Agenda Memorandum

To: Honorable Mayor and City Council Members

Prepared By: Debra Pierre, Planning Manager

From: Bryan Cobb, City Manager

Date: September 16, 2024

Subject: **Ordinance No. 1750,** Amendment to Article IX Concurrency Management of the City's Land Development Code

Procedure:
Call Up Item
Presiding Officer Asks Attorney to Read Ordinance by Title Only
City Manager Background
Public Hearing
Council Motion & Discussion
Council Action

Introduction: This is a request for the City Council to approve amendments to Land Development Code (LDC) Article IX Concurrency Management.

Discussion: LDC Sections 2.4(D) and (E) require the Local Planning Agency to review proposed land development regulations, codes, or amendments thereto, conduct a public hearing and make recommendations regarding adoption of, or amendments to, the LDC to the City Council. LDC Section 2.5 states that the City Council shall have final approval authority over the adoption of, or amendments to, the LDC and shall conduct a public hearing as required by controlling state law prior to acting on adoption of, or amendments to, the LDC. Florida Statutes 166.041 requires the local government body to hold two (2) advertised public hearings on the proposed ordinance. Therefore, the subject LDC amendments will undergo three (3) public hearings, one (1) before the Local Planning Agency and two (2) before the City Council. This is the second and final City Council required public hearing.

Section 163.3180(5)(i), Florida Statutes, states: "If a local government elects to repeal transportation concurrency, the local government may adopt an alternative transportation system that is mobility-plan and fee-based or an alternative transportation system that is not mobility-plan or fee-based. The local government may not use an alternative transportation system to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. An alternative transportation system must comply with s. 163.31801 governing impact fees. An alternative

transportation system may not impose upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h)."

The City contracted with Jonathan Paul, NUE Urban Concepts, to develop a mobility plan and mobility fee. The proposed mobility plan and mobility fee will affect development and redevelopment throughout the City. The purpose of developing the proposed mobility plan and mobility fee is to replace the City's road impact fee and the County's mobility fee with a combined City administered mobility fee based upon the projects listed in the mobility plan.

The Mobility Plan and Fee will be codified into the City's Code of Ordinances with the adoption of Ordinance No. 1749. City Council will conduct second reading and a second public hearing for Ordinance No. 1749 at its September 16, 2024 meeting. As a result of the proposed mobility plan and mobility fee, Article IX of the City's Land Development Code needs to be amended to remove the transportation concurrency requirements. Instead, the City will require transportation impacts to be mitigated with the payment of mobility fees based on the proposed Mobility Plan. Additionally, the proposed amendments replace traffic impact analysis requirements with site access/impact assessments.

The movement away from transportation concurrency was contemplated during the rewrite of the 2045 Comprehensive Plan. Several comprehensive plan policies were adopted to reflect the City's desire to eliminate transportation concurrency, which emphasizes the movement of vehicles, to a mobility plan and fee, which recognizes the movement of people via multimodal transportation systems that provides safe and convenient improvements, services, and programs for people walking, bicycling, riding micromobility devices, microtransit and transit vehicles, using shared mobility services, programs, and new mobility technology, and driving motor vehicles. A copy of Comprehensive Plan Transportation Element Objective 2-1.13 and its associated policies is provided in Attachment 1.

Ordinance No. 1750 removes the requirement that a development agreement demonstrate having capacity prior to the approval of the development agreement. As amended, the development agreement shall provide language stating that the maximum number of units for residential uses and the maximum square feet for non-residential uses are not guaranteed until there is a concurrency finding for the development. Additionally, language must be included to state that the number of residential units and the amount of non-residential square footage may be reduced in the development agreement to comply with the concurrency finding.

A summary of the proposed amendments to LDC Article IX Concurrency Management provided in Ordinance No. 1750 is provided below. Deletions are shown in ~~strike-through~~. Additions are shown in <u>underline</u>. Staff comments are shown in *italic*.

1. **LDC Section 9.2(A) Public Facilities and Services for which Concurrency Is Required**
   Deleted transportation from list of public facilities to which concurrency is applicable. Added language to require off-site transportation impacts be mitigated through the payment of

mobility fees. Added language that future land use map or element amendments that result in an increase in density or intensity may be required to evaluate and mitigate transportation impacts for the increased development. Deleted the requirement that the City not issue a development agreement unless or until there is a concurrency finding for the development. Concurrency must be demonstrated prior to the issuance of a site development order. Added language requiring that a development agreement include language stating that the maximum number of residential units and non-residential square feet are not guaranteed until there is a concurrency finding for the development.

(A) Public Facilities and Services for which Concurrency Is Required

(1) The provisions and requirements of this article shall apply only to those public facilities and services listed below:
~~(a) Transportation.~~
(a~~b~~) Sanitary sewer.
(b~~c~~) Solid waste.
(c~~d~~) Stormwater (drainage).
(d~~e~~) Potable water.
(e~~f~~) Recreation and open space.

(2) In no case shall a development order be issued for a minimum threshold project which would impact a public facility for which a moratorium or deferral on development has been placed.

(3) The City shall not issue a ~~development agreement or a~~ site development order unless or until there is a concurrency finding for the development.

(4) The City shall require language within a development agreement stating the following:

a) The maximum number of units for residential uses and the maximum square feet for non-residential uses are not guaranteed until there is a concurrency finding for the development.

b) The number of residential units and the amount of non-residential square footage may be reduced in the development agreement to comply with the concurrency finding.

(5) The mitigation of off-site transportation impacts for development shall be addressed through payment of mobility fees to the City.

(6) Amendments to the future land use map or element that result in an increase in density or intensity may be required to evaluate and mitigate transportation impacts for the increased development.

2. Section 9.2 B(2) Minimum Threshold

Deleted transportation concurrency from the minimum threshold requirement for concurrency review.

(2) Minimum Threshold. The following development shall be exempt from ~~the transportation and other applicable components of~~ concurrency review:
   (a) Residential projects which would create one (1) additional single-family homesite;
   (b) Non-residential expansions of up to ten (10) percent of the existing gross floor areas, providing such expansion is estimated to create one (1) equivalent residential unit of utility demand or less;
   (c) Non-residential developments meeting the de minimis standards under F.S. § 163.3180(6), and described in Section 9.7(B), below; and
   (d) Construction of accessory buildings and structures which do not create additional public facility demand.

3. Section 9.2 (C)Minimum Requirements for Concurrency (3) For Transportation

Deleted transportation from the minimum requirements for concurrency.

~~(3) For Transportation: The following standards of F.S. § 163.3180(2)(c) and F.S. § 163.3180(16), and § Rule 9J-5.0055(2)(c), FAC shall be met:~~
   ~~(a) At the time the development order or permit is issued, transportation facilities needed to serve new development shall be in place or under actual construction no more than three (3) years after issuance by the local government of a certificate of occupancy or its functional equivalent; or~~
   ~~(b) The necessary facilities and services shall be guaranteed in an enforceable development agreement which requires the commencement of the actual construction of the facilities or the provision of services within three (3) years of the issuance of the applicable development permit. An enforceable development agreement may include, but is not limited to, development agreements pursuant to F.S. § 163.3220, or an agreement or development order issued pursuant to F.S. Ch. 380; or~~
   ~~(c) All developments in the City that have been notified of lack of capacity to satisfy transportation concurrency on a transportation facility shall participate in the City's Proportionate Fair-Share Program as identified in Section 9.7.~~

4. Section 9.4 Specific Requirements and General Standards for Facilities.

Added language to require future land use map amendments that increase density or intensity to evaluate access connections to the multimodal transportation system.

The requirements of this section are applicable to <u>amendments to the future land use element or map that result in an increase in density or intensity and the evaluation of development access connections to the multimodal transportation system.</u> ~~both vested and new developments.~~

(A) **Transportation**

(1) The current edition of the Trip Generation Report, prepared by the Institute of Transportation Engineers (ITE) shall be used to calculate average daily and peak hour trip ends generated by new development. Adjustments to these estimates may be made based on information supplied by the Applicant and generally acceptable traffic engineering practice, as accepted by the City Engineer and/or the City Engineer's designee and/or the City's transportation engineering consultant.

(2) Traffic Analysis Required: All new developments shall be required to submit trip generation data which identifies "a" and "b" below. The City will review the traffic data submitted for a proposed development and determine if a more extensive review of traffic impacts is required. Such an analysis shall include the following:

(a) Projected average daily trip ends for the proposed development.
(b) Maximum projected peak-hour trip ends generated by the development.
(c) Design capacity of the accessed road(s).
(d) Analysis of traffic distribution for both daily and PM Peak Hour/Peak Direction conditions on the road network including all roadway sections within one (1) mile of each site access point to a collector or arterial roadway, to the extent that new trips with one (1) end in the project represent more than ten (10) percent of the roadway capacity. <u>The roadway sections may be limited for the evaluation of development access connections.</u>
(e) Projected percentage of truck and bus traffic.
(f) Necessary operational improvements to the City's <u>multimodal</u> transportation system within the City based on requirements of the Comprehensive Plan.
(g) Intersection analysis for major intersections for all affected roadways as described in item (d). Major intersections shall be determined by the City.
(h) Other related information as required by the City.

5. Section 9.5 Concurrency Review Procedures.
Removed traffic generation or a traffic study from concurrency review.

(C) **Application** All development applications subject to concurrency review as required by this article shall include a completed concurrency review form containing the following information:

~~(1) Traffic generation and/or study.~~
(1~~2~~) Description and estimate of water use needs.
(2~~3~~) Description and estimate of wastewater generation.
(3~~4~~) Description and estimate of solid waste generation.
(4~~5~~) Stormwater drainage calculations.

(5~~6~~) Description and estimate of recreation and open space needs.
(6~~7~~) Other information required by the City to conduct a complete and accurate review.

6. Section 9.6 Concurrency Encumbrance.
Removed the requirement for the reservation of capacity for five (5) years for roadways, including the payment of road impact fees.

(A) Capacity Encumbrance If the concurrency findings in Subsection 9.5(D) reveal that the capacity of public facilities is equal to or greater than that required to maintain the adopted level-of-service for said facilities, the City shall encumber, or recommend to City Council the encumbrance of, public facility capacity necessary for the proposed development. Capacity encumbrances shall be made on a first-come, first-served basis, based on the date of project approval by the Development Review Committee, Planning, Zoning, and Appeals Board (PZA), or the City Council. Capacity shall be encumbered as specified in the development order and shall be valid only for the specific land uses, densities, intensities and construction and improvement schedules contained in the development order and any applicable development agreements for the property. A finding of concurrency shall encumber public facility capacity for the project through subsequent final development orders required for project completion as long as the development order remains valid and development continues in good faith; however, a finding of concurrency shall be valid for a maximum of two (2) years or as otherwise provided by a development agreement. The expiration date of a final development order shall not be extended without reassessing concurrency in accordance this article. A developer may reserve capacity for five (5) years for ~~roadways and~~ potable water upon payment of ~~the traffic impact fees and~~ water connection fees for the development.

7. Section 9.7 Proportionate Fair Share Program.
Removed this entire section as it relates to transportation impacts from development on a roadway segment that is beyond that which can be absorbed by available capacity. This has been replaced with the proposed mobility plan and fee contribution within the Code of Ordinance.

On Tuesday, August 13, 2024, the Local Planning Agency conducted a public hearing and thereat, recommended adoption of Ordinance No. 1750.

Budget Impact: There is no impact to the budget arising as a result of adoption of Ordinance No. 1750.

Strategic Impact: Ordinance No. 1750 is consistent with the City's overall economic development strategies, goals and objectives.

Business Impact Estimate: In accordance with Section 166.041(4), Florida Statutes, a business impact estimate is provided in Attachment 3.

Recommendation: It is recommended that City Council read Ordinance No. 1750 by title only, conduct a public hearing, and adopt Ordinance No. 1750.

Attachment(s):
1. Comprehensive Plan Transportation Element Objective 2-1.13
2. 2045 Mobility Plan & Mobility Fee Technical Report
3. Business Impact Estimate

2045 Comprehensive Plan Mobility Plan and Mobility Fee Excerpt

2-1.13 OBJECTIVE: Development of a Mobility Plan and Mobility Fee

Measure: The development of a mobility plan and adoption of a mobility fee through an implementing ordinance that mitigates the attributable person travel impact of new development activity, which results in an increase in person travel demand above the existing use of land, on City, County, and FDOT facilities internal and directly adjacent to the City.

Policies:

2-1.13.1 Transition from Transportation Concurrency The City shall develop a mobility plan and consider adoption of a mobility fee to transition its current transportation concurrency system from one that emphasizes the movement of motor vehicles to one that encourages the movement of people via a multimodal transportation system that provides safe and convenient improvements, services, and programs for people walking, bicycling, riding micromobility devices, microtransit and transit vehicles, using shared mobility services, programs, and new mobility technology, and driving motor vehicles.

2-1.13.2 Replacement of Transportation Concurrency Exception Areas The City shall consider replacement of goals, measures, objectives, and policies in the Comprehensive Plan, and regulations in the land development code established, for transportation concurrency exception areas through the development of a mobility plan, mobility fee, and mobility measures.

2-1.13.3 Development of a Mobility Plan The City mobility plan shall address transportation impact to City, County, and FDOT facilities within and directly adjacent to the City. Mobility plan projects shall be based on future person travel demand and the need for multimodal projects to meet that demand as required by the needs test of the dual rational nexus test. The horizon year for the mobility plan shall be either consistent with the City's Comprehensive Plan or the most recently adopted Long Range Transportation Plan (LRTP). The mobility plan may include multimodal projects that will not be used in the calculation of a mobility fee or are only partially attributable to new development.

2-1.13.4 Multimodal Projects The types of multimodal projects included in the mobility plan shall include improvements, programs, and services consistent with multimodal quality of service standards established in the mobility plan. The mobility plan shall include the identification of multimodal projects for people walking, bicycling, riding micromobility devices and transit, and driving, such as, but not limited to, bike lanes, dedicated lanes, low speed lanes, multimodal flex lanes, paths, low speed and shared curbless streets, sidewalks, trails, microtransit and transit facilities and vehicles, new mobility technology, shared mobility programs and services, landscape and streetscape, parking areas and structures, mobility hubs, high visibility crossings, safety and capacity enhancements and improvements, wayfinding programs, roundabout, turn lanes, traffic control devices, and new, upgraded, or widen roads.

2-1.13.5 Reimagine and Repurpose of Right-of-Way The mobility plan shall evaluate opportunities to reimagine the function of right-of-way and repurpose space within existing right-of-way to provide more space for people bicycling, walking, and using micromobility devices,

microtransit vehicles, and shared mobility services, while creating safer space for all users by slowing down the speed of motor vehicles and potentially relocating parking to areas that create a park once environment.

2-1.13.6 Roadway Level of Service The mobility plan may establish one or more areawide road level of service standards as either an alternative or replacement of roadway specific level of service standards and demonstrate how that areawide standards will be achieved through multimodal projects identified in the mobility plan consistent with Florida Statute. The City may elect to maintain roadway specific level of service standards for purposes of calculating areawide level of service and the review of the impact of future land use amendments that result in an increase in person travel demand above existing land use designations.

2-1.13.7 Multimodal Quality of Service The mobility plan may establish multimodal quality of service standards for people walking, bicycling, using micromobility devices, and riding transit consistent with Florida Statute. The mobility plan may also establish multimodal quality of service standards for streets, based on posted speed limited, as either an alternative or replacement of roadway specific level of service standards.

2-1.13.8 Service Standards as Performance Measures Areawide road level of service and multimodal quality of service standards may be used as performance measures to evaluate the addition of multimodal facilities and changes in service standards over time. An existing conditions analysis should be conducted as part of a mobility plan or future comprehensive plan amendments to implement the mobility plan, to establish baseline multimodal conditions.

2-1.13.9 Intergovernmental Coordination The City shall coordinate as appropriate with governmental partners, including adjacent municipalities, the Florida Department of Transportation (FDOT), Lynx, the East Central Florida Regional Planning Council (ECFRPC), MetroPlan Orlando, and Seminole County, to implement multimodal projects to address multimodal needs through whatever modes of transportation the City deems applicable to meet future mobility needs in and directly adjacent to City.

2-1.13.10 Complete Streets The City shall consider updating its Complete Street policies and standards to reflect establishment of multimodal quality of service standards. If updated, Complete Street policies shall require that pedestrian, bicycle, transit, motorist and other anticipated users of a road or street are included in evaluation and design of roadway cross-section based upon anticipated mobility and accessibility needs in a context sensitive manner.

2-1.13.11 Climate Change The mobility plan may include provisions related to climate change and elements that reduce vehicular trips, vehicular miles of travel and greenhouse gas emissions. The mobility plan may also incorporate provisions for reduced heat island effects and improve air quality through trees and landscaping and to reduce stormwater run-off and water quality through the integration of low impact development techniques, bio-swales, rain gardens and other green techniques that can be incorporated into the planning, design, and construction of multimodal projects.

2-1.13.12 Land Use The mobility plan projects shall be established to meet the future person travel demand needs of new development activity based on the future land use map. The mobility plan

or the future land use element may include policies related to mixed-use development, mobility districts, multimodal oriented developments, and transit-oriented developments.

2-1.13.13 Parking The mobility plan or updated to land development regulations may include provision for mobility hubs, curbside management, and dynamic parking management strategies for mixed-use, multimodal, and transit-oriented development to facilitate creation of park once environments that support mobility and reduce the need for motor vehicle trips. The City may consider the elimination of parking minimums and establishment of parking maximums. The City may develop a parking mitigation program that allows for development to off-set the impact of increased parking above the establishment of parking maximums to fund multimodal projects.

2-1.13.14 Mobility Plan Adoption and Comprehensive Plan Update The adoption of a mobility plan by the City shall be through either a resolution, ordinance, or an amendment to the Comprehensive Plan. If adopted through resolution or ordinance, the mobility plan shall be integrated into the Comprehensive Plan with necessary amendments to ensure internal consistency no later than one year from the date of adoption.

2-1.13.15 Intent of a Mobility Fee The City shall consider development of a mobility fee, that it controls and expends to fund multimodal projects identified in an adopted mobility plan, to repeal transportation concurrency and proportionate share, and to replace the collection of City transportation mitigation impact fees and County mobility fees with City mobility fees.

2-1.13.16 Mobility Fee Mitigation The mobility fee shall mitigate the attributable person travel demand of new development activity on future City, County, and FDOT facilities within and directly adjacent to the City.

2-1.13.17 Development of a Mobility Fee The mobility fee shall be a one-time assessment on new development activity that results in an increase in person travel demand over the existing use of land. The mobility fee, consistent with Florida Statute, shall be required to meet the dual rational nexus test, and shall be roughly proportional to the increase in person travel demand of new development activity. Any multimodal project that serves as the basis for the mobility fee would need be attributable to the person travel demand impact of new development activity. The technical documentation for the mobility fee shall demonstrate that future development is not held to a higher standard than existing development, is not assessed for systemwide deficiencies, and is not paying more than the cost of multimodal projects reasonably attributable to new development activity.

2-1.13.18 Localized Mobility Fee The mobility fee may include provisions to encourage and incentivize affordable, attainable, and workforce housing, mixed-use development, multimodal supportive development, targeted employment uses, and development within downtown and multimodal supportive areas, districts, or zones. The mobility fee may establish standards related to the location, mixture, proximity, and type of uses required to qualify for a reduction in person travel demand for mixed-use developments or developments within designated multimodal supportive areas, districts, or zones.

2-1.13.19 Development Mitigation New development activity shall not be required to pay a mobility fee and also meet transportation concurrency, proportionate-fair share, or pay

transportation related impact fees to the extent the mobility plan and mobility fee address the same facilities and travel demand impacts as would be addressed through the application of transportation concurrency, proportionate-fair share and transportation related impact fees. Future land use amendments that result in an increase in person travel demand above existing land use designations may be conditioned to provide additional mitigation or fund updates to the mobility plan and mobility fee and pay higher mobility fees to offset the impact of the increase in person travel demand.

2-1.13.20 Seminole County Coordination The City shall adhere to the notice and time frame provisions of the interlocal agreement between the City and the County related to the County's road impact fees or mobility fees. The City shall set aside a pro-rate share of mobility fee revenues collected to mitigate impacts to County facilities, to the extent needed improvements on County facilities attributable to new development activity are established in the mobility plan, per the metrics established in the technical report for the mobility plan and mobility fee. Absent a new interlocal agreement between the City and County related to mobility fees, the City shall consult with the County on the contribution of a pro rata share of mobility fees to the County to fund the design and or construction of multimodal improvements on County facilities identified in the mobility plan. Mobility fee revenues shall only be contributed to the County, unless otherwise provided for in an interlocal agreement, when the County has secured the full funding necessary to move forward and has commenced with the design and or construction of a multimodal project identified in the mobility plan.

2-1.13.21 Adoption of a Mobility Fee The mobility fee shall go into effect per the provisions of an adopted mobility fee implementing ordinance. The City shall repeal and replace transportation concurrency and proportionate share ordinances concurrently with the adoption of a mobility fee implementing ordinance.

2-1.13.22 Comprehensive Plan and Land Development Code Amendments The City shall amend its Comprehensive Plan and Land Development Code to integrate an adopted mobility fee and reflect the repeal and replacement of transportation concurrency, proportionate share, and any amendments to transportation concurrency exception areas. The amendment shall occur within one year from the date of adoption of the implementing mobility fee ordinance.

2-1.13.23 Mobility Plan and Fee Updates Upon adoption, the City shall update its mobility plan and mobility fee at least once every five years from the date of last adoption and commence the update process no later than 15 months from the update due date. Should amendments to mobility plan projects or the addition or removal of funding sources that exceed 10% or more of the overall cost of multimodal projects attributable to new development activity occur, then the City should consider an update to its mobility plan and fee. If the LRTP, Trip Generation Manual, FDOT Generalized Service Volume Tables, or National Household Travel Survey be updated sooner than two years before a required update of the mobility plan and mobility fee, then the City should consider an update to its mobility plan and fee.

2-1.13.24 Capital Improvement Program The City shall utilize the multimodal projects identified in the mobility plan during the annual Capital Improvements Program (CIP) update. The CIP update shall allocate projected mobility fee revenues to fund multimodal projects identified in

the mobility plan within the mobility fee benefit districts where the mobility fees were collected consistent with the benefits requirement of the dual rational nexus test.

2-1.13.25 Replacement of Traffic Impact Analysis The City shall consider, should a mobility fee be adopted, development of land development regulations for mobility assessment reports, site impact analysis, or site access assessments as a replacement of traffic impact analysis. The regulations at a minimum would address multimodal site access and cross access for all modes of travel, multimodal access connections, the need for site related multimodal improvements, safety enhancements and upgrades, including mid-block crossings, along with an evaluation of gaps and needed upgrades to the adjacent multimodal transportation system, with emphasis on adjacent civic, education, employment, entertainment, and recreation uses. The provision of off-site multimodal projects may be eligible for mobility fee credit.

2-1.13.26 Mobility Performance Standards The City shall consider, should a mobility fee be adopted, establishment of Comprehensive Plan policies or land development regulations for mobility performance standards as part of the replacement of transportation concurrency addressing multimodal facilities internal and adjacent to a development, multimodal intersection improvements, including those that add road capacity such as turn lanes, multimodal safety, multimodal access and cross-access, multimodal parking, multimodal pick-up and drop-off areas, easements or right-of-way requirements for multimodal facilities, and high visibility crossings at intersections and mid-block crossings. The provision of off-site multimodal projects be eligible for mobility fee credit

ATTACHMENT 2

City of Oviedo
2045 MOBILITY PLAN & MOBILITY FEE
TECHNICAL REPORT

SEPTEMBER 2023

NUE URBAN CONCEPTS
LAND USE · MOBILITY · PARKING · FEES

THE REPUBLIC OF DESIGN INC.

futureplan

MOBILITY COHORT

CITY OF OVIEDO
MOBILITY PLAN
&
MOBILITY FEE

TECHNICAL REPORT
SEPTEMBER 2023

Produced for: City of Oviedo

Produced by: Jonathan B. Paul, AICP
Principal, NUE Urban Concepts, LLC
2000 PGA Blvd, Suite 4440
Palm Beach Gardens, FL 33408
833-NUC-8484
nueurbanconcepts@gmail.com
www.nueurbanconcepts.com

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

NUE URBAN CONCEPTS, LLC
200 PGA Blvd, Suite 4440
Palm Beach Gardens, FL 33408
833-NUC-8484
nueurbanconcepts@gmail.com

September 19th, 20223

Debra Pierre
Planning Manager
City of Oviedo
400 Alexandria Boulevard
Oviedo, FL 327653

Re: City of Oviedo Mobility Plan & Mobility Fee

Dear Debra:

Enclosed is the City of Oviedo 2045 Mobility Plan and Mobility Fee Technical Report. This is a final version prepared for consideration by the City Council based on the most recent and localized data consistent with Florida Statute. The 2045 Mobility Plan includes projects addressing future mobility needs for the residents, businesses, and visitors to Oviedo. The 2045 Mobility Plan emphasizes expanding the City's existing multimodal transportation system and moving towards Vision Zero by creating safer streets for all users of the transportation system, regardless of age or abilities.

The Mobility Fee is based on the mobility projects included in the 2045 Mobility Plan. The Mobility Fee as presently calculated is intended to replace the City's current Transportation Impact Fee and Seminole County's Mobility Fee. The Technical Report provides data and analysis for the City and County to constructively negotiate mitigation of extra-jurisdictional impacts from development activity approved in the City and in unincorporated Seminole County consistent with Florida Statute Section 163.3177 (6)(h)(3).

The Mobility Fee schedule features reduced Mobility Fees for mixed-use development, affordable and workforce housing, and small retail business as permitted under Florida Statute Section 163.3180 (5)(f)(6). In order for development activity to utilize the reduced Mobility Fee rates the City of Oviedo will need to establish criteria and the processes to receive City approval to be classified as one of these developments.

The Mobility Fee rates could become effective as of the date of adoption of the Mobility Fee Ordinance if they do not exceed the combined total of the City's and County's Fee. An increase in calculated Mobility Fees, not to exceed 12.5% above existing rates, could become effective 90 calendar days after adoption. Florida Statute 163.31801 requires increases to be phased-in and to not exceed 50% over a four-year period, unless a local government makes a finding of extraordinary circumstances.

The calculated Mobility Fee is consistent with case law and the requirements of Florida Statute Sections 163,3180, 163,31801 and Chapter 380. The NUE Urban Concepts team looks forward to continuing working closely with City staff to finalizine the Mobility Plan, Mobility Fee, and the Ordinance for adoption.

Sincerely,

Jonathan B. Paul

Jonathan B. Paul, AICP
Principal

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EXECUTIVE SUMMARY

In 1985, the Florida Legislature passed the Growth Management Act that required all local governments in Florida to adopt Comprehensive Plans to guide future development and mandated that adequate public facilities be provided "concurrent" with the impacts of new development. Transportation concurrency became the measure used by local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development. By 1993, the Florida Legislature recognized that an unintended consequence of transportation concurrency is that it discouraged development in urban areas where road capacity was constrained and pushed development to suburban and rural areas where road capacity was either available or was cheaper to construct.

In 2007, the Legislature introduced the concept of mobility plans and mobility fees as an **alternative** to transportation concurrency, proportionate share, and road impact fees. In 2011, the Legislature eliminated state mandated transportation concurrency and made it optional for any local government. In 2013, the Legislature encouraged local governments, defined equally in Florida Statute as counties and municipalities, to adopt alternative mobility funding systems. Mobility fees, based on a **plan of improvements (aka mobility plan)**, are an alternative funding system that allows development to equitably mitigate its **transportation impact (i.e., traffic)** through a streamlined and transparent one-time payment to local governments. In 2019, the Legislature required mobility fees follow the same statutory process requirements as impact fees.

Oviedo's 2045 Mobility Plan is a vision over the next 22 years to further develop an efficient, safe, and connected transportation system that provides travel choices for all users. The Mobility Plan features a mixture of **mobility projects** such as: sidewalks, paths, trails, bicycle lanes, road widenings, and new complete streets to meet the mobility **"needs"** of a growing community.

The Mobility Fee features two (2) Assessment Area with lower rates for mixed-use and higher rates for non-mixed-use development to reflect community and internal capture of trips. The Mobility Fee also features a Citywide and a Mobility Study Area Benefit District to ensure Mobility Fees are spent on mobility projects to the **"benefit"** of development activity that paid the Mobility Fee, and that Mobility Fees can be spent to address extra-jurisdictional impacts consistent with Florida Statute Section 163.3177 (6)(h)(3). **The Oviedo 2045 Mobility Plan and Mobility Fee Technical Report, dated September 2023, documents future growth, the need for mobility projects, and the data and methodology used to develop a Mobility Fee that meets legally established dual rational nexus and rough proportionality tests, along with the requirements of Florida Statute Sections 163.3180, 163.31801 and Florida Statute Chapter 380.**

CITY OF OVIEDOMOBILITY FEE			
Use Categories, Use Classifications, and Representative Uses	**Unit ofMeasure**	**Mobility Fee Non-Mixed-Use**	**Mobility Fee Mixed-Use [1]**
Residential & Lodging Uses			
Affordable or Workforce Residential [2, 3]	per dwelling unit	$1,364	$1,023
Residential [3]	per 1,000 sq. ft.	$2,728	$2,046
Overnight Lodging (Hotel, Inn, Motel, Resort) [4]	per room	$3,333	$2,500
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer) [4]	per space or lot	$2,903	$2,177
Institutional Uses			
Community Serving (Civic, Museum, Performing Arts, Place ofAssembly or Worship)	per 1,000 sq. ft.	$2,392	$1,794
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$2,536	$1,902
Private Education (Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	$3,579	$2,685
Industrial Uses			
Industrial (Assembly, Brewing, Distilling, Distribution, Fabrication, Flex Space, Manufacturing, Nursery, Outdoor Storage, Processing, Trades, Warehouse, Utilities) [5]	per 1,000 sq. ft.	$1,846	$1,385
Recreational Uses			
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis) [4, 6]	per acre	$9,203	$6,902
Indoor Commercial Recreation (Dance, Gym, Fitness, Indoor Sports, Kids Activities, Yoga) [4, 6]	per 1,000 sq. ft.	$8,901	$6,675
Office Uses			
Office (General, Higher Education, Hospital, Professional)	per 1,000 sq. ft.	$4,346	$3,259
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$12,557	$9,418
Commercial & Retail Uses			
Small Retail Business (Entertainment, Restaurant, Retail, Services) [7]	per 1,000 sq. ft.	$3,882	$2,911
Retail (Discount, Entertainment, Financial, Retail, Services, Superstore) [8]	per 1,000 sq. ft.	$6,104	$4,578
High Impact Retail (Bank, Pharmacy, Sit-Down Restaurant, Supermarket, Wine & Spirits) [9]	per 1,000 sq. ft.	$15,723	$11,793
Convenience Retail (Convenience, Motor Vehicle Charging & Fueling, Quick Service Restaurant) [9]	per 1,000 sq. ft.	$46,706	$35,030
Additive Fees for Commercial Services & Retail Uses [10]			
Bank Drive-Thru Lane or Free-Standing ATM [11]	per lane or ATM	$15,249	$11,437
Motor Vehicle Cleaning (Detailing, Wash, Wax) [12]	per lane or stall	$16,226	$12,170
Motor Vehicle Charging or Fueling [13]	per charging or fueling position	$17,969	$13,476
Motor Vehicle Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires) [14]	per bay or stall	$4,749	$3,562
Quick Service Restaurant Drive-Thru [15]	per lane	$34,493	$25,870

CITY OF OVIEDOMOBILITY FEE

[1] Mixed-Use to be defined by the City of Oviedo. Until the City establishes criteria to define mixed-use and an applicant receives formal approval as mixed-use, the mixed-use mobility fee rate would not be applicable.

