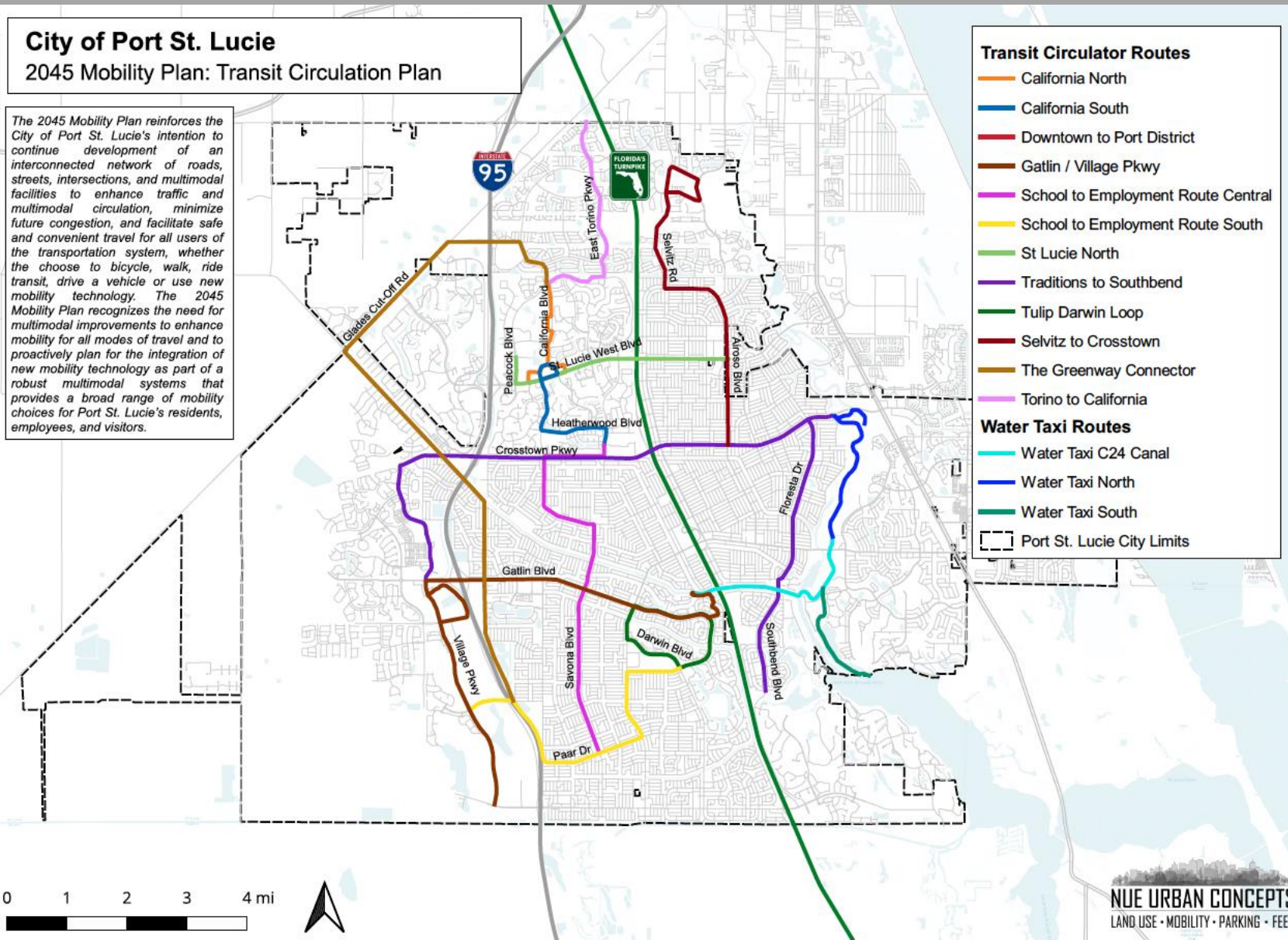


EXISTING TRANSIT CIRCULATION PLAN

City of Port St. Lucie

2045 Mobility Plan: Transit Circulation Plan

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



WHY IS A MOBILITY PLAN UPDATE NEEDED

- **Desire to have a single transportation mitigation fee based on Mobility Plan upon expiration of ILA.**
- **Need for as extraordinary circumstances fee adjustment. Address extraordinary growth over last 5 years (over 50,000 residents entire City)**
- **Address proposed growth over next 20 years (over 100,000 residents)**
- **Need to widen roads to 4 Lanes vs. 2 Lane Divided with Multimodal Ways**
- **Identify western road network need: Mobility Plan plus Infrastructure Study**

TWO (2) LANE DEVELOPER ACCESS ROADS

- **Current mobility fee:**

- **Does not** include cost for lanes 1 & 2 of any road west of I-95
- **Does include** 6 miles of widening roads to 3 & 4 lanes for implementation
- **Does not** include developer travel in assessment area
- This **reduces** the mobility fee by including **fewer lanes** of roads
- Why does the fee exclude lanes 1 & 2. They are considered site related (needed for access).

SITE RELATED vs COMMUNITY BENEFIT

- Determination of whether lanes are site related
 - Does the road provide access to the development?
 - Is the road needed without the development?
 - Does the development use (consume) most of the capacity provided?
- Historically if all of these questions are answered affirmatively, it is accepted the lanes are needed for site access

SITE RELATED vs COMMUNITY BENEFIT

- **Determination of Community Benefit Generally:**
 - **Needed without development?**
 - **Provides benefit to community, other than proposed development?**
 - **Provides alternative route to existing congested corridors?**
 - **Reduces travel time for existing residents and business?**

Often the 3rd and 4th lane of a roadway meets these requirements.

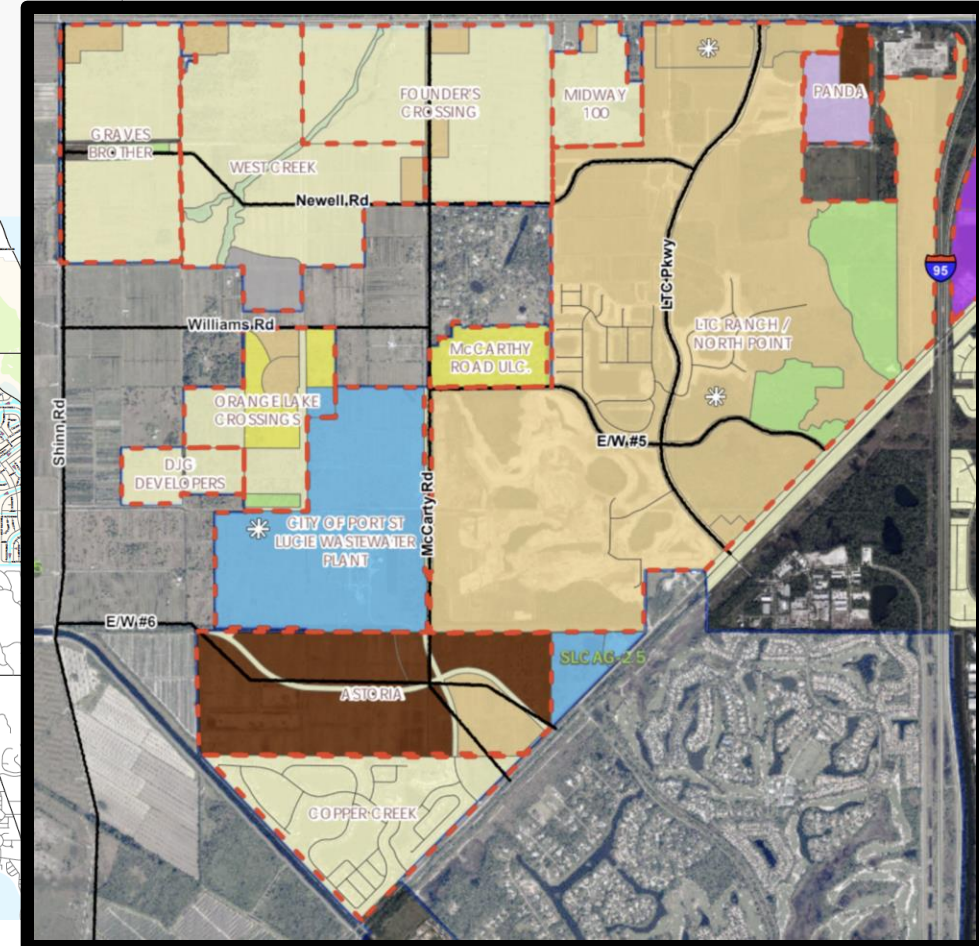
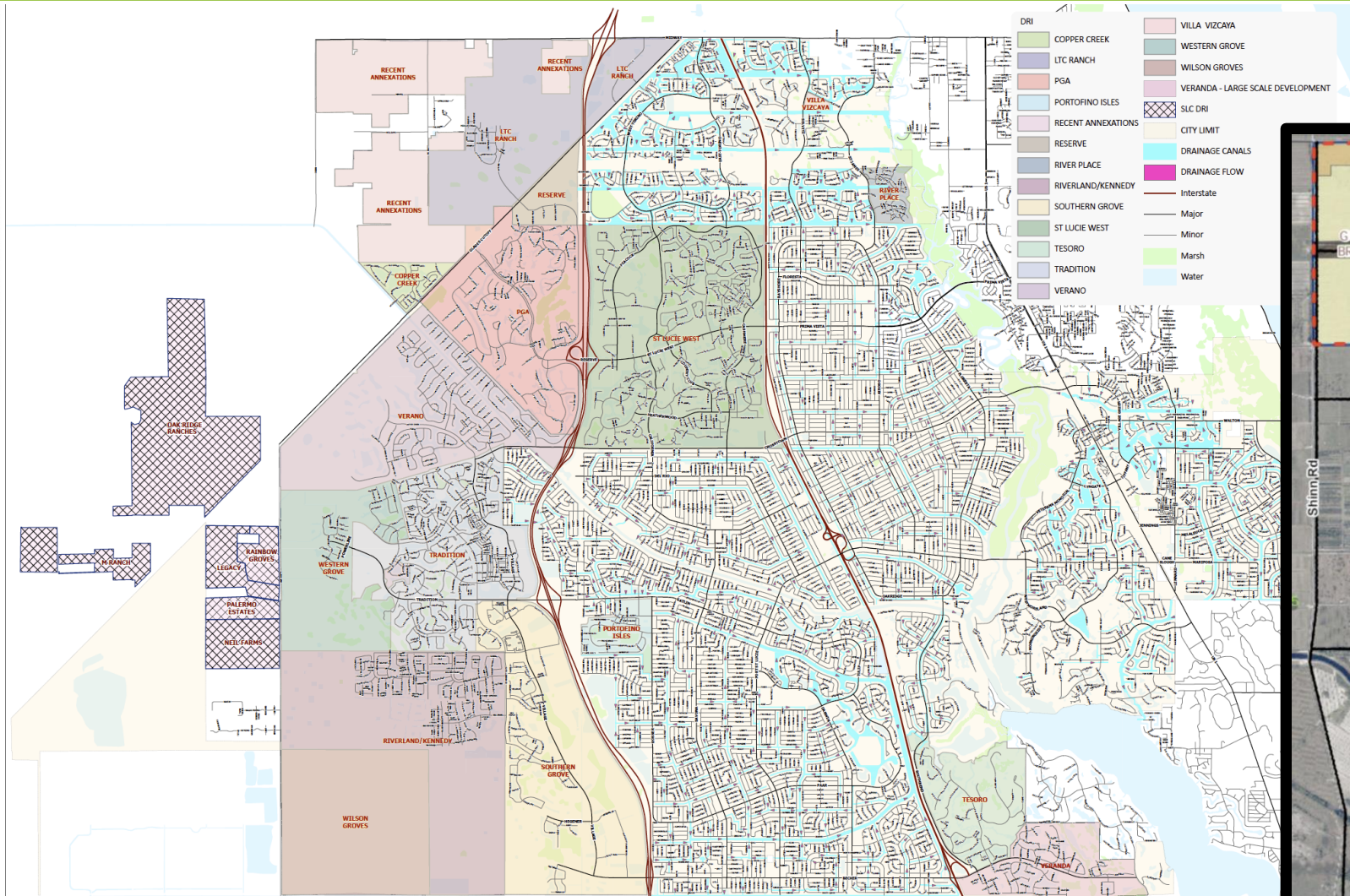
WHY DO SOME DEVELOPERS WANT THE FIRST TWO LANES INCLUDED IN THE FEE?

- **If a roadway or component of a roadway is not included in the fee a developer cannot apply for credit on such roadway or component.**
- **If the City includes the 1st & 2nd lanes in its fee, credit will be available to developer's who construct them in order to avoid a scenario where the developer has paid for the road twice, once by constructing it, and once by paying for a component of its construction through a mobility fee.**
- **General principle that development cannot be charged twice for same impact**

WHY IS INCLUDING FIRST TWO LANES IN FEE NOT RECOMMENDED?

