VILLAGE OF WELLINGTON
MULTIMODAL IMPACT FEE
TECHNICAL REPORT
DECEMBER 2021

Prepared for:

THE VILLAGE OF WELLINGTON

Prepared by:

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

DRAFT
WELLINGTON
MULTIMODAL IMPACT FEE

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Produced for: Wellington

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December 9th, 2021

Mr. Tim Stillings
Planning, Zoning & Building Director
Village of Wellington
12300 Forest Hill Blvd
Wellington, FL 33414

Re: Wellington Multimodal Impact Fee

Dear Mr. Stillings:

Enclosed is the 1st draft technical report used to calculate the Wellington multimodal impact fee. Wellington currently has a road impact fee that is required to be updated by Florida Statute. The proposed multimodal impact fee would replace the road impact fee and provide Wellington with greater flexibility to fund multimodal improvements identified in the Capital Improvements Program. This draft technical report has been prepared to facilitate feedback and review from community stakeholders, development interest, engaged residents, governmental entities, and the members of the Wellington Council. This is a draft only; the Council has not taken any formal action to adopt the multimodal impact fee. Once feedback is received, any updates or changes will be coordinated with Staff and a final technical report will be prepared for consideration by the Council. Florida Statute requires impact fees be based on the most recent and localized data.

The proposed multimodal impact fee is consistent with all legal and statutory requirements and meets the dual rational nexus test and the rough proportionality test. The multimodal impact fee is proposed to replace the current road impact fee schedule to reflect changing market conditions. The multimodal impact fees are higher for several uses that may require either phasing or finding of extraordinary circumstance per the most recent amendments to Florida Statute 163.31801. The proposed multimodal impact fee is ***not intended*** to replace any portion of Palm Beach County's road impact fee (emphasis added). I look forward to continuing working with Staff on outreach efforts and finalizing the multimodal impact fee.

Sincerely,

Jonathan B. Paul

Jonathan B. Paul, AICP
Principal

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EXECUTIVE SUMMARY

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 are one of the primary ways local governments can require new development, along with redevelopment or expansion of existing land uses which generates additional transportation demand, to mitigate its impact to a local governments transportation system.

Wellington currently has a road impact fee that it levies on new development to mitigate the impact to its roads. Wellington collects a road impact fee for Palm Beach County to mitigate the impact of new development on County roads and accounts for travel on State roads. To provide Wellington with increased flexibility for funding multimodal transportation improvements, a multimodal impact fee has been developed with the intent of replacing the current road impact fee. Road impact fees are intended to primarily fund the addition of road capacity. Multimodal impact fees are intended to fund the addition of people capacity through bike lanes, multimodal lanes, multimodal paths, sidewalks, trails and road improvements.

Multimodal impact fees are similar to mobility fees in that they are based on person travel and person capacity. The biggest difference is that mobility fees are required by Florida Statute Section 163.3180 (5)(i) to be based on a specific plan of multimodal improvements. Whereas, the multimodal impact fee is a standards-based fee that calculates the potential consumption (aka utilization) by new development of the person capacity provided through multimodal transportation facilities, such as bike lanes, pathways, sidewalks, and road improvements.

Florida Statute Section 163.31801, otherwise known as the “Impact Fee Act”, requires that any impact fee adopted by a local government shall be based on the most recent and localized data. It has been several years since Wellington last updated its road impact fee. Wellington is undertaking this update to ensure that the multimodal impact fee is consistent with Florida Statute. The Florida Legislature amended the “Impact Fee Act” during the 2021 Legislative Session and limited the ability of local governments to raise impact fees above 50% without a finding of extraordinary circumstances. The amendment also requires that any increase in existing fees of 25%, or less, must be phased-in over a two (2) year period and any increase greater than 25%, but not more than 50%, of the current road impact fee must be phased-in over a four (4) year period. This Technical Report documents the data and methodology used to develop the multimodal impact fee and demonstrates that the multimodal impact fee meets the legally established dual rational nexus test and rough proportionality test, and complies with the requirements of Florida Statute Section 163.31801.

Road & Multimodal Impact Fees Comparison

Wellington's current road impact fee provides a one-time revenue stream from new development, or redevelopment, that results in an increase in travel demand impact above and beyond the current use of land. Road impact fees are intended to fund new road capacity. Multimodal impact fees are intended to fund new multimodal capacity for the movement of people. The following is a summary comparison of road impact fees versus multimodal impact fees:

Road Impact Fees

- 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.

- Are intended to 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 currently based on a road LOS standard (aka a standards or consumption-based fee) adopted in the Wellington Comprehensive Plan.

- Are most appropriate for local governments where there is a need to add road capacity through multiple roadway and intersection improvements.

Multimodal Impact Fees

- 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.

- Are intended to partially, or fully, fund multimodal improvements, including bike lanes, multimodal pathways, sidewalks, trails, streetscape and landscape improvements. The fees may also fund multimodal lanes for micromobility devices (i.e., electric bikes, electric scooters) and microtransit vehicles (i.e., golf carts, neighborhood electric vehicles). The multimodal impact fees can also be used for constructing new roads, widening existing roads, and improving intersections by adding turn lanes, signals, roundabouts, and American Disability Act (ADA) compliant upgrades at intersections.

- Are most appropriate for local governments, including Wellington, where there is a greater need to add person capacity through multiple multimodal improvements, including, but not limited to: bike lanes, multimodal pathways, sidewalks, trails, and road capacity improvements.

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Prior to the adoption of the "Impact Fee Act", 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 had adopted enabling legislation, elected to defer to the significant case law that developed in both Florida and throughout the U.S. to provide guidance to local governments on adopting 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. There has yet to be a legal challenge to impact fees in Florida since the 2009 legislation, due in large part to the great recession and the fact that many local governments either reduced impact fees or placed a moratorium on impact fees between 2009 and 2015.

Another change by the legislature in 2019, through HB 207 was the requirement that fees not be collected before building permit. The changes also expanded on the requirements of the dual rational nexus test, the collection and expenditure of fees, the provision of credits for developer constructed improvements, and the cost to administer impact fee programs.

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.

During the 2021 session, the Florida Legislature amended Florida Statute Section 163.31801, the "Impact Fee Act" again, which the Governor subsequently approved. This amendment resulted in addittional changes, the most substantial of which affects the update of impact fees that result in a proposed increase of existing impact fee rates. For impact fee updates that result in an increase of 25%, or less, over existing impact fees, increases are required to be phased-in over a two (2) year period in equal increments. For updates that result in an increase between 25% and 50%, increases are required to be phased-in over a four (4) year period in equal increments.

The amendment limits impact fee increases above existing rates to no more than 50% within a four (4) year period. The amendment includes a provision that allows a local government to conduct a Demonstrated Need Study with numerous stipulations, including holding two (2) public hearings, making a finding of extraordinary circumstances, and requiring a super majority approval of the elected officials of the local government. The language in Florida Statute Section 163.31801 can be found in **Appendix A**.

The purpose of this Technical Report is to demonstrate that Wellington's multimodal impact fee is proportional and reasonably connected to, or has a rational nexus with, both the need for new multimodal improvements, and the multimodal benefits provided to those who pay the fee, otherwise known as the "dual rational nexus test" and "rough proportionality test", as required by Florida Statute Section 163.31801(4)(f), (g) and (h). The "dual rational nexus test" requires a local government demonstrate that there is a reasonable connection, or rational nexus, between:

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

The "Benefit" that the new development receives from the payment and expenditure of fees to construct the new capital improvements.

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 a new development and the impact of the new development. The "rough proportionality test" requires that there be a reasonable relationship between the impact fee and the impact of new development based upon the applicable unit of measure for residential and non-residential uses and that the variables used to calculate a fee are reasonably assignable and attributable to the impact of each new development.

The first time 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 pretermit 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).

VEHICLE MILES OF TRAVEL (VMT)

The growth in vehicle miles of travel (VMT) is one of the factors evaluated to determine that there is a need for future multimodal improvements within Wellington. The future model volumes were obtained from the Palm Beach County Transportation Planning Agency (TPA) based on the 2045 Long Range Transportation Plan. The VMT analysis only includes major roads within Wellington and excludes Southern Blvd and SR 7, as neither road is maintained by Wellington.

The VMT data is used to project future person miles of travel (PMT) demand to demonstrate growth in travel demand that will require Wellington to provide **"needed"** multimodal improvements through Wellington's Capital Improvements Program to meet future multimodal travel demand. The multimodal impact fee will be one funding source available to Wellington to fund future multimodal improvements to meet the **"needs"** of new development. The growth in VMT was evaluated to demonstrate that there is future travel demand that will **"need"** to be accommodated in accordance with the first of the dual rational nexus test **(**Table 1**)**.

TABLE 1. GROWTH IN VEHICLE MILES OF TRAVEL (VMT)

Year	Vehicle Miles of Travel (VMT)
2020 (base year)	627,716
2022 (multimodal fee base year)	637,153
2045 (future year)	756,432
VMT increase (2022 to 2045)	119,279

Source: Base year 2020 counts obtained from the Florida Department of Transportation (FDOT), Palm Beach County (PBC), and the PBC Transportation Planning Agency (TPA). The 2022 multimodal fee base year was calculated based on an annual growth rate of 0.075%. Future year 2045 VMT obtained from the PBC TPA**.** The VMT for each corridor evaluated is provided in the Traffic Characteristics evaluation **(**Appendix B**)**.

PERSON MILES OF TRAVEL (PMT)

The evaluation of future person miles of travel (PMT) is the initial component in the development of the multimodal impact fee. To account for multimodal travel, vehicle miles of travel (VMT) is converted into person miles of travel (PMT) based on person trips and trip lengths for people walking, biking, riding transit, and driving. Person trips and trip lengths were obtained from the 2017 National Household Travel Survey (NHTS) using Florida specific data based on travel surveys from Core Based Statistical Area (CBSA) #33100 which includes the combined Miami, Fort Lauderdale & West Palm Beach, FL Metropolitan Statistical Areas. Previous NHTS provided travel data for Metropolitan Statistical Areas, such as West Palm Beach.

The NHTS survey data from Core Based Statistical Area (CBSA) #33100, which includes Wellington, is the most recent and localized data available for person trips, person trip lengths, and person miles of travel. The NHTS survey data was evaluated to develop a factor to convert vehicle miles of travel (VMT) into person miles of travel (PMT). The conversion factor is used in the calculation for determining the projected increase in PMT within Wellington by 2045 **(**Figure 1**)**.

FIGURE 1. PERSON MILES OF TRAVEL (PMT) INCREASE

Increase in Person Miles of Travel (PMTi)

2022 PMT = (2020 VMT x PMTf)
2045 PMT = (2045 VMT x PMTf)
PMTi = (2045 PMT - 2022 PMT)

WHERE:

PMT	=	Person Miles of Travel
VMT	=	Vehicle Miles of Travel
PMTf	=	Person Miles of Travel factor of 2.00
PMTi	=	Person Miles of Travel Increase

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The conversion to PMT is necessary to demonstrate that there is a **"need"** for multimodal improvements to accommodate the projected increase in person travel demand by 2045. The projected increase in PMT is one of several factors used to demonstrate that the mobility fee meets legal and statutory requirements. The projected increase in PMT by 2045 is 238,558 **(**Table 2**)**.

TABLE 2. INCREASE IN PERSON MILES OF TRAVEL (PMT)

2022 Vehicle Miles of Travel (VMT) & Person Miles of Travel (PMT)	
2022 Vehicle Miles of Travel (VMT)	637,153
2022 Person Miles of Travel (PMT)	1,274,306
2045 Vehicle Miles of Travel (VMT) & Person Miles of Travel (PMT)	
2045 Future Year Vehicle Miles of Travel (VMT)	756,432
2045 Future Year Person Miles of Travel (PMT)	1,512,864
Increase in Person Miles of Travel (PMT)	238,558

Source: Base and future year VMT data from Table 1. The calculation for the increase in person miles of travel (PMT) is illustrated in Figure 1. Person Miles of Travel factor of 2.0 based on 2017 National Household Travel Survey **(**Appendix C**)**.

EXISTING CONDITIONS EVALUATION (ECE)

Case law and State Statute prohibit local governments from charging new development for over capacity or "backlogged" roadways. To evaluate the capacity of the major road system, to ensure that new development is not being charged for existing deficiencies, a system-wide capacity analysis has been conducted. The existing conditions evaluation (ECE) is achieved by dividing the existing network vehicle miles of capacity (VMC) by the existing vehicle miles of travel (VMT) as illustrated on **Figure 2**.

FIGURE 2. EXISTING CONDITIONS EVALUATION (ECE)

Existing Conditions Evaluation factor (ECEf)

$TVMC = \sum (LENac \times CAPac)$

$TVMT = \sum (LENac \times AADTac)$

$ECEf = (TVMC / TVMT)$

Where:

LENac	=	Length of Arterial and Collector Roads
CAPac	=	Capacity of Arterial and Collector Roads
ECEf	=	Exisiting Conditions Evaluation factor
TVMC	=	Total Vehicle Miles of Capacity
TVMT	=	Total Vehicle Miles of Capacity

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A VMC/VMT greater than 1.00 indicates that there is currently adequate system capacity to accommodate existing daily traffic. A VMC/VMT less than 1.00 indicates that there are system deficiencies for which new development should not be assessed. Based on the evaluation of daily traffic (2022 base year), the VMC/VMT ratio for the major road system is 1.80 **(Table 3)**.

The major road system within Wellington currently provides adequate VMC to accommodate the projected VMT in 2022. Thus, there are no systemwide backlog for which new development would be assessed. New development will only be assessed on its share of the cost to provide new capacity. For purposes of the calculation of the multimodal impact fee rates, the existing conditions evaluation factor (ECEf) is set to 1.00.

TABLE 3. EXISTING CONDITIONS EVALUATION

Functional Classification	Length (miles)	2022 Vehicle Miles of Capacity (VMC)	2022 Vehicle Miles of Travel (VMT)	VMC to VMT Ratio
Collector	32.13	739,676	393,547	1.88
Arterial	6.13	699,629	404,817	1.73
Total	38.26	1,439,305	798,363	1.80

Source: The existing conditions analysis is based on data from the Traffic Characteristics evaluation **(**Appendix B**)**. The data used to determine existing Traffic Characteristics was obtained from Wellington, County and FDOT. The 2022 volumes are based on 2020 volumes with an annual growth factor of 0.75% based on the annual rate of growth between 2020 traffic and future year 2045 traffic. The VMC to VMT ratio was calculated per Figure 2.

MULTIMODAL CAPACITY

One of the major differences between a road impact fee and a multimodal impact fee is accounting for the person capacity provided by multimodal improvements. Bicycle lanes, multimodal pathways, sidewalks, and trails all have the potential to provide significant capacity to move people. The biggest impediment to greater levels of multimodal travel is the lack of an interconnected network of safe and efficient multimodal facilities.

Wellington has a very solid network established for multimodal transportation from which it can build on. Based on the relatively compact nature of Wellington, there is potential future person miles of travel demand can be accommodated by new micromobility devices such as electric pedal assist bicycles (e-bike) and electric scooters (e-scooter) and microtransit vehicles such as golf carts and neighborhood electric vehicles.

The FDOT Generalized Service Volume Tables were used to establish daily capacities for roadways and intersections **(**Table 4**)**. A major difference between a road impact fee based on vehicle miles of travel (VMT) and a multimodal impact fee based on person miles of capacity (PMC) is accounting for vehicle occupancy. To account for vehicle occupancy, the daily road capacities in Table 4 are multiplied by a Vehicle Occupancy factor of 1.84, based upon the average of vehicle occupancy from the 2017 NHTS **(**Appendix C**)**. The turn lane person capacity is based on the methodology established in the FDOT Generalized Service Volume Tables. Class I roadways are those with a posted speed limit of 40 MPH or more. Class II roadways are those with posted speed limits of 35 MPH or less. The daily vehicle capacity (maximum service volume) is based on a level of service (LOS) “D” standard.