[2] The City of Oviedo may elect to establish a program that establishes criteria to qualify as affordable or workforce housing. Shown as a reduced rate as permitted per Florida Statute (Fla. Sta.) 163.3180 (5) (f) 6. Can be waived by the City per Fla. Sta. 163.31801 (11) per affordable definition in Fla. Sta. 420.9071). Until the City establishes criteria to define affordable or workforce housing and an applicant receives formal approval as affordable or workforce housing, the affordable or workforce housing mobility fee rate would not be applicable.

[3] Residential square feet is the sum of the area (in square feet) of each dwelling unit measured from the exterior surface of the exterior walls or walls adjoining public spaces such as multifamily or dormitory hallways, or the centerline of common walls shared with other dwelling units. Square feet include all livable, habitable, and temperature controlled enclosed spaces (enclosed by doors, windows, or walls). This square footage does not include unconditioned garages or unenclosed areas under roof. For multifamily and dormitory uses, common hallways, lobbies, leasing offices, and residential amenities not accessible to the public are not included in the square feet calculation, unless that space is leased to a third-party use and provides drinks, food, goods, or services to the public or paid memberships available to individuals that do not reside in a dwelling unit.

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

[5] Acreage for any unenclosed material and vehicle storage, including but not limited to boats, commercial vehicles, recreational vehicles (RV), and trailers, sales and display shall be converted to square footage.

[6] For Commercial Recreation Uses that feature both indoor facilities and outdoor recreation, the indoor shall be based on the indoor mobility fee rate, the outdoor shall be made on the outdoor rate, any other uses shall pay the applicable mobility fee for the land use.

[7] The City of Oviedo may elect to establish a program that establishes criteria to qualify as a small retail business. Until the City establishes a program and an applicant receives formal approval, the small retail business mobility fee rate would not be applicable. Shown as a reduced rate as permitted per Florida Statute (Fla. Sta.) 163.3180 (5) (f) 6.

[8] Retail includes all uses that do not fall under High Impact or Convenience Retail and generate less than 75 daily trips per 1,000 sq. ft. per the latest ITE Generation Manual or alternative study.

[9] High Impact Retail includes banks, pharmacies, sit down restaurants (non fast food), grocery stores, supermarkets, beer, liquor, package, wine and spirits stores, bars, nightclubs, lounges. These uses generate between 75 and 250 daily trips per 1,000 sq. ft. per the latest ITE Generation Manual or alternative study. Convenience Retail includes convenience stores, gas stations, service stations, coffee, donut, sandwich, food and beverage that would be considered fast food or quick service restaurants. These uses generate between more than 250 daily trips per 1,000 sq. ft. per the latest ITE Generation Manual or alternative study.

[10] Additive mobility fees are assessed in addition to the mobility fee assessed with the square footage of the building.

[11] Bank shall pay the retail rate for the square footage of the building under the retail use category. 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 mobility fee associated with a bank building. The free-standing ATM is for an ATM only and not an ATM within or part of another non-financial building, such as an ATM within a grocery store.

[12] Motor Vehicle or Boat cleaning shall mean any car wash, wax, or detail where a third party or automatic system performs the cleaning service. Mobility Fee are assessed per bay, lane, stall, or cleaning and wash station, plus a retail rate associated with any additional building square footage under retail uses.

[13] 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 mobility fee for the square footage of any retail building per the applicable mobility fee rate under commercial and retail uses. The number of charging or fueling positions is based on the maximum number of vehicles that could be charged or fueled at one time. Non-commercial vehicle charging stations associated with residential or non-residential uses that are required by the City or are provided by the owner as an amenity and not a commercial purpose shall not be assessed a mobility fee.

[14] Motor Vehicle service includes maintenance, repair, and servicing of motor vehicles. Mobility Fee are assessed per bay or stall, plus a retail rate associated with any additional building square footage under retail uses for waiting areas, parts, supplies, and transactions.

[15] Any drive-thru associated with a quick service restaurant will be an additive fee in addition to the applicable 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. Quick service restaurants include those in convenience stores or multi-tenant buildings.

INTRODUCTION

The City of Oviedo has grown from an agricultural community, with 800 residents when it was incorporated in 1925, to the third largest municipality in Seminole County, with over 40,000 residents by 2020. Oviedo is currently the largest City in eastern Seminole County, followed closely by the City of Winter Springs with roughly 39,000 residents estimated in 2022. The University of Central Florida, the largest student enrollment in Florida with roughly 70,000 students as of 2021, is located just four miles south of the center of Oviedo. SR 417 (Central Florida Greenway) provides convenient access for residents of Oviedo to work in major employment centers such as Downtown Orlando, Downtown Sanford, and Lake Mary.

In 2009, the Florida Legislature designated Seminole County as a Dense Urban Land Area (DULA), allowing the County and any of its municipalities to designate a Transportation Concurrency Exception Area (TCEA). The City of Oviedo amended its Comprehensive Plan in 2022 with an emphasis on encouraging mixed-use and transit supportive development within the downtown core and gateway districts and along development corridors. The Comprehensive Plan update also established the legislative intent to adopt a Mobility Plan and a Mobility Fee as a replacement for transportation concurrency, proportionate share, the City's Transportation Impact Fee, and Seminole County's Mobility Fee.

The 2045 Mobility Plan establishes a framework over the next 22-years to move people and provide choices through mobility projects established to meet the **"needs"** of projected growth in population and employment and increases in vehicle and person miles of travel. **Mobility Plan projects (aka mobility projects) consist of improvements to roads, shared-use paths, trails, sidewalks, intersections, access connections and multimodal programs, services, and studies.**

These Mobility Plan projects are illustrated in separate Plans for Roads, Multimodal Improvements, Intersections, and Access Connections. Mobility projects also include closing Sidewalk Gaps on major roads, Mobility Plan Implementation projects, and projects for Future Planning Consideration with the Florida Department of Transportation (FDOT), Seminole County, and the residents and businesses within Oviedo and surrounding unincorporated areas.

The mobility projects identified in the 2045 Mobility Plan form the basis for the City of Oviedo Mobility Fee consistent with Florida Statutes 163.3180 and 163.31801. **The Mobility Fee is intended to replace the City's Transportation Impact Fee and Seminole County's Mobility Fee** with a streamlined and simplified way for development activity to mitigate its transportation impact through payment of a one-time Mobility Fee to the City of Oviedo.

The Mobility Fee collected from development activity will be used to fund mobility projects identified in the 2045 Mobility Fee to provide a mobility **"benefit"** to development activity that pays the Mobility Fee. **Development activity includes the construction, alteration, modification, expansion, redevelopment, rehabilitation, or remodeling of buildings, facilities, or structures, change of occupancy or use, special uses, variances, and any use of land that results in an increase in person travel demand above the existing use of land.**

The Mobility Fee schedule will provide two (2) **Assessment Areas**: mixed-use and non-mixed use. The establishment of a mixed-use Assessment Area is in recognition of the community capture of trips that occurs in a defined area with an interconnected mixture of land uses and the internal capture of trips for unified mixed-use developments. This Technical Report includes an example for defining mixed-use used by other local governments. The City will need to determine if it wants to define mixed-use as a geographic boundary, a type of development pattern, or both. The reduced mixed-use Mobility Fee rates will not apply to development activity until the City determines the criteria and process to qualify as mixed-use.

The Mobility Fee schedule also includes reduced rates for affordable and workforce housing and for small retail businesses consistent with Florida Statute Section 163.3180 (5)(f)6. The reduced Mobility Fee rates will not apply to development activity until the City determines the criteria and process to qualify as affordable and workforce housing and small retail businesses.

Mobility Fee Benefit Districts have been established for current City limits and for the Mobility Study Area to meet the **"benefits"** requirement of the dual rational nexus test and to address extra-jurisdictional impacts consistent with Florida Statute Section 163.3177 (6)(h)3. A comparative analysis was undertaken to guide the City and County in negotiations to address extra-jurisdictional impacts for both the replacement of the County Mobility Fee and mitigation for the impact of approved development in unincorporated County on Oviedo's transportation network.

The Mobility Fee includes increases that are above the current combined City Impact Fee and County Mobility Fee. The City can elect to phase-in the increases or pursue a finding of extraordinary circumstances consistent with Florida Statute Section 163.31801.

The City of Oviedo 2045 Mobility Plan and Mobility Fee Technical Report, dated September 2023, documents future growth, the need for mobility projects, and the data and methodology used to develop a Mobility Fee that meets legally established dual rational nexus and rough proportionality tests, along with the requirements of Florida Statute Sections 163.3180, 163.31801, and Florida Statute Chapter 380.

LEGISLATIVE BACKGROUND

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

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

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

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

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

The intent of TCEAs and TCMAs was to allow local governments alternative solutions to provide mobility within urban areas by means other than providing road capacity and to allow infill and redevelopment in urban areas. In the mid 2000's, Florida experienced phenomenal growth that strained the ability of local governments to provide the necessary infrastructure to accommodate that growth. Many communities across the State started to deny new developments, substantially raise impact fees, and require significant transportation capacity improvements. In 2005, the Legislature enacted several laws that weakened the ability of local governments to implement transportation concurrency by allowing new development to make proportionate share payments to mitigate its travel demand. The Legislature also introduced Multi-Modal Transportation Districts (MMTD) for areas that did not meet requirements to qualify for TCEAs or TCMAs.

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

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

In 2011, the Florida Legislature through House Bill (HB) 7207 adopted the "Community Planning Act" which implemented the most substantial changes to Florida's growth management laws since the 1985 "Local Government Comprehensive Planning and Land Development Regulation Act," which had guided comprehensive planning in Florida for decades. The 2011 legislative session eliminated State mandated concurrency, made concurrency optional for local governments, and eliminated the Florida Department of Community Affairs (DCA) and replaced it with the Florida Department of Economic Opportunity (DEO). The Act essentially removed the DEO, Florida Department of Transportation (FDOT), and Regional Planning Councils (RPC) from the transportation concurrency review process. Although local governments are still required to adopt and implement a comprehensive plan, the requirements changed significantly and shifted more discretion to local governments to plan for mobility within their community and enacted further restrictions on the implementation of transportation concurrency, proportionate share, and backlogged roads.

The Florida Legislature did not include any provisions in House Bill 7207 exempting local governments existing transportation concurrency system, when it elected to abolish statewide transportation concurrency, made transportation concurrency optional for local governments, and enacted further restrictions on the implementation of transportation concurrency. Florida Statute Section 163.3180(1) provides local governments with flexibility to establish concurrency requirements:

"Sanitary sewer, solid waste, drainage, and potable water are the only public facilities and services subject to the concurrency requirement on a statewide basis. Additional public facilities and services may not be made subject to concurrency on a statewide basis without approval by the Legislature; however, any local government may extend the concurrency requirement so that it applies to additional public facilities within its jurisdiction".

House Bill 319, passed by the Florida Legislature in 2013, amended the Community Planning Act and brought about more changes in how local governments could implement transportation concurrency and further recognized the ability of local governments to adopt alternative mobility funding system, such as mobility fees based on a plan of improvements, to allow development, consistent with an adopted Comprehensive Plan, to equitably mitigate its travel demand impact. Florida Statute Section 163.3180(5)(i) states:

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

Florida Statute Section 163.3164(29) very clearly defines a local government as: ***"any county or municipality"***. If the Legislature had intended for a County or Charter County to be exempt from provisions of the Community Planning Act or to have authority over a municipality as it relates to transportation concurrency, impact fees, or mobility fees, it would have either included specific references or defined city and county separately, not cohesively as a **"local government."**

The Community Planning Act did not elect to **"grandfather"** any local governments existing transportation concurrency system and did not place restrictions on any local government from repealing transportation concurrency or adopting an alternative mobility funding system in either House Bill 7207 adopted in 2011 or House Bill 319 adopted in 2013. After 20 years of amending Florida Statute Section 163.3180 (roughly every two (2) years over a 20-year period between 1993 and 2013) the Legislature was fully aware that local governments through-out Florida implemented alternatives to transportation concurrency and elected not to provide any exemptions in 2013 to preempt Florida Statute Section 163.3180, like it did in 2009.

In 2009, the Legislature enacted statutory provisions in Florida Statute Section 163.3180 (5)(b)5. that exempted Broward County and Florida Statute Section 163.3180 (5)(b)6. that exempted Miami Dade County from specific statutory requirements related to transportation concurrency exception area requirements. Those exemptions were repealed as part of the 2011 Community Planning Act that made concurrency optional and eliminated statutory provisions related to dense urban land areas (DULAs), long term transportation concurrency management areas (TCMAs), multimodal transportation districts (MMTDs), and transportation concurrency exception areas (TCEAs). The Legislature clearly had established prior precedent in exempting certain local governments from requirements under Florida Statute Section 163.3180 and elected not to do so in 2011 and 2013.

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

Accordingly, the Florida Department of Economic Opportunity (DEO), which replaced the Department of Community Affairs, provides the following direction related to elimination of transportation concurrency and adoption of a mobility fee-based plan, in accordance with Florida Statute 163.3180 **(Appendix A)**:

"Transportation Concurrency

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

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

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

Mobility Fee Based Plans

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

Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, appropriate land use mixes, intensity, and density.

Adoption of an area wide level of service not dependent on any single road segment function.
Exempting or discounting impacts of locally desired development.

Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment with convenient interconnection to transit.

Establishing multimodal level of service standardsthat rely primarily on non-vehicular modesoftransportation where existing or planned community design will provide adequate a level of mobility.

Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing."

The Community Planning Act includes specific requirements for **any local government** that elects to maintain transportation concurrency. These requirements are to be addressed in the local governments comprehensive plan and capital improvements required to meet adopted level of service standards are required to be included in the capital improvements element five (5) year schedule of improvements.

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

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

Figure 1. Concurrency Cycle

The elimination of state mandated transportation concurrency was the culmination of 20 years of amendments to Florida Statute Section 163.3180 and a recognition that governments cannot build their way out of congestion. The allowance to adopt alternative mobility funding systems was a recognition of the need for government to proactively plan for mobility, instead of reactively regulate road capacity **(Figure 1).**

Further, Florida Statute defines **"local governments"** as both **"counties and municipalities"** and did not provide counties any preemptions over cities or grandfather in any county transportation concurrency, proportionate share, or impact fee system. The Legislature recognized impact fees, mobility fees, and other mitigation as equal options in both the requirement to provide credits for proportionate share payments and improvements, and as alternatives mobility funding systems to replace transportation concurrency and proportionate share systems under Florida Statute Section 163.3180.

IMPACT FEE & MOBILITY FEE COMPARISON

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

Road Impact Fees

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

Mobility Fees

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

THE IMPACT FEE ACT & CASE LAW OVERVIEW

Local governments through-out Florida began adopting road impact fees in the late 70's and early 80's as a means for new development to pay for its traffic impact and provide local governments with revenues to fund transportation infrastructure improvements. Counties, especially Charter Counties, began to require that municipalities collect road impact fees on their behalf to fund improvements to the county road system. Throughout the 1980's, 1990's, and 2000's, municipalities through-out Florida challenged the ability of counties to compel municipalities to collect road impact fees for new development. The opposition stemmed in part from an unintended consequence of transportation concurrency which was that it essentially stopped development in urban areas (aka "municipalities"). Both municipalities and development activity were constrained in their ability to add road capacity due to cost of acquiring developed land and fierce opposition from existing residents concerned about increased traffic and the impact new road capacity would have on their homes.

The inability of development activity in urban areas to meet transportation concurrency resulted in development moving to suburban and rural areas (aka "urban sprawl") where fewer residents would come out in opposition to new road capacity improvements and road capacity was either available or was cheaper to construct. Municipalities found themselves in the unenviable position of sending road impact fees to counties, when development activity did meet concurrency, only to see those road impact fees being spent on new road capacity projects outside of urban areas that made it even easier for development activity to continue to sprawl outside municipalities.

Further, the courts frequently sided with counties, as municipalities that did challenge the legality of counties compelling them to collect impact fees did not offer alternatives to show how they would address the traffic impacts from new development. These challenges all occurred prior to the Florida Legislature adopting the "Impact Fee Act" through Florida Statute 163.31801. Further, these challenges also existed prior to the introduction of mobility plans and mobility fees and the adoption of the "Community Planning Act" through Florida Statute 163.3180.

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

In 2009, the Legislature made several changes to the "Impact Fee Act", the most significant of which was placing the burden of proof on local governments, through a preponderance of the evidence, that the imposition of the fee meets legal precedent and the requirements of Florida Statute Section 163.31801. Prior to the 2009 amendment, Courts generally deferred to local governments as to the validity of an imposed impact fee and placed the burden of proof, that an imposed impact fee was invalid or unconstitutional on the plaintiff. Prior to 2020, there had 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.

In 2019, the Legislature, through HB 207 and HB 7103, made several changes to the "Impact Fee Act", the most significant of which was the requirement that fees 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, credits for improvements and administrative cost.

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

In 2021, the Legislature, through HB 337 made significant amendments to the "Impact Fee Act", which the Governor subsequently approved. The amendments require that impact fees be based on planned improvements and that there is a clear nexus between the need for improvements and the impact from new development. The amendments have a greater impact on increases to existing impact fees and have phasing requirements for increases to existing fees. There are provisions that allow a local government to fully implement updated fees based on a finding of extraordinary circumstances, holding public hearings, and requiring a super majority approval by elected officials. Florida Statute Section 163.31801 now reads as follows **(Appendix B)**:

"(1) This section may be cited as the "Florida Impact Fee Act."

(2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments' reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.

(3) For purposes of this section, the term:

(a) "Infrastructure" means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency medical service vehicle, a sheriff's office vehicle, a police department vehicle, a school bus as defined in s. 1006.25, and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s. 191.009(4).

(b) "Public facilities" has the same meaning as in s. 163.3164 and includes emergency medical, fire, and law enforcement facilities.

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

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

(b) Provide for accounting and reporting of impact fee collections and expenditures and account for the revenues and expenditures of such impact fee in a separate accounting fund.

(c) Limit administrative charges for the collection of impact fees to actual costs.

(d) Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of a new or increased impact fee.

(e) Ensure that collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.

(f) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.

(g) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.

(h) Specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.

(i) Ensure that revenues generated by the impact fee are used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district 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 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 impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(b) If a local government or special district does not charge and collect an impact fee for the general category or class of public facilities or infrastructure contributed, a credit may not be applied under paragraph (a).

(6) A local government, school district, or special district may increase an impact fee only as provided in this subsection.

(a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.

(b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.

(c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.

(d) An impact fee increase may not exceed 50 percent of the current impact fee rate.

(e) An impact fee may not be increased more than once every 4 years.

(f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

(g) A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:

1. A demonstrated need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.

2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).

3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.

(h) This subsection operates retroactively to January 1, 2021.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established.

(8) A local government, school district, or special district must submit with its annual financial report required under s. 218.32 or its financial audit report required under s. 218.39 a separate affidavit signed by its chief financial officer or, if there is no chief financial officer, its executive officer attesting, to the best of his or her knowledge, that all impact fees were collected and expended by the local government, school district, or special district, or were collected and expended on its behalf, in full compliance with the spending period provision in the local ordinance or resolution, and that funds expended from each impact fee account were used only to acquire, construct, or improve specific infrastructure needs.

(9) In any action challenging an impact fee or the government's failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. 163.3180(6)(h)2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government.

(10) Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and which receives benefits from the improvement or contribution that generated the credits. This subsection applies to all impact fee credits regardless of whether the credits were established before or after the date the act become law.

(11) A county, municipality, or special district may provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. 420.9071. If a county, municipality, or special district provides such an exception or waiver, it is not required to use any revenues to offset the impact.

(12) This section does not apply to water and sewer connection fees.

(13) In addition to the items that must be reported in the annual financial reports under s. 218.32, a local government, school district 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."

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

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

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

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

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

The Court set forth the following criteria to validate the establishment of an impact fee:

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

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

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

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

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

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

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

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

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DEVELOPING THE MOBILITY PLAN & FEE

There were multiple steps that went into development of the 2045 Mobility Plan and the Mobility Fee for the City of Oviedo. The following is a step-by-step overview of the process used to develop the Mobility Plan and Mobility Fee consistent with legal and statutory requirements **(Figure 2).**

Figure 2. Developing a Mobility Plan & Mobility Fee

COMPREHENSIVE PLAN

In 2022, the City amended the Transportation Element of the Comprehensive Plan to establish the legislative intent to adopt a mobility fee to fund multimodal projects to encourage walking, bicycling, transit ridership, and the efficient use of the transportation system. The following are pertinent goals, objectives, and policies in the Transportation Element **(**Figure 3**)**:

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

TRANSPORTATION ELEMENT

GOAL 2-1: "PROVIDE A SUSTAINABLE MULTIMODAL TRANSPORTATION SYSTEM THAT AIMS TO: BALANCE PEDESTRIAN, MOTORIZED AND NON-MOTORIZED VEHICULAR TRAFFIC THROUGH SAFE, EFFICIENT, AESTHETICALLY PLEASING, FEASIBLE, AND COST-EFFECTIVE IMPROVEMENTS; REDUCE POLLUTION BY ENCOURAGING THE USE OF ALTERNATIVE FUELS AND NON-MOTORIZED TRANSPORTATION MODES: AND PRESERVE THE QUALITY OF LIFE AND UNIQUE CHARACTER OF THE CITY'S NEIGHBORHOODS THROUGH TRAFFIC CALMING AND OTHER STRATEGIES."

Objective 2-1.1: Transportation Mobility

"Maintain transportation mobility that balances multimodal safety, comfort, convenience and efficiency with a contextual mix of land uses, and other community objectives that support multimodal travel."

Measure: Until such time as the Mobility Plan and Mobility Fee is adopted, the City shall institute, maintain, and enforce a concurrency management system that is consistent with FDOT policies and guidelines, and provides for minimum level of service standards for roadways and multimodal transportation.

Policy 2-1.1.1 Land Use and Transportation Strategies

"In accordance with Section 163.3180, and the City's goals to promote land use diversity, economic development and multimodal transportation, the City shall develop and maintain transportation and land use strategies, including multimodal alternatives identified in the 10 Year Mobility Plan, Transportation Master Plan, and Mobility Plan, and 2045 Mobility Plan to identify, support and fund multiple methods of transportation, particularly within the City Transportation Concurrency Exception Area."

Policy 2-1.1.2 Long Term Strategies

"The City shall continue to coordinate with the Florida Department of Transportation (FDOT), Seminole County and MetroPlan Orlando to adopt and implement long-term strategies that support and fund multimodal mobility improvements within the City. Mobility strategies and standards shall recognize that:"

A. Improvements in overall operation of the roadway system outweigh localized deficiencies, and

B. Improvements in the overall multimodal transportation system outweigh deficiencies in the roadway system, and

C. Improvements in the overall urban environment outweigh deficiencies in the transportation system, and

D. Mobility strategies shall address accessibility for vehicular traffic, pedestrians, cyclists, transit users, accessibility and safety for pedestrians, and other modes through adoption and encouragement of complete street standards.

Policy 2-1.1.3 Multimodal Transportation Mobility Areas
"The boundaries of the City's multimodal transportation mobility area shall coincide with the adopted city limits, with higher standards of mobility targeted for the City's Downtown Core, Downtown Transition, West Mitchell Hammock Corridor, Gateway West Core and Marketplace future land use districts."

Policy 2-1.1.22 Elimination of the Transportation Concurrency Exception Area
"The Transportation Concurrency Exception Area will be eliminated upon adoption of the City's Mobility Plan and Mobility Fee."

Policy 2-1.2.3 Transportation Impact Fee Ordinance
"Until such time as the Mobility Plan and Mobility Fee are adopted, the City shall periodically review the current transportation impact fee ordinance and adopt adequate fee schedules and guidelines to cover at least the costs of identified transportation improvements."

Policy 2-1.2.4 Funding Strategies for Multimodal Transportation Improvements
"The City shall continue to evaluate potential and pursue additional funding strategies that may be included within the Transportation Master Plan, and implemented through the Comprehensive Plan, Capital Improvement Program, and Annual Budget. These strategies may be coordinated with Seminole County and the City of Winter Springs, and may include partnerships with entities such as MetroPlan Orlando, FDOT, and others to provide funding for the multimodal transportation improvements necessary to meet adopted Q/LOS standards.

The primary mechanism shall be the adoption of the City's Transportation Impact Fee program, described in Policy 2-1.2.3 until such time as the Mobility Plan and Mobility Fee are adopted. The Transportation Impact Fee program will allow revenues to be expended on the full range of mobility improvement strategies and shall include incentives for reductions of impact fees for projects that demonstrate the ability to reduce vehicle miles traveled through site plans, development programs, and other on-site infrastructure improvements.

Additional potential funding strategies are local option sales taxes, gasoline taxes, proportionate share mitigation, fees in-lieu, grants, and/or any combination thereof."

Policy 2-1.2.6 Program of Funding for Multimodal Mobility Areas
"As budget resources allow, and developer contributions are collected, adequate funding shall be programmed in the Capital Improvements Plan and the Capital Improvements Element to implement prioritized improvements identified in the adopted Mobility Plan for the City's adopted mobility areas identified in this Plan and Transportation Master Plan."

Policy 2-1.4.2 Transportation Master Plan and Mobility Plan
"The City's Mobility Plan will set forth the City's transportation mobility vision and shall guide the implementation of transportation improvements throughout the City and upon adoption, shall be incorporated into the Transportation Master Plan. The Master Plan and Mobility Plan shall provide the data and analyses required to support this Comprehensive Plan."

Policy 2-1.10.2 Existing Street System Retrofit
"The City shall adopt plans for retrofitting the existing street system, to enhance multimodal mobility and implement complete streets. These plans shall be cost-feasible and paid for through improvements associated with development and redevelopment projects, such as infrastructure sales tax revenue, mobility fees (once adopted), special assessments, and fees in lieu of programmed or planned multimodal improvements."

OBJECTIVE 2-1.13: Development of a Mobility Plan and Mobility Fee

Measure: The development of a mobility plan and adoption of a mobility fee through an implementing ordinance that mitigates the attributable person travel impact of new development activity, which results in an increase in person travel demand above the existing use of land, on City, County, and FDOT facilities internal and directly adjacent to the City.

Policy 2-1.13.1 Transition from Transportation Concurrency
"Until such time as the Mobility Plan and Mobility Fee are adopted, the City shall periodically review the current transportation impact fee ordinance and adopt adequate fee schedules and guidelines to cover at least the costs of identified transportation improvements."

Policy 2-1.13.2 Replacement of Transportation Concurrency Exception Areas
"The City shall consider replacement of goals, measures, objectives, and policies in the Comprehensive Plan, and regulations in the land development code established, for transportation concurrency exception areas through the development of a mobility plan, mobility fee, and mobility measures."

Policy 2-1.13.3 Development of a Mobility Plan
"The City mobility plan shall address transportation impact to City, County, and FDOT facilities within and directly adjacent to the City. Mobility plan projects shall be based on future person travel demand and the need for multimodal projects to meet that demand as required by the needs test of the dual rational nexus test. The horizon year for the mobility plan shall be either consistent with the City's Comprehensive Plan or the most recently adopted Long Range Transportation Plan (LRTP). The mobility plan may include multimodal projects that will not be used in the calculation of a mobility fee or are only partially attributable to new development."

Policy 2-1.13.4 Multimodal Projects
"The types of multimodal projects included in the mobility plan shall include improvements, programs, and services consistent with multimodal quality of service standards established in the mobility plan. The mobility plan shall include the identification of multimodal projects for people walking, bicycling, riding micromobility devices and transit, and driving, such as, but not limited to, bike lanes, dedicated lanes, low speed lanes, multimodal flex lanes, paths, low speed and shared curbless streets, sidewalks, trails, microtransit and transit facilities and vehicles, new mobility technology, shared mobility programs and services, landscape and streetscape, parking areas and structures, mobility hubs, high visibility crossings, safety and capacity enhancements and improvements, wayfinding programs, roundabout, turn lanes, traffic control devices, and new, upgraded, or widen roads."

Policy 2-1.13.5 Reimagine and Repurpose of Right-of-Way
"The mobility plan shall evaluate opportunities to reimagine the function of right-of-way and repurpose space within existing right-of-way to provide more space for people bicycling, walking, and using micromobility devices, microtransit vehicles, and shared mobility services, while creating safer space for all users by slowing down the speed of motor vehicles and potentially relocating parking to areas that create a park once environment."

Policy 2-1.13.6 Roadway Level of Service
"The mobility plan may establish one or more areawide road level of service standards as either an alternative or replacement of roadway specific level of service standards and demonstrate how that areawide standards will be achieved through multimodal projects identified in the mobility plan consistent with Florida Statute. The City may elect to maintain roadway specific level of service standards for purposes of calculating areawide level of service and the review of the impact of future land use amendments that result in an increase in person travel demand above existing land use designations."

Policy 2-1.13.7 Multimodal Quality of Service
"The mobility plan may establish multimodal quality of service standards for people walking, bicycling, using micromobility devices, and riding transit consistent with Florida Statute. The mobility plan may also establish multimodal quality of service standards for streets, based on posted speed limited, as either an alternative or replacement of roadway specific level of service standards."

Policy 2-1.13.8 Service Standards as Performance Measures
"The mobility plan may establish multimodal quality of service standards for people walking, bicycling, using micromobility devices, and riding transit consistent with Florida Statute. The mobility plan may also establish multimodal quality of service standards for streets, based on posted speed limited, as either an alternative or replacement of roadway specific level of service standards."