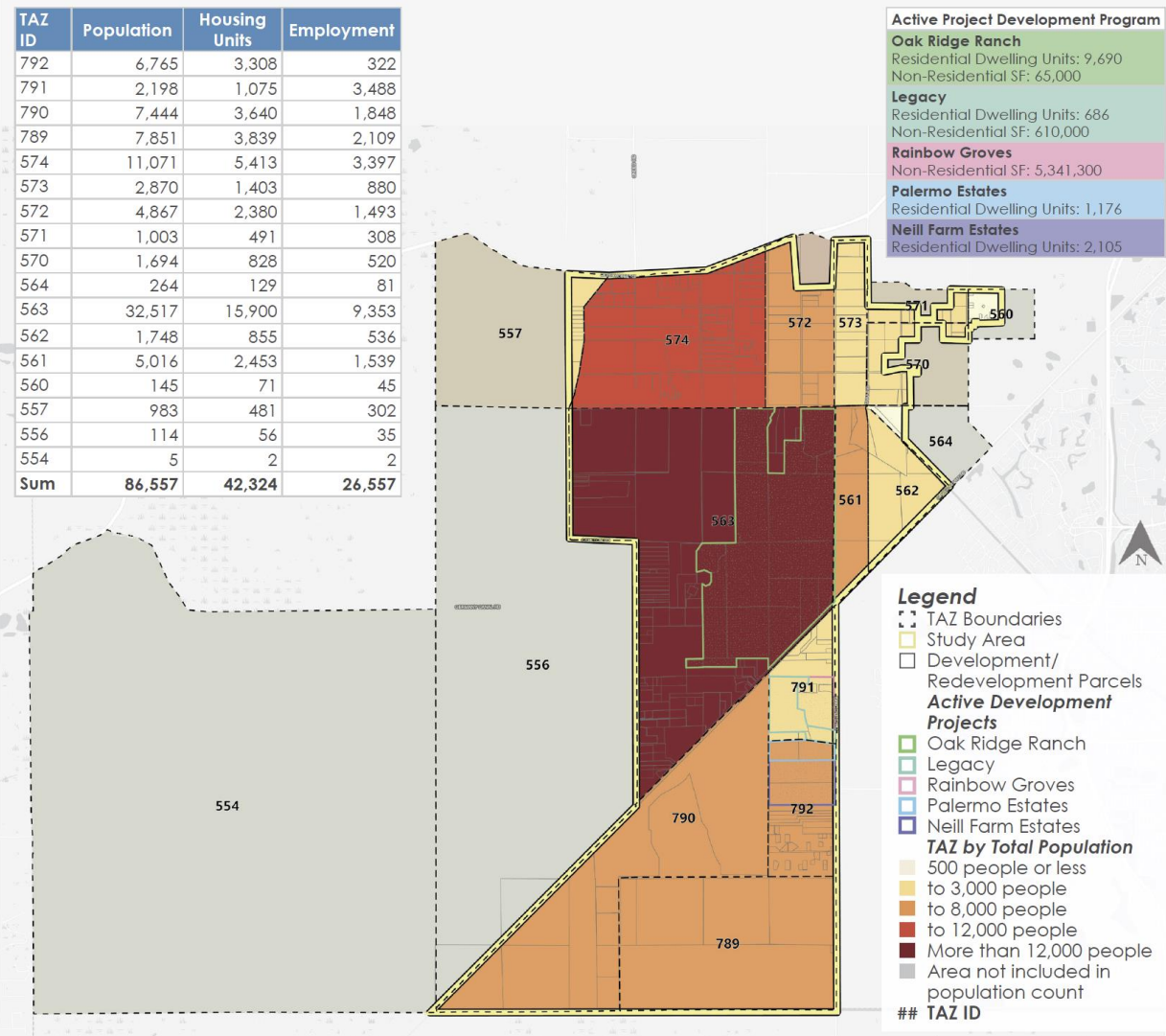
- **Some developer's arguing for credit where larger ROW required:**
 - **As explained previously, the first two lanes of a road are generally accepted as site specific. If the City includes them in the fee, the City would be providing credits to Developer's for roadways that do not create a community benefit. The City would essentially be subsidizing roads for developers.**
 - **The fee would be exponentially increased in more detail in the charts to be further explained a little further into the presentation**
 - **Instead, the ordinance can create a reimbursement application process for a developer to submit data driven evidence if they are in a novel situation where the first two lanes of a roadway are not site related to ensure equity and avoid double charging.**

WESTERN DEVELOPMENT

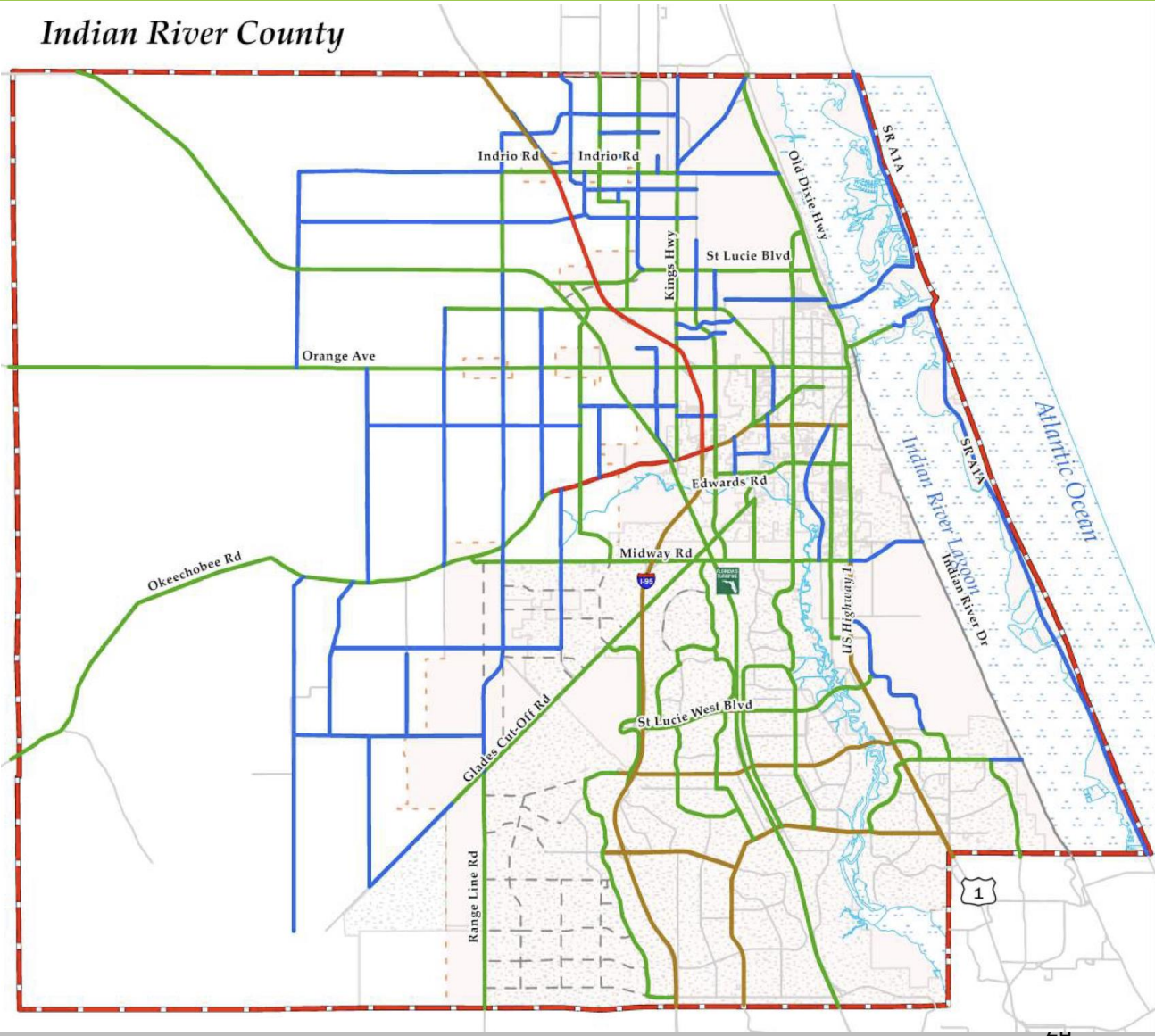


INFRASTRUCTURE STUDY & COUNTY PLANS

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



Indian River County



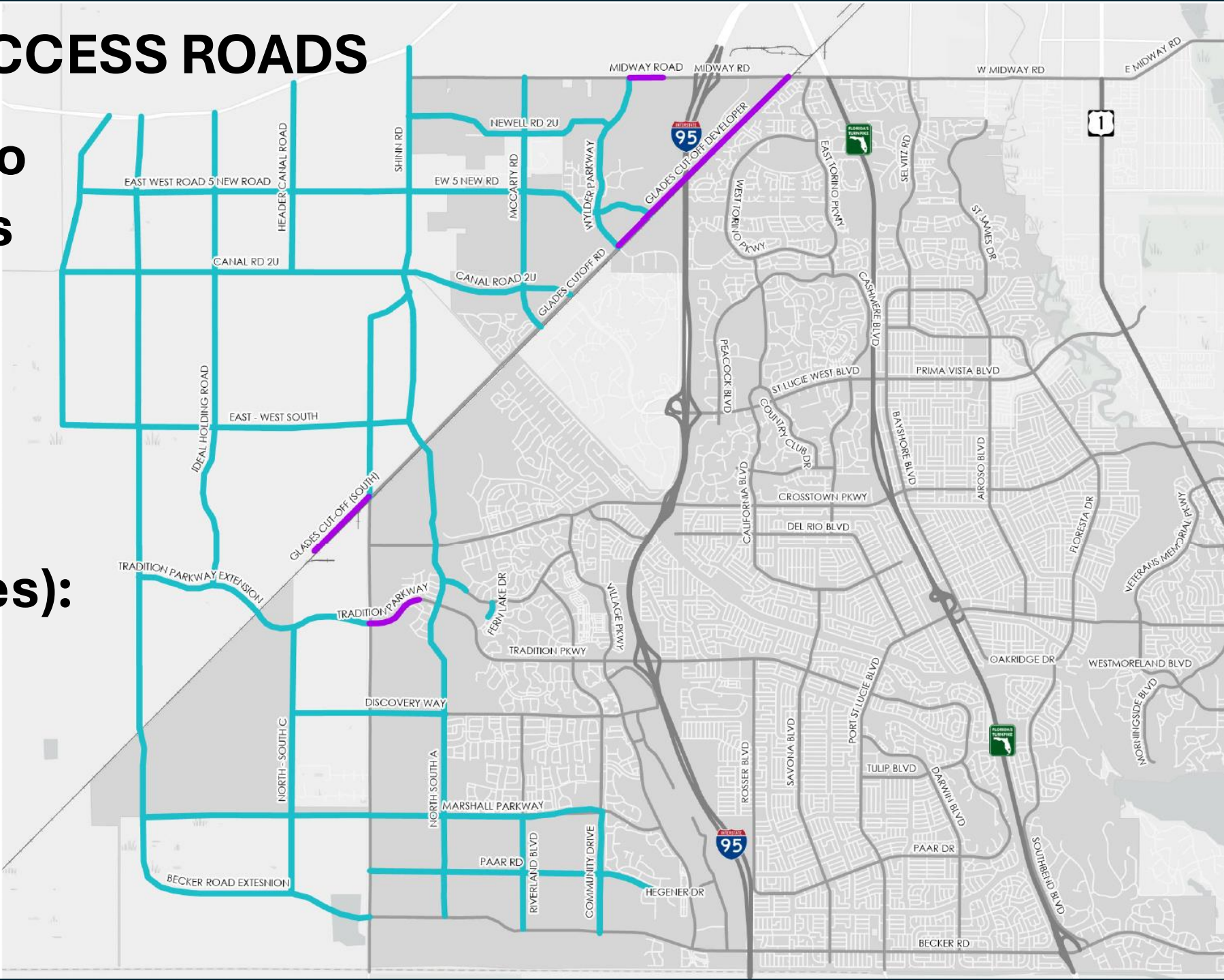
DEVELOPER ACCESS ROADS

94 Miles of Two
(2) Lane Roads

- New 2 Lane
- 4 Lane Divided

Potential
Mobility Fee
Impact (2 Lanes):
\$940 Million

- Minor Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary



CITY OWNED ROADS & COUNTY OWNED ROADS

- **Original Mobility Plan included County Owned Roads (2021)**
- **County Owned Roads needs were far less in 2021 west of I-95**
- **Current Plan excludes County Owned Roads (2022 Fee & 2023 Plan)**
- **HB 479 Encourages Holistic Approach (City, County, State Roads)**
- **2050 Mobility Plan may include all Roads after ILA expires - Option**
- **Greater County Owned Road need west of I-95: pending development**
- **Only Two (2) County Owned Roads east of I-95**

Note: may take +/- 30 seconds to load

Click on eye symbol to turn plan on (slash disappears)



QR Code or link below

Click on lines or
dots (intersection plan)
for information about
each project



Corridors Plan (2025 - 2030)

- Complete Street Upgrade
- New Two (2) Lane Road
- Widen to Two (2) Lane Divided
- Widen from Two (2) to Four (4) Lane

Corridors Plan (2030 - 2040)

- Complete Street Upgrade
- Corridor Study
- One-Way Pair

Developer Corridors

Corridors Plan (2025 - 2030)

Corridors Plan (2030 - 2040)

Corridors Plan (2040 - 2050)

Transit Plan

> Intersections Plan





Multimodal Plan



<https://bit.ly/PSLMP2025>

web address needs to be capitalized and
entered in as shown (don't forget https://)

SHORT TERM PLAN (2025 to 2030)

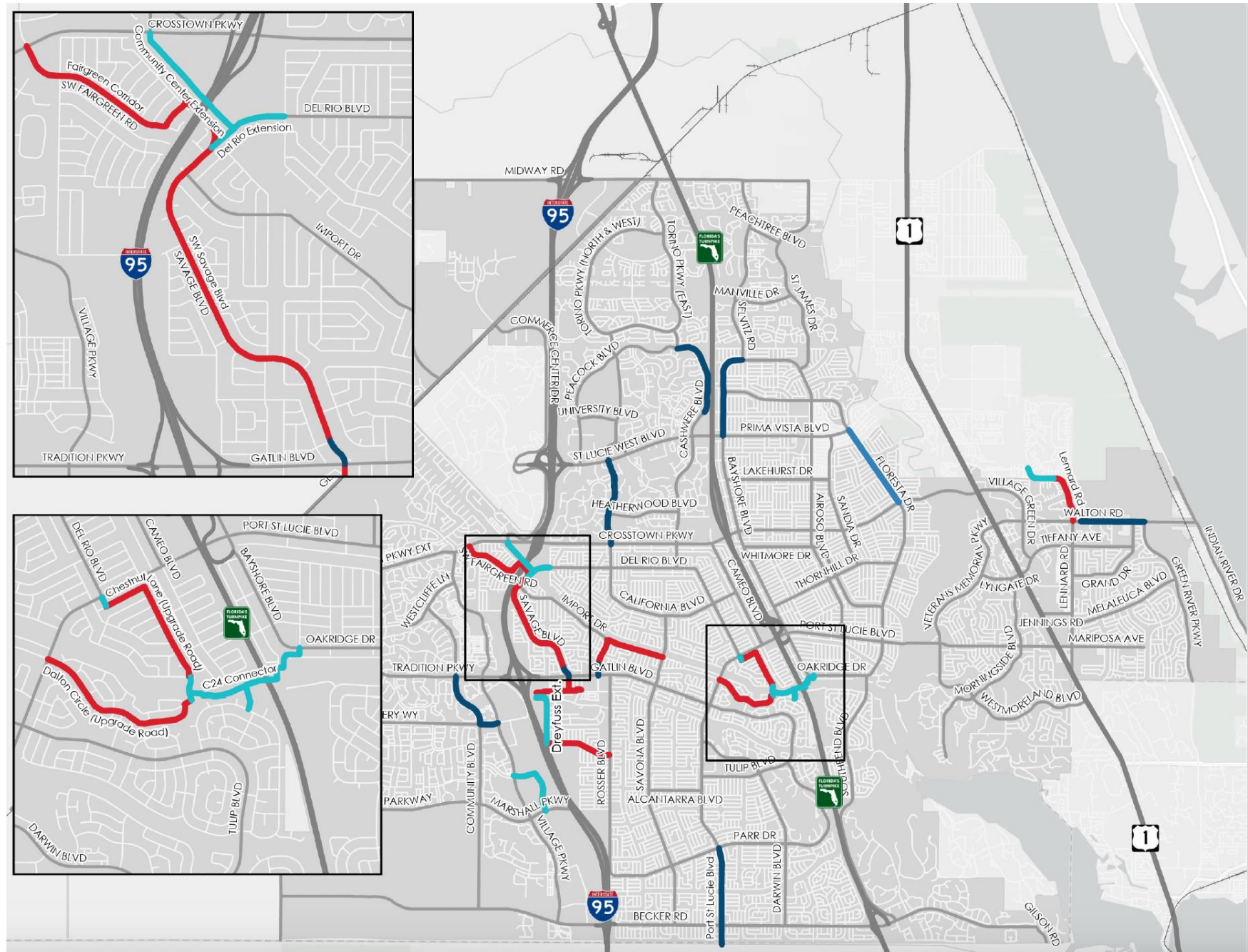
-  Complete Street Upgrade
-  New Two (2) Lane Road
-  Widen to Two (2) Lane Divided
-  Widen from Two (2) to Four (4) Lane