TABLE 4. DAILY ROAD CAPACITIES

Lane Type & Number	Daily Vehicle Capacity	Daily Person Capacity	Per Lane Person Capacity	Turn Lane Person Capacity
2-Lane Undivided (Class I)	17,700	32,600	16,300	820
2-Lane Undivided (Class II)	14,800	27,200	13,600	680
4-Lane Divided (Class I)	39,800	73,200	18,300	920
6-Lane Divided (Class I)	59,900	110,200	18,400	920

Source: Florida Department of Transportation, Quality/Level of Service (LOS) Handbook, Generalized Annual Average Daily Volumes for Florida's Urbanized Areas **(Appendix D)**. Capacities are based on a LOS D standard. The daily person capacity is based on a vehicle occupancy factor of 1.84 per the 2017 NHTS Data sets for Florida **(Appendix C).** Turn lane person capacity is derived by multiplying the daily person capacity by 0.5% per the FDOT Generalized Service Volume Tables. The person capacity, per lane person capacity, and turn lane person capacity are rounded to the nearest 10th.

The establishment of multimodal capacities for people walking and bicycling are based on methodologies from multiple technical reports and manuals. The capacities for people walking and bicycling are based on both a level of service (LOS) and a quality of service (QOS). There is an inverse relationship between the LOS and QOS for people walking, bicycling and scooting. The LOS capacities for people walking, bicycling, and scooting are based upon the number of people that can be accommodated on a facility over a one-hour period.

A LOS of "A" typically denotes few people are using a sidewalk or bike lane and there is ample room for people to freely walk, bicycle, or scoot. A LOS "D" typically denotes more people are using a sidewalk or bike lane and movements are restricted. A QOS "D" typically denotes an environment where there is minimal separation between people walking and bicycling and vehicles and there is often a lack of landscape, shade, streetscape or protections from cars. In environments that feature a QOS "A", there are often wider sidewalks, pathways, or trails, with street trees and/or on-street parking and a landscape buffer that separate people walking, bicycling, and scooting from cars.

For people bicycling on-street, the presence of a protected barrier, a painted buffer or higher visibility green lane makes for a higher QOS. In Florida, most facilities for people walking, bicycling, and scooting feature a LOS "A" and a QOS "D" or "E": meaning few, if any, people use the facilities to walk, bicycle, or scoot. A municipality can increase the QOS and multimodal capacity by providing physical barriers between multimodal facilities and travel lanes. Physical barriers would include concrete medians, barrier walls, on-street parking, grass buffers and / or street trees.

It is common practice in Europe to provide bicycle lanes adjacent to curbs and locate on-street parking between travel lanes and the bike lane. In the U.S. it is common for bike lanes to be provided between travel lanes and on-street parking. Increasingly, there is a recognition that the European model of providing curb separated and raised bike lanes and protected intersection is one of the main factors in the high level of bicycling and the mode share for people riding bikes. The U.S. has a long way to go to achieving mode share and greater use of bicycles. The multimodal capacities in this Report recognize that Wellington has a network with a decent level of separation from travel lanes and it is likely that trend will continue in the future **(**Table 5**)**.

TABLE 5. MULTIMODAL CAPACITIES

Type of Multimodal Facility	Unit of Measure	Daily Capacity
Sidewalk	5' to 7' wide	2,400
Multimodal Pathways	8' to 10' wide	3,600
Trail	12' to 16' wide	4,800
Bicycle Lane	4' to 5' wide	3,600

Source: The multimodal capacities are based on a on a LOS "C" capacity and a QOS "B". Capacity methodologies for sidewalks, pathways, trails, bicycles, and the multimodal are based on methodologies established in Transportation Research Record 1636 Paper No. 98-0066, the 2006 Shared-Use Path Level of Service Calculator-A User's Guide developed for the Federal Highway Administration, and the 2010 Highway Capacity Manual.

MULTIMODAL IMPROVEMENTS

Wellington annually identifies multimodal improvements through the Capital Improvements Program. These multimodal improvements consist of bike lanes, sidewalks, pathways, trails, intersections, and roads. To develop the multimodal impact fee, per miles cost and person capacity estimates have been developed for the types of multimodal improvements projected to be constructed within Wellington.

The projected cost estimates per improvements are planning level cost and will be further refined as multimodal projects enter the design phase and are incorporated into the Capital Improvements Element. Table 6 illustrates the types of multimodal improvements, person miles of capacity, and cost that are used in the multimodal impact fee calculations. The cost of a high visibility mid-block crosswalk is included in the multimodal improvements as safe crossings impact the level of utilization of multimodal improvements and positively impacts the overall quality of service (QOS) provided to people walking, bicycling, and riding micromobility devices.

TABLE 6. MULTIMODAL IMPROVEMENTS

Multimodal Improvement	PMC	Cost
Sidewalk (5' to 7' wide)	2,400	$299,049
Multimodal Path (8' wide)	3,600	$381,157
Trail (10' to 12' wide)	4,800	$571,136
Bicycle Lane (4' to 5' wide)	3,600	$473,115
High Visibility Mid-Block Crossing (per unit)	--	$252,426
New Two (2) Lane Road (rural section)	27,200	$4,202,540
New Two (2) Lane Road (urban section)	32,600	$4,625,331
New Four (4) Lane Road (urban section)	73,200	$8,094,329
Widen from Two (2) to Four (4) Lane (urban divided section)	46,000	$4,908,426

Source: The person miles of capacity (PMC) is based on the multimodal capacities established in Table 4 and Table 5. The cost for multimodal improvements is based on the most recent and localized data from Wellington, Palm Beach County and FDOT (Appendix E).

FUNDING

The availability of funding for multimodal improvements over the next 25 years may come from a variety of funding sources. Palm Beach County and Wellington can elect to allocate a portion of gas taxes and infrastructure sales tax towards multimodal improvements projects. 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. Neither the Federal Government nor the State of Florida have raised gas taxes in a number of years. The gas taxes that are available are largely earmarked for maintenance and operations of the existing transportation network. The County's existing infrastructure sales tax provides a broader opportunity to have available funds to contribute towards multimodal improvements. Future infrastructure sales tax initiatives beyond the current sales tax will require voter approval. There has been some discussion of a VMT tax to replace the gas tax at the federal and state level. There are several states that are testing pilot projects for a VMT tax and the recently approved 2021 "Infrastructure Investment and Jobs Act" provides additional funding for pilot programs. However, given the recent comments from Governor DeSantis on VMT pilot programs, a VMT tax in Florida is unlikely to pass anytime soon.

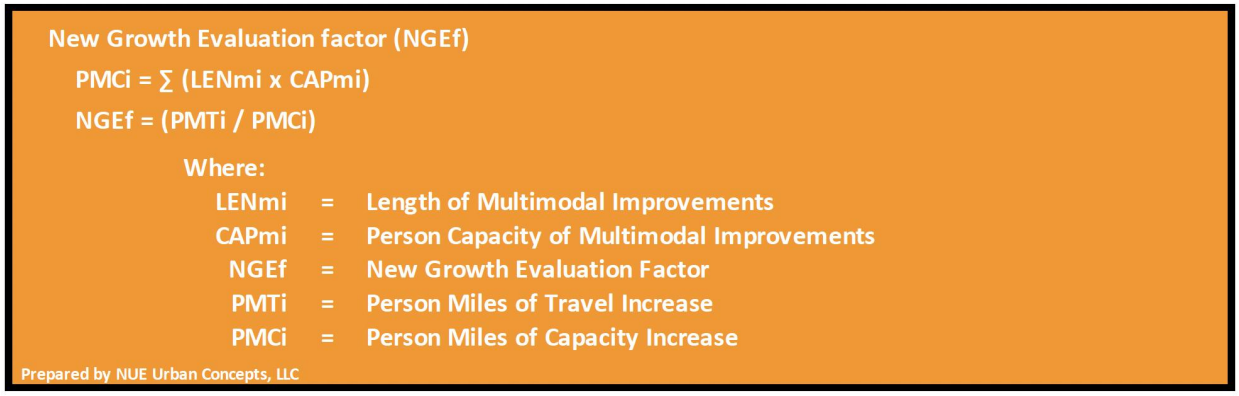
The Palm Beach County Transportation Planning Agency (TPA) has some available funding identified through the 2045 Cost Feasible Long Range Transportation Plan (LRTP). Most of the projected funding is allocated towards improvements on the Strategic Intermodal System (SIS), with a significant amount of the funds allocated toward the Florida Turnpike and Interstate 95. Historically, there have been some grants, earmarks, and the use of the various pool of funds identified in the LRTP to allocate towards multimodal improvements in Palm Beach County.

There are several multimodal improvements that are already funded through Wellington's Capital Improvements Program and FDOT's Transportation Improvement Program. Other than a trail just west of SR 7 adjacent to Wellington, there are no multimodal improvements currently identified in the 2045 LRTP within Wellington. Should additional funding become available, a re-evaluation of the multimodal impact fee may be required to determine if any of those funds are available to off-set multimodal impact fees. At this present time, any available funding is a supplement to multimodal impact fees, not a replacement or a cost reduction. Thus, there are currently no funding sources that would be applied to offset a portion of the cost used to calculate the multimodal impact fees.

NEW GROWTH EVALUATION (NGE)

To ensure that new growth is not paying for more than its fair share of the cost of multimodal improvements, as required by case law and Florida Statute, a new growth evaluation has been conducted. The new growth evaluation is based on the projected increase in person miles of travel (PMT) and the projected increase in person miles of capacity (PMC) from the multimodal improvements. A PMT / PMC ratio less than 1.00 means that more multimodal capacity is being provided than is needed to accommodate future travel demand and would require a reduction in the overall cost of multimodal improvements attributable to new growth. A PMT / PMC ratio greater than 1.00 means that new development is not being charged more than its fair share of the cost of multimodal improvements and no additional adjustments would be needed. The new growth evaluation factor (NGEf) calculation is illustrated on Figure 3.

FIGURE 3. NEW GROWTH EVALUATION (NGE)



The projected PMTi / PMCi ratio is 1.233, which is greater than 1.00 **(**Table 7**)**. Thus, new growth is not being charged more than its attributable share of the cost of multimodal improvements. For purposes of the calculation of the multimodal impact fee rate, the NGEf is set to 1.00.

TABLE 7. NEW GROWTH EVALUATION (NGE)

Increase in Person Miles of Travel (PMT)	238,558
Increase in Person Miles of Capacity (PMC)	193,400
New Growth Evaluation factor (NGEf)	1.233

Source: The increase in person miles of travel (PMT) is based on **Table 5**. The increase in person miles of capacity is based on **Table 8**. The new growth evaluation calculation is based on the formula in **Figure 4**.

PERSON MILES OF CAPACITY RATE (PMCR)

The cost of multimodal improvements in Table 6, the existing conditions evaluation factor (ECEf) in Table 3, the new growth evaluation factor (NGEf) in Table 7, and the increase in person miles of capacity (PMCi) in Table 2 are used in the formula to calculate the person miles of capacity rate (PMCr). The cost of the multimodal improvements is multiplied by the existing conditions evaluation factor and the new growth evaluation factor to obtain a final cost to be used in the multimodal impact fee calculations. While the current ECEf and NGEf are currently set as 1.00, in future updates, conditions may change where the factors could be less than 1.00. The final cost is then divided by the increase in PMC to determine the PMCr **(**Figure 4**)**. With multimodal improvement cost of **$24,469,644** and a PMC increase of **193,400**, the calculated PMC rate is **$123.10 (**Table 8**)**.

FIGURE 4. PERSON MILES OF CAPACITY RATE (PMCr)

Person Miles of Capacity Rate (PMCr)

NCSTmi Formula = (GCSTmi - FUNmi) x ECEf
FCSTmi Formula = (NCSTmi x NGEf)
PMCr Formula = (FCSTmi / PMCi)

Where:
GCSTmi = Gross Cost of multimodal improvements
FUNmi = Total Anticipated Funding for multimodal improvements
ECEf = Existing Conditions Evaluation factor of 1.00
NCSTmi = Net Cost of multimodal improvements
NGEf = New Growth Evaluation factor of 1.00
FCSTmi = Final Cost of multimodal improvements
PMCi = Person Miles of Capacity Increase
PMCr = Person Miles of Capacity Rate

Prepared by NUE Urban Concepts, LLC

TABLE 8. PERSON MILES OF CAPACITY RATE (PMCr)

Multimodal Improvement Cost	$24,469,644
Existing Conditions Evaluation Factor (ECEf)	1.00
New Growth Evaluation Factor (NGEf)	1.00
Final Multimodal Improvement Cost	$24,469,644
Person Miles of Capacity Increase (PMCi)	193,400
Person Miles of Capacity Rate (PMCr)	$123.10

Source: The cost of multimodal improvements is obtained from Table 6. The existing conditions evaluation factor is from Table 3. The new growth evaluation factor is from Table 7. The increase in person miles of capacity (PMC) is from Table 2. The person miles of capacity rate (PMCr) are determined per the calculation in Figure 4.

ASSESSMENT AREAS

There are two kinds of geographic areas in impact 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). A benefit district is an area within which multimodal impact fee collected are earmarked for expenditure as required by the **"benefits"** test of the dual rational nexus test. Wellington's current road impact fee features a single assessment area with a uniform rate per land use through-out Wellington. Due to the compact nature of Wellington, the multimodal impact fee will also feature a single assessment area that includes all areas within the current municipal limits of Wellington. Wellington may wish to consider additional assessment areas in future updates.

PERSON TRAVEL DEMAND PER USE (PTDU)

The second component in the calculation of a multimodal impact fee is the calculation of person travel demand for each use included on the multimodal impact fee schedule. The factors utilized in the calculation of person travel demand (PTD) for each use are the principal means to achieve the "rough proportionately" test established by the courts and Florida Statute 163.31801. The formula used to calculate the person travel demand for each use (PTDu) is illustrated in **Figure 5.**

FIGURE 5. PERSON TRAVEL DEMAND PER USE (PTDu)

Person Travel Demand per Use (PTDu)

PTDu = ((((TG x %NEW) x PTf) x (PTL) x ODAf)

Where:

PTDu	=	Person Travel Demand per Use
TG	=	Trip Generation
% NEW	=	Percent of Trips that are Primary Trips
PTf	=	Person Trip Factor by Trip Purpose
PTl	=	Person Trip Length by Trip Purpose
ODAf	=	Origin & Destination factor of 0.50 to avoid double-counting trips

Prepared by NUE Urban Concepts, LLC

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 details for the calculation of daily trip generation rates for each use of land is included in **Appendix F**.

% 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. The concept is better explained based on the following: (10 trips x (1.00 - 0.30 pass-by rate)) = 7 trips or 0.70 new trips.