Policy 2-1.13.9 Intergovernmental Coordination
"The City shall coordinate as appropriate with governmental partners, including adjacent municipalities, the Florida Department of Transportation (FDOT), Lynx, the East Central Florida Regional Planning Council (ECFRPC), MetroPlan Orlando, and Seminole County, to implement multimodal projects to address multimodal needs through whatever modes of transportation the City deems applicable to meet future mobility needs in and directly adjacent to City."

Policy 2-1.13.10 Complete Streets
"The City shall consider updating its Complete Street policies and standards to reflect establishment of multimodal quality of service standards. If updated, Complete Street policies shall require that pedestrian, bicycle, transit, motorist and other anticipated users of a road or street are included in evaluation and design of roadway cross-section based upon anticipated mobility and accessibility needs in a context sensitive manner."

Policy 2-1.13.11 Climate Change
"The mobility plan may include provisions related to climate change and elements that reduce vehicular trips, vehicular miles of travel and greenhouse gas emissions. The mobility plan may also incorporate provisions for reduced heat island effects and improve air quality through trees and landscaping and to reduce stormwater run-off and water quality through the integration of low impact development techniques, bio-swales, rain gardens and other green techniques that can be incorporated into the planning, design, and construction of multimodal projects."

Policy 2-1.13.12 Land Use
"The mobility plan projects shall be established to meet the future person travel demand needs of new development activity based on the future land use map. The mobility plan or the future land use element may include policies related to mixed-use development, mobility districts, multimodal oriented developments, and transit-oriented developments."

Policy 2-1.13.13 Parking
"The mobility plan or update to land development regulations may include provision for mobility hubs, curbside management, and dynamic parking management strategies for mixed-use, multimodal, and transit-oriented development to facilitate creation of park once environments that support mobility and reduce the need for motor vehicle trips. The City may consider the elimination of parking minimums and establishment of parking maximums. The City may develop a parking mitigation program that allows for development to off-set the impact of increased parking above the establishment of parking maximums to fund multimodal projects."

Policy 2-1.13.14 Mobility Plan Adoption and Comprehensive Plan Update
"The adoption of a mobility plan by the City shall be through either a resolution, ordinance, or an amendment to the Comprehensive Plan. If adopted through resolution or ordinance, the mobility plan shall be integrated into the Comprehensive Plan with necessary amendments to ensure internal consistency no later than one year from the date of adoption."

Policy 2-1.13.15 Intent of a Mobility Fee
"The City shall consider development of a mobility fee, that it controls and expends to fund multimodal projects identified in an adopted mobility plan, to repeal transportation concurrency and proportionate share, and to replace the collection of City transportation mitigation impact fees and County mobility fees with City mobility fees."

Policy 2-1.13.16 Mobility Fee Mitigation
"The mobility fee shall mitigate the attributable person travel demand of new development activity on future City, County, and FDOT facilities within and directly adjacent to the City."

Policy 2-1.13.17 Development of a Mobility Fee
"The mobility fee shall be a one-time assessment on new development activity that results in an increase in person travel demand over the existing use of land. The mobility fee, consistent with Florida Statute, shall be required to meet the dual rational nexus test, and shall be roughly proportional to the increase in person travel demand of new development activity. Any multimodal project that serves as the basis for the mobility fee would need be attributable to the person travel demand impact of new development activity. The technical documentation for the mobility fee shall demonstrate that future development is not held to a higher standard than existing development, is not assessed for systemwide deficiencies, and is not paying more than the cost of multimodal projects reasonably attributable to new development activity."

Policy 2-1.13.18 Localized Mobility Fee
"The mobility fee may include provisions to encourage and incentivize affordable, attainable, and workforce housing, mixed-use development, multimodal supportive development, targeted employment uses, and development within downtown and multimodal supportive areas, districts, or zones. The mobility fee may establish standards related to the location, mixture, proximity, and type of uses required to qualify for a reduction in person travel demand for mixed-use developments or developments within designated multimodal supportive areas, districts, or zones."

Policy 2-1.13.19 Development Mitigation
"New development activity shall not be required to pay a mobility fee and also meet transportation concurrency, proportionate-fair share, or pay transportation related impact fees to the extent the mobility plan and mobility fee address the same facilities and travel demand impacts as would be addressed through the application of transportation concurrency, proportionate-fair share and transportation related impact fees. Future land use amendments that result in an increase in person travel demand above existing land use designations may be conditioned to provide additional mitigation or fund updates to the mobility plan and mobility fee and pay higher mobility fees to offset the impact of the increase in person travel demand."

Policy 2-1.13.20 Seminole County Coordination
"The City shall adhere to the notice and time frame provisions of the interlocal agreement between the City and the County related to the County's road impact fees or mobility fees. The City shall set aside a pro-rate share of mobility fee revenues collected to mitigate impacts to County facilities, to the extent needed improvements on County facilities attributable to new development activity are established in the mobility plan, per the metrics established in the technical report for the mobility plan and mobility fee. Absent a new interlocal agreement between the City and County related to mobility fees, the City shall consult with the County on the contribution of a pro rata share of mobility fees to the County to fund the design and or construction of multimodal improvements on County facilities identified in the mobility plan. Mobility fee revenues shall only be contributed to the County, unless otherwise provided for in an interlocal agreement, when the County has secured the full funding necessary to move forward and has commenced with the design and or construction of a multimodal project identified in the mobility plan."

Policy 2-1.13.21 Adoption of a Mobility Fee
"The mobility fee shall go into effect per the provisions of an adopted mobility fee implementing ordinance. The City shall repeal and replace transportation concurrency and proportionate share ordinances concurrently with the adoption of a mobility fee implementing ordinance."

Policy 2-1.13.22 Comprehensive Plan and Land Development Code Amendments
"The City shall amend its Comprehensive Plan and Land Development Code to integrate an adopted mobility fee and reflect the repeal and replacement of transportation concurrency, proportionate share, and any amendments to transportation concurrency exception areas. The amendment shall occur within one year from the date of adoption of the implementing mobility fee ordinance."

Policy 2-1.13.23 Mobility Plan and Fee Updates
"Upon adoption, the City shall update its mobility plan and mobility fee at least once every five years from the date of last adoption and commence the update process no later than 15 months from the update due date. Should amendments to mobility plan projects or the addition or removal of funding sources that exceed 10% or more of the overall cost of multimodal projects attributable to new development activity occur, then the City should consider an update to its mobility plan and fee. If the LRTP, Trip Generation Manual, FDOT Generalized Service Volume Tables, or National Household Travel Survey are updated sooner than two years before a required update of the mobility plan and mobility fee, then the City should consider an update to its mobility plan and fee."

Policy 2-1.13.24 Capital Improvement Program
"The City shall utilize the multimodal projects identified in the mobility plan during the annual Capital Improvements Program (CIP) update. The CIP update shall allocate projected mobility fee revenues to fund multimodal projects identified in the mobility plan within the mobility fee benefit districts where the mobility fees were collected consistent with the benefits requirement of the dual rational nexus test."

Policy 2-1.13.25 Replacement of Traffic Impact Analysis
"The City shall consider, should a mobility fee be adopted, development of land development regulations for mobility assessment reports, site impact analysis, or site access assessments as a replacement of traffic impact analysis. The regulations at a minimum would address multimodal site access and cross access for all modes of travel, multimodal access connections, the need for site related multimodal improvements, safety enhancements and upgrades, including mid-block crossings, along with an evaluation of gaps and needed upgrades to the adjacent multimodal transportation system, with emphasis on adjacent civic, education, employment, entertainment, and recreation uses. The provision of off-site multimodal projects may be eligible for mobility fee credit."

Policy 2-1.13.26 Mobility Performance Standards
"The City shall consider, should a mobility fee be adopted, establishment of Comprehensive Plan policies or land development regulations for mobility performance standards as part of the replacement of transportation concurrency addressing multimodal facilities internal and adjacent to a development, multimodal intersection improvements, including those that add road capacity such as turn lanes, multimodal safety, multimodal access and cross-access, multimodal parking, multimodal pick-up and drop-off areas, easements or right-of-way requirements for multimodal facilities, and high visibility crossings at intersections and mid-block crossings. The provision of off-site multimodal projects be eligible for mobility fee credit."

GROWTH

The first requirement of the **"dual rational nexus"** for the City's Mobility Fee is to demonstrate that there is a need for mobility projects to accommodate projected growth in person travel demand. An evaluation of the existing and projected population and employment was conducted for the City of Oviedo Mobility Study Area **(Map A).** The data was obtained from the Traffic Analysis Zones (TAZs) used in Central Florida Regional Planning Model (CFRPM). Population and employment data for Seminole County was also extracted from the CFRPM.

The Mobility Study Area includes all of the City of Oviedo and is bounded on the north by Florida Avenue, on the east by the rural area designation of Seminole County or CR 419, on the south by Orange County and on the west by the Oviedo Mall and SR 417 **(Map A)**. The Mobility Study Area extends beyond the existing City of Oviedo municipal limits in recognition that travel, and trips do not stop at City limits and to address external impact to the County and State transportation system.

The CFRPM was developed by the Florida Department of Transportation (FDOT) District Five (Central Florida) and used by MetroPlan Orlando in development of the 2045 Long Range Transportation Plan (LRTP). The CFRPM demonstrates that there is projected to be an increase in both population and employment for both the Mobility Study Area and Seminole County **(Table 1)**. The projected increase in both population and employment will generate additional person travel demand and will create a need for new multimodal projects to meet that demand.

TABLE 1. PROJECTED GROWTH

	Oviedo Mobility Study Area		Seminole County	
Year	Population	Employees	Population	Employees
2020	65,198	20,065	476,423	262,899
2045	82,798	44,060	614,416	458,897
Increase	17,600	23,995	137,993	195,998

Source: The 2020 and 2045 Population and Employment data based on the Central Florida Regional Planning Model Version 7.0 developed by Florida Department of Transportation (FDOT) District 5 (Central Florida). The Mobility Study Area includes areas outside City limits as multimodal travel extends beyond City Limits **(Map A)**. Population and employment data were obtained from the CFRPM Traffic Analysis Zones **(Appendix B)**. The projected increase was obtained based on the difference between 2020 and 2045. Population growth in the Mobility Study Area is projected to increase by 27% (17,600 / 65,198 = 26.99%).

VEHICLE MILES OF TRAVEL (VMT)

The growth in vehicle miles of travel (VMT) is one of the factors evaluated to determine the need for future mobility projects within the Mobility Study Area. Future traffic does not terminate at City limits, thus the evaluation of VMT data includes the road network within the Mobility Study Area **(**Map A**)**. The model analyses evaluated projected growth in vehicle miles of travel (VMT) for City, County, and State roads within the model study network **(**Appendix C**)**. The latest version of the Central Florida Regional Planning Model (CFRPM) was used to determine the VMT growth within the Mobility Study Area between 2023 and 2045 **(**Table 2**)**.

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

Year	Arterial & Collector Roads	SR 417	Total
2020 (Model base year)	1,118,917	401,713	1,520,630
2023 (Mobility Plan base year)	1,159,083	427,346	1,586,429
2045 (Model & Plan future year)	1,501,188	672,632	2,173,820
VMT increase (2023 to 2045)	342,105	245,286	587,391

Source: Projected growth in VMT prepared by NUE Urban Concepts, LLC. The 2020 base year and 2045 future year VMT were extracted using the FDOT District 5 Central Florida Regional Planning Model Version 7. The model files were obtained from MetroPlan Orlando. The annual growth rate of travel on arterial and collector roads is 1.18% and 2.08% for SR 417 (Central Florida Greenway). The model growth rates were used to calculate the 2023 Mobility Plan base year VMT. The VMT increase is based on the difference between 2023 and 2045. The model network includes all model roadways within the Mobility Study Area **(**Appendix C**)**. VMT in the Mobility Study Area is projected to increase by 31% (342,105/1,159,083=0.30%).

The Mobility Fee methodology will use the projected VMT on SR 417 (aka Limited Access Facility) to adjust person travel demand for uses in the Mobility Fee schedule. Travel on limited access facilities is excluded from both road impact fee and mobility fee studies as improvements are funded by toll revenues, federal and state gas tax revenues, and the facilities serve intercity and regional travel.

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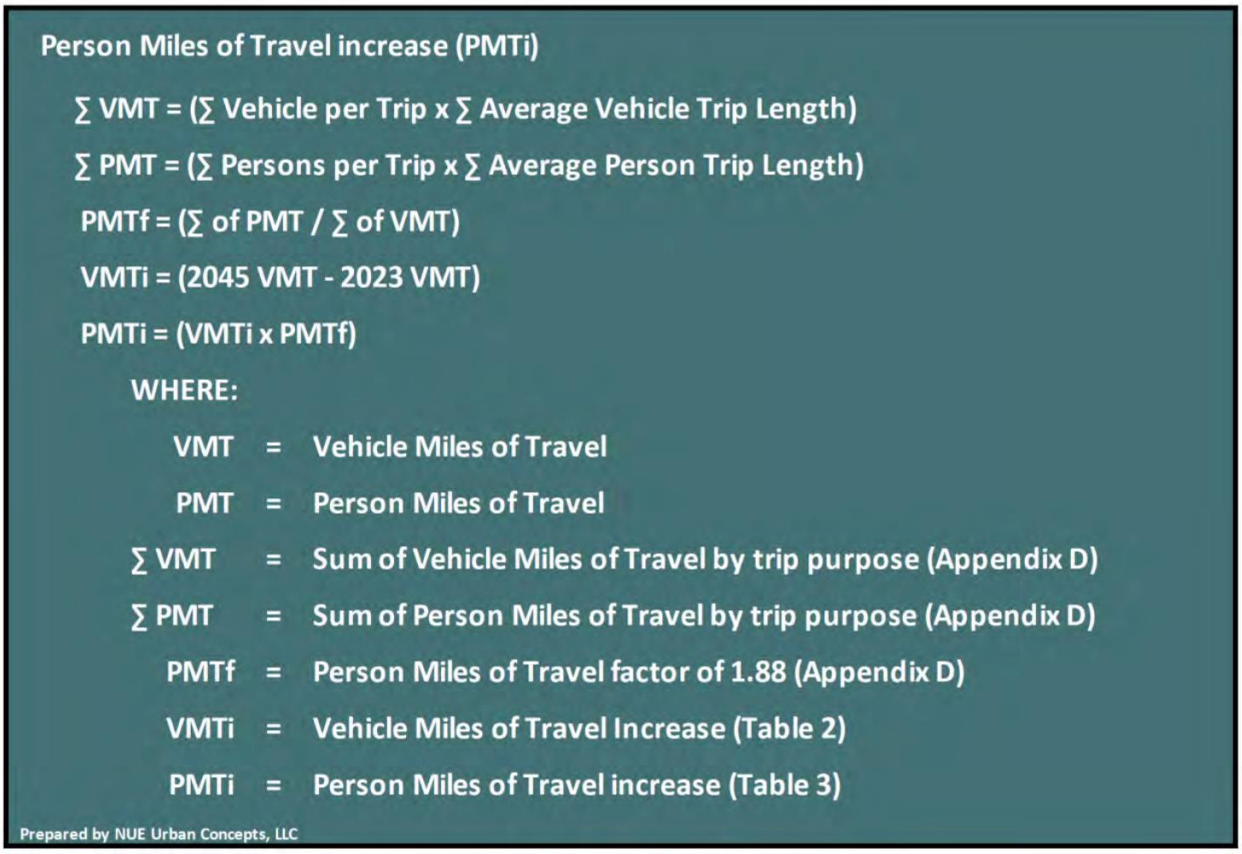
PERSON MILES OF TRAVEL (PMT)

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

The conversion is based on person and vehicle trips and trip length data for Florida obtained from the 2017 National Household Travel Survey (NHTS). The NHTS data is used to calculate a person miles of travel factor (PMTf) based on PMT and VMT per trip purpose. The evaluation of the vehicle and person data from the 2017 NHTS resulted in a person miles of travel factor (PMTf) of 1.88 **(**Appendix D**)**. The increase in person miles of travel (PMT) is based on the projected increase in vehicle miles of travel (VMT) multiplied by the applicable person miles of travel factor (PMTf) illustrated in further detail on Figure 4.

Figure 4: Person Miles of Travel Increase (PMTi)



The projected increase in PMT within the Mobility Fee Study Area, excluding SR 417, between the Mobility Plan base year of 2023 and the future year of 2045 is **643,157** **(Table 3)**. The increase was calculated as follows per the formula illustrated in **Figure 4**:

(2023) 1,159,083 x 1.88 = 2,179,076; (2045) 1,501,188 x 1.88 = 2,822,233;

2,822,233 - 2,179,076 = 643,157

The projected increase of **643,157** person miles of travel (PMT) demonstrates that there is future person miles or travel demand projected by 2045 that will result in the **"need"** for mobility projects to accommodate the increase in person travel demand **(Table 3)**. The documented increase in PMT and the identification of needed mobility projects via the Mobility Plan demonstrates compliance with the **"needs"** test of the dual rational nexus test.

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

Vehicle & Person Miles of Travel	(VMT & PMT)
2023 Base Year Vehicle Miles of Travel (VMT)	1,159,083
Person Miles of Travel factor (PMTf)	1.88
2023 Base Year Person Miles of Travel (PMT)	2,179,076
2045 Future Year Vehicle Miles of Travel (VMT)	1,501,188
Person Miles of Travel factor (PMTf)	1.88
2045 Future Year Person Miles of Travel (PMT)	2,822,233
Vehicle Miles of Travel increase (VMTi)	342,105
Total Increase in Person Miles of Travel (PMTi)	643,157

Source: The 2045 VMT increase was obtained from Table 2. PMTi obtained by multiplying VMTi by 1.88 in Figure 4.

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LEVEL & QUALITY OF SERVICE

The adoption of a mobility plan is an opportunity to expand beyond the current practice of evaluating the current transportation system solely on the availability of road capacity on a segment-by-segment basis. Florida Statute Section 163.3180 allows local governments to establish areawide roadway level of service (LOS) standards and multimodal quality of service (QOS) standards for people bicycling, walking, accessing transit, and making roads safer for all users. Areawide roadway LOS standards and multimodal QOS standards are intended to be used for the following planning and design activities and incorporation into the Comprehensive Plan (CP) and Land Development Regulations (LDRs):

(1) Identification of multimodal projects to develop and update the Mobility Plan,
(2) Performance measures to evaluate over time changes in service and mobility provided,
(3) Determining multimodal capacities for the multimodal projects in the Mobility Plan,
(4) Prioritize multimodal projects for annual capital improvement programming,
(5) Develop Complete Streets design standards in the LDRs for new and retrofitted streets,
(6) Implement FDOT's Context Classifications for Complete Streets,
(7) Develop mobility strategies in the CP and LDRs for new development,
(8) Develop multimodal site access analysis and internal street evaluation requirements, and
(9) Develop multimodal criteria to review CP amendments and Planned Unit Developments.

The intent of an areawide analysis is to evaluate the traffic and capacity of multiple roads across a transportation system versus an individual segment-by-segment analysis. The standard approach evaluating individual segments is using a metric known as a volume-to-capacity (V/C) ratio, with the capacity based on an adopted LOS standard for the road. The V/C ratio is used to measure AM Peak Hour (between 7 AM and 9 AM), PM Peak Hour (between 4 PM and 6 PM), and Daily traffic (aka AADT) by dividing the traffic (for a given time-period) and capacity (based on an adopted LOS standard) for the roadway segment.

For example, a four-lane road with 30,000 cars a day and a capacity of 40,000 cars based on a LOS standard of "E" would have a V/C of .75%: meaning the road has available capacity. A two-lane road with 20,000 cars a day and a capacity of 18,500 based on a LOS standard of "E" would have a V/C of 1.08%: meaning the road is over capacity. An areawide LOS analysis is conducted in recognition of the potential for an interconnected network to disperse traffic across multiple corridors. Using the two (2) road examples from above, the combined traffic for the two roads is 50,000 cars a day, with a combined capacity of 58,500, resulting in a V/C ratio of .86%. Under this approach, evaluating the two (2) roads together indicates that there is available road capacity.

To truly account for the capacity over a given area, the V/C analysis is expanded to also include the length of roadways, resulting in a vehicle mile of travel (VMT) and vehicle miles of capacity (VMC) analysis, otherwise known as a VMT/VMC. An areawide VMT/VMC analysis combines the travel (AADT) and capacity (at the adopted LOS Standard) for multiple roads. The capacity of roadways can be based on the applicable adopted LOS standard. The intent of a roadway specific LOS would be to establish a capacity for use in the areawide analysis.

The benefit of an areawide approach is that it provides the City with increased flexibility to determine when, or if, an existing road needs to be widened to add road capacity due to existing or projected traffic. An areawide approach allows Oviedo to either construct a new road or to utilize the capacity of existing roads within a defined area, as opposed to widening an existing road to achieve the adopted LOS standard. An areawide analysis was performed for the study network of roads in the Mobility Study Area to illustrate existing conditions in 2023 **(Map A)**. The total VMT is 1,312,076 and the total VMC is 1,899,062, resulting in a ratio of 0.69. A ratio less than 1.00 means the areawide LOS has adequate capacity over the Mobility Study Area.

TABLE 4. 2023 AREAWIDE VMT & VMC ANALYSIS BY OWNERSHIP

Government Entity	Length (miles)	Lane Miles	2023 VMT	2023 VMC
City	18.25	63.98	272,571	490,868
County	21.48	56.22	327,003	483,578
State	17.98	69.88	712,503	914,671
Total	57.71	190.08	1,312,076	1,889,062
City	31.6%	33.7%	20.8%	26.0%
County	37.2%	29.6%	24.9%	25.6%
State	31.2%	36.8%	54.3%	48.4%
Total	100.0%	100.0%	100.0%	100.0%

Source: Traffic Characteristics Data for the Mobility Study Area **(Appendix E).** The Mobility Study Area and Road Network **(Map A).**

The analysis above illustrates travel characteristics for City, County, and State Roads. The analysis includes total length of facilities, total lane miles, vehicle miles of travel (VMT), vehicle miles of capacity (VMC), and a breakdown of percentages by road ownership **(Table 4)**. In terms of the total length of roads, just under 32% are owned and maintained by the City, with County Roads accounting for just over 37% of road length, and just over 31% are State Roads. The analysis illustrates that the VMT on City Roads is estimated to be just under 21% in 2023, with just under 25% occurring on County Roads and over 54% on State Roads. Based on the metrics evaluated, the County Road system accounts for roughly 25% of the VMT on roads within the Mobility Study Area, while the VMT on City and State Roads represents 75% on roads within the Mobility Study Area.

Florida Statute 163.3180 (5)(f)(5) identifies the establishment of multimodal quality of service (QOS) standards as part of a mobility plan and mobility funding systems. Street quality of service (QOS) standards, based on posted speed limits, are intended to be used in conjunction with areawide roadway LOS standards as a planning tool used for innovative street design. Multimodal QOS standards are based on the types of facilities for people walking and bicycling included in the Mobility Plan. Transit QOS standards are based on the type, frequency, and span of service and are intended for future mobility planning.

The establishment of street quality of service (QOS) standards based on the posted speed limit is both an alternative and a complement to areawide roadway LOS standards. While areawide roadway LOS standards are based on road capacity to move cars, street QOS standards are intended to enhance mobility and safety for all users of the transportation system by prioritizing slower speeds for cars.

Street QOS standards are intended to enhance mobility and move towards safer streets for all modes of travel by prioritizing slower speeds for cars. Studies have shown there is a direct correlation between the speed of car travel and the severity of crashes. As speeds increase, so does the probability that a crash involving people walking, bicycling, or driving will result in one or more fatalities. Given the size of current SUVs and trucks, even crashes at relatively slow speeds are fatal.

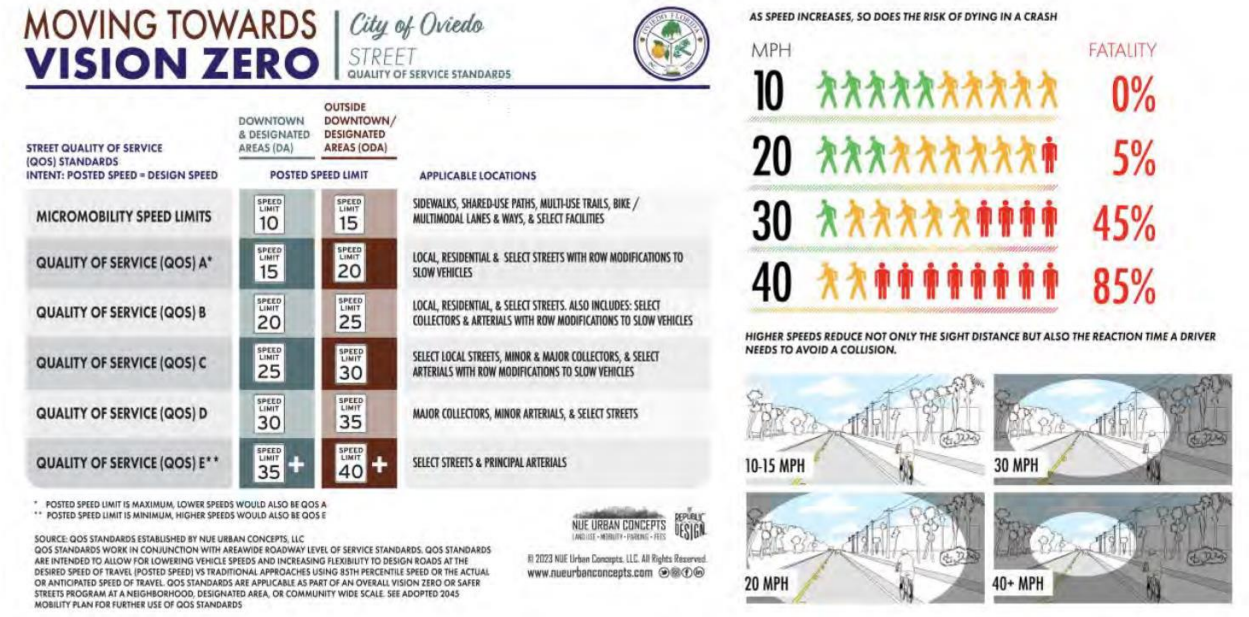
The street QOS standards are the inverse of roadway LOS standards in that as speed limits go down, street QOS goes up and provides the City with increased flexibility to design safer streets for all users. Whereas, for roadway LOS, as speed limits go down, road LOS also goes down, requiring the City to look at ways to add road capacity. Street QOS standards that promote slower speeds provide planners and engineers with greater flexibility to implement innovative street designs, such as low speed streets, shared streets, complete streets, narrower travel lanes, and locating buildings and trees closer to travel lanes.

To ensure streets are designed to be safer for all users, design speeds are intended to be based on posted speed limits. This approach differs greatly from the 85th percentile speed of travel traditionally used to design road and streets based on the speeds at which 85% of drivers travel. This traditional approach prioritizes driving vehicles. The proposed QOS standards prioritize slower speeds, where more people walk and bike, and recognizes higher posted speeds are more appropriate on corridors carrying higher volumes of motor vehicles.

However, just because a lower speed limit is posted, does not mean cars will slow down. Slowing down cars requires physical changes to the street right-of-way that result in people driving slower and people feeling more comfortable bicycling and walking. Changes in speed limits and resulting changes in street QOS standards would be phased in over time as part of: (1) designing new mobility projects; (2) reimagining and repurposing existing right-of-way to emphasize the safe movement of people, versus the quick movement of cars (aka road diets, lane narrowing, shared streets); and (3) as part of neighborhood traffic calming projects to improve safety and potentially reduced cut through traffic.

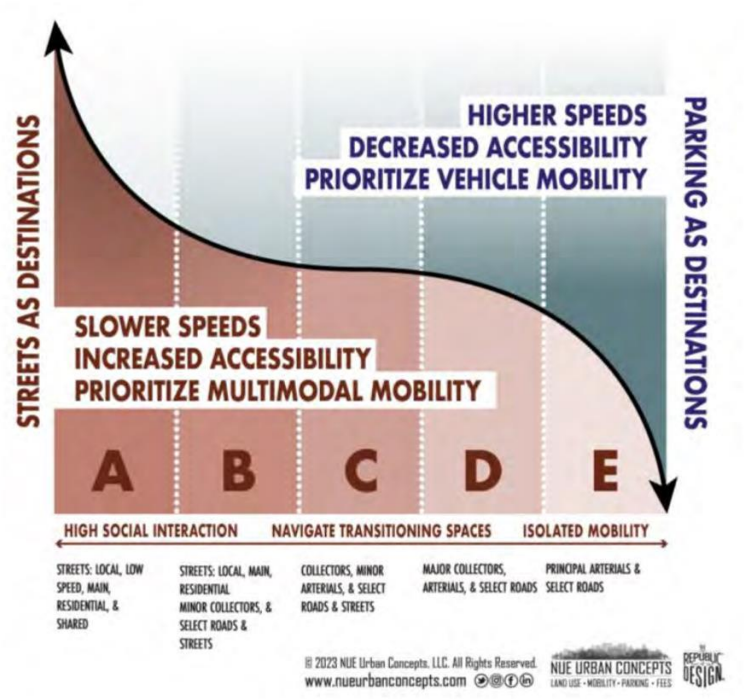
The QOS standards and corresponding posted speed limit for the City are proposed to vary by both geographic location and type of multimodal facility, street, and roadway **(Figure 5)**. The adoption of Street QOS standards is the first step in providing increased flexibility in street design and moving towards the goal of zero fatalities (aka Vision Zero).

FIGURE 5. STREET QUALITY OF SERVICE (QOS) STANDARDS



The lower the design speed, the greater the emphasis on the safe movement of people, whether they are walking, bicycling, or driving. Establishing street QOS standards based on posted speed limits more accurately reflects: (1) the intended purpose of a street; (2) the desired level of people walking and bicycling; and (3) the type of access to adjacent land uses. The lower the speed, the greater the accessibility to adjacent land uses by people walking and bicycling. The higher the speed limit, access to adjacent land uses becomes more restrictive, with a greater emphasis on the movement of vehicles and access via driving, versus walking and bicycling **(**Figure 6**)**.