\$428 Million Total

\$330 Million Unfunded

\$27.5 Million
Walton Road (County Owned)

5.7% County Owned Roads



MOBILITY PLAN UPDATES

- **Defines Western Network Need for first time in 20 Years**
- **Significant Increase in Roads West of 95**
 - **2025 Update : More Four Lane Roads with Shared Use Paths vs.**
 - **(2022 Fee / 2023 Plan) Two Lane Divided with Multimodal Ways**
- **Address continued increase in road construction cost**
- **Addressing long range capacity needs through 2050**
- **Further define future developer access roads**

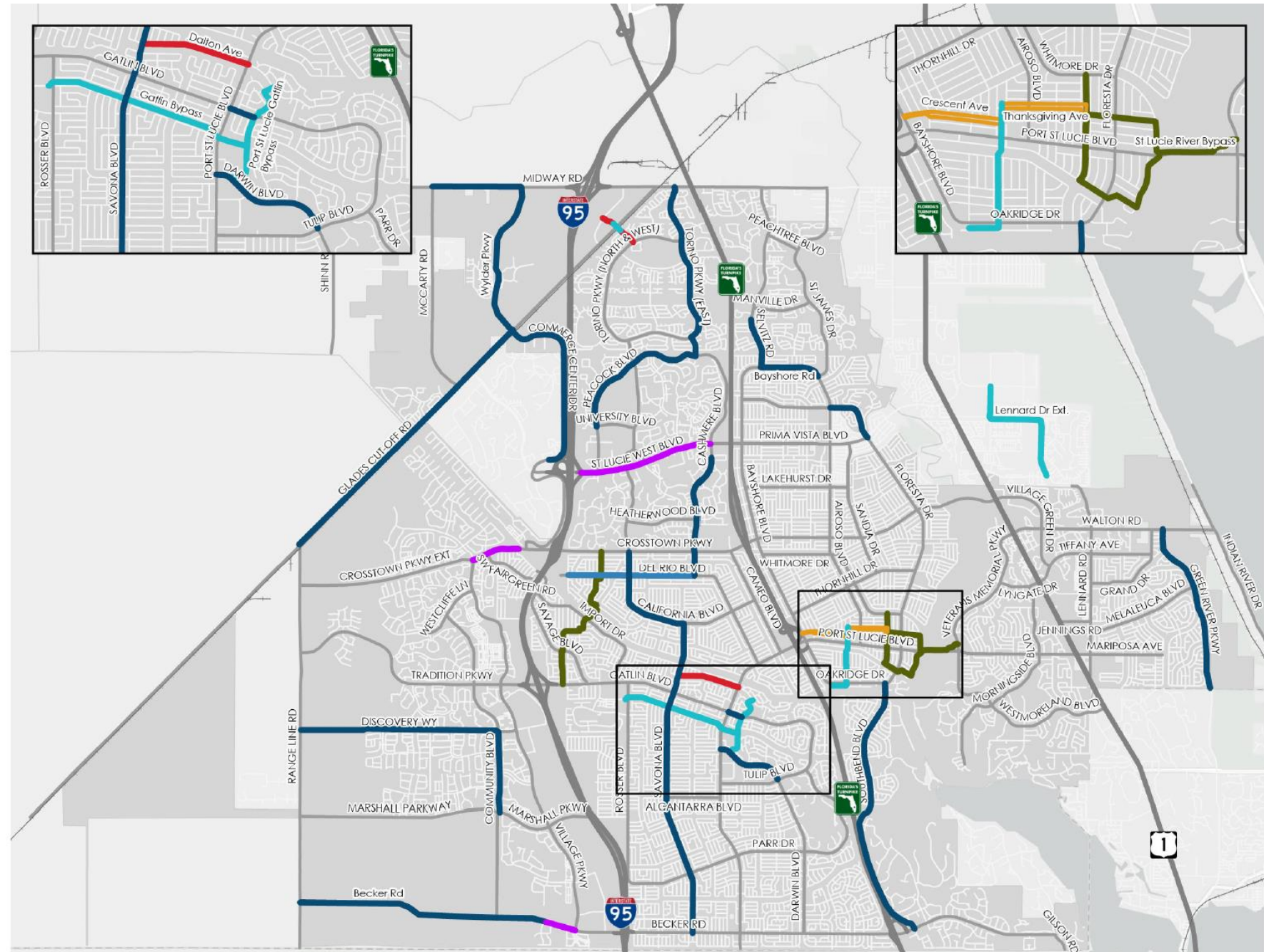
MID TERM PLAN (2030 to 2040)

- Complete Street Upgrade
- Corridor Study
- One-Way Pair
- New Two (2) Lane Road
- Widen to Two (2) Lane Divided
- Widen from Two (2) to Four (4) Lane
- Widen from Four (4) to Six (6) Lane

\$1.25 billion Unfunded

\$128 Million
County Owned Roads
Glades (west of I-95)
Midway (west of I-95)
Lennard (east of I-95)

10.3% County Owned Roads



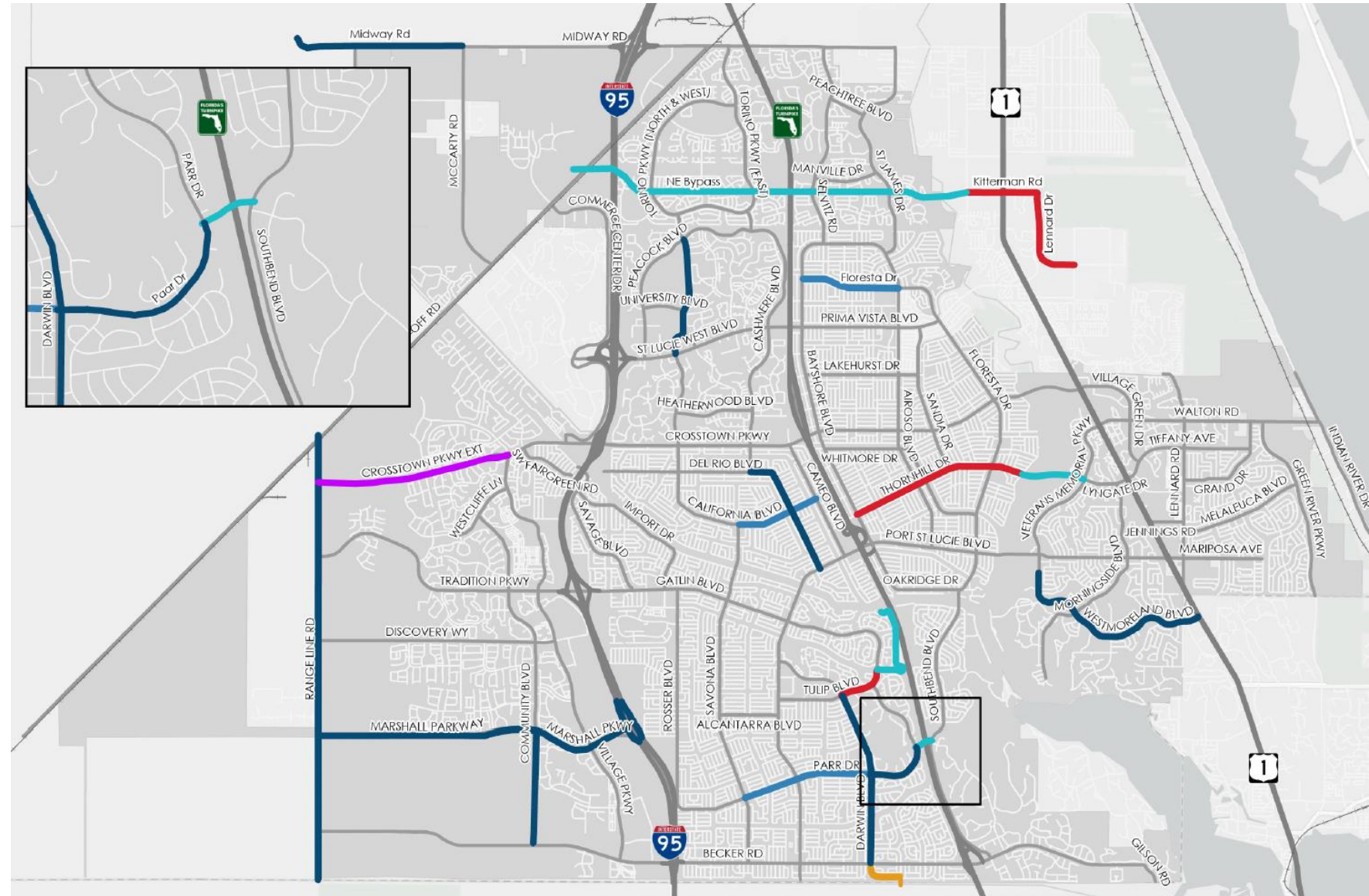
LONG TERM PLAN (2040 to 2050)

- Complete Street Upgrade
- One-Way Pair
- New Two (2) Lane Road
- Widen to Two (2) Lane Divided
- Widen from Two (2) to Four (4) Lane
- Widen from Four (4) to Six (6) Lane

\$1.2 billion Unfunded

\$155 Million
County Owned Roads
Range Line (west of 95)
Midway (west of 95)
Kitterman (east of 95)

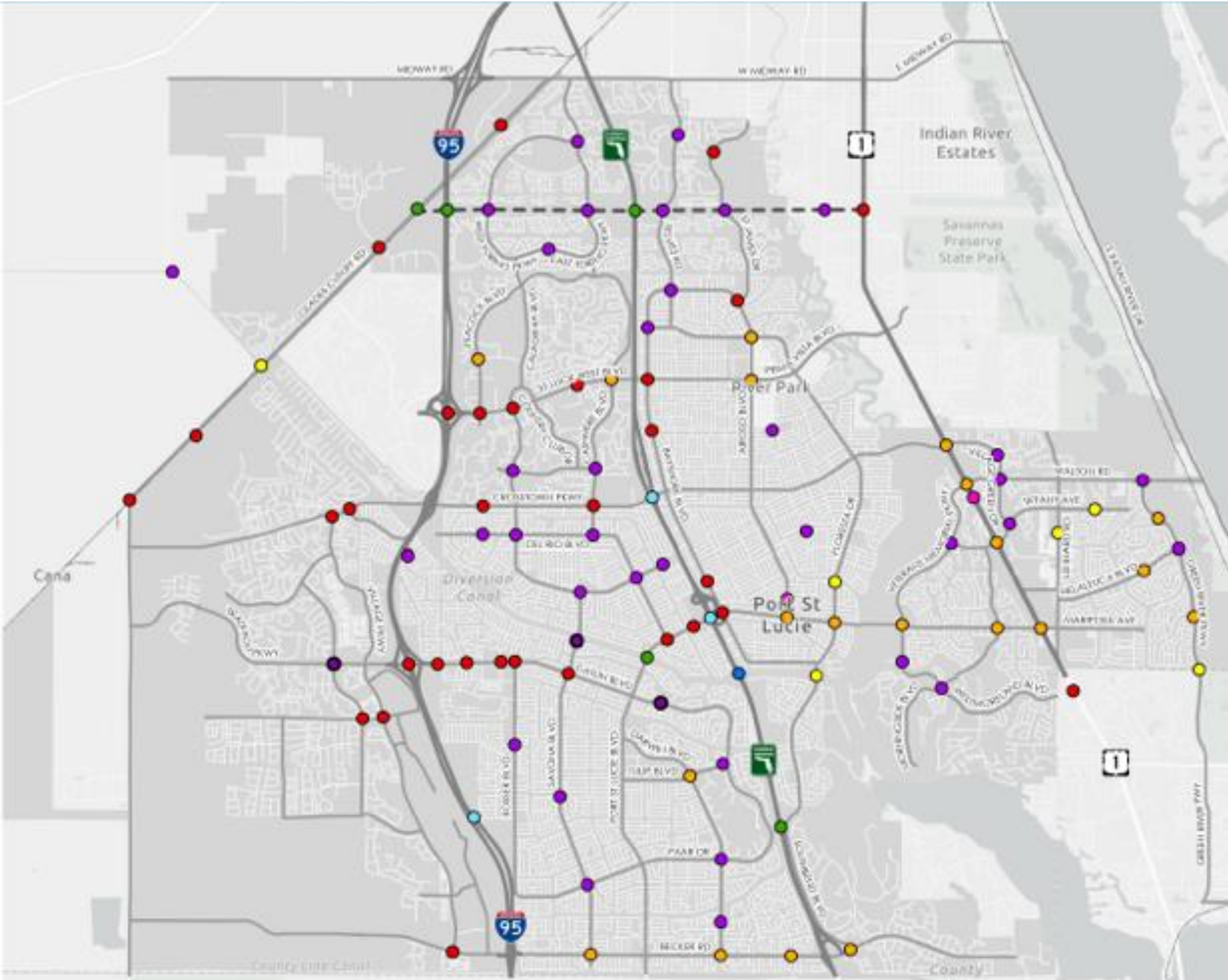
13.07% County Owned Roads



INTERSECTION PLAN (2025 to 2050)

- Capacity Improvements
- Multimodal Improvements
- High-Visibility Mid-Block Crossing
- Multimodal Overpass
- Multimodal Underpass
- Roundabout
- Roundabout Upgrade
- High-Intensity Activated Crosswalk
- Interchange
- Proposed NE Bypass
- Minor Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary

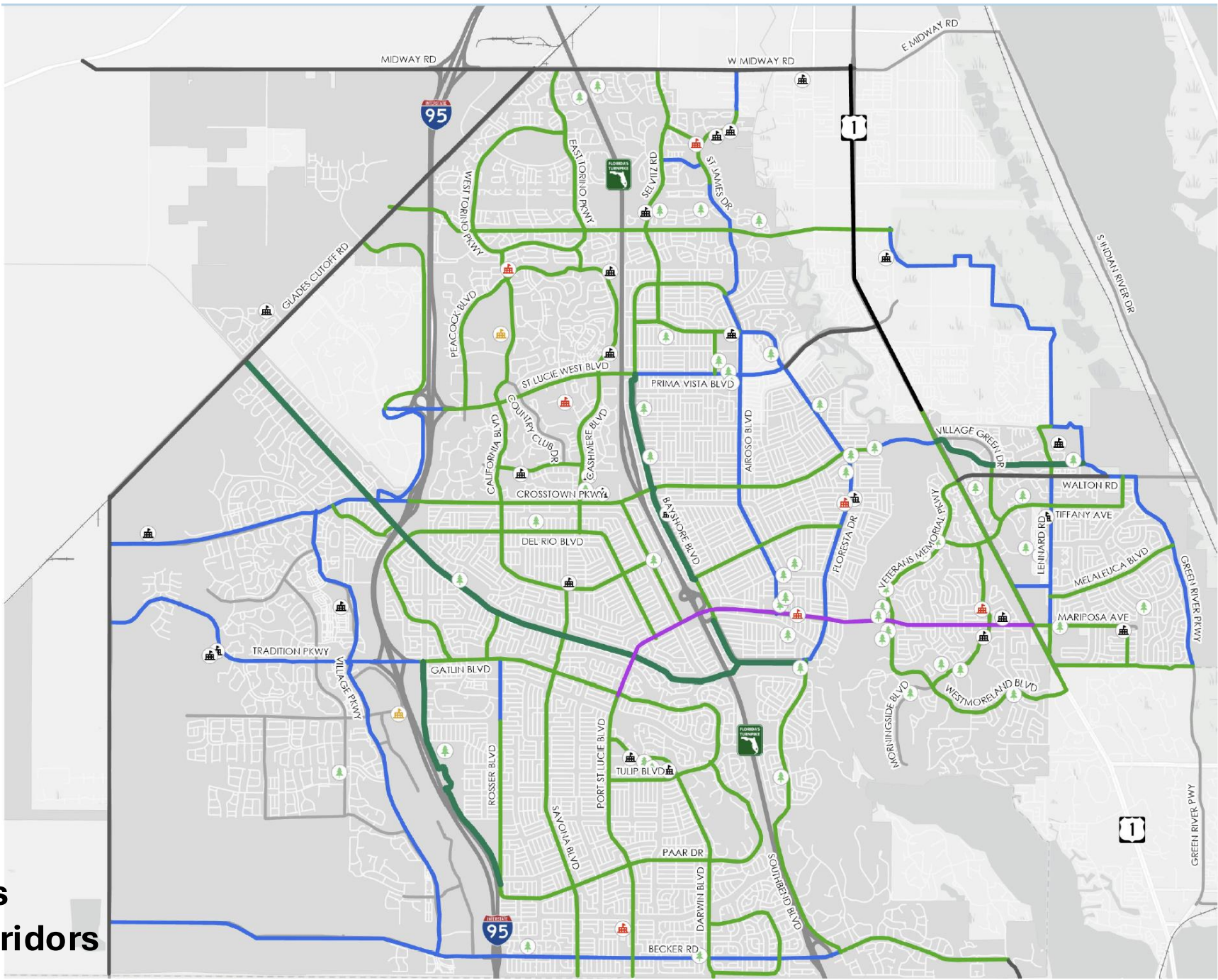
\$223 million
Most part of corridors
Waiting on final tweaks



MULTIMODAL PLAN (2025 to 2050)

- Public School
- College / Private School
- College Prep / Private School
- Park
- Existing Multimodal Corridor
- Shared Use Path
- Shared Use Path (Boardwalk or Greenway)
- Multimodal Corridor Study
- County Road
- State Road
- Minor Roads
- Major Roads
- Limited Access Roads
- Railways
- City Boundary

Making Great Progress
Blue = Existing Multimodal
Majority overlap with corridors
Cost largely captured with corridors



2050 MOBILITY PLAN COST SUMMARY

- **Short Term: \$428 Million - \$330 Million Unfunded (subject to change)**
- **Mid Term: \$1.25 billion**
- **Long Term Plan: \$1.2 billion**
- **Intersection Plan: \$223 million (subject to change based on roads)**
- **Multimodal Plan: \$TBD (subject to change: majority part of corridors)**
- **Total: +/- \$3.1 billion of which +/- \$3 billion unfunded**
- **County Owned Roads Share: +/- \$310 million = +/- 10% of cost**
- **Developer Access Roads: \$940 million**

2050 MOBILITY PLAN: NEXT STEPS

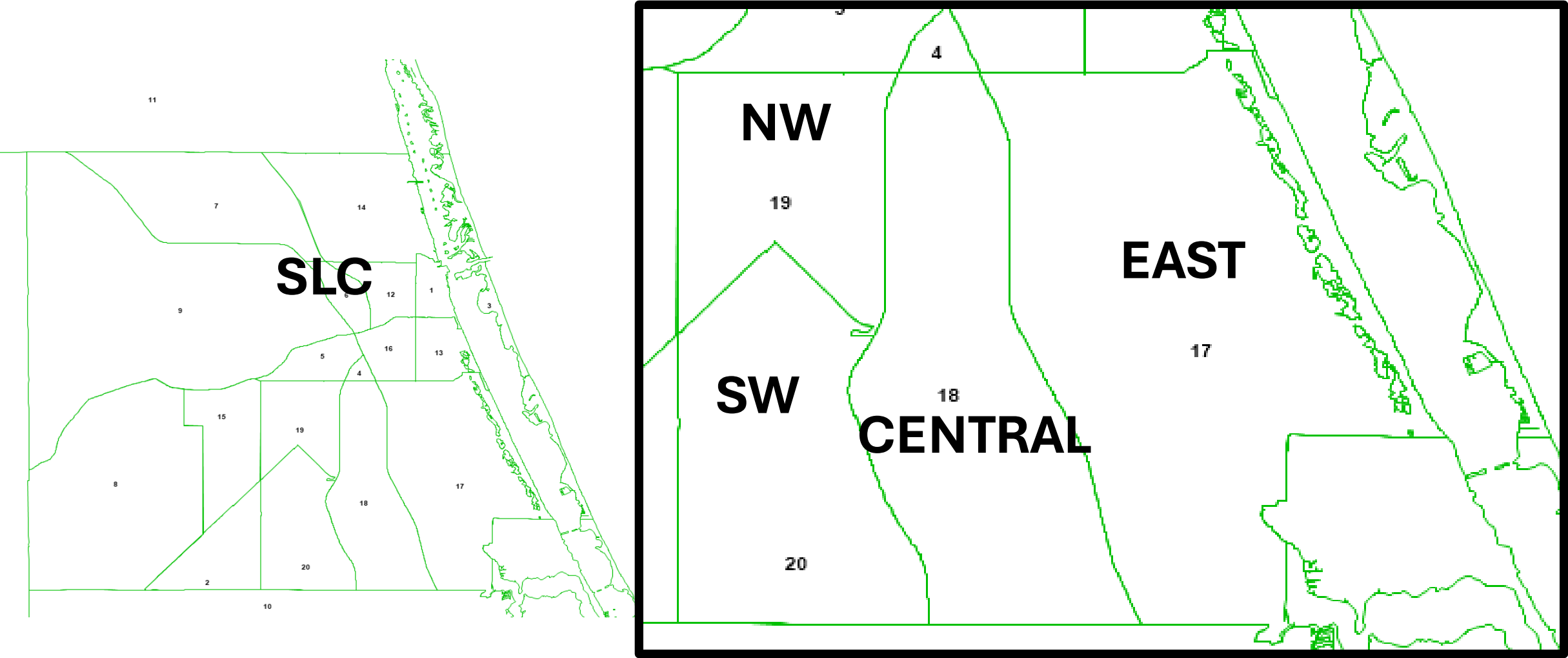
- **Continue to take community feedback**
- **Finalize 2050 Level of Service (LOS)**
- **Finalize 2050 daily traffic (model growth rates)**
- **Evaluate western annexations / developments**
- **Further coordinate with County, FDOT, TPO**
- **Finalize Draft Mobility Plan Projects (Hold Additional Workshops)**
- **Maps and projects on-line to review & provide feedback**

WHAT IS A MOBILITY FEE?

- Replaced City Road Impact Fee (2021)
- Intended to replace City Mobility Fee & County Road Impact Fee upon expiration of ILA in 2027
- One-time fee paid by (re)development
- Mitigate transportation impact
- Funding source for Mobility Projects



CITY TRAVEL PATTERNS (2024)