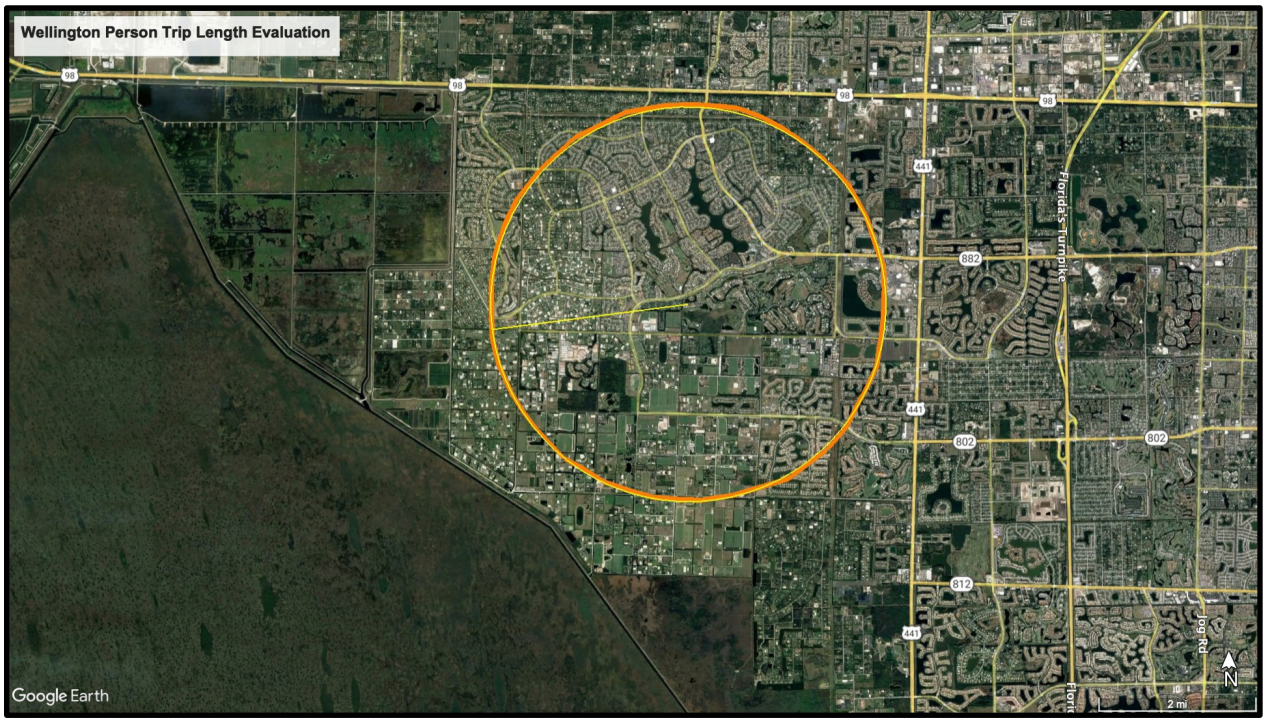
While the ITE Trip Generation Handbook does not recognize pass-by rates for uses other than retail, pass-by rates are utilized for uses such as employment, community serving, primary education, and recreation uses to reflect how people move about the community. A pass-by trip is a trip that is traveling and stops at another use between an origin point (commonly a dwelling) and a destination (place of employment). The detail for the % new trips is included in **Appendix F**.

Person Trip Rate Factor & Person Trip Length

The person trip rate factor is used to convert vehicle trips to person trips based on the recently released 2017 National Household Travel Survey (NHTS). The NHTS person trip rate factors and person trip lengths vary by trip purpose **(Appendix G)**. To obtain the most recent and localized data, the travel survey was evaluated specifically for Core Based Statistical Area (CBSA) #33100 that includes Miami, Fort Lauderdale & West Palm Beach. A total of 894 unique trip surveys were evaluated based on trips of 5 miles or less in length.

The NHTS survey data evaluated person trips of five (5) 5 miles or less in length for use in the multimodal impact fee development **(Appendix G)**. The five (5) mile person trip length represents the maximum extent of travel within Wellington used in the multimodal impact fee study **(Figure 6)**. The evaluation illustrates a total distance of five (5) miles with a radius of two and a half (2.5) miles.

FIGURE 6. PERSON TRIP LENGTH EVALUATION



The average person trip lengths per the uses listed in the multimodal impact fee schedule range between 1.5 and 2.5 miles in length. Trip lengths for land uses in Wellington travel farther than five (5) miles. However, since the multimodal impact fee is assessed in addition to Palm Beach County's road impact fee, the multimodal impact fee for new development is only assessed for travel within Wellington to ensure that new development is not charged twice for the same impact. This Technical Report represents travel on roads maintained by Wellington and does not include travel on County or State roads within or adjacent to Wellington.

The County's current road impact fee, last adopted in 2019 (based on analysis from 2012 and 2015 by two different consultants), does not include any reduction for travel on local, collector, or arterial roads maintained by municipalities. Applicants may wish to inquire with the County how they account for travel on roads maintained by municipalities as part of the technical basis for the County's road impact fee. If the County charges for travel on roads maintained by a municipality, then it may be charging development twice for the same impact.

Origin and Destination Adjustment Factor

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. To avoid double counting of trips, the net person trips are multiplied by 0.50. This distributes the impact of travel equally between the origin and destination of the trip and eliminates double charging for trips.

Person Travel Demand per Use (PTDu)

The result of multiplying trip generation rates, percentage of new trips, person trip factor, person trip length, and the origin and destination factor are the establishment of a per unit person travel demand **(**Appendix H**)**. The PTDu reflects the projected person travel demand during an average weekday by the various uses in the multimodal impact fee schedule.

Multimodal Impact Fee Schedule

To ensure the rough proportionately test is met, the person travel demand of individual uses is evaluated through the development of a multimodal impact fee schedule. The multimodal impact fee is based on the person travel demand for each use (PTDu) listed on the multimodal impact fee schedule. The person travel demand per use is multiplied by the person miles of capacity rate (PMCr) established in Table 8. The calculated person travel demand for each use (PTDu) represents the person travel demand impact of that use on roads maintained by Wellington **(**Appendix H**)**. The calculations for determining the multimodal impact fee per use are illustrated in Figure 7.

FIGURE 7. MULTIMODAL IMPACT FEE CALCULATION

Multimodal Impact Fee per Use (MIFu)

MIFu Formula = PTDu x PMCr

Where:

PTDu = Person Travel Demand per Use

PMCr = Person Miles of Capacity Rate

MIFu = Multimodal Impact Fee per Use

Prepared by NUE Urban Concepts, LLC

The Multimodal Impact Fee schedule of uses is broken down into five (5) components: (1) category of uses; (2) individual use classifications; (3) representative uses; (4) impact fee rate per unit of measure; and (5) the multimodal impact fee per use. The following is an overview of each component of the multimodal impact fee schedule.

The first (1st) component are overall categories of uses, such as residential or office. Under each overall category there are multiple uses for which a multimodal impact fee is calculated. The overall category is generally consistent with the overall function of a use of land for the individual use classification. These overall categories are generally consistent with the Comprehensive Plan and the ITE Trip Generation Manual. The category headings also specify if the individual uses are calculated on a per square foot (sq. ft.) basis or applicable unit of measure, such as the number of rooms for overnight accommodations.

The second (2nd) component are individual use classifications, such as community serving or long-term care. These individual use classifications have similar person travel demand characteristics and / or similar functions to the overall use category. These individual use classifications are generally consistent with the ITE Trip Generation Manual classification under a give category of uses. The individual use classifications will specify the unit of measure to calculate the mobility fee if it differs from a rate per square foot (sq. ft.).

The third (3rd) component are representative uses under the individual use classifications. These representative uses are shown in brackets such as (**Civic, Place of Assembly or Worship, Museum, Gallery**) after the individual use classification of Community Serving. These representative uses have similar person travel demand characteristics and functions to the individual use classification. Theses uses are not exhaustive and are intended to serve as a guide to describe the types of use that would be assessed a multimodal impact fee based on the rate for the individual use classification. The definition of each individual use classification provides further detail on the types of representative uses would fall under an individual use classification. These representative uses are generally consistent with the ITE Trip Generation Manual classification under a give category of uses and individual use classifications.

The fourth (4th) component separates rates into either a per sq. ft. or applicable unit of measure rate, or a rate per 1,000 sq. ft. or applicable unit of measure rate.

The fifth (5th) component are the multimodal impact fee rates per individual use classification. The multimodal impact fee for an individual use is determined by multiplying the fee rate by the applicable unit of measure. The following is an example the five (5) components of the multimodal impact schedule **(Figure 8):**

FIGURE 8. MULTIMODAL IMPACT FEE SCHEDULE COMPONENTS

Five (5) Components of a Multimodal Impact Fee Schedule	
Use Categories, Land Uses Classifications, and Representative Land Uses	**(4th Rates per Unit of Measure) Per sq. ft. or unit of measure & Per 1,000 sq. ft. or unit of measure**
(1st Use Category) = Institutional Uses per sq. ft.	
(2nd Use Classification) = Community Serving (3rd Representative Use) = (Civic, Place of Assembly or Worship, Museum, Gallery)	**(5th Multimodal Impact Fee Rates)**

The multimodal impact fee schedule is significantly different than the currently adopted road impact fee. There are numerous proposed changes to the uses in the schedule to reflect changing land use patterns and market descriptions. Another difference is to calculate multimodal impact fees on a per sq. ft. basis. Moving towards a per sq. ft. fee would bring non-residential fees into conformance with how they are calculated, as opposed to the standard practice to providing fees on a per 1,000 sq. ft. basis. For uses where fees are not based on a sq. ft. basis, the fee would still be calculated by the applicable unit of measure, such as number of rooms for hotel uses. The following is a summary of the proposed changes:

Residential Uses

Residential uses are proposed to be classified as either: (1) single-family; (2) active adult; (3) multi-family; or (4) accessory residential. The current road impact rate is uniform per dwelling unit, regardless of the size of the unit of the number of bedrooms. The multimodal impact fee rate is proposed to be assessed per sq. ft. Basing residential uses on a rate per square foot means smaller residential uses will pay less and larger residential uses will pay more. This change reflects that as the size of a residential dwelling unit increases, there is a corresponding increase in the number of vehicles **(Appendix I)**.

An increase in the number of vehicles corresponds to an increase in number of trips based on data from the 2017 National Household Travel Survey **(Appendix J)**. The single-family residential rate will be a maximum square footage of 10,000 square feet and for a maximum square footage of 5,000 square feet for active adult uses and multi-family uses. Accessory residential units tend to be smaller in size and will be governed by Wellington's land development regulations and combines groom quarters, accessory dwelling units, and care takers quarters in the multimodal impact fee schedule. Overnight accommodations consolidate the separate hotel and motel road impact fees into a single multimodal impact fee per room.

The following is a summary example for calculating the multimodal impact fees for residential dwellings on a per sq. ft. basis: ***Under the current road impact fee, a 1,000 square foot single family residential dwelling pays the same impact fee as a 3,5000 square foot single family residential dwelling. Under the multimodal impact fee, the 1,000 square foot single family residential dwelling would pay $864 (1,000 x 0.864) and the 3,500 ,000 square foot single family residential dwelling would pay $3,024 (3,500 x 0.864). A rate per sq. ft. directly addresses affordability and workforce housing and reflects the difference in impact between residential dwellings. The multimodal impact fee calculation works the same for active adult, multi-family, and accessory residential dwellings.***

Institutional Uses

Institutional uses are proposed to be consolidated. Florida Statute exempts public and charter schools from impact fees. A new private education use that includes day care, K-12, and Pre-K is proposed to replace the separate road impact fees for day care, elementary, middle, and high schools. A new community serving use includes places of assembly and worship, and civic uses such as museums and private non-profit clubs. A new long term care use includes assisted living, congregate care, and nursing homes. The long-term care use is based on square footage and not number of beds to capture the evolving nature of these type of uses that provide varying levels of accommodations and assistance based on need. Hospitals have been combined with medical office uses and colleges and universities have been combined with office uses.

Recreational Uses

Recreational uses are proposed to be consolidated into two (2) primary uses: outdoor and indoor commercial recreation. Outdoor commercial recreation will include golf courses, tennis courts, soccer fields, equestrian venues, and multi-purposes recreation uses where the primary use occurs outdoors. Any buildings would be captured in the rate per acre. Indoor commercial recreation includes gyms and health clubs, bowling alleys, rock climbing, and kid friendly activities such as indoor bounce houses or trampoline parks. A barn w/o residence has been relocated from residential to recreation.

Industrial and Office Uses

The number of industrial uses has been consolidated from six (6) uses to one (1) industrial use category that covers all uses considered or classified as industrial. Office uses have been converted from three (3) tiers based on sq. ft. thresholds to one (1) office use that includes general and professional offices, as well as banks and higher education. Medical uses have been consolidated into one (1) use classification that includes clinics, dentist, doctors, emergency care, hospitals, and veterinary uses.

Commercial and Retail Land Uses

The currently adopted road impact fee schedule has multiple tiers of retail uses based on square footage thresholds and individual retail uses. The current road impact fee charges a higher rate for local businesses and mom and pop style retail uses than for superstores and large-scale office and retail developments. The reality is while smaller uses may have higher trips per square footage, the overall trip lengths tend to be far less than large format big box retail uses, which is not captured in the current road impact fee. With ever changing retail uses and consolidation, it is recommended that retail uses be streamlined to include three (3) use classifications: local, multi-tenant, and free-standing.

To promote local retail and restaurant uses, a separate land use classification has been developed for local retail, restaurant and personal services for non-chain and non-franchisee land uses. The Local Retail (non-chain and non-franchisee) use has been established to recognize that local uses do not have as great a travel demand impact as regional and national chains to the transportation system and therefore would pay a lower mobility fee rate. A non-chain / non-franchisee uses is defined as a locally owned retail, restaurant, or personal service with five (5) or fewer locations in Florida and no locations outside of Florida. The Village could elect to expand the definition to include businesses that were founded locally or those with headquarters in Wellington.

The Multi-Tenant Retail use has been established to recognize that there is the potential for multi-purposes trips and an increased opportunity to walk between retail uses for multi-tenant retail buildings, resulting in an impact to the transportation system that is less than free-standing retail uses. Multi-tenant retail would be defined as a single building, with two (2) or more separate distinct uses under different corporate ownership, where no single use exceeds 75% of the total square footage of the building. For example, a 45,000 square foot Publix in a 65,000 square foot building with five (5) inline retail tenants would be considered multi-tenant.

Free-Standing Retail has been established to recognize that free-standing uses generate a higher number of trips, are less walkable, and often disconnected from adjacent uses, resulting in a higher person travel demand impact to the transportation system and a higher mobility fee rate than the other two retail land use classifications. Free-standing retail would be defined as a single building where any single use under common ownership exceeds 75% of the total square footage of the building. For example, a free-standing CVS or a 200,000 square foot building with a 175,000 sq. ft. Super Wal-Mart with 25,000 sq. ft. of ancillary uses such as an internal coffee shop or eye glass doctor, would be considered free-stranding retail uses.

Additive Commercial and Retail Land Uses

To reflect higher travel demand, there are five (5) individual uses that will be assessed additive multimodal impact fees in addition to any multimodal impact assessed for buildings associated with the use. As more and more land uses downsize, a multimodal impact fee based solely on building size does not fully capture the travel demand impact of certain high travel demand uses. Additive multimodal impact fees are also proposed for the following uses:

(1) Bank Drive-Thru Lane or Free-Standing ATM per lane or ATM,

(2) Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) per lane or stall,

(3) Motor Vehicle Charging or Fueling per charging or fueling position,

(4) Pharmacy Drive-Thru per lane, and

(5) Quick Service Restaurant Drive-Thru Lane per lane.

Banks will pay a multimodal impact fee for the square footage of the bank building based on an office use, as well as a separate multimodal impact fee rate per drive-thru lanes and per free-standing ATMs for banks. Some banks are bypassing branch buildings all together and constructing free-standing drive-thru ATMs. The additive fee will capture both the building, to the extent there is one, and any drive-thru lanes or free-standing ATMs. An ATM that is part of a grocery store or integrated into a building, whether a bank or other use, would not pay a separate multimodal impact fee.

Motor vehicle car washes take many forms, from those that are part of a convenience store and gas station, to self-washing stalls, and increasingly high-capacity car wash tunnels with separate detailing stations. The net result is car washes tend to be high traffic generators and take many forms. The additive fee captures the impact of these uses plus any ancillary retail uses. Any building solely for maintenance or supply purposes that does not include any accessible spaces for personnel would not be required to pay a mobility fee beyond that associated with the additive fee.

Beyond convenience stores, many retail uses are starting to offer vehicle charging and fueling. Grocery stores, dollar stores, and wholesale clubs are some of the uses that offer vehicle charging and fueling in addition to convenience stores. These uses would pay the applicable multi-tenant or free-standing retail multimodal impact fee per sq. ft., as well as a fee per charging or fueling position. Electric vehicle charging provided as part of a garage, residential use, or non-residential use that is free of charge or part of a membership program would not be assessed a fee.