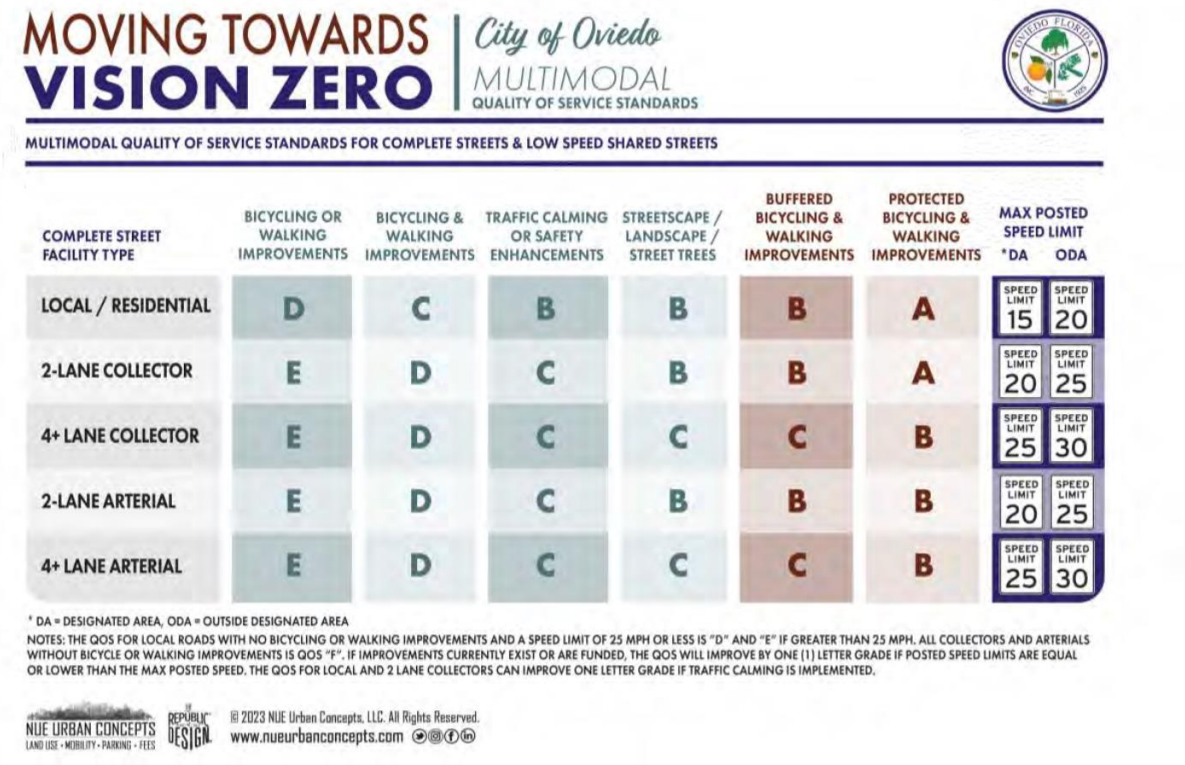
FIGURE 6. SPEED, ACCESSIBILITY & MOBILITY



A Street QOS standard of "A" prioritizes slower vehicle speeds, accessibility, and mobility for people. These streets not only help people reach their destinations; they can be destinations in and of themselves that offer a high level of social interaction. The City's Comprehensive Plan seeks to create destination spaces within the Downtown Core and transitioning to a Street QOS is a key component in that transition. On the other end of the spectrum, Street QOS "E" standards prioritizes higher vehicle speeds and vehicle travel between destinations. This results in an environment that prioritizes the movement of vehicles, such as SR 434 and SR 426 south of Mitchell Hammock. The City has the ability to modify speed limits on City Streets based on targeted Street QOS standards. Any adjustment of speed limits on County and State Roads would require studies and their approval.

As the City continues to transition its transportation system from one that prioritizes moving cars towards a multimodal system that emphasizes moving people, there will be a need to update standards for Complete Streets to guide the retrofit of existing streets and the design of future streets serving new development. To enable the City to engage in mobility planning overtime and develop flexible Complete Street design requirements, the following are multimodal Quality of Service (QOS) standards for Complete Streets **(**Figure 7**).**

FIGURE 7. MULTIMODAL QOS STANDARDS FOR COMPLETE STREETS



MOVING TOWARDS VISION ZERO | City of Oviedo MULTIMODAL QUALITY OF SERVICE STANDARDS

MULTIMODAL QUALITY OF SERVICE STANDARDS FOR COMPLETE STREETS & LOW SPEED SHARED STREETS

COMPLETE STREET FACILITY TYPE	BICYCLING OR WALKING IMPROVEMENTS	BICYCLING & WALKING IMPROVEMENTS	TRAFFIC CALMING OR SAFETY ENHANCEMENTS	STREETSCAPE / LANDSCAPE / STREET TREES	BUFFERED BICYCLING & WALKING IMPROVEMENTS	PROTECTED BICYCLING & WALKING IMPROVEMENTS	MAX POSTED SPEED LIMIT *DA	MAX POSTED SPEED LIMIT ODA
LOCAL / RESIDENTIAL	D	C	B	B	B	A	SPEED LIMIT 15	SPEED LIMIT 20
2-LANE COLLECTOR	E	D	C	B	B	A	SPEED LIMIT 20	SPEED LIMIT 25
4+ LANE COLLECTOR	E	D	C	C	C	B	SPEED LIMIT 25	SPEED LIMIT 30
2-LANE ARTERIAL	E	D	C	B	B	B	SPEED LIMIT 20	SPEED LIMIT 25
4+ LANE ARTERIAL	E	D	C	C	C	B	SPEED LIMIT 25	SPEED LIMIT 30

* DA = DESIGNATED AREA, ODA = OUTSIDE DESIGNATED AREA

NOTES: THE QOS FOR LOCAL ROADS WITH NO BICYCLING OR WALKING IMPROVEMENTS AND A SPEED LIMIT OF 25 MPH OR LESS IS "D" AND "E" IF GREATER THAN 25 MPH. ALL COLLECTORS AND ARTERIALS WITHOUT BICYCLE OR WALKING IMPROVEMENTS IS QOS "F". IF IMPROVEMENTS CURRENTLY EXIST OR ARE FUNDED, THE QOS WILL IMPROVE BY ONE (1) LETTER GRADE IF POSTED SPEED LIMITS ARE EQUAL OR LOWER THAN THE MAX POSTED SPEED. THE QOS FOR LOCAL AND 2 LANE COLLECTORS CAN IMPROVE ONE LETTER GRADE IF TRAFFIC CALMING IS IMPLEMENTED.

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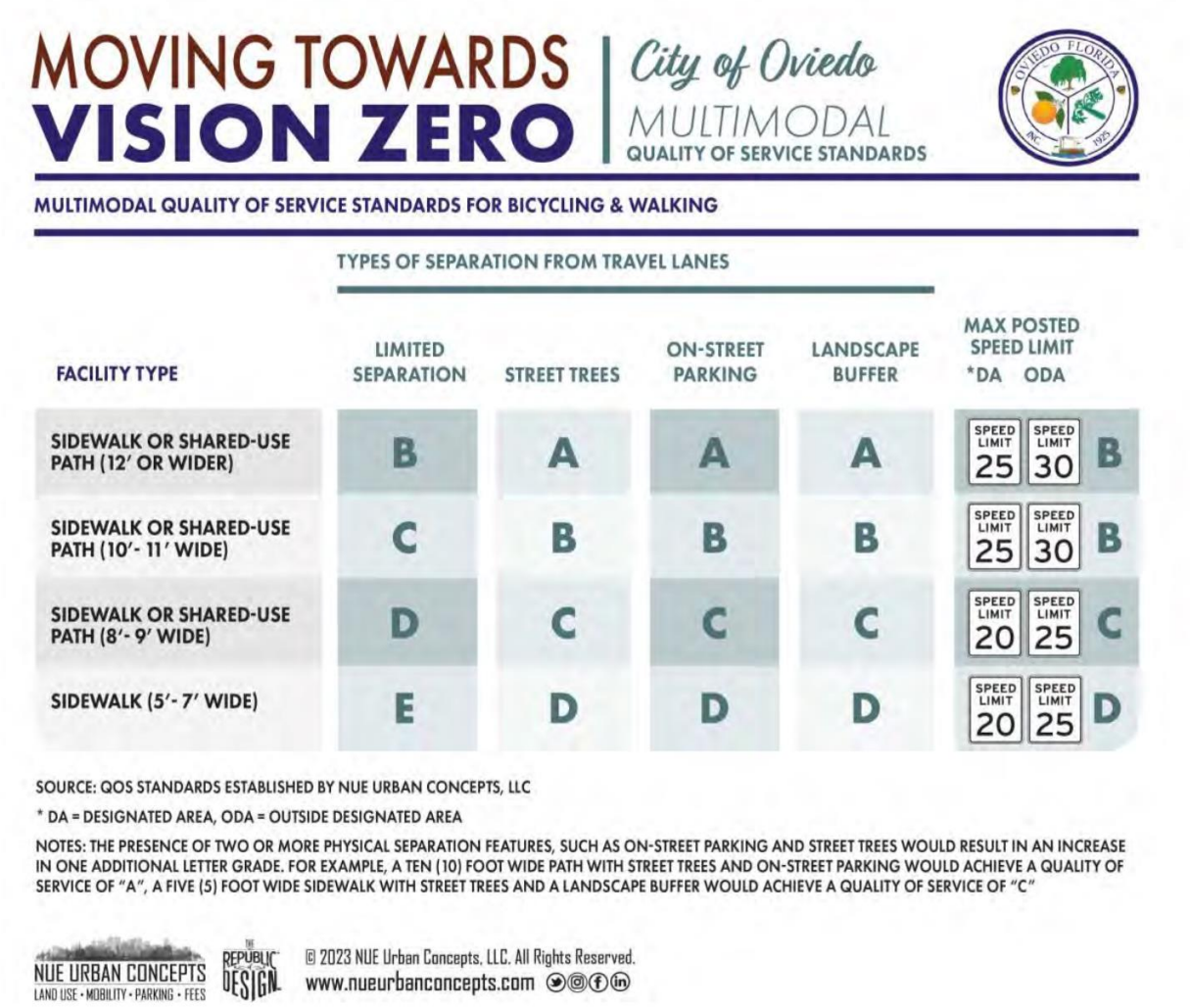
The City currently has QOS standards for sidewalks, bike lanes, and transit based on multimodal performance measures. The proposed multimodal QOS standards, which are based on multimodal facilities rather than performance measures, are used to establish multimodal capacities for the mobility fee calculations. The proposed multimodal QOS standards can also be used for: (1) performance measures; (2) mobility planning; (3) design standards; and (4) prioritizing multimodal projects. The City may elect to either update its existing QOS standards with the proposed multimodal QOS standards, or incorporate them as complementary standards.

The proposed multimodal QOS standards for people bicycling and walking on off-street sidewalks, paths, and trails are based on: (1) the width of the facility (i.e., bike lane, path, sidewalk); (2) the type of physical separation between multimodal facilities and travel lanes for cars, SUVs, and other motor vehicles; and (3) the posted speed limit. The following are multimodal QOS standards for people bicycling and walking on off-street multimodal facilities: **(Figure 8):**

Figure 8. Bicycling and Walking Quality of Service (QOS) Standards



MOVING TOWARDS VISION ZERO | City of Oviedo MULTIMODAL QUALITY OF SERVICE STANDARDS

MULTIMODAL QUALITY OF SERVICE STANDARDS FOR BICYCLING & WALKING

TYPES OF SEPARATION FROM TRAVEL LANES

FACILITY TYPE	LIMITED SEPARATION	STREET TREES	ON-STREET PARKING	LANDSCAPE BUFFER	MAX POSTED SPEED LIMIT *DA	ODA	
SIDEWALK OR SHARED-USE PATH (12′ OR WIDER)	B	A	A	A	SPEED LIMIT 25	SPEED LIMIT 30	B
SIDEWALK OR SHARED-USE PATH (10′- 11′ WIDE)	C	B	B	B	SPEED LIMIT 25	SPEED LIMIT 30	B
SIDEWALK OR SHARED-USE PATH (8′- 9′ WIDE)	D	C	C	C	SPEED LIMIT 20	SPEED LIMIT 25	C
SIDEWALK (5′- 7′ WIDE)	E	D	D	D	SPEED LIMIT 20	SPEED LIMIT 25	D

SOURCE: QOS STANDARDS ESTABLISHED BY NUE URBAN CONCEPTS, LLC

* DA = DESIGNATED AREA, ODA = OUTSIDE DESIGNATED AREA

NOTES: THE PRESENCE OF TWO OR MORE PHYSICAL SEPARATION FEATURES, SUCH AS ON-STREET PARKING AND STREET TREES WOULD RESULT IN AN INCREASE IN ONE ADDITIONAL LETTER GRADE. FOR EXAMPLE, A TEN (10) FOOT WIDE PATH WITH STREET TREES AND ON-STREET PARKING WOULD ACHIEVE A QUALITY OF SERVICE OF "A", A FIVE (5) FOOT WIDE SIDEWALK WITH STREET TREES AND A LANDSCAPE BUFFER WOULD ACHIEVE A QUALITY OF SERVICE OF "C"

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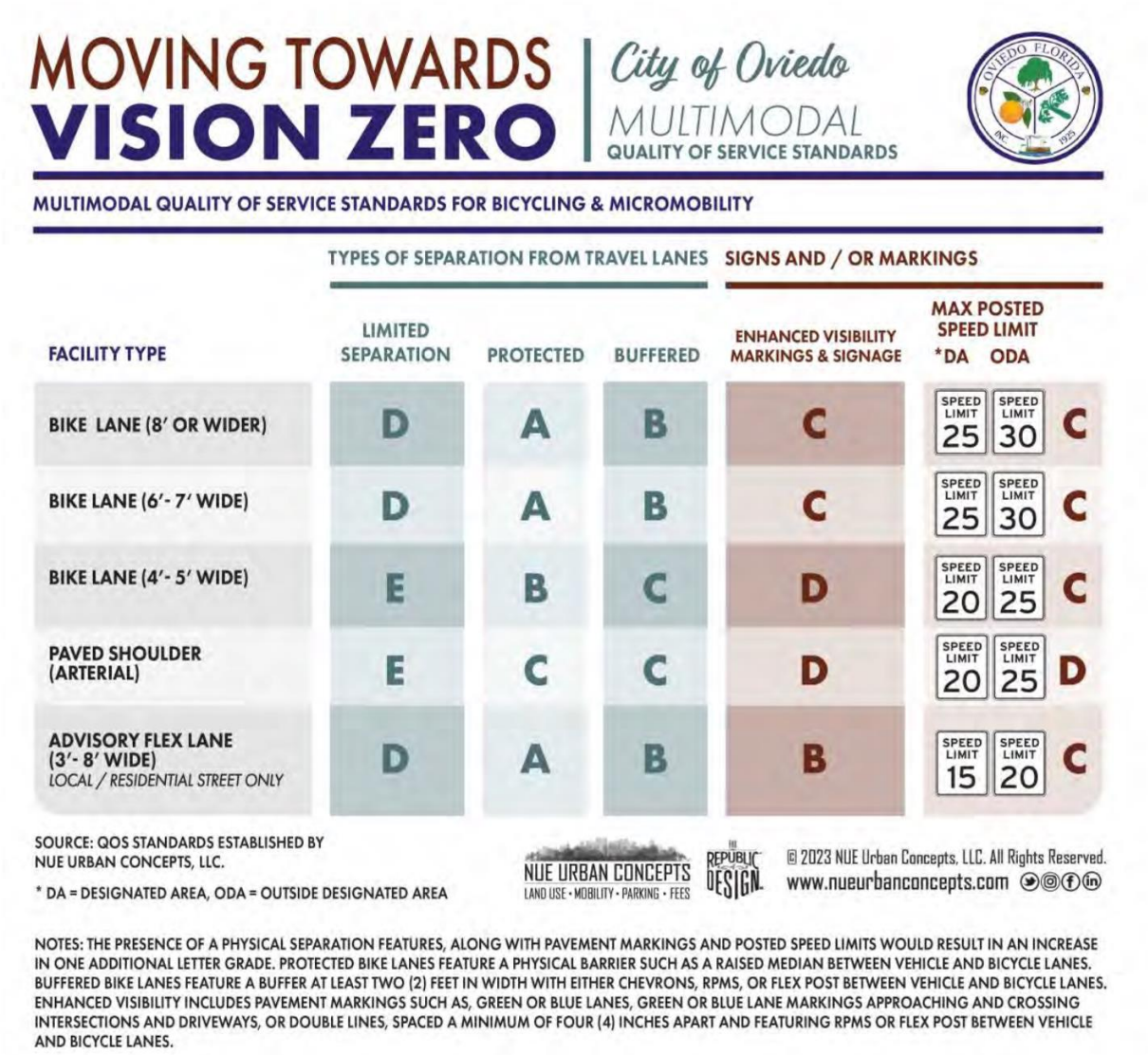
The multimodal QOS standards for on-street bike lanes or cycle tracks that accommodate travel demand for people skating, riding a bicycle, scooter, skateboard, or micromobility device are based on the width of the facility, the level of physical separation from motor vehicle travel lanes, the visibility of the facility, and the posted speed limit. The term "bike lane" no longer reflects all the potential users of these lanes that accommodate people traveling between 5 and 15 mph.

Cycle track or and "multimodal" lanes are ways the City could accommodate additional modes of travel besides bicycles. Neither FDOT, AASHTO, or NACTO have settled on a defined term for lanes that accommodate modes of travel beyond just bicycles. "Advisory Flex Lanes" are primarily intended for local and residential streets and can accommodate multiple modes of travel.

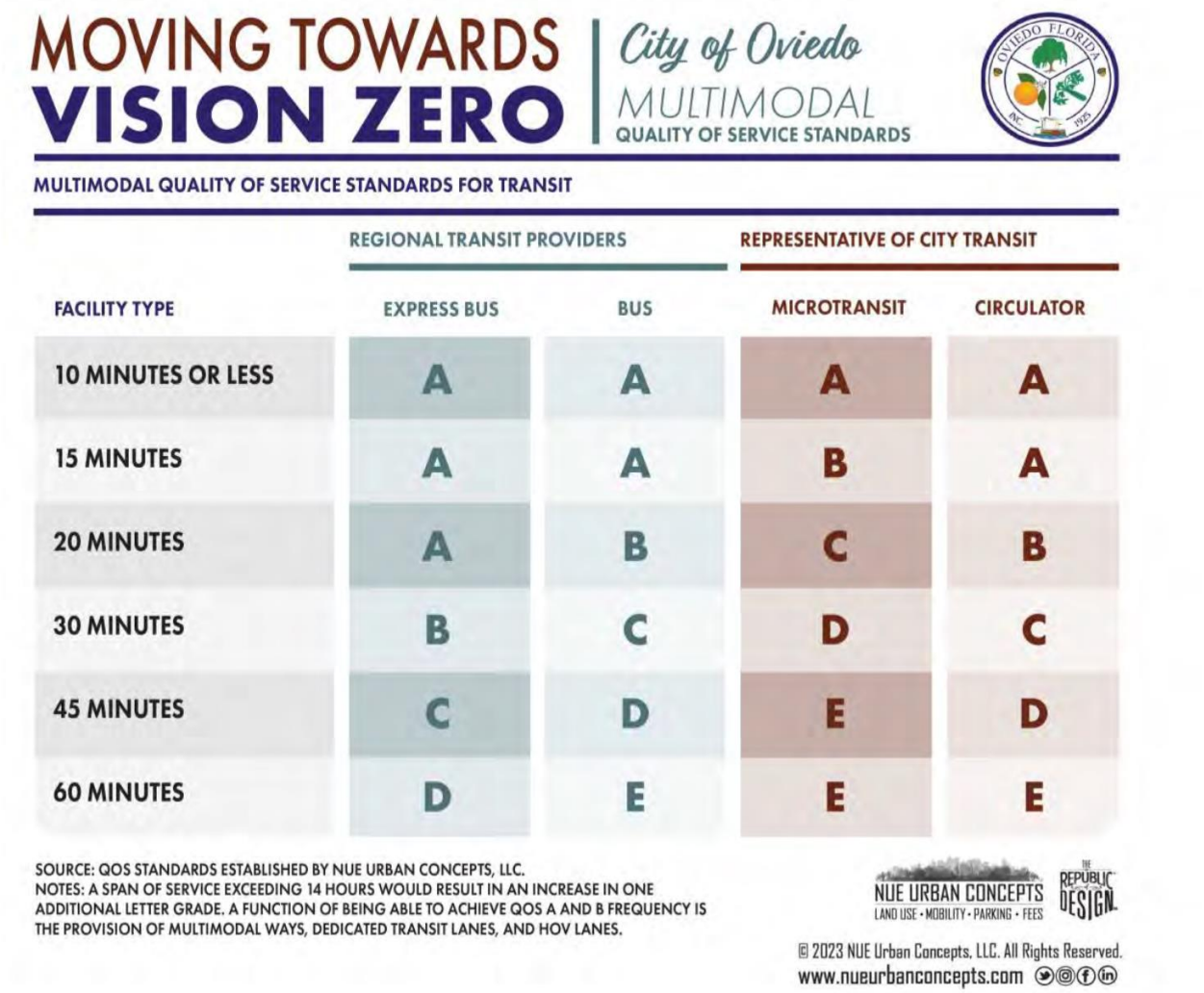
The proposed multimodal QOS standards for people bicycling and riding micromobility devices are intended for on-street facilities. These modes, specifically bicycles, may also make use of sidewalks, shared-use paths, and multi-use trails if permitted by the City **(**Figure 9**)**.

FIGURE 9. BICYCLING & MICROMOBILITY QUALITY OF SERVICE (QOS) STANDARDS



The multimodal transit QOS standards are only for corridors with existing or future transit service. It should be recognized that the City has little say in the headways provided by future express bus or bus service. The City does have greater ability to pursue higher QOS standards for microtransit and trolley circulators. The Mobility Plan does not currently include transit service. The following multimodal QOS standards are for future transit based on the frequency of service and the type of transit service provided **(**Figure 10**)**.

FIGURE 10. TRANSIT QUALITY OF SERVICE (QOS) STANDARDS



The City's currently adopted roadway LOS standards are primarily intended to implement transportation concurrency and identify the need for additional road capacity on a segment-by-segment basis. Areawide LOS is useful in future mobility planning to evaluate the overall capacity of the road network and it is recommended that the City consider adopting an areawide LOS analysis approach with a maximum VMT/VMC ratio of .85 to evaluate road capacity needs at an areawide level. It is also recommended that the City incorporate the proposed multimodal QOS standards for Complete Streets, walking, bicycling, micromobility, and transit. These multimodal QOS standards promote creating a safe and efficient multimodal system to encourage walking, biking, and transit use. The proposed multimodal QOS standards will allow for effective mobility planning, measuring mobility plan performance over time, developing Complete Street design standards for new and retrofitted streets, and developing mobility criteria to be met by new development.

2045 City of Oviedo Mobility Plan

The 2045 Mobility Plan served as the basis to develop the City's Mobility Fee. The Mobility Plan will provide a foundation for Oviedo to proactively prioritize multimodal projects to meet the growth, travel, and mobility needs of the community in a manner that is coordinated with the Future Land Use Element in the City's Comprehensive Plan. The Mobility Plan is a vision, over the next 22 years, for how the City's transportation system will continue the transition from moving vehicles, towards a multimodal system focused on safely moving people, whether they choose to continue driving their cars, or decide to walk, bicycle, ride transit, or use a new mobility technology **(**Figure 11**)**.

Figure 11. Moving People, Providing Choices

The multimodal projects identified in the Mobility Plan were established based on the multimodal elements necessary to transition from a transportation system focused on moving cars, towards a safe, comfortable, and convenient multimodal system focused on moving people **(**Figure 12**)**. The multimodal elements to encourage walking and bicycling do not differ much from those that encourage driving: **(1) Mobility; (2) Equity; (3) Accessibility; (4) Connectivity; (5) Visibility; (6) Continuity; (7) Safety; (8) Comfort; and (9) Social Value.** If multimodal systems for moving people were built like those for moving cars, far more people would walk, bike, and ride transit.

Figure 12. Multimodal Elements

To facilitate the transition from a transportation system focused on moving cars towards a multimodal system focused on the movement of people, it's important to understand that the speed of travel varies greatly whether a person is walking, bicycling, scooting, riding transit or driving a car. The speed of multimodal travel generally falls within five tiers, each of which requires appropriate multimodal improvements, to accommodate the desired speed of travel **(**Figure 13**)**.

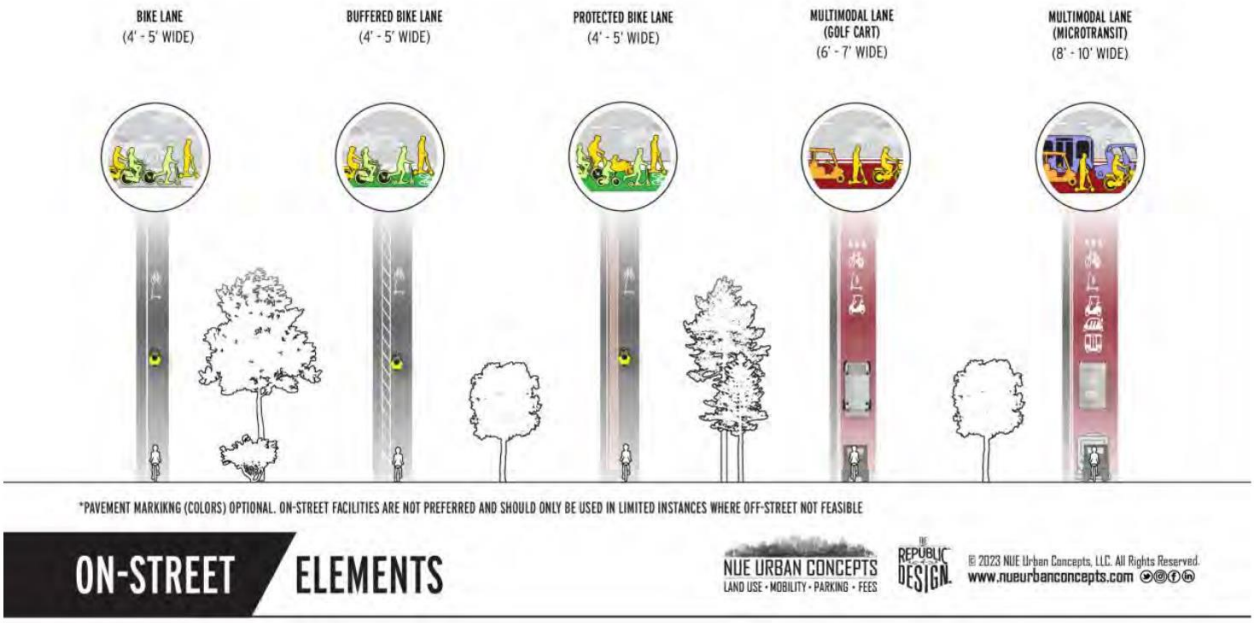
Figure 13. Speed of Travel

As micromobility (e.g., electric bikes and electric scooters), microtransit (e.g., golf carts, neighborhood electric vehicles, and autonomous transit shuttles), and shared mobility (e.g., transit, ride-hail, and car-share) devices, services, and programs expand, there will be a need to reimagine and repurpose road and street rights-of-way and travel lanes to accommodate different speeds of travel. Future updates of the Mobility Plan may involve additional multimodal projects to accommodate desired modes of travel and reflect new mobility technology.

Multimodal facilities feature on-street facilities for people bicycling and using micromobility devices such as electric bikes (e-bikes) and electric scooters (e-scooters). Where there are higher levels of people walking, it is best to separate bicycles, micromobility, and microtransit on-street multimodal projects **(**Figure 14**).**

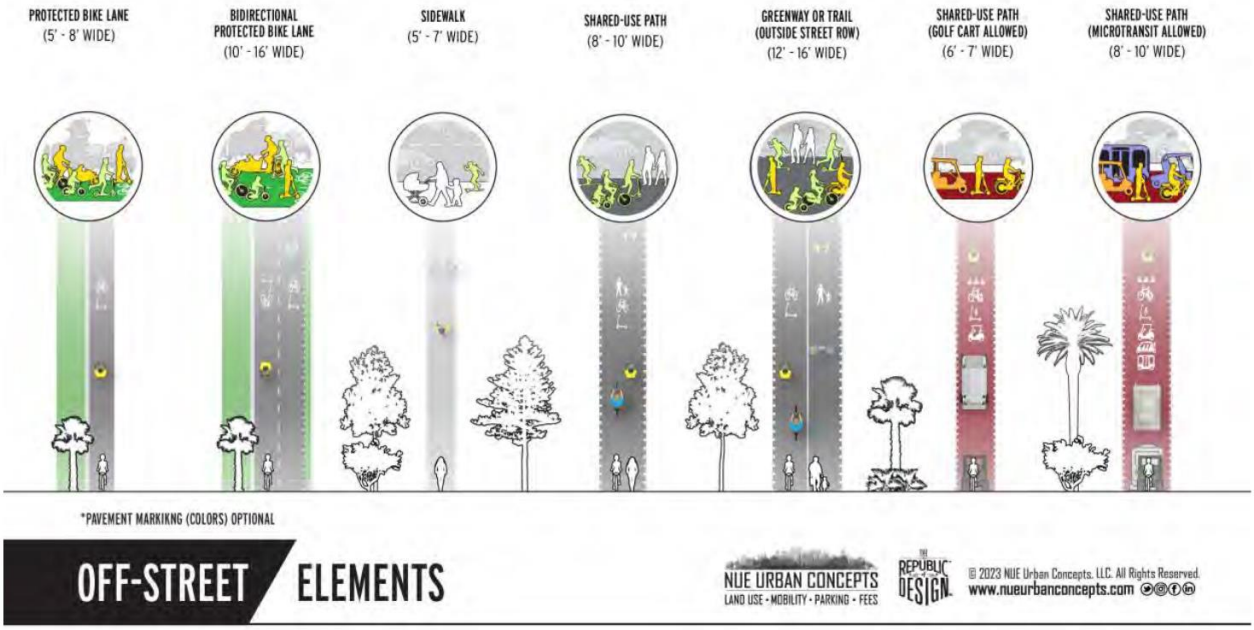
As new micromobility and microtransit technology becomes more prevalent, the term “bike lane” becomes less representative of users of the facility. Buffers and protected medians should be a minimum of two (3) feet in width, with three (3) feet for buffers and four (4) feet for protected medians being the preferred widths. While most golf carts can operate of a five (5) foot wide lane, it is recommended that multimodal lanes be at least six (6) foot wide to allow safe operation. The minimum width of a multimodal lane is eight (8) feet when used by autonomous transit shuttles. The preferred with for a multimodal lane used by autonomous transit shuttles is ten (10) feet.