CITY TRAVEL PATTERNS (2024) EAST

EAST to EAST: 68%

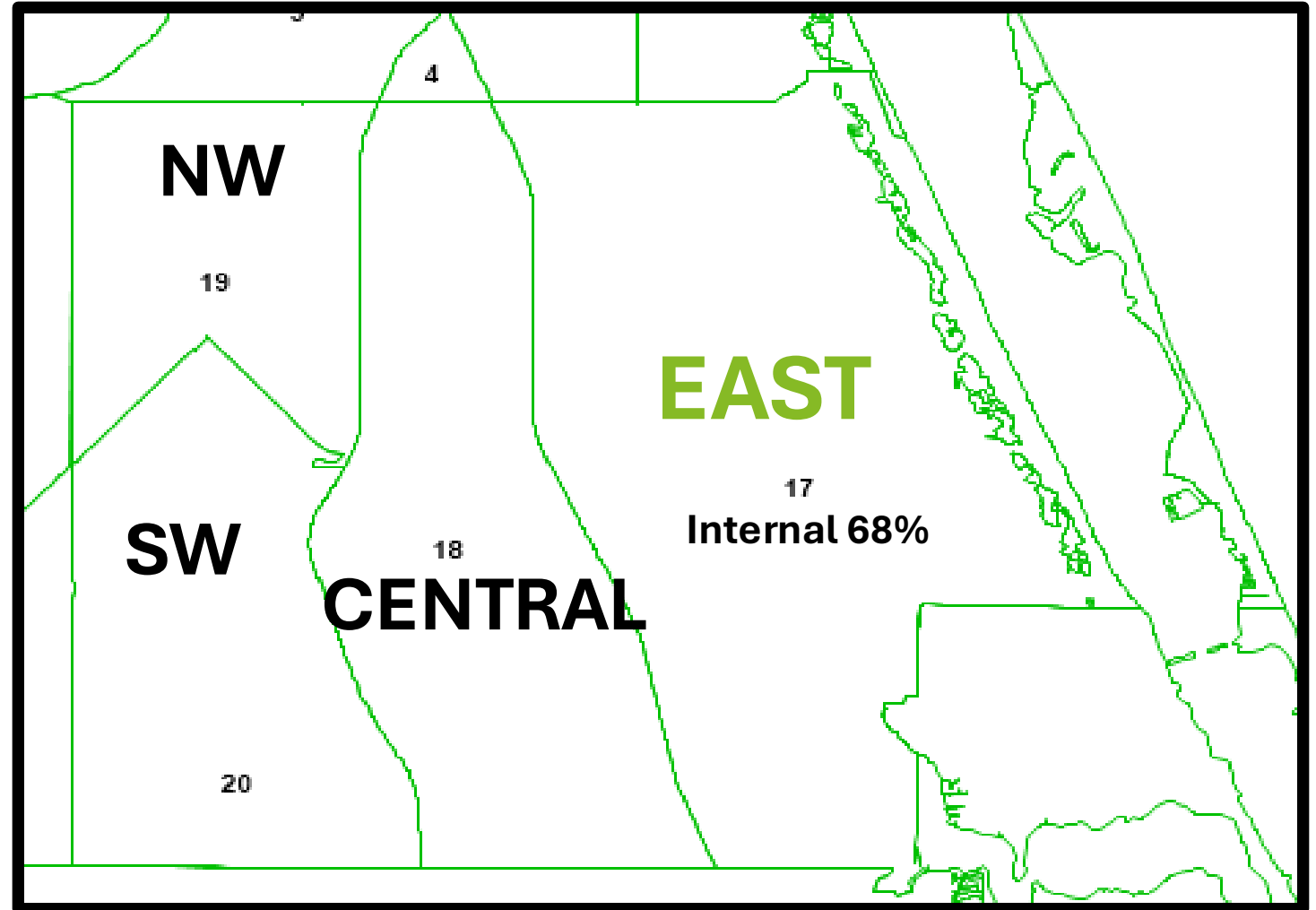
EAST to CENTRAL: 18%

EAST to NW: 0.8%

EAST to SW: 2.8%

EAST to SLC: 10.6%

SLC = St. Lucie County



CITY TRAVEL PATTERNS (2024) CENTRAL

CENTRAL to EAST: 18.2%

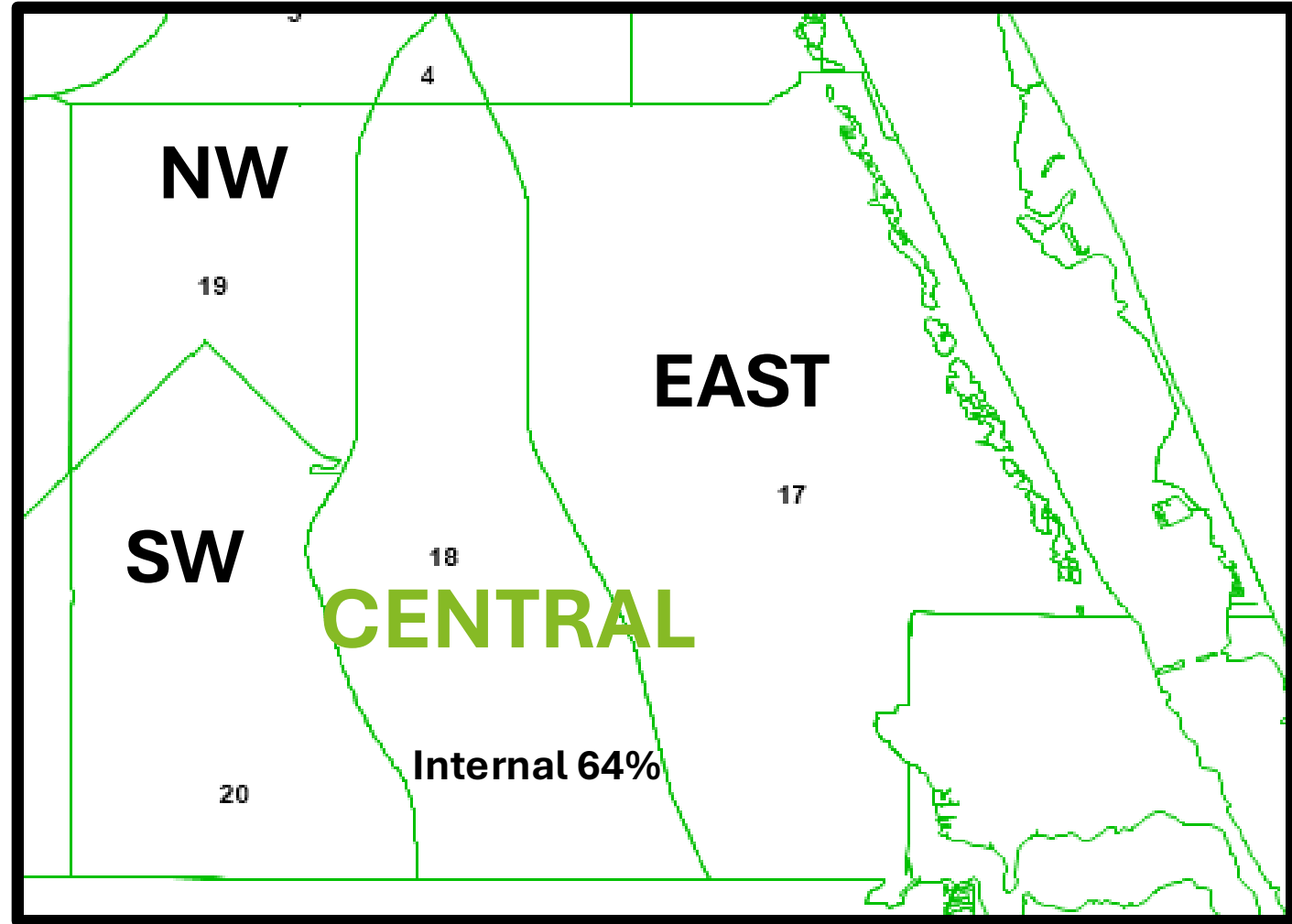
CENTRAL to CENTRAL: 64%

CENTRAL to NW: 2.5%

CENTRAL to SW: 9.3%

CENTRAL to SLC: 6.0%

SLC = St. Lucie County



CITY TRAVEL PATTERNS (2024) NORTHWEST

NW to EAST: 10.7%

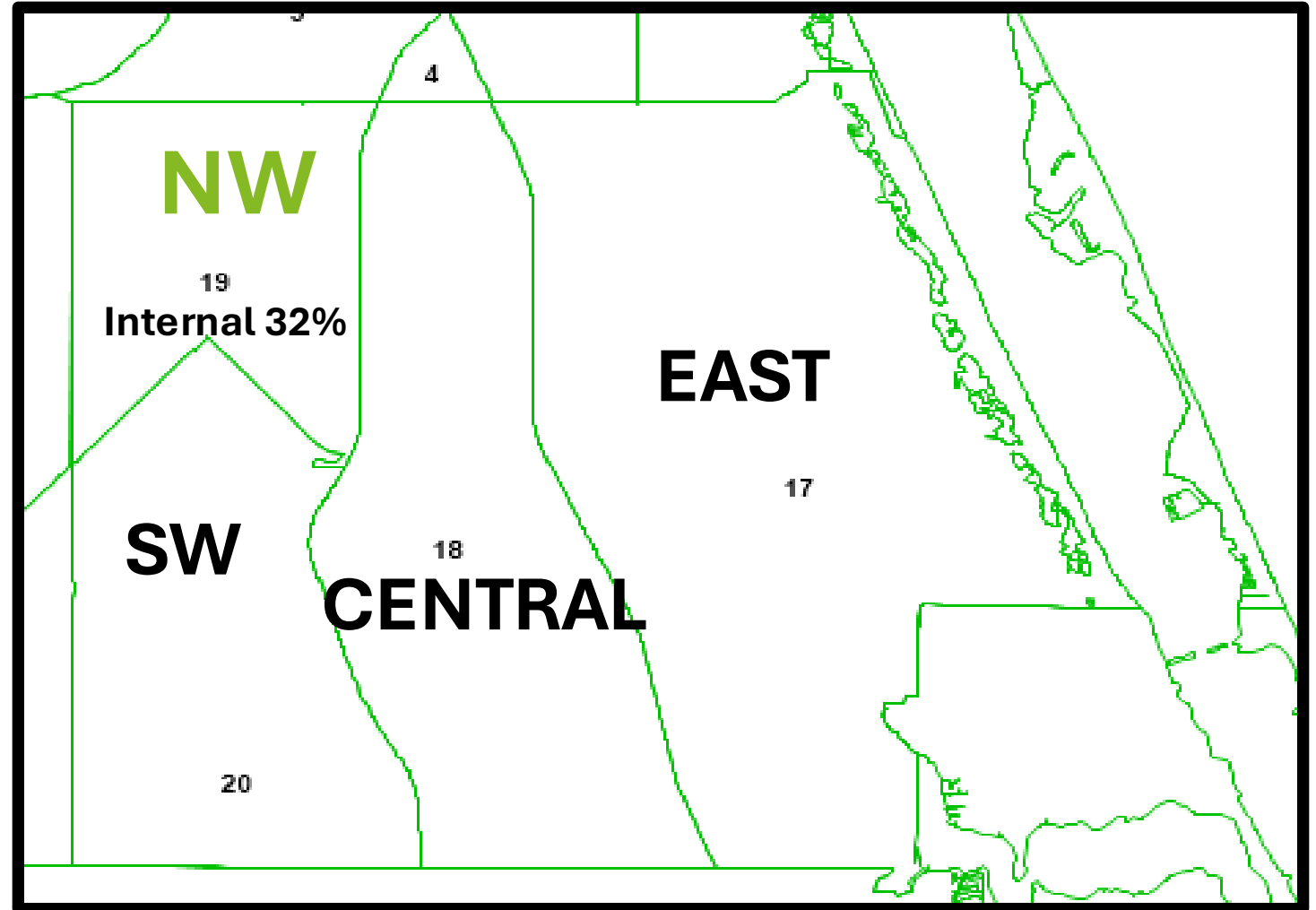
NW to CENTRAL: 32%

NW to NW: 30.6%

NW to SW: 19.5%

NW to SLC: 7.1%

SLC = St. Lucie County



CITY TRAVEL PATTERNS (2024) SOUTHWEST

SW to EAST: 8.7%

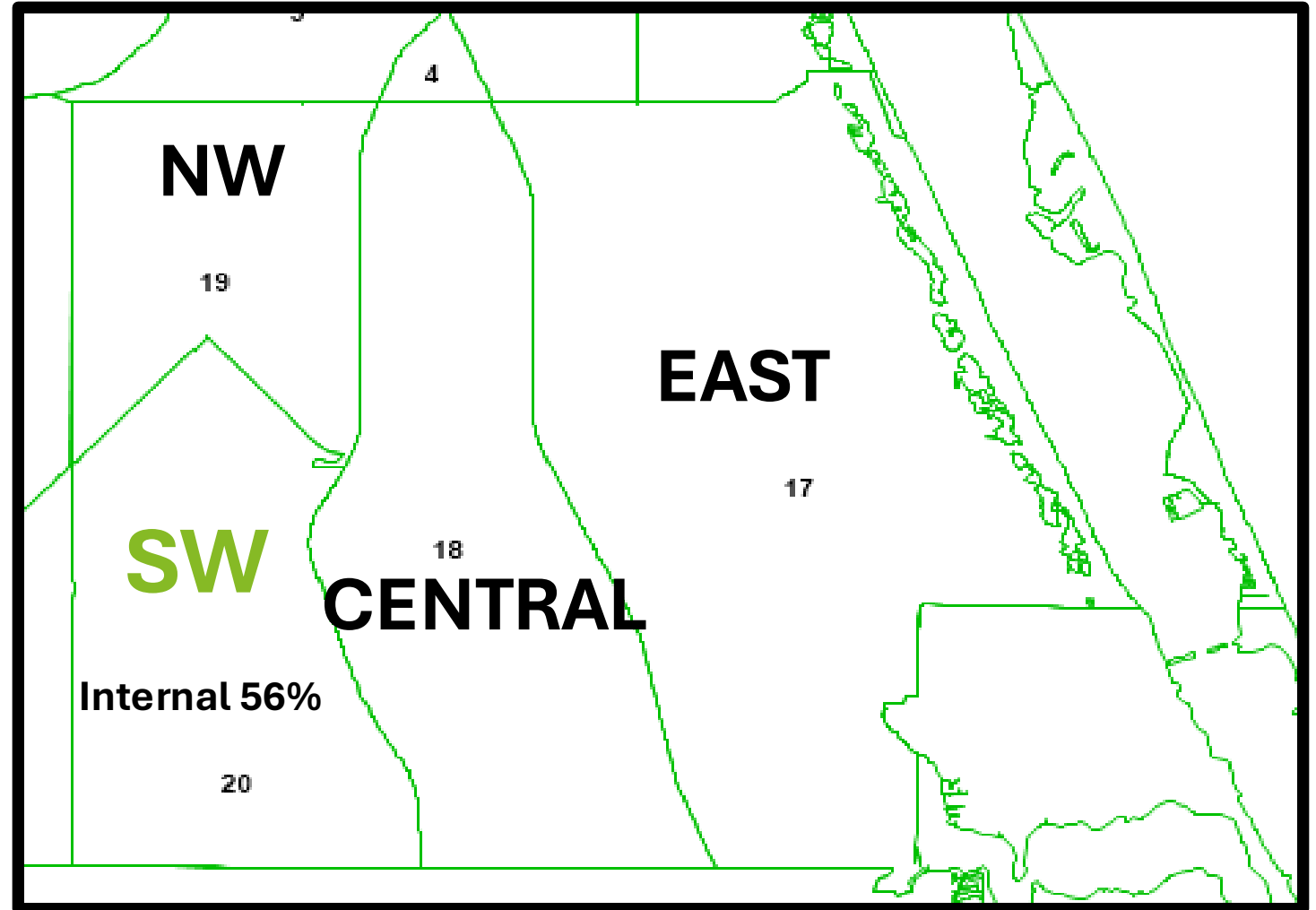
SW to CENTRAL: 27.7%

SW to NW: 3.4%

SW to SW: 56.2%

SW to SLC: 4.0%

SLC = St. Lucie County

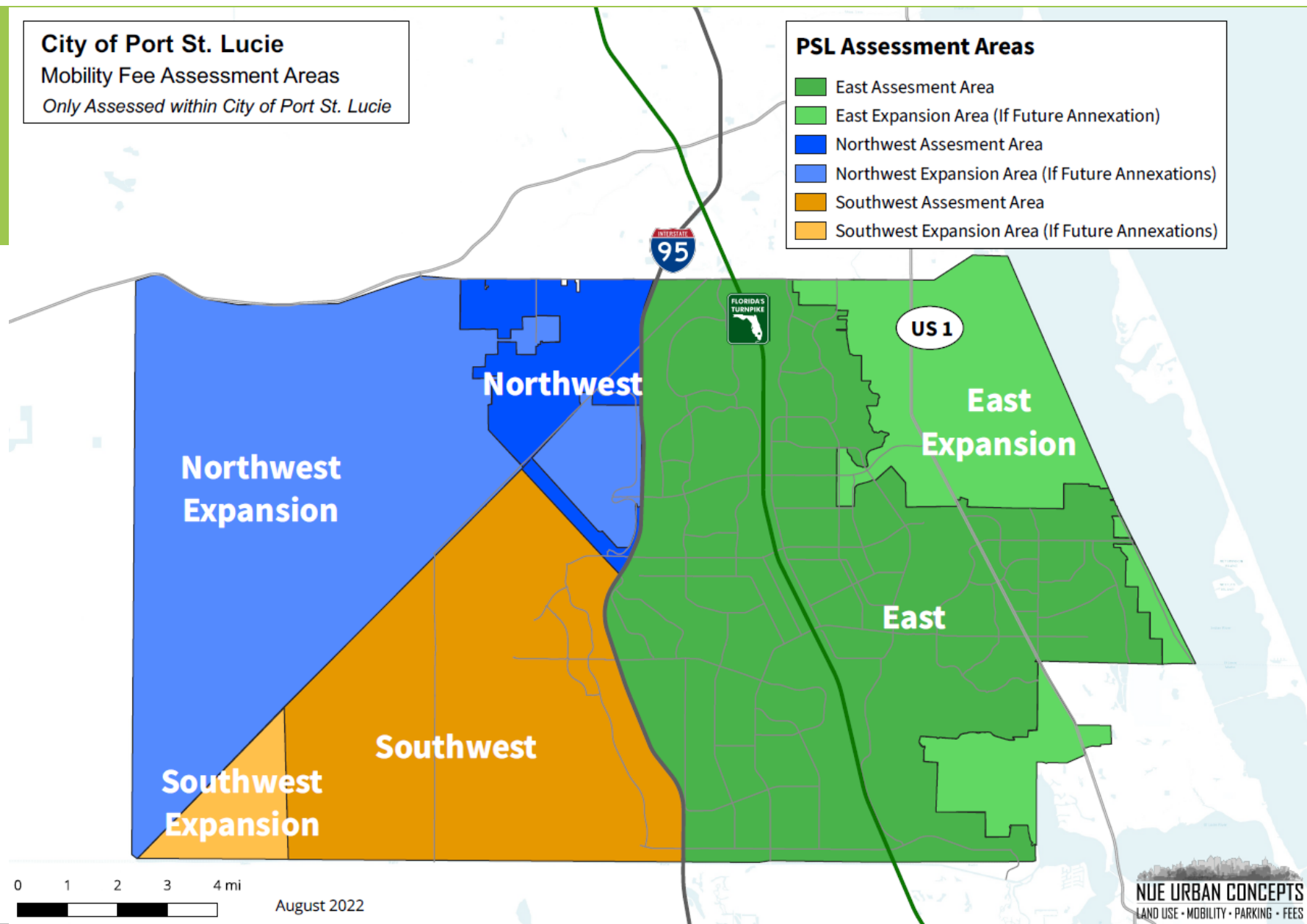


EXISTING ASSESSMENT AREAS

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

PSL Assessment Areas

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

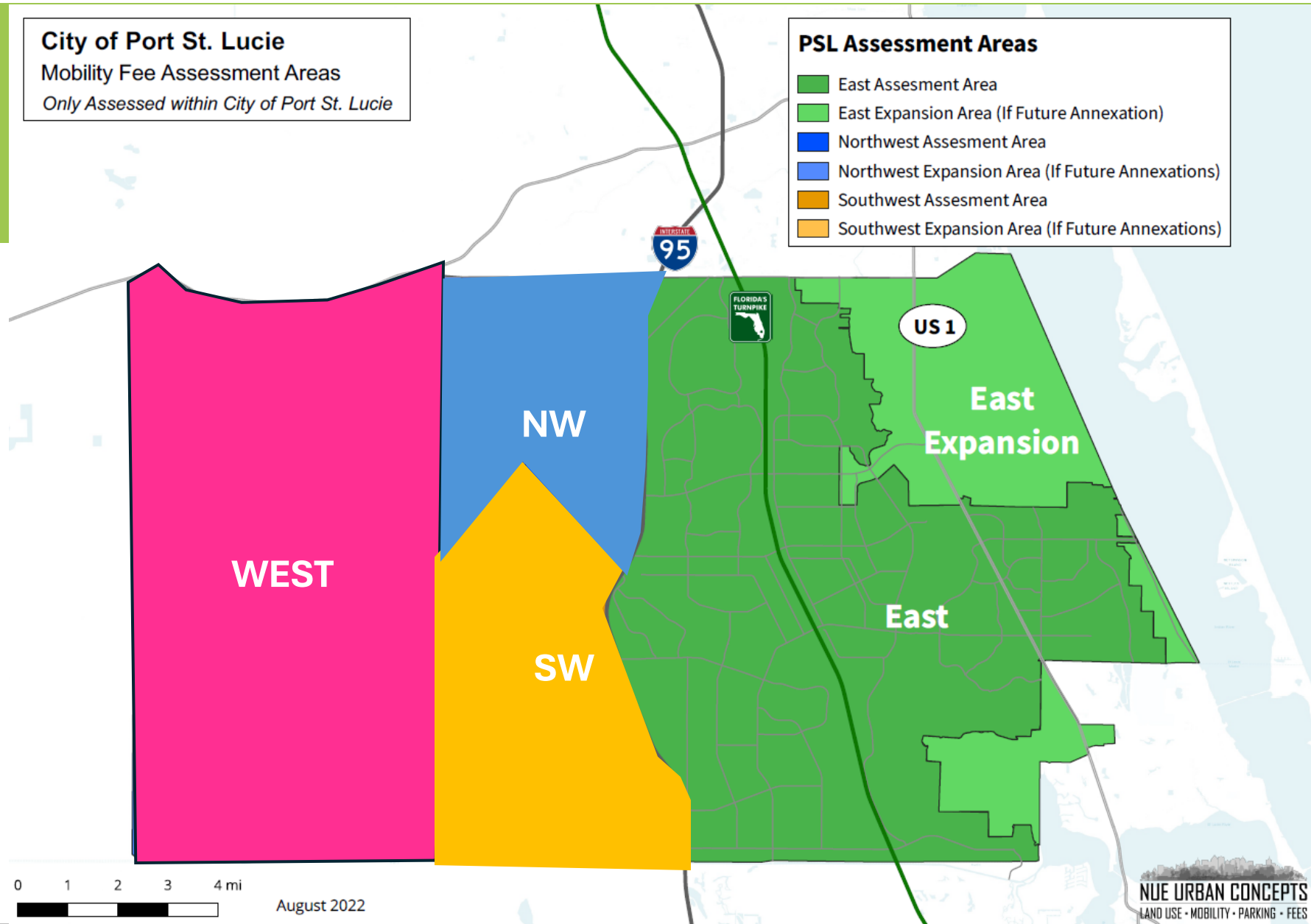


FUTURE ASSESSMENT AREAS

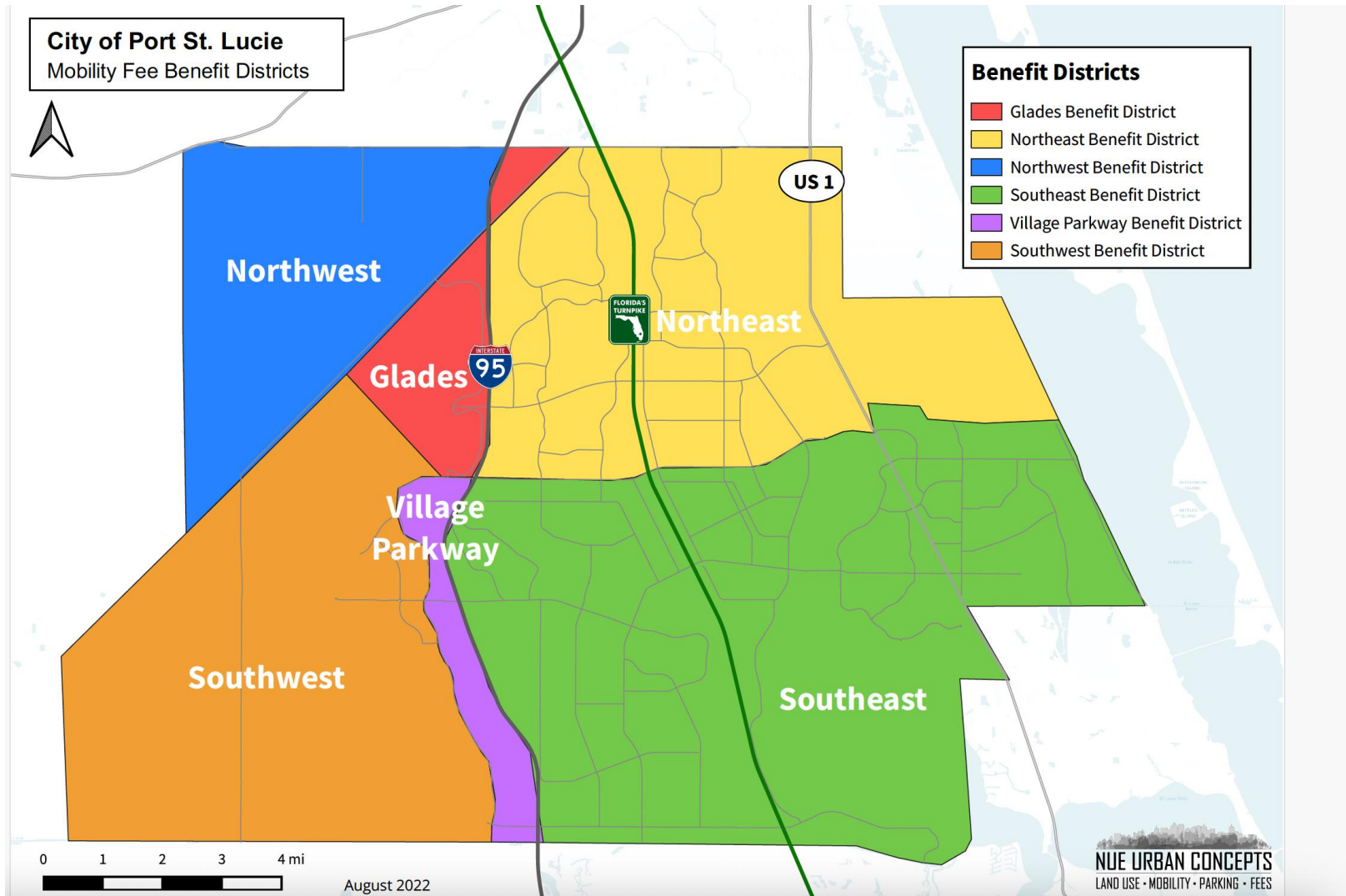
BEING FURTHER
EVALUATED

MAY INTRODUCE
WEST ZONE

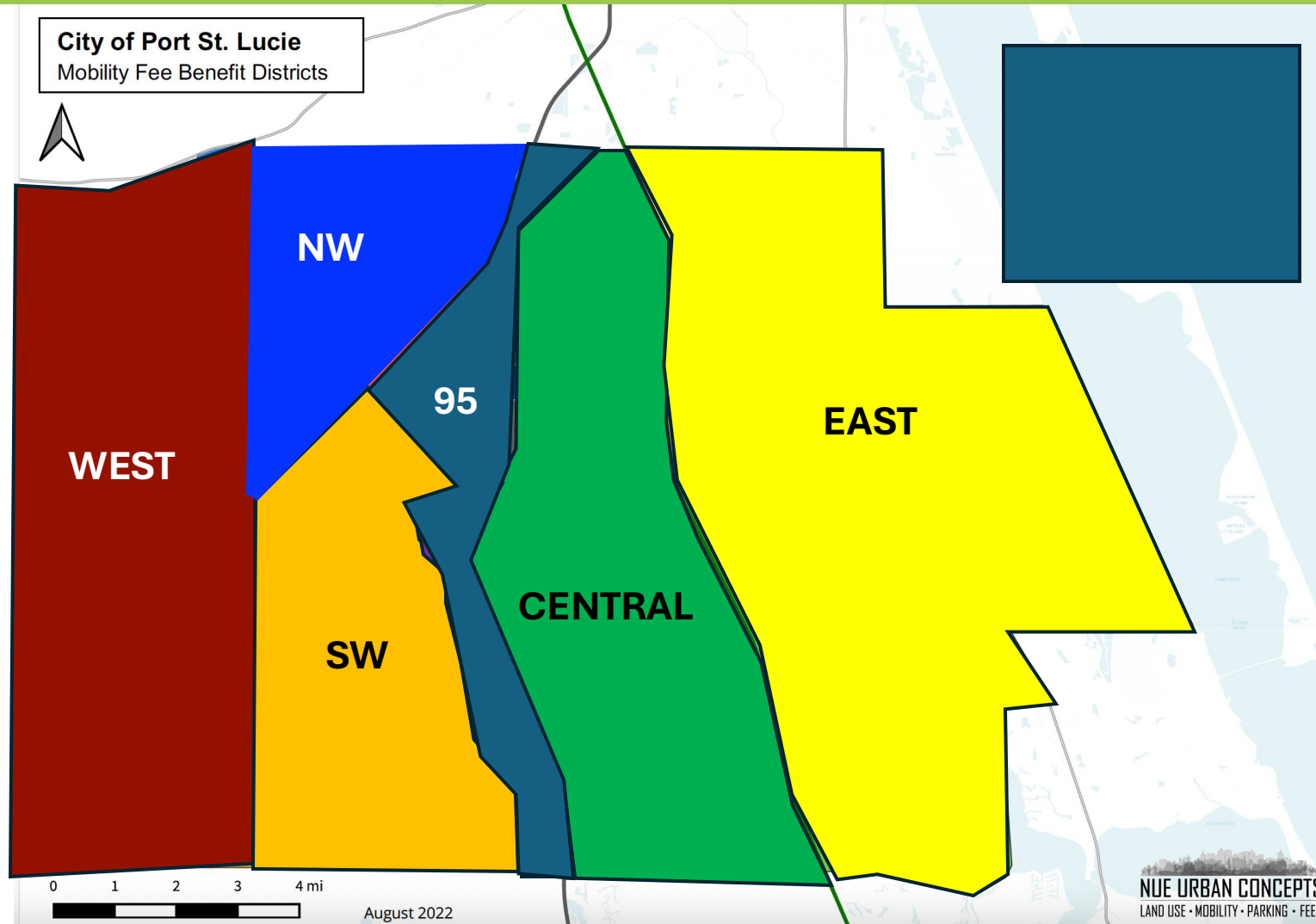
OPTION: COULD
REMAIN NW & SW



EXISTING BENEFIT DISTRICTS



UPDATED BENEFIT DISTRICTS



MAY ADD WEST DISTRICT

MAY CREATE NEW I-95 DISTRICT

MAY REVISE NORTHEAST & SOUTHEAST

POTENTIALLY RELATE TO SHARE OF REVENUE ALLOCATED TO COUNTY

METHODOLOGY

- **Based on trip generation per land use**
- **Apply share of new trips factor (aka pass-by) – non-residential**
- **Based on person trip factor per land use**
- **Based on person trip length per land use**
- **Adjust for travel on I-95 & Turnpike**
- **Adjust for origin & destination**
- **Multiply by Person Miles of Capacity Rate (Mobility Plan)**

METHODOLOGY: Person Miles of Capacity

- **Current methodology excludes developer roads**
- **Reduces trip length based on assessment area**
- **In 2022 did not have western roads defined for future need**
- **Cost based on share of travel in assessment areas**
- **In 2022 few defined projects west of I-95, based on east impact**
- **Why current southwest lower than east, with double trip length**
- **Why current northwest similar to east, with triple trip length**

2050 NEEDS WEST OF I-95 – NOT IN 2022 FEE

- Marshall Parkway Interchange with I-95
- Widening of Crosstown Parkway to 6 lanes
- Widening of Commerce Centre to 4 Lanes
- Widening of Becker to 4 Lanes
- Community, Discovery, Marshall, Wylder Pkwy widen to 4 Lanes
- NE PSL Bypass
- County Owned Roads: Glades, Range Line, Midway widen to 4 Lanes
- If Included (94 miles of developer access roads @ \$940 million)

FEE WITH DEVELOPER ACCESS ROADS & COUNTY ROADS

Residential & Lodging Uses	Unit of Measure	East	Southwest	Northwest	West
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.) ¹	per 1,000 sq. ft.	\$ 7,513	\$ 9,436	\$ 12,824	\$ 15,814