Pharmacies, like many retail uses, are marketing convenience. Drive-thru lanes are one of the primary means to attract customers. Multimodal impact fees would be assessed for the building as either multi-tenant or free-standing, plus a multimodal fee per drive-thru lane. It is likely in the future that a greater number of retail uses will include drive-thru lanes. Many already offer drive-up services where orders are picked-up. For established retail uses, it is difficult to retrofit a drive-thru lane with the need for vehicle stacking and circulation. As new developments are constructed, it is likely in future updates that this use will expand from pharmacies to capture a greater number of retail uses.

Quick Service Restaurant (aka fast food) 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 is proposed for quick service restaurant (QSR) drive-thru lanes to capture the impact of QSR uses that offer one or more drive-thru lanes. Some QSR uses are migrating to walk-up ordering, outdoor seating only, with two drive-thru lanes and one delivery pick-up lane, further increasing travel demand. Multimodal impact fees would be assessed for the building as either local, multi-tenant, or free-standing, plus a multimodal fee per drive-thru lane.

The multimodal impact fee schedule provides rates per square foot and for comparative purposes, per 1,000 square foot **(**Table 9**)**. Many local governments are migrating to a rate per square foot as that is how most non-residential impact fees are actually calculated and how the building industry prices construction. Converting residential to a per square foot is one way to address affordability and is in line with how the building industry prices construction. Migrating to a rate per square foot is consistent with how impact fees for most non-residential uses are calculated.

The multimodal impact fee schedule also includes uses that are based on a different unit of measure, such as hotel rooms for overnight accommodations or the number of acres for outdoor commercial recreation. These rates per applicable unit of measure stay the same whether the use is included under the rates per square foot or per 1,000 square feet. Several uses also have corresponding footnotes to further clarify the use and specify any unique features related to the specific use and factors to be considered in calculating the multimodal impact fee. The revised schedule of uses and the calculated multimodal impact fees are provided in Table 9**.**

NOTE: THE FEES BELOW ARE A 1ST DRAFT AND ARE NOT YET ADOPTED. THE FEES ARE SUBJECT TO CHANGE BASED ON COMMUNITY, STAKEHOLDER, & COUNCIL FEEDBACK.

Table 9: Wellington Multimodal Impact Fee Schedule		
Use Categories, Use Classifications, and Representative Uses **(Multimodal Impact Fees in bold and italic are based on a unit of measure other than a rate per sq. ft. or per 1,000 sq. ft. The recommendation is to move to a rate per sq. ft. or applicable unit of measure. 1,000 sq. ft. for illustration purposes)**	**Multimodal Impact Fee**	
	Per Sq. Ft.	**Per 1,000 Sq. Ft.**
Residential Uses per sq. ft., or applicable unit of measure		
Single Family Residential (Maximum of 10,000 sq. ft.)[1]	$0.864	$864
Active Adult (55+) Residential (Maximum 5,000 sq. ft.)[1]	$0.626	$626
Multi-Family Residential (Maximum 5,000 sq. ft.)[1]	$1.125	$1,125
Overnight Accommodations (Bed & Breakfast, Inn, Hotel, Resort) [2] per room	***$940.00***	***$940.00***
Accessory Residential Unit (Accessory, Car-takers, or Groom's Quarters)[1]	$0.432	$443
Institutional Uses per sq. ft		
Community Serving (Civic, Place of Assembly or Worship, Museum, Gallery)	$0.695	$695
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	$0.956	$956
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	$1.422	$1,422
Recreational Uses per sq. ft., or applicable unit of measure		
Outdoor Commercial Recreation (Equestrian, Golf, Multi-Purpose, Tennis) per acre	***$1,089.00***	***$1,089.0***
Indoor Commercial Recreation (Gym, Indoor Sports, Kids Activities, Recreation)	$2.062	$2,062
Barn (Private or Commercial) per stall	***$179.00***	***$179.00***
Industrial Uses per sq. ft.		
Industrial (Assembly, Manufacturing, Nursery, Outdoor Storage, Warehouse, Utilities)[3]	$0.550	$550
Office Uses per sq. ft.		
Office (Bank, General, Higher Education, Professional	$1.734	$1,734
Medical Office (Clinic, Dental, Emergency Care, Hospital, Medical, Veterinary)	$2.759	$2,759
Commercial & Retail Uses per sq. ft.		
Local Retail (Entertainment, Restaurant, Retail, Sales, Services)[4]	$2.057	$2,057
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Sales, Services)[5]	$4.113	$4,113
Free-Standing Retail (Entertainment, Restaurant, Retail, Sales, Services)[6]	$5.618	$5,618

Table 9: Wellington Multimodal Impact Fee Schedule, continued		
Use Categories, Use Classifications, and Representative Uses	**Multimodal Impact Fee per unit of measure**	
Additive Fees [7] for Commercial & Retail Uses per applicable unit of measure		
Bank Drive-Thru Lane or Free-Standing ATM per lane or ATM [8]	***$8,048***	***$8,048***
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax) per lane or stall [9]	***$7,392***	***$7,392***
Motor Vehicle Charging or Fueling per charging or fueling position [10]	***$7,040***	***$7,040***
Pharmacy Drive-Thru per lane [11]	***$6,869***	***$6,869***
Quick Service Restaurant Drive-Thru Lane per lane [12]	***$14,633***	***$14,633***

[1] The square footage for residential uses includes all habitable space per the Florida Building Code and all temperature controlled (heated and cooled) enclosed spaces (enclosed by doors, windows, or walls). The maximum square footage for residential uses denotes the maximum square footage per dwelling unit that a mobility fee will be assessed. Common enclosed areas for active adult and multi-family uses are not assessed multimodal impact fees, unless that space is leased or owned to a third-party and provides drinks, food, goods, or services to the public or paid memberships available to individuals that do not reside in a dwelling unit.

[2] Any space that is leased or owned by a third-party use or provides drinks, food, goods, or services to the public shall be required to pay the applicable multimodal impact fees per the individual uses identified in the multimodal impact fee schedule.

[3] Acreage for any unenclosed displays, landscape, material, products, supplies, vegetation, and vehicle storage, including but not limited to boats, commercial vehicles, recreational vehicles, trailers, and wholesale nursery shall be converted to square footage.

[4] Local Retail means a non-chain and non-franchisee entertainment, restaurant, retail, or personal service uses under Institute of Transportation Engineers (ITE) Land Use Codes 800 and 900 that are locally owned and are not national chains or national franchisee. Local shall be defined as five (5) or fewer locations in Florida and no locations outside Florida. The Village may expand the definition of local.

[5] Multi-tenant Retail means a single building, with two (2) or more separate uses under lease or ownership where no single use exceeds 75% of the total square footage of the building. Institute of Transportation Engineers (ITE) Land Use Codes under the 800 and 900 series and ITE Land Use Codes 445 (Movie Theater).

[6] Free-standing Retail means a single building where any single use under a common lease or ownership exceeds 75% of the total square footage of the building. ITE Land Use Codes under the 800 and 900 series and ITE Land Use Codes 444 and 445 (Movie Theater & Multi-Plex). This category does not apply to uses otherwise listed under the commercial and retail uses with their own multimodal impact fee rate.

[7] Additive multimodal impact fees are assessed per applicable unit of measure, in addition to the multimodal impact fees assessed for the square footage of the building based on the applicable use classification.

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

[9] Motor Vehicle or Boat cleaning shall mean any car wash, wax, or detail where a third party or automatic system performs the cleaning service. Fees are assessed per lane, stall, or cleaning and wash station, plus a per sq. ft. retail fee rate associated with any additional buildings.

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

[11] Any drive-thru associated with a pharmacy will be an additive fee in addition to either the multi-tenant or free-standing retail multimodal impact fee rate per sq. ft. of the building. The number of drive-thru lanes will be based on the number of lanes present when an individual places or pick-up a prescription or item.

[12] Any drive-thru associated with a quick service restaurant will be an additive fee in addition to either the multi-tenant or free-standing retail mobility fee per square foot of the building. The number of drive-thru lanes will be based on the number of lanes present when an individual places an order or picks up an order, whichever is greater.

Extraordinary Circumstance

The recent amendments to Florida Statute Section 163.31801 require that any increase in an impact fee over an existing impact fee that is 25% or less be phased-in over a two (2) year period in equal increments and any fee increase that is more than 25% but less than 50% more than current impact fees be phased-in over a four (4) year period. The Village can make a finding of extradentary circumstances and implement the full increase in the multimodal impact fee.

There have been several updates to the ITE Trip Generation Manual since the last update of the road impact fee that have resulted in differing trip generation rates. There have also been several updates to the Long-Range Transportation Plan (LRTP) and the National Household Travel Survey that have resulted in differing projections of future growth and differences in trip lengths by trip purpose. The prior methodology, like many methodologies at the time elsewhere in Florida, only addressed trip generation for office and retail uses, resulting in higher fees for smaller local business and mom and pop retail uses and lower fees for large format big box retail uses. It is now recognized that trip lengths are far greater for larger format office buildings and retail uses than small local business. Accounting for differences in trip generation and trip length would result in larger format office buildings and retail uses having higher, not lower, road impact fees than smaller local businesses.

The Village has the option to phase-in the impact fee increases per recent statutory changes. The Village can also make a finding of extraordinary circumstances and the need for fees to be based on the most recent and localized data to adopt the impact fees as calculated. A comparison has been prepared between the current road impact fee and what the impact fee will be based on the proposed multimodal impact fee schedule **(Appendix K).** The multimodal impact fee is shown per 1,000 sq. ft. for most uses to allow for comparative purposes only. The recommendation is to calculate the multimodal impact fee on a per sq. ft. basis for uses where the multimodal impact fee is based on the sq. ft. of the use. The recommendation also proposes to calculate residential uses per sq. ft. versus per dwelling unit. Caution is urged when evaluating the comparison as the data and methodologies are different between road impact fees and multimodal impact fees.

Multimodal Impact Fee Benefit District

The benefit test of the dual rational nexus test requires that local governments establish defined areas or districts within which impact fees collected are earmarked for expenditure. The Village currently has a single benefit district for its road impact fee. It is recommended that the Village maintain a single benefit district. The current boundaries are the municipal limits of the Village. The continued enactment of a benefit district will ensure that multimodal impact fees collected within the benefit district are expended to the benefit of development which pays the fee.

DEFINITIONS

Additive Fee shall mean a multimodal impact fee based on a unit of measure that is assessed for a component of a use that is outside of the square footage of the building and generates person travel demand. Additive fees are combined with a multimodal impact fee based on the square footage of a use which includes one or more of the unique features under the additive fee category.

Assessment Area shall mean a geographic area of Wellington where multimodal impact fees are assessed on new development, along with redevelopment, change of use or expansion of a use that generates an increase in person travel demand above the current use of land.

Bank Drive-Thru Lane or Free-Standing ATM shall mean any drive-thru lane used for banking purposes such as deposits, withdrawals, balance inquires, or bill pay. The drive-thru may include either a teller window, pneumatic device for transferring banking information or funds, or an Automated Teller Machine (ATM). This use also includes free standing bank drive-thru lanes and freestanding walk-up or drive-thru ATM machines. An ATM inside or attached to a building that has a use open to the public or end user and is not just a standalone ATM structure or building shall not be assessed a fee. The fee shall be based upon the total number of drive-thru lanes with a banking window, pneumatic device or ATM and/or the total number of free-standing ATM's.

Benefit District shall mean areas designated in the applicable multimodal impact fee ordinance where fees that are paid by development are expended.

Capacity shall mean 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.

Community Serving shall mean uses that are operated by a civic origination, faith-based entity, governmental entity, non-profit, foundation, or fraternal organization. Community serving includes uses such as YMCA, museum, art studio, gallery, cultural center, community meeting spaces, community theater, library, performing arts venue, places of assembly or worship, a fraternal organization, masonic lodge, club, or any community and civic based uses that do not sell retail goods or services for profit and that participates in community and public activities. Food, beverages, goods, and services maybe offered for ancillary fundraising and sales to support the community serving use.

Commercial and Retail Uses shall mean those commercial activities which provide for sale, lease, or rent of products, services, accommodations or use of space to individuals, businesses, or groups and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 800 and 900.

Free-Standing Retail shall mean entertainment, personal service, and retail uses in a single building where any single use under common ownership exceeds 75% of the total square footage of the building. Land Use Codes under the 800 and 900 series and Land Use Codes 445.

Indoor Commercial Recreation shall mean 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 basketball, bowling, pool, darts, arcades, video games, batting cages, trampolines, laser tag, bounce houses, skating, volleyball, climbing walls, and performance centers. Archery, shooting, laser tag, and paint ball are also included. Food, beverages, equipment, and services maybe offered for ancillary sales.

Industrial shall mean those activities which are predominantly engaged in building and construction trades, the assembly, finishing, processing, packaging, and/or storage, or distribution or warehousing of goods or products, utilities, recycling, research and development, mini-warehouses, outdoor storage of boats and vehicles, wholesale nurseries, waste management and uses that include brewing and distilling that may have taps, sampling or tasting rooms, and include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 but excluding governmental uses and warehouses. Industrial uses typically have ancillary office space and may have display or merchandise display areas for various trades and industries that are not open to the public. Industrial uses are also located in land uses and zoning districts intended for industrial uses.

Industrial Uses shall mean those activities which are predominantly engaged in the assembly, finishing, processing, packaging, and/or storage, warehousing, or distribution of products and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 but excluding governmental uses.

Institutional Uses shall mean those public or quasi-public uses that serve one 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.

ITE Trip Generation Manual shall mean and refer to the latest edition of the report entitled “Trip Generation” produced by the Institute of Transportation Engineers (ITE), and any official updates hereto, as approved by Public Works.

Level of Service (LOS) shall mean a quantitative stratification of the level of service provided to a by 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.

Local Retail shall mean entertainment, restaurant, retail, and service uses under ITE Land Use Codes 800 and 900 that are local owned and are not national chains or national franchisee. Local shall be defined as five or fewer locations in Florida and no locations outside Florida. Local retail uses maybe located in multi-tenant or free-standing buildings.

Long Term Care shall mean 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.

Medical Office shall mean clinics, dental, hospitals, medical, and veterinary uses activities primarily involving the provision of dental, medical, or veterinarian services.

Micromobility shall mean electric powered personal mobility devices such as electric bicycles, electric scooters, hoverboards, one-wheel, unicycle, electric skateboards, and other electric assisted personal mobility devices. Low speed vehicles such as golf carts or mopeds are not considered personal micromobility devices.

Microtransit Vehicle shall mean low speed vehicles such as autonomous transit shuttles, golf carts, neighborhood electric vehicles, or trolleys subject to requirements established by a governmental entity responsible for approval, permitting, or regulating said vehicles.

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

Mode shall mean the choice of travel that a person undertakes and can include walking, jogging, running, bicycling, paddling, scooting, flying, driving a vehicle, riding transit, taxi, or using a new mobility technology.

Motor Vehicle & Boat Cleaning shall mean a building, stalls, or stations for the cleaning, detailing, polishing, washing, or waxing of motor vehicles or boats which fall under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900.

Motor Vehicle Charging or Fueling shall mean 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 fueling with or with/out small convenience stores. Outside of Florida, several grocery store chains are also starting to sell fuel. The mobility fee rate per fueling position would be in addition to any mobility fee per square foot under the applicable retail land use with vehicle fueling. Motor vehicle charging stations that do not require a customer to pay for charging are exempt from payment of the mobility fee.

Multimodal shall mean multiple modes of travel including, but not limited to walking, bicycling, jogging, rollerblading, skating, scootering, riding transit, driving a golf cart, low speed electric vehicle or motor vehicle.

Multimodal Impact Fee shall mean a monetary exaction imposed on new development or redevelopment that generates personal travel demand above the current use of land to fund multimodal improvements.

Multimodal Improvement shall mean improvements such as sidewalks, bike lanes, trails, pathways, greenways, protected bike lanes, transit facilities, streetscape, landscape, roundabouts, raised medians, crosswalks, mid-block crossings, and high visibility crosswalks. Multimodal improvements also include shared mobility programs and services, wayfinding, micromobility devices, programs and services, and microtransit vehicles and lanes. Improvements can include new or additional road travel lanes and turn lanes, complete and low speed streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, surveys, geotechnical, engineering, utilities, construction, inspection, utility relocation, right-of-way, easements, stormwater facilities.