Figure 14. On-Street Multimodal Projects



Most people prefer to use off-street multimodal facilities, whether they are walking, bicycling, or riding micromobility devices. Off-street multimodal facilities are separated from travel lanes by on-street parking, raised curbs, and/or landscape or non-landscaped buffers. Sidewalks, paths, and trails should primarily be designated for people walking. Protected bicycle lanes are intended for people bicycling, using micromobility devices, and if permitted by the City, riding microtransit vehicles **(**Figure 15**).** Where right-of-way (ROW) is available, sidewalks, paths, and trails for people walking should be separated by at least five (5) feet from off-street bike and multimodal ways for bicycling, micromobility, and microtransit.

Figure 15. Off-Street Multimodal Projects



The 2045 Mobility Plan consist of separate Plans for Roads, Multimodal Improvements, Intersections, and Access Connections. The Mobility Plan also includes closing Sidewalk Gaps on major roads, Mobility Plan Implementation projects, and projects for Future Planning Consideration. The following are the components of the 2045 Mobility Plan:

Roads Plan (Appendix F)

The Roads Plan features new roads, the widening of existing roads, and a PD&E study for Mitchell Hammock. The Roads Plan also features the reimagining of existing rights-of-way through the conversion of multi-lane roads to two lane complete streets. Alexandria Blvd is proposed to go from a four-lane undivided road to a two-lane divided street with multimodal features **(Appendix G).** The Roads Plan is illustrated at the Mobility Study Area level **(Map B1)** and at City level **(Map B2).** Some of the improvements, such as portions of CR 419 and SR 426 are already under construction. Design is underway for enhancements along SR 434 by FDOT and extension of Franklin Street by the City.

Multimodal Plan (Appendix H)

The Multimodal Plan features new shared-use paths and trails, along with the retrofit of existing sidewalks to shared-use paths **(Map C)**. The City's preference is for shared-use paths or separated off-road bicycle lanes as opposed to standard on-street bike lanes and sidewalks. The Multimodal Plan also features details for retrofitting Oviedo Blvd to add a trail or shared-use paths from CR 419 to Mitchell Hammock, while minimizing impacts to on-street parking **(Appendix I).**

Intersections Plan (Appendix J)

The Intersections Plan features proposed intersections improvements, roundabouts, and a future interchange at SR 417 and Winter Springs Blvd **(Map D)**. Roundabouts are proposed for construction by FDOT along SR 434 and by the City at various locations through-out the City.

Access Connections Plan (Appendix K)

The 2045 Mobility Plan contains a unique component known as the Access Connection Plan. The intent of the Access Connection Plan is retrofit existing commercial nodes to enhance cross-access and internal circulation and to plan for interconnectivity along commercial corridors as new development and redevelopment occurs **(Map E)**. Access connections could include some portions that are designed as frontage roads; however, the intent is connecting developments through drive-aisles with and without parking. Several access connections have previously been planned as roads. Retrofitting existing commercial developments with roads is difficult and expensive. Planning for and requiring construction of access connections still allows for connectivity and alternatives to adjacent roads without the expense and design restrictions to access adjacent land uses associated with the construction of roadway. Addressing access connections is a new component of Mobility Plans and further planning and implementation, along with projected cost are included in Mobility Plan Implementation projects.

Closing Sidewalk Gaps (Appendix L)

The City's desire is to enhance the quality of service for people walking, bicycling, scooting, and possibly using golf carts on an interconnected network of shared-use paths and trails. However, not all roads have adequate right-of-way to construct shared-use paths or to retrofit existing sidewalks to shared-use paths. The are several arterial and collector roads in the City with gaps in the sidewalk network **(Map F)**. Some of the segments are very small and cannot adequately be illustrated on a Citywide level map. The identified sidewalk gaps are primarily on arterial and collector roads. Addressing safe routes to schools and closing gaps on local roads is included as a Mobility Plan Implementation project.

Mobility Plan Implementation Projects (Appendix M)

The 2045 Mobility Plan is comprised of multiple components and known mobility projects are illustrated in the various Mobility Plans. However, there is still significant planning and design beyond the 2045 Mobility Plan that is needed for the City to enhance the quality of service of its multimodal transportation system. In addition, mobility needs are dynamic and new challenges and opportunities arise all the time. These Mobility Plan Implementation projects allow the City to address needs as they arise through updates to the Capital Improvements Program and to utilize Mobility Fees as one of the funding sources for these projects.

These Programs have also been included in recognition that each year the City amends its Capital Improvements Program as part of the annual budget development and that priorities and elected officials change overtime. The multimodal programs have also been added to address the recent amendments to Florida Statute Section 163.31801 (The Impact Fee Act) that limit impact fee and mobility fee updates to once every four (4) years, unless there are extraordinary circumstances that warrant an update earlier than every four (4) years.

Future Planning Consideration (Appendix N)

The 2045 Mobility Plan contains another unique component comprised of various mobility projects that require additional coordination between the City, County, and FDOT and community outreach. These mobility projects include traffic calming, new trails, new roads, and new multimodal connections **(Map G)**. Some of these mobility projects have been met with community opposition in the past. Further outreach efforts are needed to see if solutions can be identified.

Traffic calming projects also require additional community outreach that is beyond that conducted as part of a Mobility Plan. Mobility projects also include new roads in unincorporated Seminole County that may or may not eventually annex into the City **(Map G)**. Seminole County and the City of Oviedo have significant issues related to connectivity and mobility that result in the majority of traffic being funneled onto a few major roads. There has been no planning undertaken by the County to develop a secondary network of streets and roads adjacent to the City of Oviedo. This has resulted in one of the most disconnected communities in Central Florida and when retrofits of existing roads are proposed to enhance connectivity, the efforts are met with significant community opposition.

The County continues to rapidly approve development in unincorporated Seminole County adjacent to the City of Oviedo. This development is not part of an overall transportation plan and often is isolated and disconnected from the surrounding road network. If the County continues down this path and the City annexes these areas in the future, it will run into the exact same issues that it is running in to today: a lack of connectivity and community opposition to retrofitting connections.

The mobility projects for Future Planning Consideration are not adopted projects as part of the 2045 Mobility Plan. None on these projects are currently funded and cost estimates have not been prepared for these projects. The Mobility Plan Implementation projects do include plans and studies, along with community outreach and intergovernmental coordination to further evaluate these projects. In order for any of these projects to be funded, they would need to be specifically added to the Capital Improvements Program by the City, which involves public hearings and community outreach. Should some of these mobility projects advance, then they would likely be reflected in future updates of the Mobility Plan.

CITY OF OVIEDO MOBILITY FEE

The basis for the City of Oviedo Mobility Fee are the projects identified in the 2045 Mobility Plan consistent with Florida Statutes 163.3180 and 163.31801. ***Mobility Plan projects (aka mobility projects) consist of improvements to roads, shared-use paths, trails, sidewalks, intersections, access connections and multimodal programs, services, and studies.*** The Mobility Fee collected from development activity will be used to fund 2045 Mobility Plan projects **(**Figure 16**)**. ***Development activity includes the construction, alteration, modification, expansion, redevelopment, rehabilitation, or remodeling of buildings, facilities, or structures, change of occupancy or use, special uses, variances, and any use of land that results in an increase in person travel demand above the existing use of land (emphasis added).***

The projects identified in the 2045 Mobility Plan are intended to provide the person miles of capacity needed to meet future person miles of travel, consistent with the **"needs"** requirement of the dual rational nexus test. The Mobility Fees collected from development activity are to be used to fund the 2045 Mobility Plan projects needed that provide a mobility benefit to development activity and serve the increase in person travel demand from the development activity, consistent with the **"benefits"** requirement of the dual rational nexus test.

Figure 16. Mobility Plan and Mobility Fee

EXISTING CONDITIONS EVALUATION (ECE)

Florida Statute prohibits local governments from charging new development for an existing transportation deficiency (aka over capacity or backlogged roads), except for Mobility Fees. Per Florida Statute Section 163.3180(i), Mobility Fees can be assessed to cure an existing transportation deficiency, other alternative mobility funding systems may not. While not required, is an abundance of caution, the capacity of the major road system has been evaluated on a system-wide basis to ensure that new development activity is not being charged for existing transportation deficiencies.

The existing conditions evaluation (ECE) is achieved by dividing vehicle miles of travel (VMT) by vehicle miles of capacity (VMC). A VMT/VMC ratio greater than 1.00 indicates that there are system deficiencies. The Mobility Study Road Network evaluated includes major roads within the Mobility Study Area including City, County, and State roads **(Appendix E)**. Based on the evaluation of existing conditions, the VMT/VMC ratio for 2023 is 0.69 **(Table 5)**. Thus, there are no backlogged facilities for which new development is being assessed. New development will only be assessed its share of the cost to provide new capacity. The major roads evaluated currently provide adequate capacity to meet existing travel demand. For purposes of the Mobility Fee calculation, the existing conditions evaluation factor (ECEf) is set to 1.00.

TABLE 5. 2023 EXISTING CONDITIONS EVALUATION (ECE)

Functional Classification	Length (miles)	2023 Vehicle Miles of Travel (VMT)	2023 Vehicle Miles of Capacity (VMC)	VMT to VMC (VMT/VMC)
Minor Collector	9.35	48,160	191,977	0.25
Major Collector	17.48	239,015	390,209	0.61
Minor Arterial	8.78	247,744	311,445	0.80
Principal Arterial	16.02	403,955	517,903	0.78
SR 417 (Limited Access)	6.08	373,203	477,508	0.78
Total	57.71	1,312,076	1,889,062	0.69

Source: Existing conditions evaluation is based on Traffic Characteristics Data for the Mobility Study Area **(Appendix E)**. The Traffic Characteristics Data was obtained from the City, County, FDOT, and MetroPlan Orlando. VMT is based on AADT x length of a road segment. VMC is based on the daily capacity x length of a road segment. Capacities for roads are based on the FDOT Generalized Tables **(Appendix O).** Level of Service Standards are based on a LOS standard of "D" or "E". The Mobility Study Area Road Network is illustrated on **Map A.**

MULTIMODAL CAPACITY

The mobility projects identified in the 2045 Mobility Plan form the basis of the Mobility Fee. These multimodal projects are necessary to meet future person miles of travel demand and lay the foundation for use of new micromobility devices such as electric pedal assist bicycles (e-bike) and electric scooters (e-scooter) and microtransit vehicles such as autonomous transit shuttles, golf carts, and neighborhood electric vehicles. To account for the capacity benefit of mobility projects, it requires the establishment of base person capacity rates.

The FDOT Generalized Service Volume Tables were used to establish daily capacities for roadways and intersections **(Appendix O)**. A difference between a road impact fee based on vehicle miles of travel (VMT) and a mobility fee based on person miles of travel (PMT) is accounting for vehicle occupancy. To account for vehicle occupancy, road capacities are multiplied by a Vehicle Occupancy factor of 1.81 based on data from the 2017 National Household Travel Survey **(Appendix D)**. The vehicle occupancy factor is used in the multimodal capacity analysis for road and intersection projects identified in the Mobility Plan.

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 higher the LOS of a multimodal facility, the lower the QOS. Conversely, the higher the QOS of a multimodal facility, the lower the LOS. This is due to LOS being a measure of capacity where few users result in unimpeded flow and a higher LOS, whereas as congestion increases, whether in the form of bikes, cars, or people, the LOS decreases as more users equals impeded flow.

Multimodal capacities for bicycling, walking, transit, and driving, using bike lanes, multimodal lanes, roads, shared-use paths, sidewalks, streets, and trails are illustrated in **Appendix P**. Multimodal capacities for intersections and roundabouts are also illustrated in **Appendix P**. These multimodal capacities have been used to calculate person miles of capacity (PMC) for the Mobility Plan and to evaluate the share of Mobility Plan Cost that is attributable to development activity. The multimodal capacities may also be utilized by the City, in conjunction with multimodal quality of service standards, to evaluate projects as part of the annual update of the Capital Improvements Program.

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MOBILITY PLAN PROJECT SUMMARY

The 2045 Mobility Plan includes detailed description for each mobility project that serve as the basis for development of the Mobility Fee. Planning level cost estimates have been developed for the mobility projects based on cost from the City, County, FDOT District Five (Central Florida), and MetroPlan Orlando **(Appendix P)**. The person miles of capacity (PMC) have been calculated for mobility projects based on multimodal capacities **(Appendix P)**. The timing for mobility projects has been defined as either: (1) 2023 to 2025; (2) 2026 to 2030; (3) 2031 to 2035; (4) 2036 to 2040; (5) 2041 to 2045; (6) or some combination of times between 2023 to 2045. The actual timing of mobility projects will be determined based on available funding and reflected in annual updates or the City's Capital Improvements Program.

The Mobility Plan projects include existing funded projects that are under construction and are intended to address existing traffic such as improvements on SR 426 and CR 419. The projects also include funded projects to serve existing traffic such as SR 434 north of Mitchell Hammock. The following is a summary of the total number, length, planning level cost, and person miles of capacity for the Mobility Plan projects **(Table 6).** The cost and capacity for SR 417 are excluded as improvements are funded through toll revenues.

TABLE 6. MOBILITY PLAN PROJECTS SUMMARY

Improvements	Length (Miles) or Number of Facilities	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)
Roads Plan (Excluding SR 417)	29.61 Miles	$317,441,221	559,747
Multimodal Plan	58.18 Miles	$62,220,741	179,815
Intersections Plan	15 Intersections	$44,053,750	117,300
Closing Sidewalk Walks	5.65 Miles	$2,638,548	6,780
Mobility Plan Implementation Projects	13 Programs	$20,470,000	29,500
Total	See Above	$446,824,260	893,142

Source: Roads Plan **(Appendix F)**. Multimodal Plan **(Appendix H).** Intersections Plan **(Appendix J).** Sidewalk Gaps **(Appendix L).** Mobility Plan Implementation Projects **(Appendix M)**. The cost and capacity for the Access Connections Plan **(Appendix K)** are incorporated into Mobility Plan Implementation Projects. The basis for the Planning Level Cost (PLC) and Person Miles of Capacity (PMC) are from **Appendix P**.

FUNDING

The availability of funding for Mobility Plan projects over the next 22 years is projected to come from a variety of funding sources. Seminole County and Oviedo can allocate a portion of gas taxes and infrastructure sales tax towards Mobility Plan 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. The Federal Government has not raised gas taxes in a number of years. The State of Florida annually adjust gas taxes on the first day of the year based on the prior year Consumer Price Index to adjust for inflation. The vast majority of gas taxes at all levels of government are largely earmarked for maintenance and operations of the existing transportation system, leaving minimal revenues available for new capacity and multimodal improvements.

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 programs for a VMT tax. Given the current political climate, a VMT tax is unlikely to pass anytime soon. However, as a greater number of electric vehicles and autonomous vehicles come online, there may be renewed interest in replacing the gas tax with a VMT fee in the future. The County's existing infrastructure sales tax provides a broader opportunity to have available funds to contribute towards Mobility Plan projects. However, the sales tax is set to expire in 2024. If the County intends to place an infrastructure sales tax on the 2024 ballot, it requires voter approval.

MetroPlan Orlando has available funding identified through the 2045 Cost Feasible Long Range Transportation Plan (LRTP). A large portion of projected funding is allocated towards improvements on the Strategic Intermodal System (SIS), with a significant amount of the funds allocated toward the Florida Turnpike, Interstate 4, and the various tolled Expressways in Central Florida. Historically, MetroPlan has a number of funding opportunities through grants and various pool of funds identified in the LRTP to allocate towards multimodal projects in Orange, Osceola, and Seminole Counties and the municipalities in each County.

Seminole County currently collects a mobility fee within the City of Oviedo and unincorporated County. The City of Oviedo also has a Transportation Impact Fee that would be replaced by the mobility fee. The City is also intending to replace the County's mobility fee within the City with its mobility fee. The County would still have revenues available from development within unincorporated County that will provide funding for projects on County Roads. A portion of the Mobility Study Area is within unincorporated County and to the extent development activity occurs within this area, those County mobility fees could go towards projects such as the Slavia Road extension or CR 419.

The infrastructure sales tax is set to expire in 2024. Larger cost projects such as the Slavia Road extension or CR 419 are going to ultimately require a funding source that is more significant than either the County's or the City's mobility fees. The residents of Seminole County have historically backed infrastructure sales tax referendums and the County has had a track record of funding improvements with sales tax revenues that it told residents it would fund. Should the sales tax not be extended, then both the County and City will need to re-evaluate future transportation needs.

FDOT and MetroPlan have various capacity funding sources available for multimodal projects on State Roads 417, 426, and 434. The City, County, and FDOT have funded the existing portions of CR 419 that are currently under construction. The total Anticipated Funding for mobility projects on State and County Roads is $75,393,461 **(Table 7)**. A significant portion of this funding is for the portions of SR 426 and CR 419 that are currently under construction. The approval of an extension to the infrastructure sales tax would provide additional funding for mobility projects. However,given the current sales tax is set to expire, anticipated funding does not include sales tax beyond 2024.

TABLE 7. ANTICIPATED FUNDING (AF)

Improvements	Length (Miles) or Number of Facilities	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)
State Roads	3.00 Miles	$47,616,234	37,094
County Roads	1.53 Miles	$21,295,766	22,231
State Road Intersections	4 Intersections	$3,373,750	18,300
State Road Multimodal	2.24 Miles	$2,799,491	10,752
State Road Sidewalks	0.66 Miles	$308,220	792
Anticipated Total Funding	7.43 Miles	$75,393,461	89,169
Mobility Plan Totals	93.44 Miles	$446,824,260	893,142
Attributable Mobility Plan Totals	86.01 Miles	$371,430,800	803,974

Source: Roads Plan **(Appendix F)**. Multimodal Plan **(Appendix H)**. Intersections Plan **(Appendix J)**. Sidewalk Gaps **(Appendix L)**.

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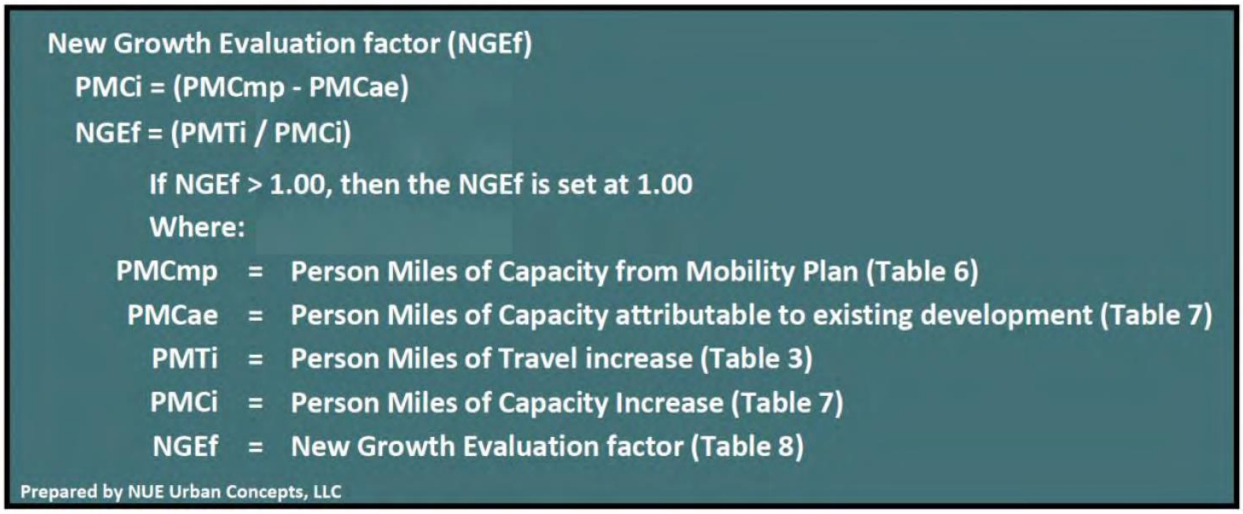
NEW GROWTH EVALUATION (NGE)

A new growth evaluation has been conducted to ensure that development activity is not paying for more than its fair share of the cost of the mobility projects identified in the Mobility Plan, as required by case law and Florida Statute. The new growth evaluation is based on the increase in person miles of travel (PMT) and the attributable person miles of capacity (PMC) from the Mobility Plan projects. The new growth evaluation factor (NGEf) calculation is illustrated on **Figure 17**.

FIGURE 17. NEW GROWTH EVALUATION FACTOR (NGEf)



The projected PMTi / PMCi ratio is 0.80 **(Table 8)**. A PMT / PMC ratio of 0.80 means that the Mobility Plan includes 20% more person miles of capacity (PMC) than is what is needed to accommodate projected increases in person miles of travel (PMT). This 20% represents the share of funded mobility projects needed to meet current traffic demands, in addition to a portion of the new person miles of capacity that is attributable to existing travel demand. For purposes of the calculation of the Mobility Fee rate, the NGEf is set to 0.80 to reduce the overall cost of the Mobility Plan attributable to development activity **(Table 8)**.

TABLE 8. NEW GROWTH EVALUATION (NGE)

Increase in Person Miles of Travel (PMTi)	**643,157**
Increase in Person Miles of Capacity (PMCi)	**803,974**
New Growth Evaluation factor (NGEf)	**0.80**

Source: The increase in person miles of travel is based on **Table 3**. The increase in person miles of capacity is based on **Table 7**. The new growth evaluation calculation is based on the formula in **Figure 17**.

MOBILITY FEE ASSESSMENT AREAS

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

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

The establishment of different assessment areas is done in recognition that certain geographic locations or types of developments will result in shorter trips, more people walking and bicycling, and higher levels of internal capture; thus, minimizing impact to the external roadway network. Multiple assessment areas are established for mobility fees to reflect differences dues to internal capture or external distribution of trips.

The current City of Oviedo Transportation Impact Fee features a uniform Impact Fee rate per use across the City. Seminole County's mobility fee has three assessment areas: (1) urban; (2) suburban; and (3) rural. The City of Oviedo is currently within the suburban assessment area of Seminole County's mobility fee.

The recently updated Comprehensive Plan features Downtown Districts and Gateway Districts, along with development corridors with varying land use requirements and existing development patterns. The City has established the Downtown Core and Downtown Transition future land use as mixed-use for the purposes of mobility fee assessments. The City may establish criteria for additional geographic areas or developments to be assessed the mixed-use mobility fee rates.

The Mobility Fee schedule provides two (2) Assessment Areas: mixed-use and non-mixed use. The mixed-use Assessment Area includes the Downtown Core and Downtown Transition future land use. The mixed-use Mobility Fee rates will apply to developments within these areas. The City may establish criteria for additional areas or development to qualify as mixed-use.

The criteria for development activity would need to demonstrate that mixed uses can achieve community capture or internal capture rates of 25%. Community capture encompass a defined area such as Downtown that would evaluate capture or trips based on all development within Downtown. Internal capture would be for a self-contained master planned development.

The Mobility Fee Assessment Area map features two (2) Assessment Area within current City limits and identifies the Mobility Study Area, where Mobility Fees would be assessed for development activity that is annexed into the City **(Map H)**. The Mobility Fee Assessment Area currently identifies the Downtown Core and Downtown Transition future land use as mixed-use. If the City desires to identify additional geographically based Assessment Areas as mixed-use, then the Mobility Fee Assessment Area would need to be updated to reflect those areas.

The City's Comprehensive Plan establishes land use requirements for its Downtown and Gateway Districts. The Downtown District is currently the only geographic area that includes an existing mixture of interconnected land uses that could achieve a community capture rate approaching 25% based on existing and proposed developments. Other Districts and development corridors within the City do not feature current land development patterns that would achieve community capture rates of 25%. With additional development activity in the future, those areas may achieve the mixture of uses and the density and intensity necessary to achieve 25% capture rates.

The following is an example of a definition NUE Urban Concepts has created for establishing criteria for what types of development would qualify for mixed-use and similar definitions have been used for other mobility fees within Florida:

(1) vertically mixed buildings with retail uses on the 1st floor and office and / or residential uses on floors above the 1st floor;

(2) approved special area plans or districts that have conditions requiring a mixture of retail, office, and residential uses and that requires Form Based Code Design;

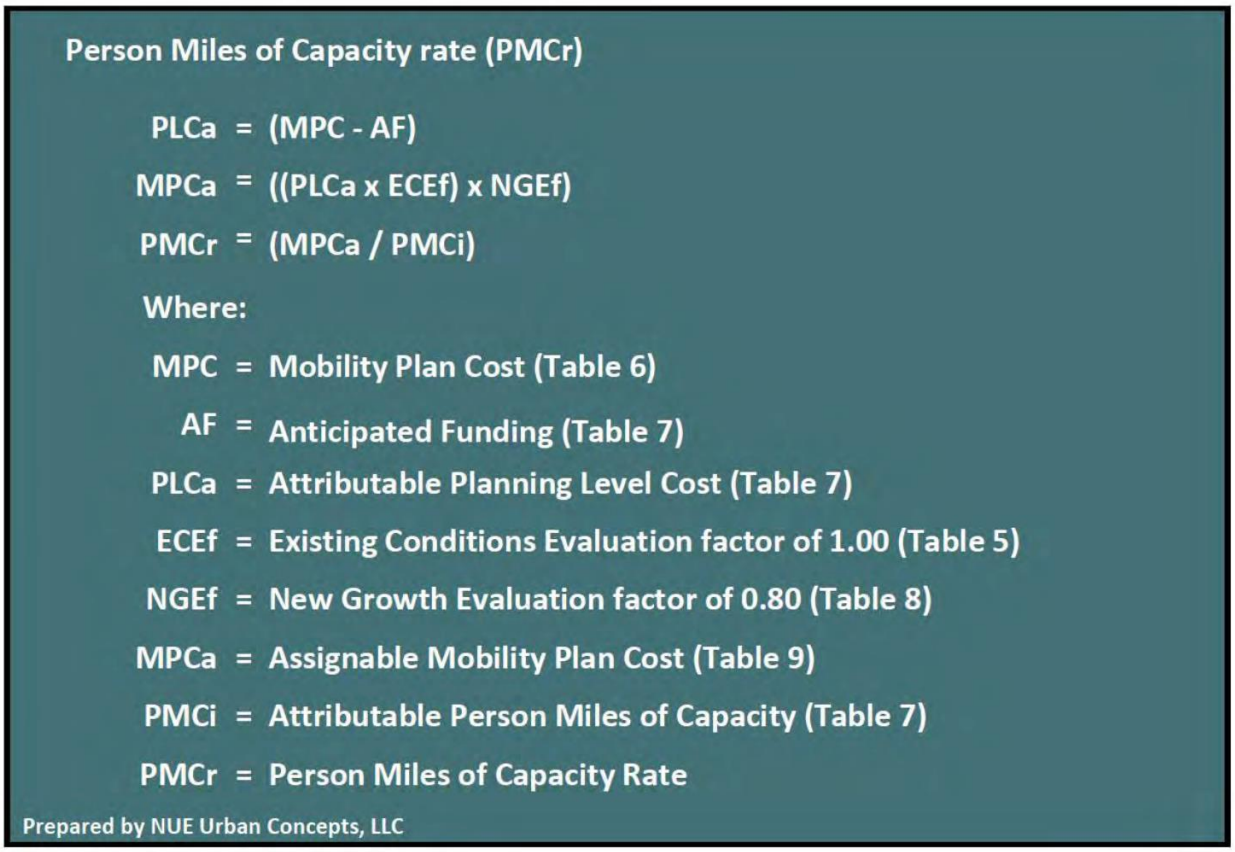
(3) compact developments of 1/4 mile or less in radius measured from the center of the development that feature a mixture of retail, office, and residential uses, a gridded street network with speed limits of 25 MPH or less, sidewalks along both sides of streets, and no roads functionally classified as an arterial or major collector internal to the development; or

(4) Traditional Neighborhood Developments (TNDs), Transit Oriented Developments (TODs), Multimodal or Mobility Oriented Developments (MODs), Pedestrian Oriented Developments (PODs), Trail Oriented Developments (TrODs) or similar mixed-use and multimodal supportive development patterns that meet criteria established by the City of Oviedo to qualify as mixed-use.

PERSON MILES OF CAPACITY RATE (PMCR)

The first component for calculating a Mobility Fee for land uses in the Mobility Fee schedule is the calculation of a person miles of capacity rate (PMCr). The attributable planning level cost (PLCa) is based on the Mobility Plan cost (MPC) and anticipated funding (AF) for mobility projects. The assignable Mobility Plan cost (MPCa) is calculated through multiplying attributable planning level cost (PLCa) by the existing conditions evaluation factor (ECEf) and the new growth evaluation factor (NGEf). The assignable Mobility Plan cost (MPCa) is then divided by the increase in person miles of capacity (PMCi) to determine the person miles of capacity rate (PMCr) **(**Figure 18**)**.

FIGURE 18. PERSON MILES OF CAPACITY RATE (PMCr)



The following is the calculation for the Person Miles of Capacity Rate (PMCr) illustrated in Figure 18:

(MPC - AF) = PLCa; ((PLCa x ECEf) x NGEf) = MPCa; (MPCa / PMCi) = PMCr.

($446,824,260 - $75,393,461) = $371,430,800; (($371,430,800 x 1.00) x 0.80) = $297,134,458; ($297,134,458 / 803,974) = $369.58

With an assignable Mobility Plan Cost (MPCa) of **$297,134,458** and an attributable Person Miles of Capacity increase (PMCi) of **803,974**, the calculated Person Miles of Capacity PMC rate (PMCr) is **$369.58 (Table 9)**. The PMCr will be multiplied by the Person Travel Demand per land use on the Mobility Fee schedule to calculate the Mobility Fee rate per land use.

TABLE 9. PERSON MILES OF CAPACITY RATE (PMCr)

Mobility Plan Cost (MPC)	**$446,824,260**
Anticipated Funding (AF)	**$75,393,461**
Attributable Planning Level Cost (PLCa)	**$371,430,800**
Existing Conditions Evaluation Factor (ECEf)	**1.00**
New Growth Evaluation Factor (NGEf)	**0.80**
Assignable Mobility Plan Cost (MPCa)	**$297,134,458**
Increase in Person Miles of Capacity (PMCi)	**803,974**
Person Miles of Capacity Rate (PMCr)	**$369.58**

Source: The attributable cost of multimodal projects is obtained from **Table 7.** The existing conditions evaluation factor is obtained from **Table 5.** The new growth evaluation factor is obtained from **Table 8.** The person miles of capacity rate (PMCr) are determined per the calculation in **Figure 18.**

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PERSON TRAVEL DEMAND PER USE (PTDU)

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

Trip Generation

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

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

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

Internal Capture factor (ICf)

The internal capture factor reflects the reduced impact on the overall transportation system by compact, mixed-use, interconnected developments developed based on New Urbanism principals due to a reduction in the number of trips on external roadways. The Florida Department of Transportation (FDOT) conducted several studies in Florida for larger scale mixed-use developments back in 1995. While the ITE's Trip Generation Handbook, 3rd edition has made some improvements on evaluating mixed-use development and urbanized areas; it is still lagging recent studies that have shown higher rates.