Active Adult (55+) Residential per sq. ft. (Maximum 3,500 sq. ft.) ¹	per 1,000 sq. ft.	\$ 6,599	\$ 8,289	\$ 11,265	\$ 13,892
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.) ¹	per 1,000 sq. ft.	\$ 10,076	\$ 12,655	\$ 17,199	\$ 21,209
Overnight Lodging (Hotel, Inn, Motel, Resort) ²	per room	\$ 9,825	\$ 12,340	\$ 16,771	\$ 20,682
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	\$ 6,585	\$ 8,270	\$ 11,239	\$ 13,861

FEE WITH DEVELOPER ACCESS ROADS & COUNTY ROADS

Institutional Uses	Unit of Measure	East	Southwest	Northwest	West
Community Serving (Civic, Place of Assembly, Museum, Gallery) ²	per 1,000 sq. ft.	\$ 7,757	\$ 9,743	\$ 10,067	\$ 12,249
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	\$ 4,864	\$ 6,109	\$ 6,615	\$ 7,199
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	\$ 13,264	\$ 16,659	\$ 18,224	\$ 20,721
Industrial Uses					
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	\$ 4,202	\$ 5,277	\$ 7,141	\$ 8,536
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse) ³	per 1,000 sq. ft.	\$ 2,696	\$ 3,387	\$ 4,582	\$ 5,478
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	\$ 2,263	\$ 2,843	\$ 3,846	\$ 4,598

FEE WITH DEVELOPER ACCESS ROADS & COUNTY ROADS

Recreational Uses	Unit of Measure	East	Southwest	Northwest	West
Marina (Including dry storage) per berth ²	per berth	\$ 2,330	\$ 2,926	\$ 6,879	\$ 9,284
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis) ²	per acre	\$ 16,972	\$ 21,317	\$ 50,106	\$ 67,626
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	\$ 15,382	\$ 19,319	\$ 45,412	\$ 61,290
Office Uses					
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	per 1,000 sq. ft.	\$ 12,090	\$ 15,185	\$ 20,547	\$ 24,562
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	\$ 20,863	\$ 26,204	\$ 36,382	\$ 41,073

FEE WITH DEVELOPER ACCESS ROADS & COUNTY ROADS

Commercial Services & Retail Uses	Unit of Measure	East	Southwest	Northwest	West
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services) ⁴	per 1,000 sq. ft.	\$ 8,273	\$ 10,391	\$ 13,627	\$ 15,346
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services) ⁵	per 1,000 sq. ft.	\$ 16,257	\$ 20,419	\$ 26,776	\$ 30,155
Free-Standing Retail (Entertainment, Restaurant, Retail, Services) ⁶	per 1,000 sq. ft.	\$ 21,988	\$ 27,617	\$ 36,216	\$ 40,786
Additive Fees for Commercial Services & Retail Uses ⁷					
Bank Drive-Thru Lane or Free-Standing ATM ⁸	per lane / ATM	\$ 40,946	\$ 51,429	\$ 87,748	\$ 101,472
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) ⁹	per lane or stall	\$ 39,718	\$ 49,886	\$ 68,843	\$ 79,610
Motor Vehicle Charging or Fueling ¹⁰	per charging or fueling position	\$ 24,001	\$ 30,145	\$ 41,600	\$ 48,107
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires) ¹¹	per service bay	\$ 13,866	\$ 17,416	\$ 24,034	\$ 27,793
Retail Drive-Thru ¹²	per lane	\$ 32,223	\$ 40,472	\$ 47,209	\$ 53,165
Quick Service Restaurant Drive-Thru Lane ¹³	per lane	\$ 81,257	\$ 102,058	\$ 142,000	\$ 168,808