Multimodal Improvement expenses shall mean 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 consistent with statutory allowances; (b) reasonable administrative and overhead expenses necessary, or incidental, to expanding and improving multimodal projects; (c) crosswalks, traffic control devices, crossing warning devices, landscape, trees, multimodal way finding, irrigation, hardscape, and lighting related to public improvements; (d) transit circulators, facilities, programs, shuttles, services and vehicles; (e) 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; (f) the acquisition of right-of-way and easements for the improvements, including the costs incurred in connection with the exercise of eminent domain; (g) the clearance and preparation of any site, including the demolition of structures on the site and relocation of utilities; (h) floodplain compensation, wetland mitigation and stormwater management facilities; (i) 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; (j) reasonable costs of design, engineering and construction, including mobilization, maintenance of traffic during construction and CEI (construction engineering and inspection) services of related projects, (k) city administration, implementation updates to the multimodal impact fee, including any assessments, counts or studies needed for projects.

Multimodal Pathway shall mean a designated lane between four and seven feet in width intended for use by bicycles, golf-carts, and micromobility devices. Pavement markings shall indicate the type of modes permitted and may use green pavement markings or green ladder markings at driveways, approaching intersections and through intersections.

Multi-Tenant Retail shall mean entertainment, personal service, retail, and sit-down restaurant uses provided in a single building, with two (2) or more separate distinct uses under different corporate ownership where no single use exceeds 75% of the total square footage of the building. This includes uses under ITE Land Use Codes Series under 800 and 900 and Land Use Code 445.

Office shall mean banks, financial services, general, higher education, and professional activities primarily involving the provision of professional or skilled services, including but not limited to accounting, legal, real estate, insurance, financial, engineering, architecture, accounting, and

technology. Banks and credit unions are also included in this land use with a separate fee calculated per drive-thru lane or free-standing ATM.

Office Uses shall mean 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 shall mean means outdoor recreational activity including land uses with equestrian events and practice, archery, miniature golf, golf, batting cages, video arcade, bumper boats, go-carts, golf driving ranges, tennis, racquet or basketball courts, soccer, baseball and softball fields, paintball, skating, volleyball, shooting range, target practice, skeet shooting, cycling, or biking that require paid admittance, membership or some other type of fee for use. Buildings for refreshments, bathrooms, changing and retail may be included. The fee shall be based upon the total acreage of the facility for active uses outside of buildings and all buildings used to carry out a primary function of the land use activity. Areas for parking, buffers and stormwater that are not active features of the land use are excluded from the fee acreage. The use would generally fall under the ITE Land Use Code 400 series.

Overnight Lodging shall mean places of accommodations, such as bed and breakfast, inns, motels, hotels, and resorts that provide places for sleeping and bathing and may include supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, and limited recreational facilities (pool, fitness room) intended for primary use by guest, and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 300.

Person Miles of Capacity (PMC) shall mean 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) shall mean the number of miles traveled by each person on a trip to account for all miles traveled by, but not limited to, motor vehicle, transit, walking, bicycling or some other form of person powered, electric powered, or gasoline powered device.

Person Travel Demand (PTD) shall mean travel demand from new development and redevelopment which results in an increase in travel over the existing use of land based on trip generation, pass-by trips, person trip factor, person trip length, person miles of travel, limited access factor, and origin and destination factor for the uses established in the multimodal fee schedule.

Person Trip shall mean a trip, by one person, by one or more modes of travel including, 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.

Pharmacy Drive-Thru shall mean the drive-thru lanes associated with a pharmacy. The number of drive-thru lanes will be based on the number of lanes present when an individual places or pick-up

a prescription or item. The fee per drive-thru is in addition to the retail fee per square foot for the pharmacy building.

Private Education shall mean a building used for pre-school, private school, or day care. Private School (Pre-K to 12) shall mean a building or buildings in which 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. Day Care shall mean a facility where care for young children or for older adults is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds.

Quality of Service (QOS) shall mean 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 Drive-Thru Lane shall mean a drive-thru lane associated with a quick service restaurant where an order for food is placed or a pick-up / delivery lane where an order is picked-up by a customer that placed an online order or a delivery service. The vehicle will proceed to one or more common pick-up windows, lockers, stations, or functional equivalent after the order has been placed. The number of drive-thru lanes shall be based upon the total number of lanes, not the number of windows where an order is picked-up. Some drive-thru lanes may be opened longer than the restaurant is open. The fee per restaurant drive-thru is in addition to the fee assessed for a quick service restaurant based on the square footage of the restaurant. Quick service restaurant drive-thru lanes maybe located in multi-tenant retail buildings or free-standing retail buildings.

Recreational Uses shall 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 shall mean 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 240, 253, 254, and 255. Residential includes tiny homes and accessory dwelling units.

Residential and Lodging Uses shall mean 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 shall mean the sum of the area (in square feet) of each floor of the residential use, measured from the exterior surface of the exterior walls or walls adjoining public spaces such as multifamily hallways, or the centerline of common walls shared with other dwelling units. This square footage does not include unconditioned garages or unenclosed areas under roof.
Service Standard shall mean the adopted, or desired quality of service for bicycle facilities, pedestrian facilities, roadways, shared-use multimodal facilities, or transit facilities.

Square feet shall mean the sum of the gross floor area (in square feet) of each floor level, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are within the principal building, facing the outside, or 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) regardless of their use. If a ground level area, or part thereof, within or adjacent to the principal building, facing the outside, or exterior walls, is not enclosed, and is determined to be a part of the principal use, this gross floor area is considered part of the overall square footage of the building.

Streetscape shall mean 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.

Vehicle Miles of Travel (VMT) shall mean a unit to measure vehicle travel made by a private motor vehicle, such as an automobile, van, pickup truck, or motorcycle, 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 Trip shall mean a trip by one person driving a motor vehicle.

CONCLUSION

Wellington's multimodal impact fee is based on the types of multimodal improvements likely to be constructed in over the next 20 years. Wellington will identify multimodal improvements to be funded by the multimodal impact fee as part of annual Capital Improvements Program update. The transition from a road impact fee to a multimodal impact fee will enable Wellington to fund multimodal improvements that emphasize moving people and providing choices through expansion of the City's multimodal transportation system by adding bike lanes, multimodal pathways, sidewalks, trails, and additional road capacity. Wellington will continue to work with the County, FDOT, adjacent municipalities, the Treasure Coast Regional Planning Council (TCRPC), Palm Tran, and the Palm Beach County TPA in a cooperative manner to enhance the multimodal transportation system within and surrounding Wellington.

The Technical Report identifies an increase in both vehicle and person miles of travel between 2022 and 2045 that will result in the **"need"** for multimodal improvements to serve the increase in travel demand. The identification of need is the first requirement of the dual rational nexus test. The multimodal impact fee is also based on the person travel demand attributable to new development and is roughly proportional to the impact the development has on Wellington's transportation system, consistent with Florida Statute Section 163.31801.

The continued implementation of a Village-wide benefit district, where a multimodal impact fee paid by new development and redevelopment is to be expended to fund the improvements identified in the Capital Improvements Program, thus ensuring that the multimodal impact fee will meet the **"benefits"** requirement of the dual rational nexus test. Wellington's multimodal impact fee will be assessed to address the impact new development and redevelopment have on the transportation system within Wellington.

Wellington will replace its existing road impact fee with a multimodal impact fee system that will be effective within the entirety of Wellington and will determine how multimodal impact fees are allocated and expended through its annual Capital Improvements Program. New development and redevelopment will also continue to pay the Palm Beach County road impact fee to mitigate its impact to the County transportation system. It is recommended that Wellington move forward with adoption of the multimodal impact fee. If Wellington desires to lower the multimodal impact fee, then it should consider identifying potential available funding sources to lower the multimodal impact fee, as opposed to an arbitrary reduction.

To ensure that the multimodal impact fee is consistent with the Statutory requirement that fees be based on the most recent and localized date, the multimodal improvements in the Capital Improvements Program should be evaluated annually. Current statutes limit the update of the multimodal impact fee to once every four (4) years. Wellington may wish to include an inflation index to ensure future updates of the multimodal impact fee feature smaller increases. If an inflation adjustment is elected, it is recommended that the increase become effective either January 1st or October 1st of each calendar year.

Recent amendments to Florida Statute Section 163.31801 are moving in the direction of requiring that all impact fees, like mobility fees, be based on a local plan for capital improvements. Wellington may wish to consider adoption of a mobility plan that identifies multimodal improvements over a multi-year horizon. The mobility plan could serve as the basis for future updates of the multimodal impact fee or potentially a mobility fee. Wellington should consider a Comprehensive Plan Amendment to establish legislative intent to either consider a mobility fee or recognize the adoption of a multimodal impact fee to fund multimodal improvements.

The person travel demand for each land use included in the multimodal impact fee schedule meets the "rough proportionality test" established through case law and Florida Statute 163.31801. Payment of the multimodal impact fee addresses mitigation of the person travel demand generated by new development and redevelopment on Wellington's transportation system. The Multimodal Impact Fee Technical report meets all legal requirements and is consistent with the requirements of Florida Statute Sections 163.31801.

APPENDIX A

“The Impact Fee Act”
Florida Statute 163.31801

CHAPTER 2021-63

Committee Substitute for Committee Substitute for Committee Substitute for House Bill No. 337

An act relating to impact fees; amending s. 163.31801, F.S.; defining the terms "infrastructure" and "public facilities"; requiring local governments and special districts to credit against the collection of impact fees any contribution related to public facilities or infrastructure; providing conditions under which credits may not be applied; providing limitations on impact fee increases; providing for retroactive operation; requiring specified entities to submit an affidavit attesting that impact fees were appropriately collected and expended; providing that impact fee credits are assignable and transferable regardless of when they the credits were established; requiring school districts to report specified information regarding impact fees; providing a directive to the Division of Law Revision; providing an effective date.

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

Section 1. Section 163.31801, Florida Statutes, is amended to read:

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)~~(3)~~ 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 ~~an impact fee adopted by ordinance of a county or municipality or by resolution of a special district must satisfy all of the following conditions~~:

(a) Ensure that the calculation of the impact fee is ~~must be~~ based on the most recent and localized data.

(b) ~~The local government must~~ Provide for accounting and reporting of impact fee collections and expenditures and~~. If a local governmental entity imposes an impact fee to address its infrastructure needs, the entity must~~ 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 ~~must be limited~~ to actual costs.

(d) ~~The local government must~~ Provide notice at least ~~not less than~~ 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government ~~county or municipality~~ 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 ~~an ordinance or resolution imposing~~ 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 ~~must be~~ proportional and reasonably connected to, or has ~~have~~ 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 ~~must be~~ proportional and reasonably connected to, or has ~~have~~ a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.

(h) ~~The local government must~~ 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 ~~may~~ not ~~be~~ 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)~~(4)~~ Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district must credit against the collection of the impact fee any contribution, whether identified in a proportionate share agreement or other form of exaction, related to public ~~education~~ facilities or infrastructure, including 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 ~~education-based~~ impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made ~~fees on a dollar-for-dollar basis at fair market value~~.

(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)~~(5)~~ 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 ~~a local government increases its impact fee rates~~, 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. ~~This subsection shall operate prospectively and not retrospectively.~~

(8)~~(6)~~ 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 ~~Audits of financial statements of local governmental entities and district school boards which are performed by a certified public accountant pursuant to s. 218.39 and submitted to the Auditor General must include an affidavit signed by the chief financial officer of the local governmental entity or district school board stating that the local governmental entity or district school board has complied with this section~~.

(9)~~(7)~~ 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)~~(8)~~ 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 the effective date of this act.

(11)~~(9)~~ 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)~~(10)~~ This section does not apply to water and sewer connection fees.

(13)~~(11)~~ In addition to the items that must be reported in the annual financial reports under s. 218.32, a local government, school district ~~county, municipality~~, or special district must report all of the following information ~~data~~ 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.

Section 2. The Division of Law Revision is directed to replace the phrase "the effective date of this act" wherever it occurs in this act with the date the act becomes a law.

Section 3. This act shall take effect upon becoming a law.

Approved by the Governor June 4, 2021.

Filed in Office Secretary of State June 4, 2021.

APPENDIX B

Traffic Characteristics

APPENDIX B: TRAFFIC CHARACTERISTICS

Roadway	From	To	Length	Speed	Lanes	Daily Capacity	2020 AADT	2020 VMT	2022 AADT	2022 VMT	2022 VMC	2045 AADT	2045 VMT	2045 VMC
120TH AVE S	Lake Worth Rd	Pierson Rd	1.00	35	2	14,800	3,600	3,600	3,654	3,654	14,800	5,000	5,000	14,800
AERO CLUB DRIVE	Binks Forest Dr	Wellington Trace	2.13	40	2	17,700	4,600	9,798	4,669	9,945	37,701	7,500	15,975	37,701
BIG BLUE TRACE	South Shore Blvd	Wellington Trace	1.47	40	2	17,700	12,600	18,522	12,789	18,800	26,019	13,400	19,698	26,019
BIG BLUE TRACE	Wellington Trace	Southern Blvd	1.15	40	3	18,600	12,200	14,030	12,383	14,240	21,390	14,300	16,445	21,390
BINKS FOREST DR	Greenview Shores Blvd	Southern Blvd	1.21	40	4	39,800	10,900	13,189	11,064	13,387	48,158	15,100	18,271	48,158
FOREST HILL BLVD	Southern Blvd	Wellington Trace	0.59	40	6	59,900	39,500	23,305	40,093	23,655	35,341	45,400	26,786	35,341
FOREST HILL BLVD	Wellington Trc	South Shore Blvd	1.83	40	4	39,800	33,000	60,390	33,495	61,296	72,834	39,300	71,919	72,834
FOREST HILL BLVD	South Shore Blvd	SR-7	1.79	45	6	59,900	47,500	85,025	48,213	86,300	107,221	52,800	94,512	107,221
FOREST HILL BLVD	SR-7	Lyons Rd	1.33	50	6	59,900	38,500	51,205	39,078	51,973	79,667	43,400	57,722	79,667
FOREST HILL BLVD	Lyons Rd	Turnpike	0.59	50	6	59,900	34,000	20,060	34,510	20,361	35,341	41,700	24,603	35,341
GREENBRIAR BLVD	Greenview Shores Blvd	Wellington Trace	1.87	35	4	32,400	4,600	8,602	4,669	8,731	60,588	7,500	14,025	60,588
GREENVIEW SHORES BLVD	Wellington Trace	South Shore Blvd	1.40	40	4	17,700	18,500	25,900	18,778	26,289	24,780	25,400	35,560	24,780
LAKE WORTH RD	South Shore Blvd	120th Av	1.57	40	2	17,700	13,500	21,195	13,703	21,513	27,789	15,800	24,806	27,789
LAKE WORTH RD	120th Av	Isles Blvd	0.49	45	4	39,800	17,900	8,771	18,169	8,903	19,502	20,600	10,094	19,502
LAKE WORTH RD	Isles Blvd	SR-7	1.74	45	4	39,800	30,500	53,070	30,958	53,866	69,252	34,800	60,552	69,252
LYONS RD	Stribling Way	Forest Hill Blvd	1.43	45	2	17,700	13,700	19,591	13,906	19,885	25,311	15,500	22,165	25,311
PIERSON RD	South Shore Blvd	Fairlane Farms Rd	2.71	30	2	14,800	5,500	14,905	5,583	15,129	40,108	7,500	20,325	40,108
PADDOCK DR	Wellington Trace	Big Blue Trace	2.28	30	2	14,800	2,500	5,700	2,538	5,786	33,744	5,000	11,400	33,744
SOUTH SHORE DR	Lake Worth Rd	Pierson Rd	1.03	35	2	14,800	18,900	19,467	19,184	19,759	15,244	21,000	21,630	15,244
SOUTH SHORE DR	Pierson Rd	Greenview Shores Blvd	0.40	40	4	39,800	18,900	7,560	19,184	7,673	15,920	21,000	8,400	15,920
SOUTH SHORE DR	Greenview Shores Blvd	Big Blue Trace	1.16	45	4	39,800	19,500	22,620	19,793	22,959	46,168	24,500	28,420	46,168
SOUTH SHORE DR	Big Blue Trace	Forest Hill Blvd	0.84	45	4	39,800	28,500	23,940	28,928	24,299	33,432	27,700	23,268	33,432
STRIBLING WAY	Forest Hill Blvd	Fairlane Farms	0.93	40	2	17,700	13,700	12,741	13,906	12,932	16,461	14,400	13,392	16,461
STRIBLING WAY	Fairlane Farms	SR-7	1.07	40	2	17,700	13,700	14,659	13,906	14,879	18,939	20,100	21,507	18,939
STRIBLING WAY	SR-7	Donahue Way	0.37	35	4	32,400	13,700	5,069	13,906	5,145	11,988	20,100	7,437	11,988
STRIBLING WAY	Donahue Way	Lyons Rd	0.60	35	2	14,800	13,700	8,220	13,906	8,343	8,880	20,100	12,060	8,880
WELLINGTON TRACE	Greenbriar Blvd	Greenview Shores Blvd	1.68	35	2	14,800	5,100	8,568	5,177	8,697	24,864	7,500	12,600	24,864
WELLINGTON TRACE	Greenview Shores Blvd	Big Blue Trace	0.78	40	4	39,800	24,500	19,110	24,868	19,397	31,044	28,500	22,230	31,044
WELLINGTON TRACE	Big Blue Trace	Forest Hill Blvd	0.80	40	4	39,800	23,000	18,400	23,345	18,676	31,840	25,600	20,480	31,840
WELLINGTON TRACE	Forest Hill Blvd	Forest Hill Blvd	2.02	40	2	17,700	5,200	10,504	5,278	10,662	35,754	7,500	15,150	35,754