The Transportation Research Board National Cooperative Highway Research Program (NCHRP) Report 684 "Enhancing Internal Trip Capture Estimation for Mixed-Use Development" is increasingly being recognized nationally as a more accurate and representative analysis methodology for internal capture than ITE. The NCHRP Report has incorporated the FDOT studies for mixed-use development with other studies conducted across the U.S. The Report has summarized several studies conducted through-out the U.S. that illustrate internal capture rates that range between 10% and 50% **(Appendix R).**

The transportation impact for development within a defined area that features a mixture of land uses have been reduced by 25% to account for the community capture of vehicular trips and for the increase in pedestrian and bicycle trips that occur when there is a mixture of uses served by an interconnected road network.

The transportation impact for a unified master planned development within a defined area that features a mixture of land uses has been reduced by 25% to account for the internal capture of vehicular trips and for the increase in pedestrian and bicycle trips that occur when there is a mixture of uses served by an interconnected road network. For purposes of the Mobility Fee calculation, community and internal capture will be referred to as the Internal Capture factor (ICf). The 25% internal capture rate is consistent with studies that have been submitted in communities throughout Florida. The Internal Capture factor (ICf) is based on the following calculation (100% – 25% = 75%) or (1.00 – 0.25) = 0.75.

The implementing mobility fee ordinance includes a provision that allows any private applicant to provide a more detailed mobility fee analysis to request a higher mixed-use rate based on a methodology agreed to with City staff and subject to City staff concurrence with the findings of the analysis. The Internal Capture factor is applied to trip generation rates for use in the Mobility Fee rate (MFr) calculation for the mobility fee schedule of use is included in **Appendix Q.**

% 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 understood based on the following example:

(10 trips x (100% - 30% pass-by rate)) = 7 trips or 70% new trips).

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

Person Trip Factor (PTf) & Person Trip Length (PTl)

The person trip factor (PTf) is used to convert vehicle trips to person trips based on the recently released 2017 National Household Travel Survey (NHTS). The person trip length (PTl) is used to convert person trips to person travel demand (PTD). The NHTS data is based on 4,753 unique survey data points for trips that average 7.5 miles or less in length. The person trip factors, and person trip lengths vary by trip purpose. Several trip purposes have been combined to reflect trip characteristics more accurately for the uses established in the Mobility Fee schedule **(Appendix T)**.

Limited Access Evaluation Factor (LAEf)

Travel on SR 417, which is a limited access facility, is excluded from Mobility Fee calculations as the Interstate System is principally funded and maintained by the Federal Government in coordination with FDOT. To ensure development activity is not charged for travel on SR 417, a limited access factor has been developed. The factor is developed based on 2023 vehicle miles of travel from the CFRPM **(Table 2)**. The limited access evaluation factor (LAEf) of 0.73 is applied to person trip lengths to account for the 37.0% of travel occurring on SR 417 in 2023 **(Table 10).** The following is the calculation for the limited access evaluation factor (LAEf):

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

1,159,083 + 427,346 = 1,586,429; (1,159,083 / 1,586,429) = 0.73

TABLE 10. LIMITED ACCESS EVALUATION FACTOR (LAEf)

Facility	2023 VMT
Collector & Arterial Roads VMT	1,159,083
SR 417 (Central Florida Greenway) VMT	427,346
Total VMT	1,586,429
Limited Access Evaluation Factor (LAEf)	0.73

Source: The 2023 VMT data was obtained using the CFRPM Version 7.0 and obtained from Table 2.

Origin and Destination Factor (ODf)

Trip generation rates represent trip-ends at the site of a land use. Thus, a single origin trip from home to work counts as one trip-end for the residence and from work to the residence as one trip-end, for a total of two trip ends. To avoid double counting of trips, the net person travel demand is multiplied by the origin and destination adjustment factor of 0.50. This distributes the impact of travel equally between the origin and destination of the trip and eliminates double charging.

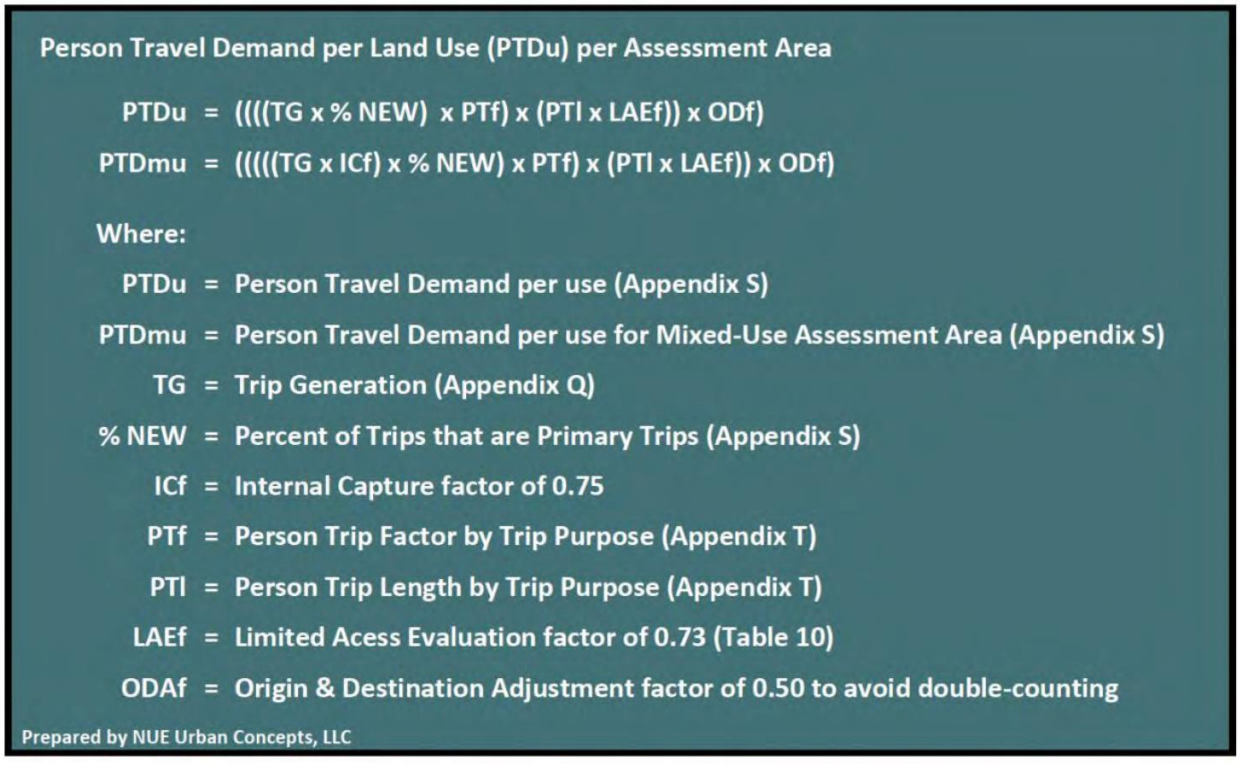
Person Travel Demand per Land Use (PTDu)

The result of multiplying trip generation rates, internal capture, percentage of new trips, the person trip factor, the person trip length, the limited access evaluation factor, and the origin and destination factor are the establishment of a Person Travel Demand per land use (PTDu) and Assessment Area **(Appendix S)**. The PTD per land use by assessment area reflects the projected travel during an average weekday by the various uses in the Mobility Fee schedule. The following is an example of the calculation for PTDu for a residential dwelling within a mixed-use Assessment Area **(Figure 19)**:

(((((Trip Generation x Internal Capture factor) x % New Trips) x Person Trip Factor) x (Person Trip Length x Limited Access Evaluation factor)) x Origin Destination factor) = PTDmu

(((((5.38 x 0.75) x 1.00) x 1.81) x (2.66 x 0.73)) x 0.50) = 7.09

FIGURE 19. PERSON TRAVEL DEMAND PER USE (PTDu)



MOBILITY FEE SCHEDULE

To ensure the rough proportionality test is addressed, the person travel demand of individual land uses is evaluated through the development of a Mobility Fee schedule **(Appendix U)**. The Mobility Fee is based on the person travel demand for each use (PTDu) listed on the Mobility Fee schedule multiplied by the person miles of capacity rate (PMCr) by Assessment Area (AA).

The calculated person travel demand for each use (PTDu) represents the full person travel demand impact of that land use within the City **(Appendix S)**. The Mobility Plan and Mobility Fee has been developed to provide the mobility projects needed on City, County, and State Roads to address growth in future travel demand within the Mobility Study Area and allow development activity to mitigate its impact by payment of a Mobility Fee to the City of Oviedo.

The Mobility Fee schedule provides fees on per 1,000 square foot or applicable unit of measure basis **(Appendix U)**. The Mobility Fees assessed on development activity at the time of building permit application are calculated on a per square foot basis or applicable unit of measure. The calculations for determining the Mobility Fee per land use is illustrated in **Figure 20** and uses the per 1,000 square foot unit of metric as an example. The Mobility Fee rates per land use (MFru) on the Mobility Fee schedule do vary by Assessment Area.

The following is an example of the Mobility Fee calculation for a 1,750 sq. ft. residential dwelling within a non-mixed-use development where the unit of measure (UM) is per 1,000 sq. ft.:

(PTDr x PMCr) = Mobility Fee rate residential (MFrr);

Residential Sq. Ft. (Rsf) / UMu = UMrr;

UMrr x MFrr = Mobility Fee (MFr).

(9.45 x $369.58) = $3,494; (1,750 / 1,000) = 1.75; (1.75 x $3,494) = $6,115

The following is an example of the Mobility Fee calculation for 110-room overnight accommodations (oa) within a mixed-use (m) development where the unit of measure (UM) is the number of rooms:

(PTDh x PMCroam) = Mobility Fee rate (MFroam);

Number of Rooms (UMoa) x MFroam = Mobility Fee (MFoam)

(7.22 x $369.58) = $2,667; (110 x $2,667) = $293,328

FIGURE 20. MOBILITY FEE CALCULATION

Mobility Fee per use (MFu) per Assesment Area

MFru = (PTDu x PMCr)

MFrum = (PTDum x PMCr)

Land Uses with unit of measure per 1,000 sq. ft.

UMru = (Usf / UMu)

MFu = (MFru x UMru)

MFum = (MFrum x UMru)

Land Uses with unit of measure other than per 1,000 sq. ft.

MFu = (MFru x UMu)

MFum = (MFrum x UMu)

Where:

PTDu = Person Travel Demand per land use (Appendix S)

PTDum = Person Travel Demand per land use for Mixed-Use Assessment Areas (Appendix S)

PMCr = Person Miles of Capacity Rate (Table 9)

Usf = Land Use square footage

UMu = Unit of Measure per land use (Appendix U)

UMru = Unit of Measure rate per land use

MFru = Mobility Fee rate per land use (Appendix U)

MFrum = Mobility Fee rate per land use for Mixed-Use Assessment Areas (Appendix U)

MFu = Mobility Fee assessed per land use (Appendix U)

MFum = Mobility Fee assessed per land use for Mixed-Use Assessment Areas (Appendix U)

Prepared by NUE Urban Concepts, LLC

The Mobility Fee schedule seeks to strike a balance between the City's Comprehensive Plan and current market trends. The uses included on the Mobility Fee schedule enable Oviedo to use the Mobility Fee as an additional tool to further integrate land use and transportation planning consistent with the City's Comprehensive Plan. The calculated Mobility Fee per land use by Assessment Area is provided in **Appendix U**.

The Mobility Fee schedule of uses are broken down into five (5) components that are further described below the figure: (1) category of land uses; (2) individual land use classifications; (3) representative land uses; (4) Assessment Areas; and (5) the mobility fee rates per land use. The following is an example the five (5) components of the mobility fee schedule **(Figure 21).**

FIGURE 21. MOBILITY FEE SCHEDULE COMPONENTS

Five (5) Components of a Mobility Fee Schedule		
Use Categories, Uses Classifications, & Representative Uses	**(4th Assessment Areas)**	
	Non-Mixed-Use	**Mixed-Use**
(1st Use Category) = Institutional Uses per sq. ft.		
(2nd Use Classification) = Community Serving **(3rd Representative Use) = (Civic, Museum, Performing Arts, Place of Assembly)**	**(5th Mobility Fee Rates) for each of the assessment areas**	

The first (1st) component are overall categories of land uses, such as residential or office. Under each overall category there are multiple uses for which a mobility fee is calculated. The overall category is generally consistent with the function of a given land use for the individual land use classification. These overall categories are generally consistent with the County Comprehensive Plan and the ITE Trip Generation Manual. These categories headings also specify if the individual uses are calculated on a per 1,000 square feet or a different unit of measure, such as the number of rooms for overnight lodging.

The second (2nd) component are individual land use classifications, such as community serving or commercial storage. These individual land use classifications have similar person travel demand characteristics and / or similar functions to the overall land use category. These individual land use classifications are generally consistent with the ITE Trip Generation Manual classification under a give category of land uses. The individual land use classifications will specify the unit of measure to calculate the mobility fee if it differs from a rate per 1,000 square feet.

The third (3rd) component are representative land uses under the individual land use classifications. These representative land uses are shown in brackets such as (Child Care, Day Care, Private Primary School, Pre-K) after the individual land use classification of Private Education. These representative land uses have similar person travel demand characteristics and functions to the individual land use classification.

Theses land uses are not exhaustive and are intended to serve as a guide to describe the types of use that would be assessed a mobility fee based on the rate for the individual land use classification. The definition of each individual land use classification provides further detail on the types of representative land uses would fall under an individual land use classification. These representative land uses are generally consistent with the ITE Trip Generation Manual classification under a give category of land uses and individual land use classifications.

The fourth (4th) component are the two (2) Mobility Fee Assessment Areas: (1) non-mixed-use; and (2) mixed-use. The Mobility Fee rates under the mixed-use Assessment Area are lower due to the factoring of internal capture into the person travel demand per use calculation.

The fifth (5th) component are the Mobility Fee rates per land use classification. The Mobility Fee rates are illustrated for each Mobility Fee Assessment Area. The Mobility Fee for an individual land use is determined by multiplying the mobility fee rate by the applicable unit of measure.

Residential Land Uses

The Mobility Fee schedule proposes a streamlined approach to residential mobility fees that is easy to administer and addresses affordability. The schedule proposes a flat residential Mobility Fee rate per square foot for residential uses, regardless of the type of residential use. The Mobility Fee is set up so that a 600 sq. ft. studio pays for 600 sq. ft., a 1,200 sq. ft. two-bedroom apartment pays for 1,200 sq. ft., and a 2,000 sq. ft. single-family detached dwelling pays for 2,000 sq. ft. There is a direct correlation between the size of a unit and the Mobility Fee to be paid.

The calculation of Mobility Fees per sq. ft. fee is consistent with how the building industry prices permits and is a tool available to the City to address affordability. The transition to a flat residential Mobility Fee rate, regardless of the type of residential use, reflects that as the size of a residential dwelling unit increases, there is a corresponding increase in the number of vehicles and 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 V)**.

Affordable or Workforce Housing

The Mobility Fee schedule features a calculated Mobility Fee rate for affordable and workforce housing that is lower than the rate for residential uses in recognition that trip generation data for affordable housing, coupled with the number of households without access to a vehicle available, provides a defensible technical basis for having a lower mobility fee rate. The calculated mobility fee rate is roughly 50% of market rate residential uses and recognizing a lower rate for affordable and workforce housing is consistent with Florida Statute Section 163.3180 (5)(f)6.

Due to the various factors involved with determining what housing would qualify for the affordable or workforce housing designation, it is recommended that Oviedo develop criteria for new development to qualify as providing affordable or workforce housing to be eligible for the lower Mobility Fee. Florida Statute Section 163.31801 (11) also allows the City to waive the Mobility Fee for affordable housing per Florida Statute Section 420.9071.

Institutional Uses

The Mobility Fee schedule features three (3) institutional use classifications: (1) community serving; (2) long term care; and (3) private education. Community serving uses include civic uses, museums, performing arts venues, and places of assembly, such as clubs, lodges, and places of worship. Long term care uses include assisted living facilities, congregate care facilities, and nursing homes. Private education uses include day cares, private schools, and Pre-K. Public and charter schools are exempt from mobility fees and impact fees per Florida Statue.

Recreational Uses

The Mobility Fee schedule includes two (2) recreational use classifications: (1) outdoor commercial recreation; and (2) indoor commercial recreation. Outdoor recreation uses consist of uses such as golf courses, tennis courts, and multipurpose recreation facilities, and the mobility fee is based on the number of acres. A separate indoor commercial recreation category is included and is based on a rate per sq. ft. for indoor uses such as gyms, health clubs, yoga, and dance studios. The use classifications have similar trip and trip length characteristics and reflect current real estate market trends.

Industrial Uses

The Mobility Fee schedule features a single industrial use category. The category includes general industrial uses such as assembly, manufacturing, and trades, along with commercial storage, such as mini-warehouses, outdoor storage, and warehouses.

Office Uses

The Mobility Fee schedule features two office use categories. The first use is for general office uses such as accounting or real estate. The general office use also includes banking, hospitals, financial services, and higher education. The second use is medical, such as clinics, dentist, medical doctors, and veterinary. Medical uses generate two to three times the number of trips as a non-medical office use.

Commercial and Retail Land Uses

The Mobility Fee schedule proposes four commercial and retail use classifications: (1) small retail business; (2) retail; (3) food and beverage retail; and (4) convenience retail. To support smaller and more often local retail uses and in recognition that national chain retail uses have greater transportation impacts, a small retail business category has been established with a mobility fee that is 50% less than the retail land use.

It is recommended that the City work with Seminole County, local Chambers of Commerce, and small businesses within the community to develop criteria to qualify as a small business. This ensures that a broader representation is part of the effort and utilizes their local knowledge to develop criteria that reflects the needs of the community. Until criteria are developed, and a use is designated or approved, the small retail business Mobility Fee would not go into effect.

A significant update in the 11th edition of the ITE Trip Generation Manual is the addition of several multi-tenant retail center use classifications. This change prompted the development of a general retail use classification. These uses tend to have similar trip generation characteristics that are generally less than 75 trips per 1,000 square feet.

The third category is food and beverage. These uses tend to have similar trip generation characteristics of roughly 75 to 125 trips per 1,000 square feet. The fourth category is convenience uses such as gas stations and fast-food restaurants. These uses tend to have trip generation rates over 250 trips per 1,000 square feet.

To reflect higher travel demand, there are also five (5) individual uses that will be assessed additive mobility fees. As more land uses downsize, a Mobility Fee based solely on building size does not fully capture the travel demand impact of certain high travel demand uses. A Mobility Fee for any retail building would be assessed at the appropriate mobility fee rate.

In addition, uses with a bank, quick service restaurant, or pharmacy drive-thru, a car wash, or a commercial motor vehicle charging or fueling position would pay additive fees based on the number of features proposed for the new development activity or existing development retrofit.

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 has been calculated per quick service restaurant (QSR) drive-thru lane 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. This impact is not captured by simply evaluating the building.

Convenience uses have primarily been uses with motor vehicle fueling. Increasingly superstores, supermarkets, variety stores, and wholesale clubs have started to add vehicle fueling. The additive mobility fees will be assessed to any use that offers commercial vehicle charging and fueling and is accessible to the public or through a membership club. The mobility fee is assessed per commercial charging station or fueling position. Any motor vehicle charging station that does not charge for service will not be assessed a mobility fee, such as charging stations provided in a public or private garage that do not charge for use.

Uses with a car wash shall be required to pay a mobility fee per lane, stall, or bay for the use, plus any mobility fee associated with any building space that are not captured as part of a lane, stall, or bay. 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 for the car wash.

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

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ORIGIN & DESTINATION EVALUATION

The NUE Urban Concepts Team is the first entity in Florida to use real time travel data to develop Mobility Plans and Mobility Fees. This real time data (aka "big data") has been obtained from StreetLight InSight © which uses location-based services (LBS) data to evaluate real time trip characteristics, including origin and destination trips.

This data was first used to develop the Mobility Plan and Mobility Fee for Walton County, Florida, home to Seaside and the birthplace of New Urbanism. The data helped in identifying seasonal demand for beach access and locations for mobility hubs and multimodal improvements to serve peak travel demands. The data also helped to identify seasonal peaks, evaluate trip clusters and high levels of internal and community capture to identify locations to deploy micro-transit service.

Our Team is currently using big data to develop Mobility Plans and Mobility Fees for the Cities of Boynton Beach, Palm Beach Gardens, and Port St. Lucie and the Villages of Indiantown and Lake Park in southeast Florida. The evaluation of data for Oviedo and Seminole County is ongoing. The initial analysis reveals that Oviedo, and specifically the areas within the Downtown Districts function as the Downtown of eastern Seminole County with over 90% of all trip origins and destinations either staying in eastern Seminole County or going to and from Orange County.

This is not a future projection of travel; this is based on an average of all trips to and from the City between May 2021 and April 2022 using the StreetLight InSight © data. There is a built-in buffer in terms of data availability to provide time for quality control and processing, and also ensuring that the data is anonymized so that no individual person's specific travel data or information is included in the overall available data for analysis.

To evaluate origins and destinations, districts were developed based on Traffic Analysis Zones (TAZs) from the Central Florida Regional Planning Model (CFRPM7) for use in the Mobility Plan and Mobility Fee. A total of nine (9) districts were developed for the City of Oviedo (aka Core Mobility Area), 13 districts for the Mobility Study Area (inclusive of Oviedo), 49 districts (including those in the Mobility Study Area) for Seminole County, and one (1) for Orange County **(Map I)**. An additional seven (7) districts, three (3) of which are in the rural portion of the County, were added to the East Seminole County evaluation and are illustrated on **Map I**.

An Origin and Destination Evaluation was performed for the following three areas: (1) Core Mobility Area; (2) Mobility Study Area; and (3) eastern Seminole County **(Map I).** The evaluation also included trips to and from Orange County. The Core Mobility Area, which is primarily the City of Oviedo, features a community capture rate of 49% **(Table 11).** This means on any given day, nearly 50% of all the trips generated in the Core Mobility Area do not leave the City of Oviedo. In addition, 18% of all trips from the Core Mobility Area travel to and from Orange County. This means 2/3 of all trips to and from the Core Mobility Area either begin or end in the City of Oviedo or Orange County.

TABLE 11. CORE MOBILITY AREA ORIGIN & DESTINATION EVALUATION (ODE)

Origin/Destination	Trips	Trip Percentage
Core Mobility Area Community Capture	118,336	49%
Orange County Trips	44,094	18%
Core Mobility Area Community Capture & Orange County	162,430	67%
City of Oviedo (Core Mobility Area)	243,726	100%

Source: Appendix W includes more detailed results for this Origin and Destination evaluation. The origin and trip destination data are based on internal trips within districts, trips to and from districts in Seminole County, and trips to and from Orange County (Map I). District boundaries are aggregations of Traffic Analysis Zones (TAZs) from the Central Florida Regional Planning Model version 7.0 (CFRPM). Community capture is the sum of trips that travel to and from the districts located within the Core Mobility Area. The Core Mobility Area is essentially the City of Oviedo **(Map G)**.

When the larger "Mobility Study Area" is evaluated, which primarily consists of areas south of the City of Oviedo, west of CR 419, north of Orange County, and east of SR 417, the "community capture rate" increases to 56% and travel to and from Orange County increases to 24%. This means that around 80% of all trips either remain in the Mobility Study Area or travel to/from Orange County **(Table 12)**. Conversely, this means that only 20% of daily trips from the Mobility Study Area either begin or end in the rest of Seminole County.

An evaluation was also performed for an area referenced as "eastern Seminole County." This area includes the rural areas east of the "Mobility Study Area" and areas to the west of SR 417, including unincorporated Seminole County and the City of Winter Springs. Community capture for the larger eastern Seminole County area is 63% while trips to and from Orange County were 23% **(Table 13)**. This means that 86% of all travel is either internally captured between districts within eastern Seminole County or travel to/from Orange County. Thus, only 14% of trips begin or end outside of eastern Seminole County.

TABLE 12. MOBILITY STUDY AREA ORIGIN & DESTINATION EVALUATION (ODE)

Origin/Destination	Trips	Trip Percentage
Mobility Study Area Community Capture	192,809	56%
Orange County Trips	82,369	24%
Mobility Study Area Community Capture & Orange County	275,178	80%
Mobility Study Area	343,740	100%

Source: Appendix W includes more detailed results for this Origin and Destination evaluation. The origin and trip destination data are based on internal trips within districts, trips to and from districts in Seminole County, and trips to and from Orange County (Map I). District boundaries are aggregations of Traffic Analysis Zones (TAZs) from the Central Florida Regional Planning Model version 7.0 (CFRPM). Community capture is the sum of trips that travel to and from the districts located within the Mobility Study Area. The Mobility Study Area includes trips that begin and end in the Core Mobility Area and the portion of unincorporated Seminole County bound by City limits on the north, CR 419 on the east, Orange County to the south, and SR 417 to the west **(**Map G**)**.

Similar to Altamonte Springs functioning as a Downtown for southwest Seminole County and Sanford functioning as a Downtown in northwest Seminole County, the City of Oviedo functions as a Downtown for eastern Seminole County. Seminole County's mobility fee study established an "urban core" along Interstate 4, US 17/92, and SunRail. The County's mobility fee study designated the City of Oviedo as suburban with travel occurring to/from the "urban core". With 86% of travel staying in eastern Seminole County, the ODE clearly demonstrates that Oviedo is the "urban core" of eastern Seminole County, not a suburb of Altamonte Springs or Sanford **(**Table 13**)**.

TABLE 13. EASTERN SEMINOLE COUNTY ORIGIN & DESTINATION EVALUATION (ODE)

Origin/Destination	Trips	Trip Percentage
Eastern Seminole County Community Capture	408,860	63%
Orange County Trips	149,346	23%
Eastern Seminole County Community Capture & Orange County	558,206	86%
Eastern Seminole County Study Area	645,534	100%

Source: Appendix W includes more detailed results for this Origin and Destination evaluation. The origin and trip destination data are based on internal trips within districts, trips to and from districts in Seminole County, and trips to and from Orange County (Map I). District boundaries are aggregations of Traffic Analysis Zones (TAZs) from the Central Florida Regional Planning Model version 7.0 (CFRPM). Community capture is the sum of trips that travel to and from the districts located within Eastern Seminole County. Eastern Seminole County includes trips that begin and end in the defined area of East Seminole County **(**Map G**)**.

The Origin and Destination Study Areas are comprised of multiple smaller districts. A further analysis was conducted for Districts 36 and 39, which largely contain the area considered to be Downtown Oviedo. The "Downtown Districts" were evaluated in a similar manner to the Areas. The results are a 48% and 50% internal capture rate for the two Downtown Districts. Not only are the Downtown Districts considered the heart of Oviedo, 94% and 92% of all trips to and from these Downtown Districts have a trip end within eastern Seminole County or Orange County **(Table 14).**

TABLE 14. DOWNTOWN DISTRICTS ORIGIN & DESTINATION EVALUATION

Origin/Destination	Trips	Trip Percentage
Downtown Oviedo (District 36)		
Core Mobility Area Internal	17,780	48%
Orange County Trips (Stay Constant for Each Area)	7,313	20%
Core Mobility Area Internal & Orange County	25,093	67%
Mobility Study Area Internal	23,105	62%
Mobility Study Area Internal & Orange County	30,418	82%
East Seminole County Internal	27,598	74%
East Seminole County Internal & Orange County	34,911	94%
Total Downtown Oviedo (District 36)	37,187	100%
Oviedo Southeast of Mitch Hammock Rd & SR 434 (District 39)		
Core Mobility Area Internal	12,625	50%
Orange County Trips (Stay Constant for Each Area)	5,654	22%
Core Mobility Area Internal & Orange County	18,279	73%
Mobility Study Area Internal	15,280	61%
Mobility Study Area Internal & Orange County	20,934	83%
East Seminole County Internal	17,440	69%
East Seminole County Internal & Orange County	23,094	92%
Total Oviedo Southeast of Mitch Hammock Rd & SR 434 (District 39)	25,148	100%

Source: See Table 11.

The City of Oviedo Comprehensive Plan designates the Oviedo Mall and the areas around Mitchell Hammock and SR 426 as Gateway Districts. The "Gateway Districts" are comprised of the Oviedo Mall (District 32) and Oviedo Northwest (District 33). The two Gateway Districts achieve 34% and 46% internal capture, alternately. For the Mobility Study Area, internal capture rates are alternately 44% and 56%. It is not surprising that the Oviedo Mall has a lower internal capture rate than elsewhere in the City as it is the only district west of SR 417 and it generally serves as a trip attractor, not a trip producer. However, just under 90% of trips to and from the Mall have origins or destinations in eastern Seminole County **(Table 15).**

TABLE 15. ORIGIN & DESTINATION EVALUATION (GATEWAY DISTRICTS NORTH)

Origin/Destination	Trips	Trip Percentage
Oviedo Mall (District 32)		
Core Mobility Area Internal	5,783	34%
Orange County Trips	2,811	17%
Core Mobility Area Internal & Orange County	8,594	51%
Mobility Study Area Internal	7,492	44%
Mobility Study Area Internal & Orange County	10,303	61%
East Seminole County Internal	12,235	73%
East Seminole County Internal & Orange County	15,046	89%
Oviedo Mall (District 32)	16,848	100%
Oviedo Northwest (District 33)		
Core Mobility Area Internal	13,130	46%
Orange County Trips	4,417	15%
Core Mobility Area Internal & Orange County	17,547	61%
Mobility Study Area Internal	15,957	56%
Mobility Study Area Internal & Orange County	20,374	71%
East Seminole County Internal	21,094	76%
East Seminole County Internal & Orange County	26,321	92%
Oviedo Northwest (District 33)	28,699	100%

Source: See Table 11.

MOBILITY FEE BENEFIT DISTRICT

The benefit test of the dual rational nexus test requires that local governments establish defined areas or districts within which mobility fees collected are earmarked for expenditure. The geographic limits of the proposed Mobility Fee Benefit District include both current City limits and an extra jurisdictional boundary that includes the entirety of the Mobility Study Area **(Map J).** The extension of a Mobility Fee Benefit District beyond current City limits was done in recognition that travel demand does not start or stop at the municipal limits of Oviedo **(Map J)**.