FEE EXCLUDES DEVELOPER ACCESS ROADS & INCLUDES COUNTY ROADS

Residential & Lodging Uses	Unit of Measure	East	Southwest	Northwest	West
Single-Family Residential per sq. ft. (Maximum 3,500 sq. ft.) ¹	per 1,000 sq. ft.	\$ 5,409	\$ 5,710	\$ 7,543	\$ 8,976
Active Adult (55+) Residential per sq. ft. (Maximum 3,500 sq. ft.) ¹	per 1,000 sq. ft.	\$ 4,751	\$ 5,015	\$ 6,626	\$ 7,884
Multi-Family Residential per sq. ft. (Maximum 2,500 sq. ft.) ¹	per 1,000 sq. ft.	\$ 7,254	\$ 7,657	\$ 10,117	\$ 12,038
Overnight Lodging (Hotel, Inn, Motel, Resort) ²	per room	\$ 7,074	\$ 7,467	\$ 9,865	\$ 11,739
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space / lot	\$ 4,741	\$ 5,004	\$ 6,611	\$ 7,867

FEE EXCLUDES DEVELOPER ACCESS ROADS & INCLUDES COUNTY ROADS

Institutional Uses	Unit of Measure	East	Southwest	Northwest	West
Community Serving (Civic, Place of Assembly, Museum, Gallery) ²	per 1,000 sq. ft.	\$ 5,585	\$ 5,895	\$ 5,921	\$ 6,952
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	\$ 3,502	\$ 3,697	\$ 3,891	\$ 4,086
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	\$ 9,550	\$ 10,081	\$ 10,720	\$ 11,761
Industrial Uses					
Industrial (Assembly, Fabrication, Manufacturing, R&D, Trades, Utilities)	per 1,000 sq. ft.	\$ 3,025	\$ 3,193	\$ 4,200	\$ 4,845
Commercial Storage (Mini-Warehouse, Boats, RVs & Outdoor Storage, Warehouse) ³	per 1,000 sq. ft.	\$ 1,941	\$ 2,049	\$ 2,696	\$ 3,109
Distribution Center (Cold Storage, Fulfillment Centers, High-Cube)	per 1,000 sq. ft.	\$ 1,630	\$ 1,720	\$ 2,263	\$ 2,610

FEE EXCLUDES DEVELOPER ACCESS ROADS & INCLUDES COUNTY ROADS

Recreational Uses	Unit of Measure	East	Southwest	Northwest	West
Marina (Including dry storage) per berth ²	per berth	\$ 1,678	\$ 1,771	\$ 4,046	\$ 5,269
Outdoor Commercial Recreation (Golf, Multi-purpose, Sports, Tennis) ²	per acre	\$ 12,220	\$ 12,899	\$ 29,474	\$ 38,382
Indoor Commercial Recreation (Fitness, Gym, Health, Indoor Sports, Recreation)	per 1,000 sq. ft.	\$ 11,075	\$ 11,690	\$ 26,713	\$ 34,786
Office Uses					
Office (Bank, Dental, General, Higher Education, Hospital, Medical, Professional)	per 1,000 sq. ft.	\$ 8,705	\$ 9,188	\$ 12,086	\$ 13,941
Free-Standing Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	\$ 15,021	\$ 15,856	\$ 21,401	\$ 23,312

FEE EXCLUDES DEVELOPER ACCESS ROADS & INCLUDES COUNTY ROADS

Commercial Services & Retail Uses	Unit of Measure	East	Southwest	Northwest	West
Local Retail [Non-Chain or Franchisee] (Entertainment, Restaurant, Retail, Services) ⁴	per 1,000 sq. ft.	\$ 5,957	\$ 6,288	\$ 8,016	\$ 8,710
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Services) ⁵	per 1,000 sq. ft.	\$ 11,705	\$ 12,355	\$ 15,751	\$ 17,115
Free-Standing Retail (Entertainment, Restaurant, Retail, Services) ⁶	per 1,000 sq. ft.	\$ 15,832	\$ 16,711	\$ 21,304	\$ 23,149
Additive Fees for Commercial Services & Retail Uses ⁷					
Bank Drive-Thru Lane or Free-Standing ATM ⁸	per lane / ATM	\$ 29,481	\$ 31,119	\$ 51,616	\$ 57,592
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) ⁹	per lane or stall	\$ 28,597	\$ 30,186	\$ 40,496	\$ 45,184
Motor Vehicle Charging or Fueling ¹⁰	per charging or fueling position	\$ 17,281	\$ 18,241	\$ 24,471	\$ 27,304
Motor Vehicle Service (Maintenance, Quick Lube, Service, Tires) ¹¹	per service bay	\$ 9,984	\$ 10,538	\$ 14,138	\$ 15,774
Retail Drive-Thru ¹²	per lane	\$ 23,200	\$ 24,489	\$ 27,770	\$ 30,175
Quick Service Restaurant Drive-Thru Lane ¹³	per lane	\$ 58,505	\$ 61,755	\$ 83,529	\$ 95,810

SINGLE-FAMILY COMPARISON

Single-Family Residential	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	2,400 sq. ft. house	\$ 3,840	\$ 2,712	\$ 3,408	\$ -
Current County Road Impact Fee	2,400 sq. ft. house	\$ 2,060	\$ 2,060	\$ 2,060	\$ -
Current Total Fees	2,400 sq. ft. house	\$ 5,900	\$ 4,772	\$ 5,468	\$ -
Draft Mobility Fee (with developer roads)	2,400 sq. ft. house	\$ 18,031	\$ 22,646	\$ 30,778	\$ 37,954
Draft Mobility Fee (without developer roads)	2,400 sq. ft. house	\$ 12,982	\$ 13,704	\$ 18,103	\$ 20,873
Draft Mobility Fee (w/o county & developer roads)	2,400 sq. ft. house	\$ 11,683	\$ 12,334	\$ 16,293	\$ 18,786

RESIDENTIAL FEE COMPARISON

LOCAL GOVERNMENT	LAND USE	UNIT OF MEASURE	FEE RATE	LAST UPDATE OF FEE
EXISTING CITY & COUNTY FEE	Single-Family Detached	2,400 SQ. FT.	\$5,900	2022
Port St. Lucie (East Assessment Area)	Single-Family Detached	2,400 SQ. FT.	\$12,982	Under Evaluation
Port St. Lucie (Southwest Assessment Area)	Single-Family Detached	2,400 SQ. FT.	\$13,704	Under Evaluation
Port St. Lucie (Northwest Assessment Area)	Single-Family Detached	2,400 SQ. FT.	\$18,103	Under Evaluation
Port St. Lucie (West Assessment Area)	Single-Family Detached	2,400 SQ. FT.	\$20,873	Under Evaluation
St. Lucie County (Urban)	Single-Family Detached	(2,400 to 3,499 sq. ft.)	\$14,121	Under Evaluation
St. Lucie County (Rural)	Single-Family Detached	(2,400 to 3,499 sq. ft.)	\$18,224	Under Evaluation
Cape Coral	Single-Family Detached	(2,000 sq. ft. or more)	\$10,063	Under Evaluation
Palm Coast	Single Family Detached	2,400 SQ. FT.	\$9,048	2025
Hillsborough County (Urban)	Single Family Detached	(1,500 to 2,499 sq. ft.)	\$9,183	2022
Hillsborough County (Rural)	Single Family Detached	(1,500 to 2,499 sq. ft.)	\$13,038	2022
Mantee County	Single Family Detached	(1,700 sq. ft. or more)	\$18,177	9/9/2025
Osceola County	Single Family Detached	Dwelling Unit	\$21,710	2025 ¹

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Single-Family Residential (2,400 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$5,900	\$12,982	\$3,541	\$9,441	\$12,982	\$12,982	\$12,982
East Assessment Area (3 YR PHASE)	\$5,900	\$12,982	\$2,337	\$8,237	\$10,574	\$12,982	\$12,982
East Assessment Area (4 YR PHASE)	\$5,900	\$12,982	\$1,771	\$7,671	\$9,441	\$11,212	\$12,982
Southwest Assessment Area (2 YR PHASE)	\$4,772	\$13,704	\$4,466	\$9,238	\$13,704	\$13,704	\$13,704
Southwest Assessment Area (3 YR PHASE)	\$4,772	\$13,704	\$2,948	\$7,720	\$7,720	\$13,704	\$13,704
Southwest Assessment Area (4 YR PHASE)	\$4,772	\$13,704	\$2,233	\$7,005	\$9,238	\$11,471	\$13,704
Northwest Assessment Area (2 YR PHASE)	\$5,468	\$18,103	\$6,318	\$11,786	\$18,103	\$18,103	\$18,103
Northwest Assessment Area (3 YR PHASE)	\$5,468	\$18,103	\$4,170	\$9,638	\$13,807	\$18,103	\$18,103
Northwest Assessment Area (4 YR PHASE)	\$5,468	\$18,103	\$3,159	\$8,627	\$11,786	\$14,944	\$18,103
West Assessment Area (2 YR PHASE)	--	\$20,873	\$10,437	\$10,437	\$20,873	\$20,873	\$20,873
West Assessment Area (3 YR PHASE)	--	\$20,873	\$5,218	\$10,437	\$15,655	\$20,873	\$20,873
West Assessment Area (4 YR PHASE)	--	\$20,873	\$3,444	\$10,437	\$13,881	\$17,325	\$20,873

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Single-Family Residential (2,400 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer & county roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$5,900	\$11,683	\$2,892	\$8,792	\$11,683	\$11,683	\$11,683
East Assessment Area (3 YR PHASE)	\$5,900	\$11,683	\$1,908	\$7,808	\$9,717	\$11,683	\$11,683
East Assessment Area (4 YR PHASE)	\$5,900	\$11,683	\$1,446	\$7,346	\$8,792	\$10,237	\$11,683
Southwest Assessment Area (2 YR PHASE)	\$4,772	\$12,334	\$3,781	\$8,553	\$12,334	\$12,334	\$12,334
Southwest Assessment Area (3 YR PHASE)	\$4,772	\$12,334	\$2,495	\$7,267	\$7,267	\$12,334	\$12,334
Southwest Assessment Area (4 YR PHASE)	\$4,772	\$12,334	\$1,891	\$6,663	\$8,553	\$10,444	\$12,334
Northwest Assessment Area (2 YR PHASE)	\$5,468	\$16,293	\$5,413	\$10,881	\$16,293	\$16,293	\$16,293
Northwest Assessment Area (3 YR PHASE)	\$5,468	\$16,293	\$3,572	\$9,040	\$12,613	\$16,293	\$16,293
Northwest Assessment Area (4 YR PHASE)	\$5,468	\$16,293	\$2,706	\$8,174	\$10,881	\$13,587	\$16,293
West Assessment Area (2 YR PHASE)	--	\$18,786	\$9,393	\$9,393	\$18,786	\$18,786	\$18,786
West Assessment Area (3 YR PHASE)	--	\$18,786	\$4,697	\$9,393	\$14,090	\$18,786	\$18,786
West Assessment Area (4 YR PHASE)	--	\$18,786	\$3,100	\$9,393	\$12,493	\$15,592	\$18,786

MULTI-FAMILY COMPARISON

Multi-Family Residential	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	per 1,000 sq. ft.	\$ 2,650	\$ 1,870	\$ 2,340	\$ -
Current County Road Impact Fee	(750 to 1,499 sq. ft. unit)	\$ 1,589	\$ 1,589	\$ 1,589	\$ -
Current Total Fees	per 1,000 sq. ft.	\$ 4,239	\$ 3,459	\$ 3,929	\$ -
Draft Mobility Fee (with developer roads)	per 1,000 sq. ft.	\$ 10,076	\$ 12,665	\$ 17,199	\$ 21,209
Draft Mobility Fee (without developer roads)	per 1,000 sq. ft.	\$ 7,254	\$ 7,657	\$ 10,117	\$ 12,038
Draft Mobility Fee (w/o county & developer roads)	per 1,000 sq. ft.	\$ 6,529	\$ 6,891	\$ 9,105	\$ 10,834

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Multi-Family Residential (1,000 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$4,239	\$7,254	\$1,508	\$5,747	\$7,254	\$7,254	\$7,254
East Assessment Area (3 YR PHASE)	\$4,239	\$7,254	\$995	\$5,234	\$6,229	\$7,254	\$7,254
East Assessment Area (4 YR PHASE)	\$4,239	\$7,254	\$754	\$4,993	\$5,747	\$6,500	\$7,254
Southwest Assessment Area (2 YR PHASE)	\$3,459	\$7,657	\$2,099	\$5,558	\$7,657	\$7,657	\$7,657
Southwest Assessment Area (3 YR PHASE)	\$3,459	\$7,657	\$1,385	\$4,844	\$4,844	\$7,657	\$7,657
Southwest Assessment Area (4 YR PHASE)	\$3,459	\$7,657	\$1,050	\$4,509	\$5,558	\$6,608	\$7,657
Northwest Assessment Area (2 YR PHASE)	\$3,929	\$10,117	\$3,094	\$7,023	\$10,117	\$10,117	\$10,117
Northwest Assessment Area (3 YR PHASE)	\$3,929	\$10,117	\$2,042	\$5,971	\$8,013	\$10,117	\$10,117
Northwest Assessment Area (4 YR PHASE)	\$3,929	\$10,117	\$1,547	\$5,476	\$7,023	\$8,570	\$10,117
West Assessment Area (2 YR PHASE)	--	\$12,038	\$6,019	\$6,019	\$12,038	\$12,038	\$12,038
West Assessment Area (3 YR PHASE)	--	\$12,038	\$3,010	\$6,019	\$9,029	\$12,038	\$12,038
West Assessment Area (4 YR PHASE)	--	\$12,038	\$1,986	\$6,019	\$8,005	\$9,992	\$12,038

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Multi-Family Residential (1,000 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer & county roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$4,239	\$6,529	\$1,145	\$5,384	\$6,529	\$6,529	\$6,529
East Assessment Area (3 YR PHASE)	\$4,239	\$6,529	\$756	\$4,995	\$5,750	\$6,529	\$6,529
East Assessment Area (4 YR PHASE)	\$4,239	\$6,529	\$573	\$4,812	\$5,384	\$5,957	\$6,529
Southwest Assessment Area (2 YR PHASE)	\$3,459	\$6,891	\$1,716	\$5,175	\$6,891	\$6,891	\$6,891
Southwest Assessment Area (3 YR PHASE)	\$3,459	\$6,891	\$1,133	\$4,592	\$4,592	\$6,891	\$6,891
Southwest Assessment Area (4 YR PHASE)	\$3,459	\$6,891	\$858	\$4,317	\$5,175	\$6,033	\$6,891
Northwest Assessment Area (2 YR PHASE)	\$3,929	\$9,105	\$2,588	\$6,517	\$9,105	\$9,105	\$9,105
Northwest Assessment Area (3 YR PHASE)	\$3,929	\$9,105	\$1,708	\$5,637	\$7,345	\$9,105	\$9,105
Northwest Assessment Area (4 YR PHASE)	\$3,929	\$9,105	\$1,294	\$5,223	\$6,517	\$7,811	\$9,105
West Assessment Area (2 YR PHASE)	--	\$10,834	\$5,417	\$5,417	\$10,834	\$10,834	\$10,834
West Assessment Area (3 YR PHASE)	--	\$10,834	\$2,709	\$5,417	\$8,126	\$10,834	\$10,834
West Assessment Area (4 YR PHASE)	--	\$10,834	\$1,788	\$5,417	\$7,205	\$8,992	\$10,834