Source: ***Forest Hill Blvd is the only arterial internal to Wellington.*** Travel length, speed limits, number of lanes collected by NUE Urban Concepts, LLC. Capacity based on FDOT Generalized Tables at a LOS "D" standard **(Appendix D)**. 2020 Volumes from FDOT and Palm Beach County. 2045 Volumes based on 2045 Long Range Transportation Plan from the Palm Beach County Transportation Planning Agency (TPA). Vehicle Miles of Travel (VMT) and Vehicle Miles of Capacity (VMC) calculated by NUE Urban Concepts. VMT is lenght times AADT. VMC is lenght times Capacity. 2022 volumes based on growing 2020 volumes using an annual growth rate of 0.75%, derived from the annual growth in travel between 2020 and 2045.

APPENDIX C

2017 National Household Travel Survey Data: Florida Travel 5 Miles or Less

APPENDIX C: NATIONAL HOUSEHOLD TRAVEL SURVEY DATA (2017)												
Trip Purpose	**Total Person Trip Length**	**Total Number of Trips**	**Person Trip Length**	**Number of Persons**	**Person Trip Rate Factor**	**Person Miles of Travel**	**Vehicle Miles of Travel**	**Person Miles of Travel Factor**	**Vehicle Trip Length**	**Total Vehicle Trips**	**Persons per Vehicle**	**Vehicle Occupancy**
Buy Goods	307.16	160	1.92	254	1.59	460.16	291.60	1.58	1.98	147	241	1.64
Buy Meals	193.86	98	1.98	239	2.44	485.19	184.27	2.63	2.25	82	196	2.39
Buy Services	75.04	37	2.03	76	2.05	162.65	71.46	2.28	2.10	34	73	2.15
Entertainment	59.91	31	1.93	73	2.35	149.30	57.23	2.61	2.49	23	47	2.04
Run Errands	51.27	33	1.55	52	1.58	87.53	47.08	1.86	2.05	23	40	1.74
Exercise	79.98	52	1.54	79	1.52	118.77	62.04	1.91	2.22	28	48	1.71
Home	610.27	340	1.79	618	1.82	1,196.29	552.17	2.17	2.13	259	494	1.91
Medical	28.04	12	2.34	16	1.33	35.13	28.05	1.25	2.34	12	16	1.33
Religious	24.52	13	1.89	31	2.38	67.48	23.17	2.91	2.90	8	23	2.88
School	33.32	17	1.96	27	1.59	59.86	25.61	2.34	2.13	12	21	1.75
Work	204.47	101	2.02	137	1.36	257.70	199.11	1.29	2.29	87	116	1.33
Total	**1,667.84**	**894**	**1.87**	**1,602**	**1.79**	**3,080.06**	**1,541.79**	**2.00**	**2.16**	**715**	**1,315**	**1.84**

Note: Data based on the 2017 National Household Travel Survey (NHTS) Core Based Statistical Area (CBSA) #33100 Miami, Fort Lauderdale & West Palm Beach, FL for trips of five (5) miles or less in length.

APPENDIX D

FDOT Generalized
Daily Service Volumes

TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,400	64,000	77,900	84,600
6	69,900	95,200	116,600	130,600
8	92,500	126,400	154,300	176,600
10	115,100	159,700	194,500	222,700
12	162,400	216,700	256,600	268,900

Urbanized

Lanes	B	C	D	E
4	45,800	61,500	74,400	79,900
6	68,100	93,000	111,800	123,300
8	91,500	123,500	148,700	166,800
10	114,800	156,000	187,100	210,300

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,600	17,000	24,200	33,300
4	Divided	36,700	51,800	65,600	72,600
6	Divided	55,000	77,700	98,300	108,800

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* 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. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
***.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 1
(continued)

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (u,lu)	lu	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (n, nr, r)			n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	4	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4	4								
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)			1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.91	0.97	0.98						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

APPENDIX E

Multimodal Improvement Cost
&
Person Capacity

APPENDIX E: MULTIMODAL IMPROVEMENT COST AND PERSON MILES OF CAPACITY

Multimodal Improvement	Net Per Mile Construction Cost	Planning & Engineering	Right-of-Way	Construction, Engineering, Inspection	Utility Relocation	Landscape	Hardscape / Streetscape	Total Cost	Person Miles of Capacity	Person Miles of Capacity Rate
		15%	20%	10%	10%	10%	10%			
New Construction 5' Sidewalk	$ 170,885	$ 25,633	$ 34,177	$ 17,089	$ 17,089	$ 17,089	$ 17,089	$ 299,049	2,400	$ 124.60
New Construction 8' Multimodal Path	$ 217,804	$ 32,671	$ 43,561	$ 21,780	$ 21,780	$ 21,780	$ 21,780	$ 381,157	3,600	$ 105.88
New Construction 12' Trail	$ 326,706	$ 49,006	$ 65,341	$ 32,671	$ 32,671	$ 32,671	$ 32,671	$ 571,736	4,800	$ 119.11
High Visibility Mid-Block Crossing (per Unit)	$ 152,985	$ 22,948	$ 30,597	$ 15,299	$ 15,299	--	$ 15,299	$ 252,426	--	--
New Construction 4' Bike Lane	$ 350,456	$ 52,568	--	$ 35,046	$ 35,046	--	--	$ 473,115	3,600	$ 131.42
Total	**$ 1,218,837**	**$ 182,826**	**$ 173,676**	**$ 121,884**	**$ 121,884**	**$ 71,540**	**$ 86,838**	**$ 1,977,484**	**14,400**	**$ 137.33**

	Net Per Mile Construction Cost	Planning & Engineering	Right-of-Way	Construction, Engineering, Inspection	Utility Relocation	Landscape	Hardscape / Streetscape	Total Cost	Person Miles of Capacity	Person Miles of Capacity Rate
		10%	20%	10%	5%	10%	10%			
New two (2) lane (rural section)	$ 2,546,994	$ 254,699	$ 509,399	$ 254,699	$ 127,350	$ 254,699	$ 254,699	$ 4,202,540	27,200	$ 154.51
New two (2) lane (urban section)	$ 2,803,231	$ 280,323	$ 560,646	$ 280,323	$ 140,162	$ 280,323	$ 280,323	$ 4,625,331	32,600	$ 141.88
Widen two (2) lane to four (4) lane divided (urban section with median)	$ 2,974,804	$ 297,480	$ 594,961	$ 297,480	$ 148,740	$ 297,480	$ 297,480	$ 4,908,426	46,000	$ 106.70
New four (4) lane (urban section with median)	$ 4,905,654	$ 490,565	$ 981,131	$ 490,565	$ 245,283	$ 490,565	$ 490,565	$ 8,094,329	73,200	$ 110.58
Total	**$ 13,230,682**	**$ 1,323,068**	**$ 2,646,136**	**$ 1,323,068**	**$ 661,534**	**$ 1,323,068**	**$ 1,323,068**	**$ 21,830,626**	**179,000**	**$ 121.96**
Total	**$ 14,449,519**	**$ 1,505,894**	**$ 2,819,813**	**$ 1,444,952**	**$ 783,418**	**$ 1,394,608**	**$ 1,409,906**	**$ 23,808,110**	**193,400**	**$ 123.10**

Note: Multimodal capacity for roads based on Table 4 and Table 5. Person Miles of Capacity Rate based on calculation in Figure 2. Construction cost and cost factors based on data from Wellignton, County, FDOT and TPA.

Source: NUE Urban Concepts, LLC: Version 1.4: (12/09/2021)

APPENDIX F

Trip Generation

APPENDIX F: TRIP GENERATION SOURCE

Use Categories, Use Classifications, and Representative Uses	Unit of Measure	Trip Generation [1]	% New Trips	ITE Land Use Codes
Residential & Lodging Uses				
Single-Family Residential (Maximum 10,000 sq. ft.)	per 1,000 sq. ft.	4.31	1.00	210, 215 [2]
Active Adult (55+) Residential (Maximum 5,000 sq. ft.)	per 1,000 sq. ft.	3.12	1.00	251, 252 [3]
Multi-Family Residential (Maximum 5,000 sq. ft.)	per 1,000 sq. ft.	5.61	1.00	220, 221 [4]
Overnight Accommodations (Bed & Breakfast, Inn, Hotel, Resort)	per room	4.69	1.00	310, 311, 312, 320, 330
Accessory Dwelling Unit (Accessory, Car-takers or Groom's Quarters)	per 1,000 sq. ft.	2.16	1.00	210, 215 [5]
Institutional Uses				
Community Serving (Civic, Place of Assembly, Museum, Gallery)	per 1,000 sq. ft.	7.60	0.50	560
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	5.96	0.80	254, 620
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	17.31	0.50	530, 532, 534 [6]
Recreational Uses				
Outdoor Commercial Recreation (Equestrian, Golf, Multi-Purpose, Tennis)	per acre	12.19	0.50	411, 430, 432, 480, 488, 490, 491 [7]
Indoor Commercial Recreation (Gym, Indoor Sports, Kids Activities, Recreation)	per 1,000 sq. ft.	23.07	0.50	434, 435, 436, 437, 492, 493, 495 [8]
Barn (Private or Commercial)	per stall	2.00	0.50	n/a [9]
Industrial Uses				
Industrial (Assembly, Manufacturing, Nursery, Outdoor Storage, Warehouse, Utilities)	per 1,000 sq. ft.	3.69	0.90	110, 130, 140, 150, 151, 154, 155, 155, 156, 157, 160, 170, 180 [10]
Office Uses				
Office (Bank, General, Higher Education, Professional)	per 1,000 sq. ft.	11.62	0.90	710, 712, 714, 715, 750, 760, 770
Medical Office (Clinic, Dental, Emergency Care, Hospital, Medical, Veterinary)	per 1,000 sq. ft.	18.74	0.90	610, 630, 640, 650, 710, 720
Commercial Services & Retail Uses				
Local Retail (Entertainment, Restaurant, Retail, Sales, Services)	per 1,000 sq. ft.	23.14	0.40	820, 821, 821, 822 [11]
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Sales, Services)	per 1,000 sq. ft.	46.28	0.40	820, 821, 821, 822 [11]
Free-Standing Retail (Entertainment, Restaurant, Retail, Sales, Services)	per 1,000 sq. ft.	63.21	0.40	812, 813, 814, 815, 843, 848, 850, 857, 861, 862, 863, 869, 881, 899, 930, 931, 932
Additive Fees for Commercial Services & Retail Uses				
Bank Drive-Thru Lane or Free-Standing ATM	per lane or ATM	113.41	0.35	912 [12]
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per lane or stall	145.84	0.25	947, 948, 949 [13]
Motor Vehicle Charging or Fueling	per charging or fueling position	231.49	0.15	944, 945 [14]
Pharmacy Drive-Thru	per lane	123.66	0.25	880, 881 [15]
Quick Service Restaurant Drive-Thru Lane	per lane	381.78	0.15	934, 937, 938 [16]

[1] Institute of Transportation Engineers (ITE) 11th Edition Trip Generation Manual. The trip generation rates are based on the weekday trip generation rate per the indicated land use code. For uses where daily trips are not provided, the AM and PM Peak hours of adjacent street traffic where averaged and divided by a peak-to-daily ratio of 0.1 (on average 10% of daily traffic occurs during peak periods). For land uses with more than one ITE code, the trip generation was calculated by weighting trips based on the number of studies completed as indicated in the ITE Trip Generation Manual 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 thirty (30) studies. Weighting is based on the total number of studies for each ITE Code listed under a use classification. The total studies per use were divided by the sum of studies completed for all ITE codes listed under a use classification. The final trip generation is equal to the sum of the weight per ITE code times the trip generation rate per ITE Code. See footnotes 2 and 3 below for examples.

[2] Single Family Residential trip generation rates were converted into trip rates per 1,000 square feet. The first step in the conversion was assigning the following sq. ft. (typical industry standard) by type of unit per the 11th Edition of the ITE Trip Generation Manual: (210) single-family detached (2,200 sq. ft.); (215) single-family attached (1,600 sq. ft.). The assigned square footage of each unit type was divided by 1,000: (210) single family detached (2,200 / 1,000 = 2.2); (215) single-family attached (1,600 / 1,000 = 1.6). The following are the number of studies per ITE Code: (210) = 174; (215) = 22. Single Family Study Weight: 174 + 22 = 196; (ITE 210) 174/196 = .887, (ITE 215) 22/196 = .112. Single Family Weighted Trips: (ITE 210) 9.43 x .887 = 8.37, (ITE 215) 7.2 x .112 = 0.808. Single Family Per 1,000 Sq. Ft. Rate: (ITE 210) 8.27 / 2.2 = 3.8, (ITE 215) 0.808 / 1.6 = 0.51. Single Family Weighted Trip Generation: 3.8 + 0.51 = 4.31 (numbers rounded to nearest 100th place).

[3] Active Adult Residential trip generation rates were converted into trip rates per 1,000 square feet. The first step in the conversion was assigning the following sq. ft. (typical industry standard) by type of unit per the 11th Edition of the ITE Trip Generation Manual: (251) senior adult detached (1,400 sq. ft.); (252) senior adult attached (1,000 sq. ft.). The assigned square footage of each unit type was divided by 1,000: (251) senior adult detached (1,400 / 1,000 sq. ft. = 1.4); (252) senior adult attached (1,000 / 1,000 = 1.0). The following are the number of studies per ITE Code: (251) = 15; (252) = 6. Active Adult Study Weight: 15 + 6 = 21; (ITE 251) 15/21 = .715, (ITE 252) 5/16 = .285. Active Adult Weighted Trips: (ITE 251) 4.31 x .715 = 3.07, (ITE 252) 3.24 x .285 = 0.92. Active Adult Per 1,000 Sq. Ft. Rate: (ITE 251) 3.07 / 1.4 = 2.20, (ITE 252) 0.92 / 1.0 = 0.92. Active Adult Weighted Trip Generation: 2.2 + 0.92 = 3.12 (numbers rounded to nearest 100th place).