Having a Mobility Fee Benefit District that extends beyond current City limits ensures that the City can expend Mobility Fees on projects identified in the Mobility Plan outside City limits that cross enclaves or terminate at logical endpoints. If the limits of the Mobility Fee Benefit District mirrored existing municipal limits, then mobility fees could not be expended outside of the City. This is the case with the current City Transportation Impact Fee.

There may be instances that a local match for improvements on CR 419 or SR 434 by the County or FDOT would advance Mobility Plan projects. The Origin and Destination Evaluation confirm that trips from the City travel fairly extensively within the Mobility Study Area. The Mobility Fee Benefit District provides the City with flexibility to work in partnership with other governmental entities to improve mobility within the Mobility Study Area. The expanded Mobility Fee Benefit District would also address future annexations into the City.

As the City transitions from a Transportation Impact Fee to a Mobility Fee, the City would eventually sunset its existing Transportation Impact Fee fund account once all Impact Fees have been expended. The City would be required to establish a Mobility Fee fund account to ensure that Mobility Fees are expended within the Benefit District and are appropriately accounted for to address annual State mandated audit requirements for Mobility Fee collections and expenditures. These audit requirements existing for the City's current Impact Fees.

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MOBILITY FEE COMPARISON

A comparison between the City of Oviedo Mobility Fee, the Seminole County Mobility Fee, and the Oviedo Transportation Impact Fee has been prepared **(Appendix X).** As currently calculated, the City of Oviedo Mobility Fee is intended to replace the Seminole County Mobility Fee and City Transportation Impact Fee.

The Seminole County Mobility Fee was adopted in 2021 based on a technical report prepared in 2020. The County Mobility Fee methodology was primarily based on road capacity, increases in vehicle miles of travel, and the need for future road improvements based on the Seminole County 2040 Long Range Transportation Plan. The County's Mobility Fee also used the Central Florida Regional Planning Model developed for the MetroPlan Orlando 2040 Long Range Transportation Plan (LRTP). The County's Mobility Fee is also based on the 10th Edition of the ITE Trip Generation Manual. At the time the County adopted its Mobility Fee, it utilized the most recent and localized data available at that time.

The City of Oviedo Transportation Impact Fee was adopted in 2019 based on a technical report prepared in 2018. The City Impact Fee methodology was primarily based on road capacity, increases in vehicle miles of travel, and the need for future road capacity. The Transportation Impact Fee is a consumption-based fee that evaluates the need for road capacity based on adopted service standards. The Transportation Impact Fee used data from the MetroPlan Orlando 2035 and 2040 Long Range Transportation Plan (LRTP) and the 9th Edition of the ITE Trip Generation Manual.

The City of Oviedo Mobility Fee is based on the 2045 Mobility Plan. Future travel demand is based on the latest Central Florida Regional Travel Demand Model prepared for the MetroPlan Orlando 2045 Long Range Transportation Plan (LRTP). The Mobility Fee calculations are also based on the 11th Edition of the ITE Trip Generation Manual, released in October of 2021. The 2045 Mobility Plan and Mobility Fee also utilized data provided by StreetLight Insight © to develop the Mobility Plan Study Area, evaluate community and internal capture, and evaluate study origin and destination trips within the established districts, areas, Seminole County and Orange County.

The Mobility Fee has been calculated to fully mitigate the impact of development activity on City, County, and State Roads. The Mobility Fees have also been calculated to replace the City's Transportation Impact Fee and the County's Mobility Fee. There are County Road projects that are part of the City's Mobility Plan. There are also County Roads within the City on which City and County residents, businesses, and visitors utilize for everyday travel. The City and County will need to enter into an interlocal agreement to determine how to address impact to County Roads.

To assist in determining how best to address impact on County Roads and the replacement of the County's Mobility Fee within the City of Oviedo, several different types of analysis have been undertaken. The first analysis looked at the total lane miles and vehicle miles of travel within the Mobility Study Area. The analysis was performed as part of the areawide level of service evaluation for the Mobility Study Area. Within the Mobility Study Area, just under 30% of all lane miles were maintained by the County **(**Table 16**)**. The total vehicle miles traveled (VMT) on County Roads within the Mobility Study Area was just under 25% **(**Table 16**)**. The share of lane miles on County Roads has been used as a reference point by other local governments to determine mitigation.

TABLE 16. LANE MILES & DAILY VEHICLE MILES OF TRAVEL (VMT)

Maintaining Entity	LANE MILES		2023 DAILY VMT	
City	63.98	33.7%	272,571	20.8%
County	56.22	29.6%	327,003	24.9%
State	69.88	36.8%	712,503	54.3%
Total	190.08	100%	1,312,076	100%

Source: 2023 Areawide VMT & VMC Analysis by Ownership **(**Table 4**)**.

The share of the overall cost of the Mobility Plan is also being used as a metric to gauge mitigation and more accurately reflects the total share of future need on City, County, and State Roads. The use of vehicle miles of travel is more reflective of current travel patterns, not future travel or the need for mobility project to meet the demands of development activity.

The 2045 Mobility Plan has numerous components that include both funded and unfunded mobility projects. For purposes of determining mitigation, the planning level cost (PLC) and the person miles of capacity (PMC) for the widening of SR 417 have been excluded as funds for that project will largely come from future toll revenues.

The 2045 Mobility Plan does not account for an extension of an infrastructure sales tax within Seminole County. The reality is that large scale improvements to CR 419 and Mitchell Hammock Road are not occurring within an infrastructure sales tax. These two corridors represent the largest share of cost within the Mobility Plan. The full cost of any improvements to Mitchell Hammock Road are not included in the Mobility Plan as there is a recommendation to conduct a PD&E study and the associated cost estimate includes the cost to go from four to six lanes plus the PD&E.

The reality of the cost is that, should Mitchell Hammock be widened or an alternative means to add road capacity be added, the cost will exceed those in the Mobility Plan. The planning level cost for the widening of CR 419 are derived from the Seminole County Mobility Plan and the 2045 Long Range Transportation Plan and are fairly representative of the projected cost to widen CR 419. CR 419 within City limits is the primary County Road that is impacted by travel to, from, and within Oviedo. It is the only County Road within current City limits that is proposed to be widened. The portion of CR 419 that is currently under construction within the City represents roughly 2.52% of the overall Mobility Plan cost and the unfunded portion of the widening of CR 419 within the City represents 5.28% of the overall cost of the Mobility Plan **(Table 17)**.

TABLE 17. MOBILITY PLAN COUNTY ROAD PROJECTS

County Road	Miles		Planning Level Cost (PLC)		Person Miles of Capacity (PMC)	
County Roads Inside City of Oviedo						
CR 419 (Funded)	0.63	0.84%	$9,362,766	2.52%	16,897	2.10%
CR 419	1.19	1.58%	$19,611,295	5.28%	31,916	3.97%
County Roads Inside Mobility Study Area outside City of Oviedo						
CR 419	2.59	3.45%	$29,030,000	7.82%	69,464	8.64%
McCulloch Road	1.95	2.60%	$5,396,958	1.45%	12,580	1.56%
Dean Road	0.64	0.85%	$4,020,000	1.08%	17,165	2.14%
Edward Stoner Wy Extension	0.18	0.24%	$1,390,933	0.37%	2,686	0.33%
Slavia Road Extension	0.84	1.12%	$14,894,000	4.01%	53,584	6.66%
Slavia Road (Funded)	0.90	1.20%	$11,933,000	3.21%	24,138	3.00%
Total	7.10	9.46%	$66,664,891	17.95%	179,617	22.34%
2045 Mobility Plan						
Mobility Study Area	75.08	100.00%	$371,430,800	100.00%	803,974	100.00%

Source: Roads Plan **(Appendix F)**. Multimodal Plan **(Appendix H)**. Intersection Plan **(Appendix J)**. Access Connections Plan **(Appendix K)**. Sidewalk Gaps **(Appendix L)**. Mobility Plan Implementation Projects **(Appendix M)**.

The existing portion of Slavia Road from Red Bug Lake Road to SR 426 is projected to be fully funded from infrastructure sales tax, County mobility fees, and funds through the 2045 Long Range Transportation Plan. The existing portion of Slavia Road is 100% within unincorporated County and is not adjacent to current City of Oviedo limits. The County has been approving development along this corridor from which it is collecting mobility fees.

The other major County Road project adjacent to the City that would be impacted by travel to and from the City would be the extension of Slavia Road. The extension of Slavia Road represents 4.01% of the overall cost of the Mobility Plan **(**Table 17**)**. However, the majority of the road project is currently within unincorporated Seminole County and the County, as of the date of this Technical Report, would be collecting mobility fees from development along Slavia Road.

The portion of the Slavia Road extension that would be impacted more by the City would be an extension to SR 434 within the City limits by means other than Dr. Edward Stoner Way. However, given that the vast majority of land along SR 434 is currently developed, there is the potential that eminent domain would be required as an alternative connection other than Dr. Edward Stoner Way, which is the current route illustrates in the Mobility Plan to connect to SR 434.

Any purchase of land or buildings for the extension of SR 434 would take property off the tax rolls and potentially limit development, thus not resulting in additional mobility fee revenue for the City. While eminent domain would likely increase cost, the decision to move forward with the extension will in part be based on an extension of the infrastructure sales tax, which would address additional associated cost for the extension of Salvia Road.

There are four major projects that are either under construction or funded as part of the 2045 Mobility Plan and Mobility Fee: (1) SR 426 west of SR 434 (under construction); (2) CR 419 east of SR 434 (under construction); (3) SR 434 two lane divided; and (4) Slavia Road widening. There are also funded sidewalk and intersection improvements along State Roads. The remainder of the Mobility Plan is considered unfunded and serves as the basis for the Mobility Fee calculations.

The existing two-lane portion of CR 419 between Adeline B. Tinsley Way and Bishop Avenue, west Lockwood Blvd, is the only unfunded widening to a County Road within current City limits. This portion of CR 419 accounts for 5.28% of the cost of the unfunded Mobility Plan **(**Table 18**)**.

The extension of Slavia Road between SR 426 and Dr. Edward Stoner Way is currently outside of City Limits. This road project accounts for 4.01% of the unfunded cost of the Mobility Plan **(**Table 18**)**. The County is evaluating possible connections to SR 434 other than Dr. Edward Stoner Way.

The widening of CR 419 from Snowhill Road to Orange County, which is outside current City limits but within the Mobility Study Area, is the most expensive unfunded project on County Roads and equals 7.82% of the unfunded Mobility Plan **(**Table 18**)**. Improvements to McCulloch Road and Dean Road are along the very southern boundary of the Mobility Study Area. The total unfunded County Road projects in Oviedo is 5.28% and 14.74% in the Mobility Study Area outside Oviedo **(**Table 18**)**.

TABLE 18. MOBILITY PLAN UNFUNDED COUNTY ROAD PROJECTS

County Road	Miles		Planning Level Cost (PLC)		Person Miles of Capacity (PMC)	
County Roads Inside City of Oviedo						
CR 419	1.19	1.58%	$19,611,295	5.28%	31,916	3.97%
County Roads Inside Mobility Study Area outside City of Oviedo						
CR 419	2.59	3.45%	$29,030,000	7.82%	69,464	8.64%
McCulloch Road	1.95	2.60%	$5,396,958	1.45%	12,580	1.56%
Dean Road	0.64	0.85%	$4,020,000	1.08%	17,165	2.14%
Edward Stoner Wy Extension	0.18	0.24%	$1,390,933	0.37%	2,686	0.33%
Slavia Road Extension	0.84	1.12%	$14,894,000	4.01%	53,584	6.66%
Total	6.20	8.26%	$54,731,891	14.74%	155,479	19.34%
Unfunded 2045 Mobility Plan						
Mobility Study Area	75.08	100.00%	$371,430,800	100.00%	803,974	100.00%

Source: Roads Plan **(**Appendix F**)**. Multimodal Plan **(**Appendix H**)**. Intersection Plan **(**Appendix J**)**. Access Connections Plan **(**Appendix K**)**. Sidewalk Gaps **(**Appendix L**)**. Mobility Plan Implementation Projects **(**Appendix M**)**.

The widening of CR 419 from Snowhill Road to Orange County, which is outside current City limits but within the Mobility Study Area, is the most expensive unfunded project on County Roads and equals 7.82% of the unfunded Mobility Plan **(**Table 18**)**. Improvements to McCulloch Road and Dean Road are along the very southern boundary of the Mobility Study Area. The total unfunded County Road projects in Oviedo is 5.28% and 14.74% in the Mobility Study Area outside Oviedo **(**Table 18**)**.

A comparative analysis has also been prepared to illustrate the share of County Road mobility projects within the Mobility Study Area and within the City of Oviedo. The analysis compares the Roads Plan, the Multimodal Plan, and the entire Mobility Plan. Within the Mobility Study Area, County Roads are 30.1% of the Roads Plan, 22.5% of the Multimodal Plan, and 24.5% of the overall Mobility Plan **(**Table 19**)**.

TABLE 19. MOBILITY STUDY AREA MOBILITY PLAN COMPARISON

Maintaining Entity	Miles		Planning Level Cost (PLC)		Person Miles of Capacity (PMC)	
Roads Plan						
City	16.95	57.2%	$170,636,285	53.8%	288,705	51.6%
County	8.92	30.1%	$95,638,953	30.1%	206,197	40.8%
State	3.74	12.6%	$51,165,983	16.1%	5,520	7.6%
Roads Total	29.61	100.0%	$317,441,221	100.0%	500,423	100.0%
Multimodal Plan						
City	44.34	76.2%	$44,368,635	71.3%	125,563	69.8%
County	10.75	18.5%	$13,990,309	22.5%	38,862	21.6%
State	3.09	5.3%	$3,861,797	6.2%	15,390	8.6%
Multimodal Total	58.18	100.0%	$62,220,741	100.0%	179,815	100.0%
Mobility Plan Total						
City	66.28	70.9%	$278,485,248	62.3%	548,756	61.4%
County	19.67	21.1%	$109,629,262	24.5%	267,290	29.9%
State	7.49	8.0%	$58,709,750	13.1%	77,096	8.6%
Total	93.44	100.0%	$446,824,260	100.0%	893,142	100.0%

Source: Roads Plan **(**Appendix F**)**. Multimodal Plan **(**Appendix H**)**. Intersection Plan **(**Appendix J**)**. Access Connections Plan **(**Appendix K**)**. Sidewalk Gaps **(**Appendix L**)**. Mobility Plan Implementation Projects **(**Appendix M**)**.

The County Road share drops significantly when accounting for mobility projects within Oviedo versus within the Mobility Study Area. Within the City of Oviedo, County Roads are 11.6% of the Roads Plan, 16.12% of the Multimodal Plan, and 10.19 % of the overall Mobility Plan **(Table 20)**. The only reason the Multimodal Plan for County Roads is above 10% is because the Mobility Plan proposes to replace sidewalks on Red Bug Lake Rd, CR 419, and CR 426 with 8' to 12' wide shared-use paths to develop a Citywide interconnected network of off-street multimodal facilities. The County Road share of multimodal projects drops to less than 5% if replacing sidewalks with shared-use paths on Red Bug Lake Rd and CR 419 are removed from the Mobility Plan.

TABLE 20. MOBILITY PLAN COMPARISON WITHIN CITY OF OVIEDO

Maintaining Entity	Miles		Planning Level Cost (PLC)		Person Miles of Capacity (PMC)	
Roads Plan						
City	16.95	75.3%	$170,636,285	68.0%	288,705	75.9%
County	1.82	8.1%	$28,974,061	11.6%	48,812	12.8%
State	3.74	16.6%	$51,165,983	20.4%	42,614	11.2%
Roads Total	22.51	100.0%	$250,776,329	100.0%	$380,131	100.0%
Multimodal Plan						
City	44.34	80.97%	$44,368,635	77.16%	125,563	76.84%
County	7.33	13.39%	$9,269,177	16.12%	22,446	13.74%
State	3.09	5.64%	$3,861,797	6.72%	15,390	9.42%
Multimodal Total	54.76	100.00%	$57,499,609	100.00%	163,399	100.00%
Mobility Plan Total						
City	61.29	78.65%	$278,485,248	74.18%	548,756	78.72%
County	9.15	11.74%	$38,243,238	10.19%	71,258	10.22%
State	7.49	9.61%	$58,709,750	15.64%	77,096	11.06%
Total	77.93	100.00%	$375,438,236	100.00%	697,110	100.00%

Source: Roads Plan **(Appendix F)**. Multimodal Plan **(Appendix H)**. Intersection Plan **(Appendix J)**. Access Connections Plan **(Appendix K)**. Sidewalk Gaps **(Appendix L)**. Mobility Plan Implementation Projects **(Appendix M)**.

A comparative analysis has also been prepared to illustrate the share of unfunded County Road mobility projects within the Mobility Study Area and within the City of Oviedo. The analysis compares the unfunded Roads Plan, the Multimodal Plan, and the entire Mobility Plan. Within the Mobility Study Area, County Roads are 29.5% of the Roads Plan, 23.5% of the Multimodal Plan, and 23.8% of the overall Mobility Plan **(**Table 21**)**.

TABLE 21. UNFUNDED MOBILITY PLAN COMPARISON (MOBILITY STUDY AREA)

Maintaining Entity	Miles		Planning Level Cost (PLC)		Person Miles of Capacity (PMC)	
Roads Plan						
City	16.95	68.00%	$170,636,285	69.00%	288,705	57.69%
County	7.21	29.00%	$72,952,253	29.50%	206,197	41.20%
State	0.74	3.00%	$3,549,749	1.50%	5,520	1.10%
Roads Total	24.90	100.0%	$247,138,288	100.0%	500,422	100.0%
Multimodal Plan						
City	44.34	76.20%	$44,368,635	74.70%	125,563	74.27%
County	10.75	18.50%	$13,990,309	23.50%	38,862	22.99%
State	0.85	5.30%	$665,357	1.80%	4,638	2.74%
Multimodal Total	55.94	100.0%	$59,421,250	100.0%	169,063	100.0%
Mobility Plan Total						
City	66.28	77.22%	$278,485,248	75.00%	548,756	68.30%
County	17.96	20.93%	$88,333,495	23.80%	245,059	30.50%
State	1.59	2.12%	$4,612,056	1.20%	10,158	1.30%
Total	85.83	100.00%	$371,430,800	100.0%	803,974	100.0%

Source: Roads Plan **(**Appendix F**)**. Multimodal Plan **(**Appendix H**)**. Intersection Plan **(**Appendix J**)**. Access Connections Plan **(**Appendix K**)**. Sidewalk Gaps **(**Appendix L**)**. Mobility Plan Implementation Projects **(**Appendix M**)**.

The County Road share drops significantly when accounting for unfunded mobility projects within Oviedo versus within the Mobility Study Area. Within the City of Oviedo, County Roads are 10.1% of the Roads Plan, 16.9% of the Multimodal Plan, and 9.26 % of the overall Mobility Plan **(Table 22)**. The only reason the Multimodal Plan for County Roads is above 10% is because the Mobility Plan proposes to replace sidewalks on Red Bug Lake Rd, CR 419, and CR 426 with 8' to 12' wide shared-use paths to develop a Citywide interconnected network of off-street multimodal facilities. The County Road share of multimodal projects drops to less than 5% if replacing sidewalks with shared-use paths on Red Bug Lake Rd and CR 419 are removed from the Mobility Plan.

TABLE 22. UNFUNDED MOBILITY PLAN (CITY OF OVIEDO)

Maintaining Entity	Miles		Planning Level Cost (PLC)		Person Miles of Capacity (PMC)	
Roads Plan						
City	16.95	89.8%	$170,636,285	88.1%	288,705	88.5%
County	1.19	6.3%	$19,611,295	10.1%	31,916	9.8%
State	0.74	3.9%	$3,549,749	1.8%	5,520	1.7%
Roads Total	18.88	100.0%	$193,797,329	100.0%	478,933	100.0%
Multimodal Plan						
City	44.34	84.4%	$44,368,635	81.1%	125,563	82.3%
County	7.33	14.0%	$9,269,177	16.9%	22,446	14.7%
State	0.85	1.6%	$665,357	1.9%	3,618	3.0%
Multimodal Total	55.94	100.0%	$54,700,118	100.0%	152,647	100.0%
Mobility Plan Total						
City	61.29	85.8%	$278,485,248	89.26%	548,756	89.48%
County	8.52	11.9%	$28,880,472	9.26%	54,362	8.86%
State	1.59	2.2%	$4,612,056	1.48%	10,158	1.66%
Total	71.4	100.0%	$311,977,776	100.00%	613,276	100.00%

Source: Roads Plan **(Appendix F)**. Multimodal Plan **(Appendix H)**. Intersection Plan **(Appendix J)**. Access Connections Plan **(Appendix K)**. Sidewalk Gaps **(Appendix L)**. Mobility Plan Implementation Projects **(Appendix M)**.

The Mobility Study Area represents a broader evaluation of the area in and around the City of Oviedo. A sizeable portion of the Mobility Study Area includes Seminole County, where the County continues to approve development without planning for an interconnected road and multimodal network around the City. The Origin and Destination Evaluation illustrates the City of Oviedo functions as the Downtown for eastern Seminole County **(Map I)**.

Given the County continues to approve development adjacent to the City without plans for a future road network, the City could legitimately claim that the traffic from unincorporated County will travel to and from Oviedo at rates as high as or higher than traffic from Oviedo traveling to unincorporated County. Under this approach, the City could claim that the traffic from the City to the County is off-set by traffic from the County into the City. Thus, the City would not need to mitigate impacts from development activity and would collect and keep 100% of the Mobility Fee.

There is a real need to widen CR 419 within the City. Travel to and from the City will use the Slavia Road extension. Both roads will require an extension of the sales tax for the County to have adequate funding to construct both improvements. The portions of CR 419 between Snowhill Road and Orange County will not advance before the City and County both update their Mobility Plans and Mobility Fees. Dean Road and McCulloch Road are both used extensively by Orange County traffic and are both at the southern boundary of the Mobility Study Area and not adjacent to City Limits. Due to cross-county travel, both roads are candidates for funding through the Long-Range Transportation Plan and grant programs for multi-jurisdictional roads.

The County share of vehicle miles of travel within the Mobility Study Area is just under 25%. The share of mobility projects within County Road right-of-way within the Mobility Study Area is also just under 25%. The County could claim based on the data and analysis, that the City should either reserve 25% of its Mobility Fee for County Road mobility projects or collect 25% of the County's Mobility Fee to fund mobility projects on County Roads.

The unfunded cost of CR 419 within the City, the extension of Slavia Road, and the extension of Edward Stoner Way represent under 10% of the overall Mobility Plan. The multimodal projects on County Roads within the City are proposing to replace sidewalks with enhanced shared-use paths. These mobility projects could be removed, thus lowering the percentage share of County Road projects within the Mobility Plan. The County share of funded and unfunded mobility projects within the City of Oviedo is just under 10%. The City could claim based on the data and analysis, that the City should reserve 10% of its Mobility Fee for County Road mobility projects. Negotiations between the City and County should focus on the Slavia Road and Edward Stoner Way extensions and possibly the design of CR 419 within the City as mobility projects likely to advance over the next five years.

EXTRAORDINARY CIRCUMSTANCES

The Mobility Fee has been calculated to fully mitigate the impact of development activity on City, County, and State Roads. The projected Mobility Fees for many uses are higher than the combined City Transportation Impact Fee and County Mobility Fee, in part, due to the fact all data is based on 2023 conditions and needs. Any increase in Mobility Fees above the current combined total of the City and County Fees would need to be phased-in consistent with Florida Statute. The City could make a finding of extraordinary circumstances to fully adopt the increase above the combined current fees. The City would need to prepare additional documentation to claim extraordinary circumstances, hold two public workshops to review extraordinary circumstances, and secure a supermajority vote of the City Council to proceed with extraordinary circumstances.

The Florida Legislature amended Florida Statute 163.31801 in 2021 to include requirements for phasing in increases of impact fees over a multi-year period. The following are the summarized phase-in requirements per Florida Statute 163.31801(6):

- For any increase in an existing impact fee between 1% and 25%, the increase is required to be phased-in equal increments over two (2) years.

- For any increase in an existing impact fee between 26% and 50%, the increase is required to be phased-in equal increments over four (4) years.

- Any increases above 50% would require a finding of extraordinary circumstances.

- Extraordinary circumstances require a demonstrated need study, completed within 12 months from the date of adoption of the fee increase, justifying the increased fees. Two (2) publicly noticed workshops are required. A two-thirds vote of the City Council would be required to adopt extraordinary circumstances.

The intent of the phase-in language was to limit increases based on the cost of improvements that serve as the basis for the impact fee and to limit local governments who have not updated their impact fees over a multiyear period from adopting significant increases in a limited time period.

The base fee to measure increases would be the combined amount of the City Transportation Impact Fee and the County Mobility Fee. The City can phase-in any increase, up to 50%, without incurring additional cost and time associated with a finding of extraordinary circumstances. If the City desired to pursue extraordinary circumstances, phase-in and the 50% cap would not apply.

DEFINITIONS

Access Improvements mean on-site improvements required to provide motor vehicle and multimodal ingress and egress to development activity, which may include rights-of-way, easements, paving of adjacent or connecting roadways, turn lanes and deceleration/acceleration lanes, sidewalks, bike lanes, trails, paths, transit stops, mobility hubs, along with traffic control devices, roundabouts, traffic signals, mid-block crossings, mid-block signals, signage, markings, drainage, and utilities intended to serve the development activity.

Additive Fee means a mobility fee rate based on a unit of measure that generates high levels of person travel demand per unit such as service bays, car wash stalls, or fueling for motor vehicles or drive-thru lanes for banks, quick service restaurants, and pharmacies. Additive mobility fees per unit of measure are assessed in addition to mobility fees assessed per use based on square footage or the applicable unit of measure for the use.

Affordable or Workforce Residential means a dwelling unit and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200, except for Land Use Codes 253, 254, and 255. Residential includes accessory dwelling units, dormitories, and tiny homes. The City may elect to establish a program that establishes criteria to qualify as affordable or workforce housing. Until the City establishes a program, and an applicant receives formal approval, the affordable or workforce housing mobility fee rate would not be applicable.

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

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

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

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

Capacity means the maximum sustainable flow rate, at a service standard, at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a bicycle facility, pedestrian facility, roadway, or shared-use multimodal facility during a given time-period under prevailing conditions. For transit, the capacity is the maximum number of persons reasonably accommodated riding a transit vehicle, along with the frequency and duration of transit service.

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

Community Serving means those uses that are operated by non-profit civic organizations, governmental entities, foundations, or fraternal organizations, including places of assembly. Community serving also includes uses such as YMCA, museum, art studio, gallery, cultural center, community meeting spaces, community theater, library, or a fraternal or masonic lodge or club, or any community and civic based uses that do not sell retail goods or services for profit and that participates in community and public activities. Food, beverages, goods, and services may be offered for ancillary fundraising and sales to support the community serving use.

Complete Streets means a transportation policy and design approach that requires multimodal transportation improvements to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation and to allow for safe travel by those walking, bicycling or using other forms of non-motorized travel, riding public transportation or driving motor vehicles or low speed electric vehicles. Separate and defined spaces are provided for the various modes of travel planned within the street cross-section.

Convenience Retail shall mean a use that sell convenience beverages, food, goods, products, and fuel. Uses include convenience stores, gas stations, fast food, and quick service restaurants with and without drive-thru lanes. Convenience retail uses fall under ITE Land Use Code Series 800 and 900 and include retail uses that generate 250 or more trips per 1,000 square feet or similar trips per an equivalent unit of measure.

Development Activity shall mean new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an increase in person travel demand (aka impact) above the demand generated by the existing use of property. Property includes submerged lands.

High Impact Retail shall mean grocery stores, supermarkets, superstores, variety stores, package stores, liquor, or alcohol for off-site consumption, where 50% or more of the gross square footage of the use is for the sale of edible or drinkable goods. These uses may offer other goods, products, and services such as on-site consumption of food or beverages, pharmacies, cleaning and household supplies, pharmacies, and other personal services. High Impact Retail uses also include banks, credit unions, sit-down restaurants, and pharmacies. These uses generally generate between 75 and 250 daily trips per 1,000 sq. ft.

Indoor Commercial Recreation means facilities that primarily focus on individual or group fitness, exercise, training or provide recreational activities. The uses typically provide exercise, dance or cheerleading classes, weightlifting, yoga, Pilates, cross-fit training, fitness, and gymnastics equipment. Indoor commercial recreation also includes uses such as bowling, pool, darts, arcades, video games, batting cages, trampolines, laser tag, bounce houses, skating, climbing walls, and performance centers. Food, beverages, equipment, and services may be offered for ancillary sales.

Industrial means uses that typically have ancillary office space and may have display or merchandise display areas for various trades and industries that are not open to the general public. Industrial uses are also located in land uses and zoning districts intended for industrial uses. Commercial storage means facilities or acreage in which one or more warehouses, storage units or vaults are rented for the storage of goods and/or acreage or is providing for the storage of boats, RVs, vehicle trailers and other physical items that are larger than what is typically stored within an enclosed structure. The acreage for outdoor storage, excluding drive aisles, buffers, and stormwater management areas, shall be converted to square footage for purposes of calculating the fee. This shall not include an individual's personal property where such items are stored by the owner of the land and not for commercial purposes, subject to allowance by land development and zoning regulations.

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

Institutional Uses means those public or quasi-public uses that serve one or more community's social, educational, health, cultural, and religious needs and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 500, and includes Land Use Codes 253, 254, 255, and 620. Land Use Codes 540 and 550 are included in office uses and 580 and 590 falls under community serving. Federal, state, and local government institutional uses, except for community development districts, are exempt from payment of mobility fees.

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

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

Long Term Care means communities designed for long term care of on-site residents, such as assisted living facilities, congregate care facilities and nursing homes, with common dining and on-site health facilities for residents that is not a general retail or commercial use open to the public. This use includes ITE Trip Generation Manual Land Use Codes 253, 254, 255, and 620.

Low Speed Streets mean a multimodal transportation facility based on either the Dutch Woonerf concept that treats all modes equally with no defined spaces for any mode or bicycle boulevards which feature pavement markings, signage and posted speed limits. Low speed streets also include shared streets which typically do not have raised curbs, distinct pavement markings, traffic control devices, defined parking spaces, or vehicular speed limit signs or have posted speed limits fifteen (15) miles per hour or less. A low-speed street often features signage and sometimes a speed limit that indicates there are multiple users of the shared street.

Medical Office means a building or buildings that provide medical, dental, or veterinary services and care. Medical office shall also include any clinics, emergency care uses, and any uses specified in the ITE Trip Generation Manual under Land Use Code Series 600, including Land Use Code 720. Land Use Code 620 is included under Long Term Care land uses.