INDUSTRIAL COMPARISON

Industrial	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	per 1,000 sq. ft.	\$ 700	\$ 550	\$ 740	\$ -
Current County Road Impact Fee	per 1,000 sq. ft.	\$ 441	\$ 441	\$ 441	\$ -
Current Total Fees	per 1,000 sq. ft.	\$ 1,141	\$ 991	\$ 1,181	\$ -
Draft Mobility Fee (with developer roads)	per 1,000 sq. ft.	\$ 4,202	\$ 5,277	\$ 7,141	\$ 8,536
Draft Mobility Fee (without developer roads)	per 1,000 sq. ft.	\$ 3,025	\$ 3,193	\$ 4,200	\$ 4,845
Draft Mobility Fee (w/o county & developer roads)	per 1,000 sq. ft.	\$ 2,723	\$ 2,874	\$ 3,780	\$ 4,361

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Industrial (1,000 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$1,141	\$3,025	\$942	\$2,083	\$3,025	\$3,025	\$3,025
East Assessment Area (3 YR PHASE)	\$1,141	\$3,025	\$622	\$1,763	\$2,384	\$3,025	\$3,025
East Assessment Area (4 YR PHASE)	\$1,141	\$3,025	\$471	\$1,612	\$2,083	\$2,554	\$3,025
Southwest Assessment Area (2 YR PHASE)	\$991	\$3,193	\$1,101	\$2,092	\$3,193	\$3,193	\$3,193
Southwest Assessment Area (3 YR PHASE)	\$991	\$3,193	\$727	\$1,718	\$1,718	\$3,193	\$3,193
Southwest Assessment Area (4 YR PHASE)	\$991	\$3,193	\$551	\$1,542	\$2,092	\$2,643	\$3,193
Northwest Assessment Area (2 YR PHASE)	\$1,181	\$4,200	\$1,510	\$2,691	\$4,200	\$4,200	\$4,200
Northwest Assessment Area (3 YR PHASE)	\$1,181	\$4,200	\$996	\$2,177	\$3,174	\$4,200	\$4,200
Northwest Assessment Area (4 YR PHASE)	\$1,181	\$4,200	\$755	\$1,936	\$2,691	\$3,445	\$4,200
West Assessment Area (2 YR PHASE)	--	\$4,845	\$2,423	\$2,423	\$4,845	\$4,845	\$4,845
West Assessment Area (3 YR PHASE)	--	\$4,845	\$1,211	\$2,423	\$3,634	\$4,845	\$4,845
West Assessment Area (4 YR PHASE)	--	\$4,845	\$799	\$2,423	\$3,222	\$4,021	\$4,845

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Industrial (1,000 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer & county roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$1,141	\$2,723	\$791	\$1,932	\$2,723	\$2,723	\$2,723
East Assessment Area (3 YR PHASE)	\$1,141	\$2,723	\$522	\$1,663	\$2,185	\$2,723	\$2,723
East Assessment Area (4 YR PHASE)	\$1,141	\$2,723	\$396	\$1,537	\$1,932	\$2,328	\$2,723
Southwest Assessment Area (2 YR PHASE)	\$991	\$2,874	\$942	\$1,933	\$2,874	\$2,874	\$2,874
Southwest Assessment Area (3 YR PHASE)	\$991	\$2,874	\$621	\$1,612	\$1,612	\$2,874	\$2,874
Southwest Assessment Area (4 YR PHASE)	\$991	\$2,874	\$471	\$1,462	\$1,933	\$2,403	\$2,874
Northwest Assessment Area (2 YR PHASE)	\$1,181	\$3,780	\$1,300	\$2,481	\$3,780	\$3,780	\$3,780
Northwest Assessment Area (3 YR PHASE)	\$1,181	\$3,780	\$858	\$2,039	\$2,896	\$3,780	\$3,780
Northwest Assessment Area (4 YR PHASE)	\$1,181	\$3,780	\$650	\$1,831	\$2,481	\$3,130	\$3,780
West Assessment Area (2 YR PHASE)	--	\$4,361	\$2,181	\$2,181	\$4,361	\$4,361	\$4,361
West Assessment Area (3 YR PHASE)	--	\$4,361	\$1,090	\$2,181	\$3,271	\$4,361	\$4,361
West Assessment Area (4 YR PHASE)	--	\$4,361	\$720	\$2,181	\$2,900	\$3,620	\$4,361

OFFICE COMPARISON

Office	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	per 1,000 sq. ft.	\$ 2,660	\$ 2,120	\$ 2,850	\$ -
Current County Road Impact Fee	per 1,000 sq. ft.	\$ 1,486	\$ 1,486	\$ 1,486	\$ -
Current Total Fees	per 1,000 sq. ft.	\$ 4,146	\$ 3,606	\$ 4,336	\$ -
Draft Mobility Fee (with developer roads)	per 1,000 sq. ft.	\$ 12,090	\$ 15,185	\$ 20,547	\$ 24,562
Draft Mobility Fee (without developer roads)	per 1,000 sq. ft.	\$ 8,705	\$ 9,188	\$ 12,086	\$ 13,941
Draft Mobility Fee (w/o county & developer roads)	per 1,000 sq. ft.	\$ 7,835	\$ 8,269	\$ 10,877	\$ 12,547

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Office (1,000 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$4,146	\$8,705	\$2,280	\$6,426	\$8,705	\$8,705	\$8,705
East Assessment Area (3 YR PHASE)	\$4,146	\$8,705	\$1,504	\$5,650	\$7,155	\$8,705	\$8,705
East Assessment Area (4 YR PHASE)	\$4,146	\$8,705	\$1,140	\$5,286	\$6,426	\$7,565	\$8,705
Southwest Assessment Area (2 YR PHASE)	\$3,606	\$9,188	\$2,791	\$6,397	\$9,188	\$9,188	\$9,188
Southwest Assessment Area (3 YR PHASE)	\$3,606	\$9,188	\$1,842	\$5,448	\$5,448	\$9,188	\$9,188
Southwest Assessment Area (4 YR PHASE)	\$3,606	\$9,188	\$1,396	\$5,002	\$6,397	\$7,793	\$9,188
Northwest Assessment Area (2 YR PHASE)	\$4,336	\$12,086	\$3,875	\$8,211	\$12,086	\$12,086	\$12,086
Northwest Assessment Area (3 YR PHASE)	\$4,336	\$12,086	\$2,558	\$6,894	\$9,451	\$12,086	\$12,086
Northwest Assessment Area (4 YR PHASE)	\$4,336	\$12,086	\$1,938	\$6,274	\$8,211	\$10,149	\$12,086
West Assessment Area (2 YR PHASE)	--	\$13,941	\$6,971	\$6,971	\$13,941	\$13,941	\$13,941
West Assessment Area (3 YR PHASE)	--	\$13,941	\$3,485	\$6,971	\$10,456	\$13,941	\$13,941
West Assessment Area (4 YR PHASE)	--	\$13,941	\$2,300	\$6,971	\$9,271	\$11,571	\$13,941

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Office (1,000 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer & county roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$4,146	\$7,835	\$1,845	\$5,991	\$7,835	\$7,835	\$7,835
East Assessment Area (3 YR PHASE)	\$4,146	\$7,835	\$1,217	\$5,363	\$6,581	\$7,835	\$7,835
East Assessment Area (4 YR PHASE)	\$4,146	\$7,835	\$922	\$5,068	\$5,991	\$6,913	\$7,835
Southwest Assessment Area (2 YR PHASE)	\$3,606	\$8,269	\$2,332	\$5,938	\$8,269	\$8,269	\$8,269
Southwest Assessment Area (3 YR PHASE)	\$3,606	\$8,269	\$1,539	\$5,145	\$5,145	\$8,269	\$8,269
Southwest Assessment Area (4 YR PHASE)	\$3,606	\$8,269	\$1,166	\$4,772	\$5,938	\$7,103	\$8,269
Northwest Assessment Area (2 YR PHASE)	\$4,336	\$10,877	\$3,271	\$7,607	\$10,877	\$10,877	\$10,877
Northwest Assessment Area (3 YR PHASE)	\$4,336	\$10,877	\$2,159	\$6,495	\$8,653	\$10,877	\$10,877
Northwest Assessment Area (4 YR PHASE)	\$4,336	\$10,877	\$1,635	\$5,971	\$7,607	\$9,242	\$10,877
West Assessment Area (2 YR PHASE)	--	\$12,547	\$6,274	\$6,274	\$12,547	\$12,547	\$12,547
West Assessment Area (3 YR PHASE)	--	\$12,547	\$3,137	\$6,274	\$9,410	\$12,547	\$12,547
West Assessment Area (4 YR PHASE)	--	\$12,547	\$2,070	\$6,274	\$8,344	\$10,414	\$12,547

RETAIL COMPARISON

Multi-Tenant Retail	Unit of Measure	East	Southwest	Northwest	West
Current City Mobility Fee	per 1,000 sq. ft.	\$ 4,780	\$ 3,300	\$ 4,050	\$ -
Current County Road Impact Fee	per 1,000 sq. ft.	\$ 2,414	\$ 2,414	\$ 2,414	\$ -
Current Total Fees	per 1,000 sq. ft.	\$ 7,194	\$ 5,714	\$ 6,464	\$ -
Draft Mobility Fee (with developer roads)	per 1,000 sq. ft.	\$ 16,257	\$ 20,419	\$ 26,776	\$ 30,155
Draft Mobility Fee (without developer roads)	per 1,000 sq. ft.	\$ 11,705	\$ 12,335	\$ 15,751	\$ 17,115
Draft Mobility Fee (w/o county & developer roads)	per 1,000 sq. ft.	\$ 10,535	\$ 11,102	\$ 14,176	\$ 15,404

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Retail (1,000 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$7,194	\$11,705	\$2,256	\$9,450	\$11,705	\$11,705	\$11,705
East Assessment Area (3 YR PHASE)	\$7,194	\$11,705	\$1,489	\$8,683	\$10,171	\$11,705	\$11,705
East Assessment Area (4 YR PHASE)	\$7,194	\$11,705	\$1,128	\$8,322	\$9,450	\$10,577	\$11,705
Southwest Assessment Area (2 YR PHASE)	\$5,714	\$12,335	\$3,311	\$9,025	\$12,335	\$12,335	\$12,335
Southwest Assessment Area (3 YR PHASE)	\$5,714	\$12,335	\$2,185	\$7,899	\$7,899	\$12,335	\$12,335
Southwest Assessment Area (4 YR PHASE)	\$5,714	\$12,335	\$1,655	\$7,369	\$9,025	\$10,680	\$12,335
Northwest Assessment Area (2 YR PHASE)	\$6,464	\$15,751	\$4,644	\$11,108	\$15,751	\$15,751	\$15,751
Northwest Assessment Area (3 YR PHASE)	\$6,464	\$15,751	\$3,065	\$9,529	\$12,593	\$15,751	\$15,751
Northwest Assessment Area (4 YR PHASE)	\$6,464	\$15,751	\$2,322	\$8,786	\$11,108	\$13,429	\$15,751
West Assessment Area (2 YR PHASE)	--	\$17,115	\$8,558	\$8,558	\$17,115	\$17,115	\$17,115
West Assessment Area (3 YR PHASE)	--	\$17,115	\$4,279	\$8,558	\$12,836	\$17,115	\$17,115
West Assessment Area (4 YR PHASE)	--	\$17,115	\$2,824	\$8,558	\$11,381	\$14,205	\$17,115

PHASING OPTION: 2, 3, & 4 YEAR TIME FRAME Retail (1,000 sq. ft.)	Existing City & County Fee	Draft 2025 Mobility Fee w/o developer & county roads	Annual Phase Increase	2026	2027	2028	2029
East Assessment Area (2 YR PHASE)	\$7,194	\$10,535	\$1,671	\$8,865	\$10,535	\$10,535	\$10,535
East Assessment Area (3 YR PHASE)	\$7,194	\$10,535	\$1,103	\$8,297	\$9,399	\$10,535	\$10,535
East Assessment Area (4 YR PHASE)	\$7,194	\$10,535	\$835	\$8,029	\$8,865	\$9,700	\$10,535
Southwest Assessment Area (2 YR PHASE)	\$5,714	\$11,102	\$2,694	\$8,408	\$11,102	\$11,102	\$11,102
Southwest Assessment Area (3 YR PHASE)	\$5,714	\$11,102	\$1,778	\$7,492	\$7,492	\$11,102	\$11,102
Southwest Assessment Area (4 YR PHASE)	\$5,714	\$11,102	\$1,347	\$7,061	\$8,408	\$9,755	\$11,102
Northwest Assessment Area (2 YR PHASE)	\$6,464	\$14,176	\$3,856	\$10,320	\$14,176	\$14,176	\$14,176
Northwest Assessment Area (3 YR PHASE)	\$6,464	\$14,176	\$2,545	\$9,009	\$11,554	\$14,176	\$14,176
Northwest Assessment Area (4 YR PHASE)	\$6,464	\$14,176	\$1,928	\$8,392	\$10,320	\$12,248	\$14,176
West Assessment Area (2 YR PHASE)	--	\$15,404	\$7,702	\$7,702	\$15,404	\$15,404	\$15,404
West Assessment Area (3 YR PHASE)	--	\$15,404	\$3,851	\$7,702	\$11,553	\$15,404	\$15,404
West Assessment Area (4 YR PHASE)	--	\$15,404	\$2,542	\$7,702	\$10,244	\$12,785	\$15,404

NEED COUNCIL DIRECTION ON THE FOLLOWING

- 1. Include or Exclude Developer Site Related Roads (Lane 1 & 2)?**
- 2. Phase in County owned Roads upon expiration or termination of the ILA in 2027 or exclude them completely. (Fee would be roughly 10% lower than calculated by excluding either interim or completely)**
- 3. Do we include the west assessment area/benefit area?**
- 4. Should we assume additional funding to lower fees?**
- 5. Are there changes to be made to mobility plan projects?**
- 6. Is there direction on phasing increases? If so, over how many years?**

OPPORTUNITY FOR FEEDBACK

- **Workshop (September 9th, 2025) – Additional being considered**
- **Welcome feedback on mobility projects and mobility fees**
- **There are very expensive projects that will require further review**
- **City's website will provide future meeting dates**
- **Will be ongoing coordination with County, Developers, FDOT & TPO**

COMMENTS & QUESTIONS



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