[4] Multi-Family Residential trip generation rates were converted into trip rates per 1,000 square feet. The first step in the conversion was assigning the following sq. ft. (typical industry standard) by type of unit per the 11th Edition of the ITE Trip Generation Manual: (220) multi-family (1,200 sq. ft.). The assigned square footage of each unit type was divided by 1,000: (220) multi-family (1,200 / 1,000 sq. ft. = 1.2). Multi-Family per 1,000 sq. ft. rate: (ITE 220) 6.74 / 1.2 = 5.61 (number rounded to nearest 100th place).

[5] Accessory Residential trip generation rate derived by multiplying the single family rate by 0.50 (4.31 x 0.50 = 2.16) (numbers rounded to nearest 100th place).

APPENDIX F: TRIP GENERATION SOURCE

Use Categories, Use Classifications, and Representative Uses	Unit of Measure	Trip Generation [1]	% New Trips	ITE Land Use Codes
[6] The study weighted trip generation rates per 1,000 sq. ft. are based on the weekday trip rate per student multiplied by 10 (roughly 100 sq. ft. per student 10 x 100 = 1,000 sq. ft.) and divided by 1.5 to account for 1.5 students per vehicle.				
[7] Golf driving range converted to acreage at two tee positions per one acre, Soccer Complex fields converted to acres at ratio of 2 acres per 1 field, Racquet / Tennis Club assume 2 courts plus accessory buildings per acre, Utilized vehicle occupancy of 2 persons per vehicle.				
[8] Converted AM and PM Peak Hour Periods and applied a Peak to Daily Conversion of .1 (10% of daily traffic occurs during peak hours).				
[9] There are no published trip generation rates for barns. The assumed gross trip generation is two (2) trips per stall. After accounting for % new trips of 50% and applying an origin destination factor of 50%, the net trip generation is 0.5 trips per stall.				
[10] The ITE Code for use 155 is provided twice as there are two (2) separate trip generation rates for fulfillment centers based on the type of sorting of packages occurs.				
[11] The ITE Code for use 821 is provided twice as there are two (2) separate trip generation rates for multi-tenant centers with and with-out grocery stores. The local rate is derived by multiplying the rate per multi-tenant retail uses by 0.50%. Florida studies have shown local uses generate roughly 50% of the trips of national chains, which are the types of uses that primarily are collected for ITE studies.				
[12] The trip generation is based on the trip rate per drive-thru lane (125.03) minus the trips associated with office uses (11.62), since the bank square footage, falls under the office land use category.				
[13] The weighted trip generation (729.20) is divided by an average of five (5) stall per use. The trip rate for ITE Code 948 only provided a PM Peak. The daily rate was obtained consistent with footnote 8.				
[14] The trip generation associated with vehicle fueling positions is based on the sum of trip generation per fueling positions (per identified ITE Land Use Codes). The following are the number of fuel positions and square footage for each ITE Land Use Code: (944) 12 positions and 1,500 sq. ft; (945: 2K to 4K) 8 positions and 3,000 sq. ft.; (945: 4K to 5.5K) 14 positions and 4,750 sq. ft.; (945: 5.5K to 10K) 12 positions and 7,750 sq. ft.; The trip generation was reduced by multiplying the trip generation for free-standing retail (63.21) by the average square footage for each use evaluated. The net trip generation is then divided by the total number of fueling positions for each of the ITE Land Use Codes. The trip rate of 231.49 is the weighted net average rate per fuel position for the four ITE land use codes used in the analysis.				
[15] The trip generation is based on the difference in trip generation for pharmacies with drive-thru's (108.40) minus the trips for free-standing retail uses (63.21) and pharmacies with-out drive-thru's (90.08) minus the trips for free-standing retail uses (63.21). The net difference is then multiplied by the standard size of a pharmacy (13,500 sq. ft. / 1,000). The gross trip generation associated with drive-thru's is then divided by two (2) to account for the average number of drive-thru lanes associated with a pharmacy.				
[16] The trip generation rate for quick service drive thru lanes is determined by calculating the weighted trip generation rate (444.99) per 1,000 sq. ft. for the three (3) land uses minus the trips associated with free-standing retail uses (63.21).				

APPENDIX G

Person Trips
&
Person Trip Length
2017 NHTS Data

APPENDIX G: PERSON TRIP RATE & LENGTH BY TRIP PURPOSE USING NATIONAL HOUSEHOLD TRAVEL SURVEY DATA (2017)												
Trip Purpose	**Total Person Trip Length**	**Total Number of Trips**	**Person Trip Length**	**Number of Persons**	**Person Trip Rate Factor**	**Person Miles of Travel**	**Vehicle Miles of Travel**	**Person Miles of Travel Factor**	**Vehicle Trip Length**	**Total Vehicle Trips**	**Persons per Vehicle**	**Vehicle Occupancy**
Buy Goods, Meals, Services, Errands	627.33	328	1.91	621	1.89	1,195.53	594.41	2.01	2.08	286	550	1.92
Buy Meals, Errands	245.13	131	1.87	291	2.22	572.72	231.35	2.48	2.20	105	236	2.25
Buy Services, Errands	126.31	70	1.80	128	1.83	250.18	118.54	2.11	2.08	57	113	1.98
Entertainment, Exercise, Errands	191.16	116	1.65	204	1.76	355.60	166.35	2.14	2.25	74	135	1.82
Home	610.27	340	1.79	618	1.82	1,196.29	552.17	2.17	2.13	259	494	1.91
Medical, Errands	79.31	45	1.76	68	1.51	122.66	75.13	1.63	2.15	35	56	1.60
Religious, Errands	75.79	46	1.65	83	1.80	155.01	70.25	2.21	2.27	31	63	2.03
School, Errands	84.59	50	1.69	79	1.58	147.39	72.69	2.03	2.08	35	61	1.74
Work, Errands	255.74	134	1.91	189	1.41	345.23	246.19	1.40	2.24	110	156	1.42
Note: Data based on the 2017 National Household Travel Survey (NHTS) Core Based Statistical Area (CBSA) #33100 Miami, Fort Lauderdale & West Palm Beach, FL for trips of five (5) miles or less in length.												

APPENDIX H

Person Travel Demand

APPENDIX H: PERSON TRAVEL DEMAND BY USE (PTDu)				
Use Categories, Use Classifications, and Representative Uses	**Unit of Measure**	**Person Trip Factor**	**Person Trip Length**	**Person Travel Demand**
Residential & Lodging Uses				
Single-Family Residential (Maximum 10,000 sq. ft.)	per 1,000 sq. ft.	1.82	1.79	7.02
Active Adult (55+) Residential (Maximum 5,000 sq. ft.)	per 1,000 sq. ft.	1.82	1.79	5.08
Multi-Family Residential (Maximum 5,000 sq. ft.)	per 1,000 sq. ft.	1.82	1.79	9.14
Overnight Accommodations (Bed & Breakfast, Inn, Hotel, Resort)	per room	1.82	1.79	7.64
Accessory Dwelling Unit (Accessory, Car-takers or Groom's Quarters)	per 1,000 sq. ft.	1.82	1.79	3.51
Institutional Uses				
Community Serving (Civic, Place of Assembly, Museum, Gallery)	per 1,000 sq. ft.	1.80	1.65	5.64
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	1.82	1.79	7.77
Private Education (Child Care, Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	1.58	1.69	11.56
Recreation Uses				
Outdoor Commercial Recreation (Equestrian, Golf, Multi-Purpose, Tennis)	per acre	1.76	1.65	8.85
Indoor Commercial Recreation (Gym, Indoor Sports, Kids Activities, Recreation)	per 1,000 sq. ft.	1.76	1.65	16.75
Barn (Private or Commercial)	per stall	1.76	1.65	1.45
Industrial Uses				
Industrial (Assembly, Manufacturing, Nursery, Outdoor Storage, Warehouse, Utilities)	per 1,000 sq. ft.	1.41	1.91	4.47
Office Uses				
Office (Bank, General, Higher Education, Professional)	per 1,000 sq. ft.	1.41	1.91	14.08
Medical Office (Clinic, Dental, Emergency Care, Hospital, Medical, Veterinary)	per 1,000 sq. ft.	1.51	1.76	22.41
Commercial Services & Retail Uses				
Local Retail (Entertainment, Restaurant, Retail, Sales, Services)	per 1,000 sq. ft.	1.89	1.91	16.71
Multi-Tenant Retail (Entertainment, Restaurant, Retail, Sales, Services)	per 1,000 sq. ft.	1.89	1.91	33.41
Free-Standing Retail (Entertainment, Restaurant, Retail, Sales, Services)	per 1,000 sq. ft.	1.89	1.91	45.64
Additive Fees for Commercial Services & Retail Uses				
Bank Drive-Thru Lane or Free-Standing ATM	per lane or ATM	1.83	1.80	65.38
Motor Vehicle & Boat Cleaning (Detailing, Wash, Wax)	per lane or stall	1.83	1.80	60.05
Motor Vehicle Charging or Fueling	per charging or fueling position	1.83	1.80	57.19
Pharmacy Drive-Thru	per lane	1.89	1.91	55.80
Quick Service Restaurant Drive-Thru Lane	per lane	2.22	1.87	118.87

APPENDIX I

Housing & Vehicle Ownership
American Community Survey

Table: ACSDP5Y2019.DP04

APPENDIX I: HOUSING SIZE & VEHICLES AVAILABLE			
2019 American Community Survey	Wellington, Florida		
Label	Estimate	Percent	Notes
HOUSING OCCUPANCY			
Total housing units	24,656	24,656	
Occupied housing units	20,844	84.5%	
Vacant housing units	3,812	15.5%	
Homeowner vacancy rate	1.3	N/A	
Rental vacancy rate	10.2	N/A	
UNITS IN STRUCTURE			
Total housing units	24,656	24,656	
1-unit, detached	17,588	71.3%	
1-unit, attached	2,724	11.0%	
2 units	527	2.1%	
3 or 4 units	1,087	4.4%	
5 to 9 units	901	3.7%	
10 to 19 units	525	2.1%	
20 or more units	1,216	4.9%	
Mobile home	88	0.4%	
Boat, RV, van, etc.	0	0.0%	
ROOMS			
Total housing units	24,656	24,656	
1 room	122	0.5%	1 to 4 Room Houses = 4,087
2 rooms	92	0.4%	Housing with 0 or 1 vehicles available = 6,052
3 rooms	1,136	4.6%	
4 rooms	2,737	11.1%	
5 rooms	4,568	18.5%	5 to 7 Room Houses = 12,967
6 rooms	4,535	18.4%	Housing with 2 vehicles = 9,781
7 rooms	3,864	15.7%	
8 rooms	3,884	15.8%	8 or more Room Houses = 7,602
9 rooms or more	3,718	15.1%	Housing with 3 or more vehicles = 5,011
Median rooms	6.3	N/A	
BEDROOMS			
Total housing units	24,656	24,656	
No bedroom	122	0.5%	
1 bedroom	820	3.3%	
2 bedrooms	4,381	17.8%	2 or less bedrooms = 5,323
3 bedrooms	9,381	38.0%	Housing with 0 or 1 vehicles available = 6,052
4 bedrooms	7,015	28.5%	4 or more bedrooms = 9,952
5 or more bedrooms	2,937	11.9%	Housing with 3 or more vehicles = 5,011
HOUSING TENURE			
Occupied housing units	20,844	20,844	
Owner-occupied	15,862	76.1%	
Renter-occupied	4,982	23.9%	
Average household size of owner-occupied unit	3.04	N/A	
Average household size of renter-occupied unit	3.25	N/A	
VEHICLES AVAILABLE			
Occupied housing units	20,844	20,844	
No vehicles available	456	2.2%	
1 vehicle available	5,596	26.8%	
2 vehicles available	9,781	46.9%	
3 or more vehicles available	5,011	24.0%	
VALUE			
Owner-occupied units	15,862	15,862	
Less than $50,000	163	1.0%	
$50,000 to $99,999	110	0.7%	
$100,000 to $149,999	294	1.9%	
$150,000 to $199,999	674	4.2%	
$200,000 to $299,999	2,907	18.3%	

Table: ACSDP5Y2019.DP04

APPENDIX I: HOUSING SIZE & VEHICLES AVAILABLE			
2019 American Community Survey	Wellington, Florida		
Label	Estimate	Percent	Notes
$300,000 to $499,999	7,612	48.0%	
$500,000 to $999,999	3,583	22.6%	Housing units worth $500,000 or more = 4,102
$1,000,000 or more	519	3.3%	Housing with 3 or more vehicles = 5,011
Median (dollars)	382,000	N/A	
Source: American Community Survey, Dataset ACSDP5Y2019: Select Housing Charateristics, Wellignton, FL			

APPENDIX J

Number of Vehicles
&
Household Travel

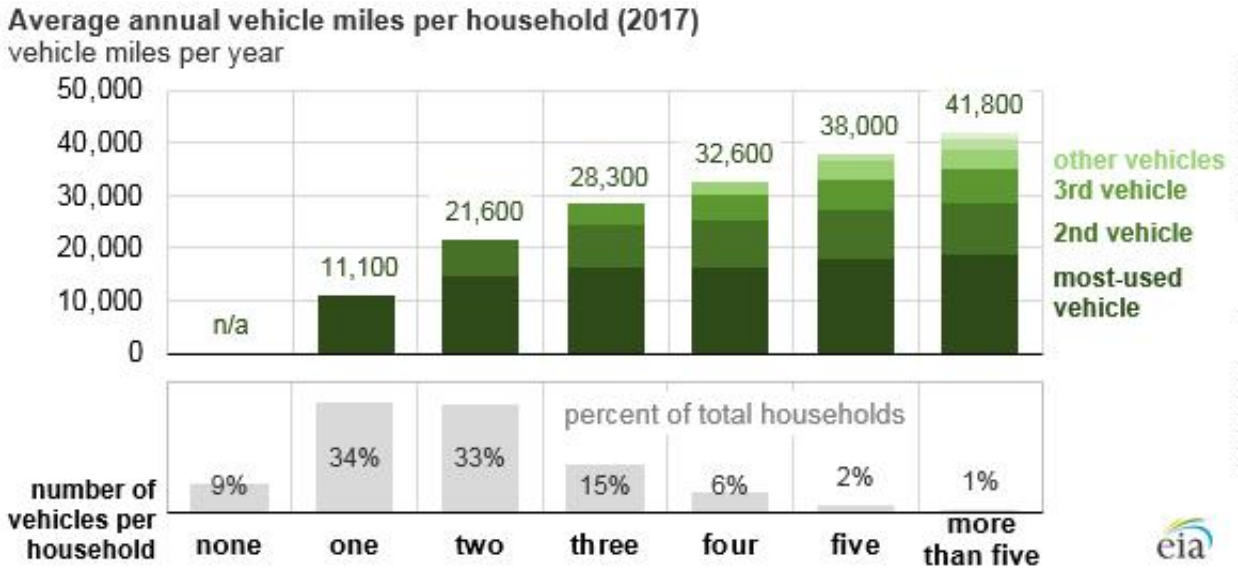
U.S. Energy Information Administration

Skip to sub-navigation

Today in Energy

June 7, 2018

U.S. households with more vehicles travel more but use additional vehicles less



Source: U.S. Energy Information Administration, based on U.S. Department of Transportation, Federal Highway Administration, 2017 National Household Travel Survey

Households in the United States with more vehicles not only travel more, but they often put more miles on their most-used (primary) vehicle compared with households with fewer vehicles, according to the Federal Highway Administration's National Household Travel Survey (NHTS). Households with just one vehicle drove an average of about 11,100 miles per year, while households with more than five vehicles traveled a total of about 41,800 miles; each additional vehicle within a household had less average use. About two-thirds of households have either one or two vehicles.

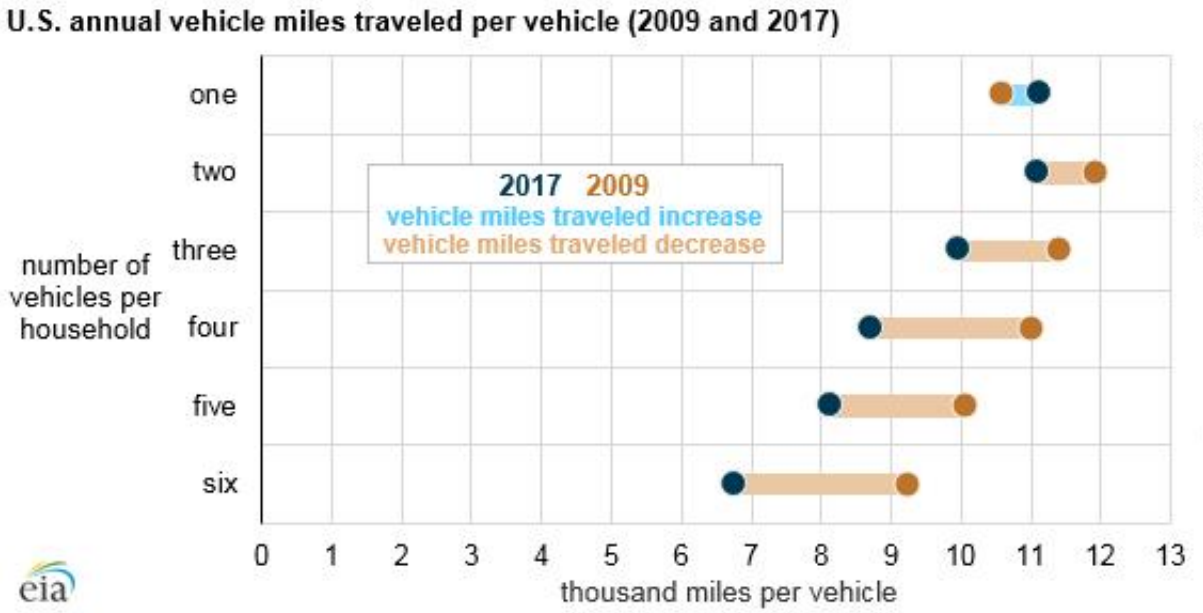
U.S. households with more vehicles also tend to drive their primary vehicle more than households with fewer vehicles. While a two-vehicle household travels about 14,600 miles annually with the most-used vehicle, a five- or more vehicle household travels about 18,600 miles annually with the most-used vehicle.

For U.S. households with more than one vehicle, the average use per vehicle within a household is greatest in a two-vehicle home, where the average vehicle travels about 11,000 miles. This average declines as households add more vehicles; a six-vehicle home averages about 6,700 miles per vehicle.

Gasoline consumption by household vehicles depends on both driving behavior (measured by vehicle miles traveled, or VMT) and vehicle fuel economy (measured in miles per gallon). Changes in gasoline prices are typically the primary factor in short-term fluctuations in gasoline expenditures, while changes in VMT and fuel economy (i.e., vehicle purchases) are more likely to influence longer-term trends.

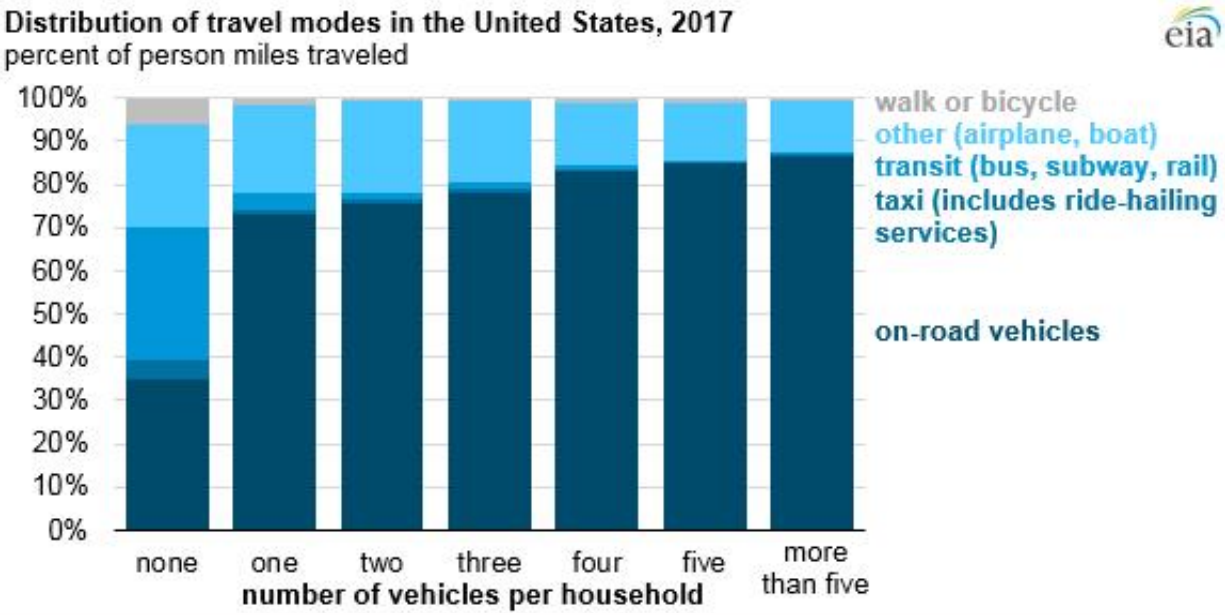
In 2017, the total VMT for household vehicles was 2.11 trillion vehicle miles, down from the 2.25 trillion vehicle miles reported by NHTS for 2009, the previous NHTS survey year. Vehicle travel in households with only one vehicle increased from 2009 to 2017, which was

the only category to do so.



Source: U.S. Energy Information Administration, based on U.S. Department of Transportation, Federal Highway Administration, 2017 National Household Travel Survey and *Technical Memo*

People in households in the United States without vehicles may still have access to vehicle travel or travel by other modes. Based on annualized person miles traveled, on average, a person in a zero-vehicle household uses transit modes such as bus, subway, and rail about eight times more than households with one or more vehicles. Similarly, these same zero-vehicle households take greater advantage of taxis and non-motorized modes of travel such as walking or biking.



Source: U.S. Energy Information Administration, based on U.S. Department of Transportation, Federal Highway Administration, 2017 National Household Travel Survey

The NHTS has been conducted by the U.S. Department of Transportation's Federal Highway Administration eight times since 1969. The latest data year for this survey is 2017, a year with relatively low gasoline prices, which tends to increase vehicle travel.

Principal contributor: Mark Schipper

APPENDIX K

Road Impact Fee
&
Multimodal Impact Fee Comparison

APPENDIX K: ROAD IMPACT FEE & MULTIMODAL IMPACT FEE COMPARISON

ITE Code	Land Use	Existing Road Impact Fee	2022 Multimodal Impact Fee	Notes & Consideration
NOTE: CAUTION URGED WHEN COMPARING ROAD IMPACT FEES AND MULTIMODAL IMPACT FEES. CURRENT FEES ARE BASED ON PRIOR TRIP GENERATION MANUALS & TRIP LENGTH DATA. THE METHODOLOGIES, DATA, NEEDS, CAPACITY, & COST ARE ALL DIFFERENT. THE 2022 MULTIMODAL IMPACT FEE IS BASED ON THE MOST RECENT & LOCALIZED DATA. THE RECOMMENDATION IS TO CALCULATE FEES ON A PER SQ. FT. BASIS, NOT PER 1,000 SQ. FT. THE 2022 MULTIMODAL IMPACT FEES HAVE NOT BEEN ADOPTED AND THIS IS A 1ST DRAFT. FEES ARE SUBJECT TO CHANGE.				
Residential:				
210	Single Family House	$1,329.53 per dwelling unit	$864 per 1,000 sq. ft.	Fee varies per sq. ft. Some fees will be lower, some higher. Proposal encourages affordable & workforce housing.
220	Apartment	$915.53 per dwelling unit	$1,125 per 1,000 sq. ft.	Fee varies per sq. ft. Trip Generation increased significantly. Fee lower for Studios and 1 Bedroom Units.
230	Condominium	$814.11 per dwelling unit	$864 per 1,000 sq. ft.	Fee varies per sq. ft. Trip Generation increased significantly. Combined with Single-Family & Multi-Family.
240	Mobile Home	$693.25 per dwelling unit	$864 per 1,000 sq. ft.	Fee varies per sq. ft. Trip Generation increased significantly. Combined with Single-Family.
220 (34%)	Grooms Quarters	$277.85 per dwelling unit	$432 per 1,000 sq. ft.	Fee varies per sq. ft. Trip Generation increased significantly. Combined into new Accessory Residential Use.
220 (37.5%)	Guest Cottage	$305.64 per dwelling unit	$432 per 1,000 sq. ft.	Fee varies per sq. ft. Trip Generation increased significantly. Combined into new Accessory Residential Use.
220 (60%)	Care Takers Quarters	$486.25 per dwelling unit	$432 per 1,000 sq. ft.	Fee varies per sq. ft. Trip Generation increased significantly. Combined into new Accessory Residential Use.
220 (10%)	Barn (w/o residence)	$80.58 per stall	$179 per stall	Underlying Trip Generation basis increased significantly.
Residential: Transient				
310	Hotel	$734.04 per room	$940 per room	Trip Generation & Trip Length increased.
320	Motel	$506.83 per room	$940 per room	Trip Generation & Trip Length increased.
253	Congregate Living Facility	$280.63 per dwelling unit	$956 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Proposed to convert to per sq. ft. as market product changing.
620	Nursing Home	$177.44 per bed	$956 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Proposed to convert to per sq. ft. as market product changing.
Institutional				
520	Elementary School	$916.12 per 1,000 Sq. Ft.	$1,422 per 1,000 sq. ft.	Public & Charter Schools exempt from impact fees. Old data based on public not private schools.
522	Middle School	$871.23 per 1,000 Sq. Ft.	$1,422 per 1,000 sq. ft.	Public & Charter Schools exempt from impact fees. Old data based on public not private schools.
530	High School	$814.96 per 1,000 Sq. Ft.	$1,422 per 1,000 sq. ft.	Public & Charter Schools exempt from impact fees. Old data based on public not private schools.
560	Religious Institution	$575.97 per 1,000 Sq. Ft.	$695 per 1,000 sq. ft.	Trip Generation & Trip Length increased.
610	Hospital	$1,315.48 per 1,000 Sq. Ft.	$2,759 per 1,000 sq. ft.	Combined with medical office to reflect market changes in hospitals.
Recreational				
420	Marina	$221.62 per berth	to be removed	No water bodies in Village, proposed for removal.
430	Golf Course	$377.35 per acre	$1,089 per acre	Combined with outdoor commercial recreation per acre.
491	Racquet Club	$1,208.10 per 1,000 Sq. Ft.	$1,089 per acre	Combined with outdoor commercial recreation per acre.
492	Health/Fitness club	$2,465.50 per 1,000 Sq. Ft.	$2,062 per 1,000 sq. ft.	Combined with indoor commercial recreation per sq. ft.
437	Bowling Alley	$1,222.77 per 1,000 Sq. Ft.	$2,062 per 1,000 sq. ft.	Combined with indoor commercial recreation per sq. ft.
445	Movie Theater	$5,844.43 per 1,000 Sq. Ft.	$5,618 per 1,000 sq. ft.	Moved to free-standing retail.

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Commercial / Office / Retail				
565	Day Care	$1,661.60 per 1,000 Sq. Ft.	$1,329 per 1,000 sq. ft.	Combined with Private Education.
630	Clinic	$2,354.69 per 1,000 Sq. Ft.	$2,759 per 1,000 sq. ft.	Combined with medical offices.
710	Office 10,000 Sq. Ft.	$1,526.92 per 1,000 Sq. Ft.	$1,734 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Current fee structure penalizes locally owned business.
710	Office 50,000 Sq. Ft.	$1,054.56 per 1,000 Sq. Ft.	$1,734 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Current fee structure penalizes locally owned business.
710	Office 100,000 Sq. Ft.	$898.90 per 1,000 Sq. Ft.	$1,734 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Current fee structure penalizes locally owned business.
720	Medical Office	$2,705.09 per 1,000 Sq. Ft.	$2,759 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Combined with other medical uses..
820	Retail 10,000 Sq. Ft.	$3,594.38 per 1,000 Sq. Ft.	$2,057 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Current fee structure penalizes locally owned business.
820	Retail 50,000 Sq. Ft.	$2,004.74 per 1,000 Sq. Ft.	$4,113 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Current fee structure penalizes locally owned business.
820	Retail 100,000 Sq. Ft.	$1,998.77 per 1,000 Sq. Ft.	$4,113 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Current fee structure penalizes locally owned business.
820	Retail 200,000 Sq. Ft.	$1,902.37 per 1,000 Sq. Ft.	$4,113 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Current fee structure penalizes locally owned business.
820	Retail 300,000 Sq. Ft.	$1,806.79 per 1,000 Sq. Ft.	$4,113 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Current fee structure penalizes locally owned business.
820	Retail 400,000 Sq. Ft.	$1,633.66 per 1,000 Sq. Ft.	$4,113 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Current fee structure penalizes locally owned business.
820	Retail 1,000,000 Sq. Ft.	$1,185.38 per 1,000 Sq. Ft.	$4,113 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Current fee structure penalizes locally owned business.
820	Retail > 1,000,000 Sq. Ft.	$1,146.69 per 1,000 Sq. Ft.	$4,113 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Current fee structure penalizes locally owned business.
841	Auto Sales (New & Used)	$1,608.66 per 1,000 Sq. Ft.	$5,618 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Combined with free-standing retail.
848	Auto Tire Store	$1,199.98 per 1,000 Sq. Ft.	$5,618 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Combined with free-standing retail.
850	Supermarket	$3,157.18 per 1,000 Sq. Ft.	$4,113 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Combined with multi-tenant retail.
851	Convenience Store	$9,970.29 per 1,000 Sq. Ft.	$5,618 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Proposal also charges per fuel position, if applicable.
880, 881	Drug Store	$2,172.71 per 1,000 Sq. Ft.	$5,618 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Combined with free-standing retail.
911	Bank/Savings (walk in only)	$4,001.60 per 1,000 Sq. Ft.	$1,734 per 1,000 sq. ft.	Combined with office.
912	Bank/Savings (drive-thru)	$6,303.39 per 1,000 Sq. Ft.	$8,048 per drive-thru lane	Combined with office. Proposal also charges per drive-thru, if applicable.
932	Restaurant: Sit-Down	$5,426.31 per 1,000 Sq. Ft.	$5,618 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Combined with free-standing retail.
934	Restaurant: Drive-Through	$9,286.25 per 1,000 Sq. Ft.	$14,633 per drive-thru lane	Trip Generation & Trip Length increased. Combined with free-standing retail.
941	Quick Lube Center	$984.30 per stall	$5,618 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Combined with free-standing retail.
942, 943	Auto Care Center	$390.28 per stall	$5,618 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Combined with free-standing retail.
944	Service Station	$2,277.26 per fuel position	$7,040 per fuel position	Trip Generation & Trip Length increased. Proposal also charges per fuel position, if applicable.

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947	Car Wash (self serve)	$5,211.02 per stall	$7,392 per stall	Trip Generation & Trip Length increased.
Industrial / Warehouse / Wholesale / Utilities				
110	Light Industrial	$440.67 per 1,000 Sq. Ft.	$550 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Combined into a single industrial category.
140	Manufacturing	$241.52 per 1,000 Sq. Ft.	$550 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Combined into a single industrial category.
150	Warehousing	$313.59 per 1,000 Sq. Ft.	$550 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Combined into a single industrial category.
151	Mini-Warehouse	$158.06 per 1,000 Sq. Ft.	$550 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Combined into a single industrial category.
170	Utilities	$438.15 per acre	$550 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Combined into a single industrial category.
818	Wholesale Nursery	$1,232.88 per acre	$550 per 1,000 sq. ft.	Trip Generation & Trip Length increased. Combined into a single industrial category.
Prepared by NUE Urban Concepts, LLC: Version 1.2: (12.09.2021)				

END OF TECHNICAL REPORT