Micromobility means electric powered personal mobility devices such as electric bicycles, electric scooters, hoverboards, One-Wheel, Unicycle, electric skateboards, and other electric assisted personal mobility devices. Low speed vehicles such as golf carts or mopeds are not considered personal micromobility devices.

Microtransit Vehicle means 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.

Mobile Residence means land uses for the temporary or permanent placement of mobile homes, RVs, tiny homes on wheels, or travel trailers within predefined lots or spaces that have connections for communications, electric, water and wastewater. Mobile residential parks may have common amenities and ancillary buildings with recreation uses, laundry and park office that do not generate additional travel demand and are not assessed a mobility fee.

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

Mobility Fee means a monetary exaction imposed on new development activity to fund projects identified in a mobility plan.

Mobility Fee Expenses means expenditures for: (a) the repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness then outstanding consistent with statutory allowances and used to advance mobility projects identified in the Mobility Plan; (b) reasonable administrative and overhead expenses necessary or incidental to expanding and improving mobility projects; (c) crosswalks, traffic control and crossing warning devices, landscape, trees, multimodal way finding, irrigation, hardscape, and lighting related to projects; (d) micromobility devices, microtransit vehicles, programs and services, (e) transit circulators, facilities, programs, shuttles, services and vehicles; (f) reasonable expenses for engineering studies, stormwater reports, soil borings, tests, surveys, construction plans, and legal and other professional advice or financial analysis relating to projects; (g) the acquisition of right-of-way and easements for the improvements, including the costs incurred in connection with the exercise of eminent domain; (h) the clearance and preparation of any site, including the demolition of structures on the site and relocation of utilities; (i) floodplain compensation, wetland mitigation and stormwater management facilities; (j) all expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other forms of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness consistent with statutory allowances and used to advance mobility projects identified in the Mobility Plan; (k) reasonable costs of planning, design, engineering, and construction, including mobilization, maintenance of traffic during construction and CEI (construction engineering and inspection) services of mobility projects, (l) county administration, implementation updates to the mobility plan and mobility fee, including any analysis, assessments, counts, data collection, plans, programs or studies needed for mobility projects, (m), local match for federal, state and county funded projects.

Mobility Fee Off-Set means the equivalent amount of a mobility fee associated with an existing use of a building that is being redeveloped or where a change of occupancy or use is requested. The equivalent mobility fee shall be based on the current use of the building, or the most recent use of the building for a vacant building. Upon demolition of a building, offsets shall be available for up to five years from the date of demolition, unless otherwise provided for in a written agreement with the City or specified in an implementing ordinance.

Mobility Fee Schedule means the uses for which a Mobility Fee is to be assessed on development activity within Mobility Fee Assessment Areas. The schedule includes the Mobility Fee rates per unit of measure for each land use.

Mobility Fee Technical Report shall mean the City of Oviedo 2045 Mobility Plan and Mobility Fee Technical Report dated September 2023 and prepared by NUE Urban Concepts, LLC that documents the analysis, data and methodology used to develop a Mobility Fee and is adopted pursuant to an implementing ordinance which authorizes imposition of the Mobility Fee. This may also be referenced as Mobility Plan and Mobility Fee Technical Report, Technical Report, or 2045 Mobility Plan and Mobility Fee Technical Report.

Mobility Plan shall mean the Roads Plan, Multimodal Plan, Intersection Plan, Access Connections Plan, Sidewalk Gaps, Mobility Plan Implementation projects, and Future Planning included in the City of Oviedo 2045 Mobility Plan dated September 2023 and prepared by NUE Urban Concepts, LLC that identifies mobility projects within the City to meet future person travel demand between 2023 and 2045 and serves as the basis for the City's Mobility Fee.

Mobility Plan Implementation shall mean mobility projects identified in the Mobility Plan in recognition that the Mobility Plan may be amended over time, development activity improvements maybe required beyond their impact and eligible to apply for credits, and that the Capital Improvements Program is updated annually and may include amended or new mobility projects.

Mobility Project shall mean corridor and intersection improvements such as bike lanes, buffered bike lanes, protected bike lanes, intersections, interchanges, landscape, shared-use paths, trails, greenways, boardwalks, multimodal lanes, pedestrian overpasses or underpasses, roads, roundabouts, sidewalks, streets, and streetscape. Mobility projects also include policies, programs and services, wayfinding, micromobility devices, and microtransit vehicles and lanes. Projects can include new or additional road travel lanes and turn lanes, upgrade of roads that results in a change in functionally classification of the road, complete and low speed streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction, PD&E, planning, engineering and inspection, utility relocation, right-of-way, easements, land acquisition, stormwater management facilities. These projects may also be referred to as Mobility Plan projects, multimodal projects, or projects in the Mobility Fee Technical Report and Mobility Fee Ordinance.

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

Motor Vehicle means a car, SUV, truck, van, or motorcycle that is either electric powered, gasoline powered, a hybrid, or some other fuel source that propels the motor vehicle.

Motor Vehicle Charging or Fueling means the total number of vehicles that can be charged or fueled at one time (fueling positions). Increasingly, land uses such as superstores, (i.e., super Wal-Mart), variety stores, (i.e., Dollar General), and wholesale clubs (i.e., Costco) are also offering vehicle charging and fueling with or with/out small convenience stores. Outside of Florida, several grocery store chains are also starting to sell fuel. Free standing vehicle charging stations that charge a fee for use and are not a requirement of the City as an ancillary use of a development shall be required to pay a mobility fee. The mobility fee rate per charging or fueling position would be in addition to any mobility fee per square foot under the applicable retail land use with vehicle charging or fueling. Motor vehicle charging stations that are not a primary use or function of a commercial or retail use and are either required by the City or provided as an ancillary use are exempt from payment of the mobility fee. The City shall have the ability to determine if a charging or fueling station is a commercial use.

Motor Vehicle Cleaning shall mean a building, stalls, stations, or tunnels for the cleaning, detailing, polishing, washing, or waxing of motor vehicles or boats which fall under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. This use includes full-service, partial service, and self-service uses. The unit of measure shall be the number of bays or stalls for self-service cleaning, and the number of approach lanes for automated, semi-automated, or tunnel washes where payment is rendered or a card, code, or other means is used to access the cleaning service. For uses with automated, semi-automated, or tunnels, finishing stations for detailing, drying, or vacuuming Mobility Fees shall also be assessed at a rate of one (1) station per every five (5) finishing stations. For uses with self-service bays or stalls, which typically feature a greater number of facilities than automated or semi-automated facilities, finishing stations for detailing, drying, or vacuuming, Mobility Fees shall also be assessed at a rate of one (1) station per every ten (10) finishing stations.

Motor Vehicle Service shall mean a building, bays, service bays, stalls, or stations for the routine maintenance of motor vehicles including oil changes, cleaning, or replacing filters, replacing windshield wipers, changing tires, providing for maintenance, service, and repair, and changing and topping off vehicle fluids and falls under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. Any building square footage associated with motor vehicle service would fall under retail uses and pay the applicable mobility fee per the square footage of the building not associated with the quick lube service.

Multimodal means 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 facility means a sidewalk, bicycle lane, buffered or protected bicycle lane, multimodal or flex lane, high occupancy vehicle lane, shared-use path, trail, greenway, boardwalk, transit stop, transit station, transit pull-out, crosswalk, mid-block crossing, pedestrian signal, mobility hub, low speed street, shared street, traffic calmed street, streetscape, hardscape, or traffic calming.

Non-Residential Square Feet means the sum of the gross floor area (in square feet) of the area of each floor level under cover, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all areas that have floor surfaces with clear standing head room (six feet six inches, minimum) and are used as part of primary use of the property of their use. If an area within or adjacent to the principal outside faces of the exterior walls is not enclosed, such as outdoor restaurant seating, areas used for storage of goods and materials, or merchandise display, and is determined to be a part of the primary use of property, this gross floor area is considered part of the overall square footage of the building. Areas for parking, circulation, ingress, egress, buffers, conservation, walkways, landscape, stormwater management, and easements or areas granted for transit stops or multimodal parking are not included in the calculation of square feet.

Office means banks, financial services, general offices, hospitals, higher education, post-secondary trade schools, and professional activities primarily involving the provision of professional or skilled services, including but not limited to accounting, legal, real estate, insurance, financial, engineering, architecture, accounting, and technology.

Office Uses means those businesses which provide professional services to individuals, businesses, or groups and which include those uses in the ITE Trip Generation Manual under Land Use Code Series 600 and 700 and includes Land Use Codes 540, 550, 911 and 912. Land Use Code 620 is included under institutional uses.

Off-site Improvement means improvements located outside of the boundaries of development activity or on the opposite side of a right-of-way not adjacent to the boundary of the development activity, excluding improvements such as mid-block crossings, traffic signals, left turn lanes that are part of development activity relate access improvements. If an improvement provides a benefit to person travel not associated with development activity such as a turn lane serving another development or an off-site sidewalk connection to a school or park shall generally be considered an off-site improvement. Off-site improvements also include mobility projects that are not a site-related or development activity requirement of the Comprehensive Plan, land development regulations, development order condition, or a condition of a access or right-of-way permit.

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

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

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

Person Miles of Travel (PMT) means a unit used to measure person travel made by one person where each mile traveled is counted as one person mile. PMT is calculated by multiplying person trip length by the number of person trips. The increase in future person miles of travel is used to plan multimodal project needs that form the basis for a mobility fee.

Person Miles of Travel Factor (PMTf) shall mean the factor utilized to convert vehicle miles of travel to person miles of travel based on the 2017 National Household Travel Survey.

Person Travel Demand (PTD) means travel demand from development activity based on trip generation, pass-by trips, person trips, person trip lengths, limited access travel, urban area travel, and both the origin and destination of trips. The resulting mobility fees are roughly proportional to the person travel demand per use and assessment area provided on the mobility fee schedule.

Person Trip (PT) means a trip by one person by one or more modes of travel including, but not limited to, driving a motor vehicle or low speed electric vehicle, riding transit, walking, bicycling or form of person powered, electric powered or gasoline powered device.

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

Private Education means building or buildings used for pre-school, private school, childcare, or day care where students are educated by a non-governmental entity with grades ranging from pre-kindergarten to 12th grade. Private schools do not include Charter Schools, which are exempt from local government fees per Florida Statute. Childcare and day care shall mean a facility where care for young children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds. Postsecondary education falls under office uses. These uses are under ITE Trip Generation Manual under Land Use Code Series 500.

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

Quick Service Restaurant Drive-Thru means a quick service restaurant where an order for food is placed or a pick-up/delivery lane where an order is picked-up by either a customer that placed an online order or a delivery service. Quick service restaurants are establishments serving beverages, food, or both with higher turnover, quick service, and may feature either counter service or selection of items from a counter and would fall under the descriptions of ITE Trip Generation Manual Land Use Codes 930, 933, 934, 935, 936, 937, and 938. The vehicle will proceed to one or more common pick-up windows, lockers, stations, or functional equivalent after the order has been placed. Quick service restaurant with drive-thru may be located in multi-tenant retail or free-standing retail buildings. This use also includes any quick service restaurants that do not offer indoor seating and are intended to primarily be served by vehicle delivery services or pick-up or drive-thru only orders placed online. These uses may provide a walk-up order window.

Recreation Uses mean those public or quasi-public uses that serve a community's social, cultural, fitness, entertainment, and recreational needs, which include applicable land uses specified in the ITE Trip Generation Manual under Land Use Code Series 400 and 500.

Residential Uses mean a dwelling unit and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200.

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

Residential and Lodging Uses means a dwelling unit or room in overnight accommodations or mobile home or RV park and shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200 and 300 and Land Use Code 416. Land Use Codes 253, 254, and 255 are considered institutional uses.

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

Retail means entertainment, personal service, restaurant, and retail uses. This includes land uses under ITE Land Use Codes Series 400, 800, and 900. Retail includes all uses that do not fall under High Impact or Convenience Retail uses.

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

Shell Building means the foundational and structural elements that separate interior and exterior space and includes the roof, walls, windows, doors, mechanical systems, and rough plumbing and electric. Common areas are typically finished. Interior spaces are designed to be finished by the tenant with wall coverings, ceiling, flooring, lighting, electrical and plumbing finishes, and furnishings. The floor may or may not be finished with concrete to allow for flexibility in the location of plumbing service lines.

Small Retail Business means entertainment, personal service, restaurant, and retail uses. Buildings maybe either free-standing or multi-tenant. The City of Oviedo may elect to establish a program that establishes criteria to qualify as a small retail business. Until the City establishes a program, and an applicant receives formal approval, the small retail business mobility fee rate would not be applicable. This includes land uses under ITE Land Use Codes Series 400, 800, and 900.

Streetscape means hardscape elements such as pavers, benches, lighting, trash and recycling receptacles, fountains, seating, shade structure, crosswalks, landscape elements such as canopy and understory trees, shrubs, bushes, grasses and flowers, green infrastructure and architectural structures and projections that provide shade and protection from various weather conditions.

Trip means travel between locations, often times between an origin, such as a home, to a destination, such as a business, but the trip can end and begin at the same location, such as walking a dog in the neighborhood where the home is both the origin and destination.

Trip Length shall mean the length of a trip per trip purpose.

Trip Purpose means the primary purpose at the destination of a trip such as travel to buy goods, services, or meals, entertainment, recreation, school, work, places of assembly, errands, medical, day care, or work related. Trip purpose may be either home based, meaning the trip originates at a residence, or non-home based, meaning the trip originates at a destination other than a residence.

Use shall mean a use of land for residential or non-residential purposes. For Mobility Fee purposes the terms land use and use are interchangeable. The inclusion of a land use or use on the Mobility Fee schedule does not mean that land use or use is permitted by the City's Comprehensive Plan or Land Development Regulations. Any defined term in this Technical Report does not supersedes definitions in the City's Comprehensive Plan or Land Development Regulations for purposes of non-mobility fee related items.

Vehicle Miles of Travel (VMT) means a unit to measure vehicle travel made by a motor vehicle where each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle. VMT is calculated by multiplying the length of a road segment by the total number of vehicles on that road segment.

Vehicle Occupancy (VO) means the total number of persons in a single motor vehicle making a trip.

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

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RECOMMENDED NEXT STEPS

The adoption of the 2045 Mobility Plan and Mobility Fee may require additional tasks to administer and implement the Plan and Fee. The following are recommended next steps that the City of Oviedo should consider commencing:

(1) **Seminole County Mobility Fee Coordination:** Oviedo should begin discussions with Seminole County on addressing impact on County Roads and a share of Mobility Fees to be set aside as a local match for funding the design and construction of improvements to County Roads. The City will need to address the County's Mobility Fee Ordinance requirements to replace the County Mobility Fee with a City Mobility Fee. The City will also need to update the existing interlocal agreement with the County related to collection of County Mobility Fees.

(2) **Comprehensive Plan Amendment:** Within one year from the date of adoption of the Mobility Fee, the City will need to amend the Comprehensive Plan to recognize adoption of the 2045 Mobility Plan and Mobility Fee and remove policies related to Transportation Concurrency Exception Areas (TCEA's), Transportation Concurrency, and proportionate share. The Amendment would need to update the various tables of improvements to ensure internal consistency.

The Amendments should also integrate areawide level of service and multimodal quality of service standards into the Comprehensive Plan and strongly consider sunsetting existing roadway level of service standards or eliminate roadway level of service standards altogether. The Mobility Plan and Fee provide the City a unique opportunity to fully embrace multimodal transportation focused on moving people and moving towards Vision Zero.

(3) **FDOT, MetroPlan Orlando Coordination:** Oviedo should begin discussions with FDOT and MetroPlan on integrating the Mobility Plan projects into the 2045 LRTP and closely coordinate with both parties as MetroPlan begins to start the development of the 2050 LRTP. The coordination should also address the incorporation of Mobility Plan projects into existing funded and planned projects, and the pursuit of funding for Mobility Plan projects through existing or upcoming grant and funding request opportunities.

(4) **Seminole County & Winter Springs Mobility Planning Coordination:** Oviedo should begin discussions with the County on integrating the Mobility Plan projects into the 2024 sales tax referendum and consideration of the Charter County Infrastruce Surtax. The City should also coordinate with the County and Winter Springs on the Winter Springs Blvd Interchange and coordinating future roadway and multimodal improvements to ensure connectivity and reduced the number of dead end and closed off roadways that significantly limit mobility.

(5) **Annexation South of City Limits**: Based on the significant trip interaction within the Mobility Study Area and eastern Seminole County, the City should consider pursing annexations of unincorporated Seminole County areas within current urban area boundaries on both sides of SR 417 and south of existing City Limits. The Mobility Plan has identified a number of future multimodal projects in the Mobility Study Area to hopefully ensure connectivity and limit future disjointed transportation system expansion that relies solely on City, County, and State arterial and collector roads to provide mobility.

(6) **Land Development Regulations:** Oviedo should consider developing Complete Street design standards and policies based on the QOS standards to implement the 2045 Mobility Plan. Oviedo should also consider replacing traffic impact analysis with site access analysis or mobility solutions reports to incorporate the 2045 Mobility Plan and ensure new development is addressing both vehicular and multimodal transportation. The LDRs should the update to ensure that new development is designing its internal streets in a Complete Street manner and that external impacts and improvements appropriately address multimodal transportation. Oviedo should also consider implementing FDOTs Context Classification and the Street QOS Standards **(**Figure 22**)**.

Figure 22. FDOT's Context Classification

(7) **Service Charge Study:** Oviedo should also consider undertaking or updating a service charge study. Florida Statute limits administrative charges to the cost of administering and implementing mobility fees. The service charge study would provide a factual basis for assessment of a service charge to offset administrative cost. The service charge would also address future updates and application fees for special studies, request for credits or offsets, and special assessments.

(8) **Administrative Procedures:** Oviedo should consider developing or updating administrative procedures to administer and implement the Mobility Plan and Mobility Fees. The mobility fee ordinance will address big picture legal and statutory requirements. Administrative procedures will govern day to day administration and provide the City with continuity of service should staff turnover occur.

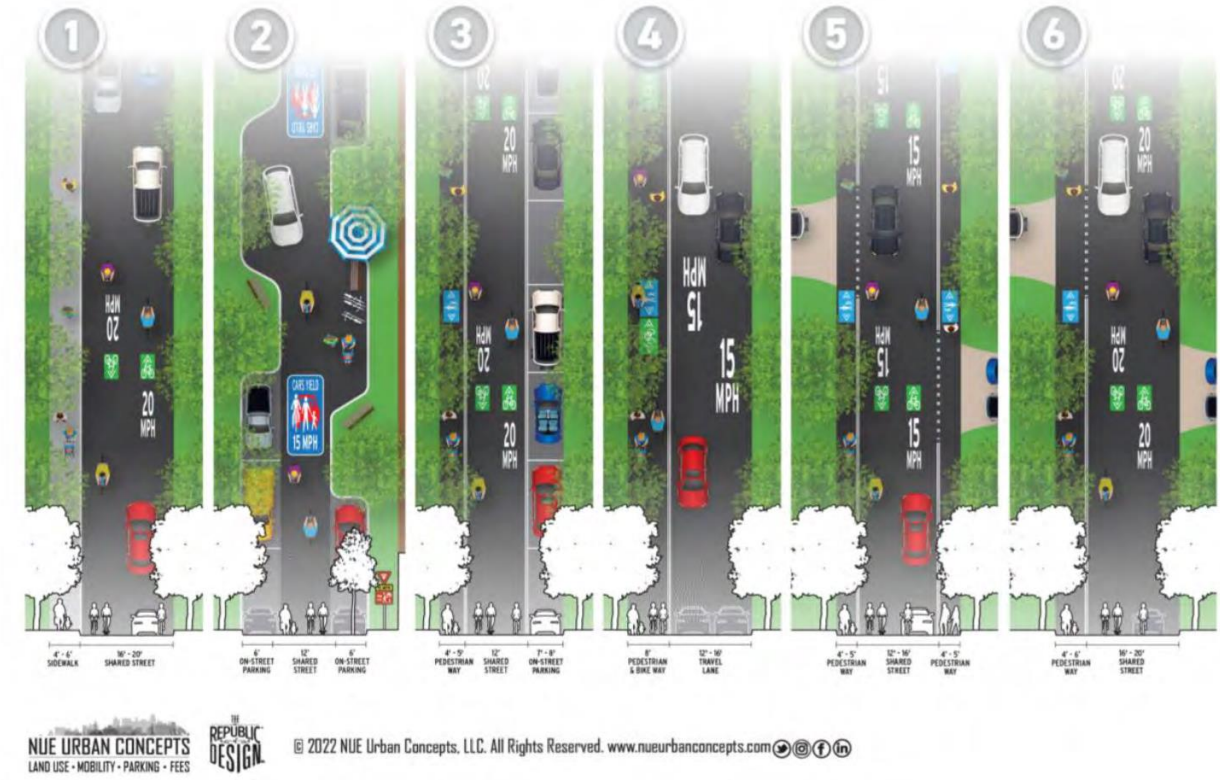
(9) **Multimodal Baseline Analysis:** Oviedo should consider a comprehensive inventory of its existing multimodal network and developing GIS files to digitally map its multimodal network. The analysis should utilize the multimodal quality of service standards and establish baseline conditions and current QOS levels provided. This will enable the City to measure performance of the mobility plan over time. The City should also start an annual traffic count program for its streets where data is not collected by the County of FDOT. The counts would allow the City to monitor progress of the Mobility Plan.

(10) **Mobility Equity Program:** Oviedo should consider developing criteria and policies for developing a mobility equity program that provides residents in underserved neighborhoods with enhanced access to transit circulation, car-share programs, ride-share services, and shared micromobility services and programs.

(11) **Micromobility & Microtransit Program**: New technology is resulting in a wave of new mobility solutions to address last mile connectivity and park once environments. Dockless bikes, e-bikes and e-scooters are the latest iteration of micromobility. Golf carts and neighborhood electric vehicles are forms of microtransit that can use existing infrastructure, if authorized by the local government and coordinated with the County and FDOT on roads that they maintain. There are others forms of micromobility and microtransit that will be developed. Many local governments are developing separate plans and programs for micromobility and microtransit. These efforts include separate Land Development Regulations, implementing ordinances and programs. Oviedo should consider developing a micromobility and microtransit program.

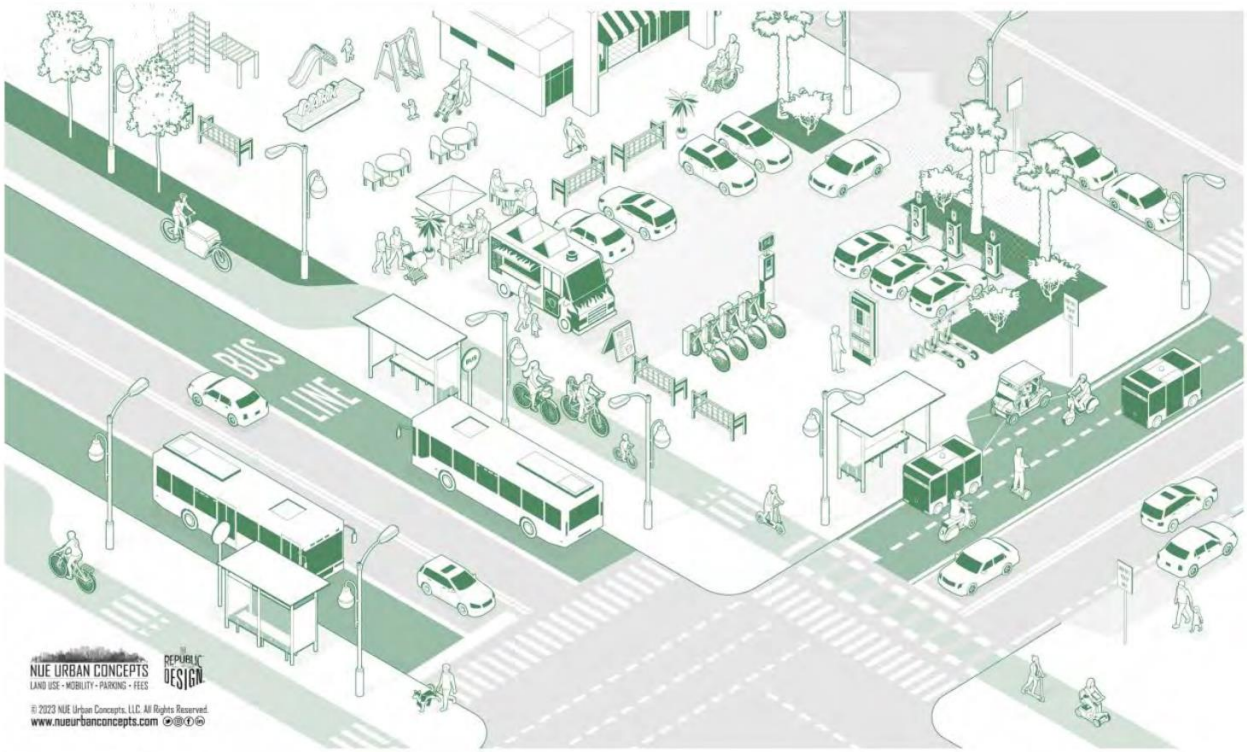
(12) **Neighborhood Traffic Calming:** Oviedo should consider developing or updating criteria and policies for implementing neighborhood traffic calming and implementing street quality of service. The multimodal quality of service provides the City with the opportunity to implement low cost and high impact traffic calming measures that create low speed streets and expand multimodal infrastructure or increase on-street parking. The following graphic illustrates some quick fix concepts for traffic calming and low speed streets **(**Figure 23**)**.

Figure 23. Low Speed Streets and Traffic Calming



(12) **Mobility Hubs:** Oviedo should consider integrating mobility hubs as part of existing and future transit service. Mobility Hubs are the evolution of transit and bus stops that provides safe and convenient drop-off and pick-up areas for microtransit, transit, and shared mobility services like Uber and Lyft, incorporates lockers for package and mail delivery, adds spaces for mobile delivery services, provides racks, stations, and corals for bikes and micromobility devices, and charging stations for electric vehicles. The City's LDRs could also be updated to provide new development with the opportunity to partially reduce off-street parking requirements by constructing a mobility hub **(**Figure 24**)**.

Figure 24. Mobility Hub



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CONCLUSION

The City of Oviedo's Mobility Fee is based on the projects identified in the 2045 Mobility Plan. The future travel demand analysis provided in this Technical Report clearly demonstrates there is growth in travel demand projected within the City. The Mobility Plan establishes the framework over the next 22-years to move people, provide choices, and meet future travel demand through expansion of the City's multimodal transportation system.

The City's Mobility Fee is a streamlined, equitable way for development activity to mitigate its impact to the multimodal transportation system. Mobility Plan projects and the Mobility Fee are based on the projected increase in person miles of travel and person miles of capacity between 2023 and 2045: consistent with the **"needs"** requirement of the dual rational nexus test. The Mobility Fee is also based on the person travel demands attributable to new development activity and is roughly proportional to the impact the development activity has on the City, County, and State Roads within the Mobility Study Area, consistent with Florida Statute Sections 163.3180 and 163.31801.

The implementation of Mobility Fee Benefit Districts, where a Mobility Fee paid by development activity is to be expended to fund multimodal projects within the Mobility Fee Benefit Districts, ensures that the Mobility Fee will meet the **"benefits"** requirement of the dual rational nexus test. The City's Mobility Fee will be assessed and collected by the City on development activity that results in an increase in person travel demand within the City. The Mobility Fee has been developed to offset the impact of development activity on City, County, and State Roads within the Mobility Study Area.

The City and County need to meet to negotiate extra-jurisdictional impacts including replacement of the County's Mobility Fee and the impact of approved development in unincorporated Seminole County on Oviedo's multimodal network consistent with Florida Statute Section 163.3177 (6)(h)(3). The comparative analysis of vehicle miles of travel (VMT) and the share of unfunded cost of mobility projects on County Roads within the Mobility Study Area is roughly 25%. The share of mobility projects on County Roads within the City of Oviedo is less than 10%.

The two improvements that are needed in the foreseeable future on County Roads are the widening of CR 419 within City limits and the extension of Slavia Road just outside City limits. Both of these projects will require an extension of the infrastructure sales tax for Seminole County. Neither the City's nor the County's Mobility Fees are high enough to existing travel demand and future development activity in the City and the County.

The Origin and Destination Evaluation conducted for the Mobility Study Area demonstrates that the City of Oviedo functions as a downtown for eastern Seminole County, similar to how Altamonte Springs functions as a downtown for the southwest portion of the County and Sanford for the northwest portion of the County. There is just as much traffic coming to and from unincorporated County into Oviedo as there is coming from Oviedo to unincorporated County.

The City and the County will need to consider these factors as they discuss updates to the current interlocal agreement. The City should also discuss mobility projects identified on the Future Planning Considerations map to start planning for new roads and multimodal facilities as the County continues to approve development in unincorporated County around the City of Oviedo. This development continues to add dead-end roads and a disconnected transportation network.

The Mobility Fee includes increases that are above the current combined City Transportation Impact Fee and County Mobility Fee for non-mixed-use development activity. The City can enact a Mobility Fee upon adoption of the Mobility Fee ordinance, so long as the Mobility Fee does not exceed the combined total for the City and the County. The City could then phase-in part of the increase in Mobility Fees 90 days after adoption of the ordinance at a rate not to exceed 12.5% above current fees. The only way the City can avoid phasing in any increase in Mobility Fees and limiting increases to 50% over four years is through a finding of extraordinary circumstances.

The City may elect to develop criteria for designating additional mixed-use areas or developments. The City may also elect to develop a program for development activity to qualify for the reduced affordable and workforce housing rate and the small retail business rates on the Mobility Fee schedule. This Report also identifies several additional steps for consideration.

The 2045 Mobility Plan, based on growth in population and increases in person miles of travel, includes mobility projects that provide the person capacity **"needed"** to meet the travel demands of development activity. The new growth evaluation demonstrates that new development is not being assessed more than its **"attributable and assignable"** share of the cost of the Mobility Plan.

The person travel demand for each use included in the Mobility Fee schedule meets the **"rough proportionality test"** established through case law. The establishment of Mobility Fee Benefit Districts ensures that Mobility Fees will be expended to provide a mobility **"benefit"** to development activity that pays a Mobility Fee. Payment of the Mobility Fee addresses mitigation of the person travel demand generated by development activity within the City. The 2045 Mobility Plan and the Mobility Fee meets the **"dual rational nexus test"** and is consistent with the requirements of Florida Statute Sections 163.3180, 163.31801 and Florida Statute Chapter 380.

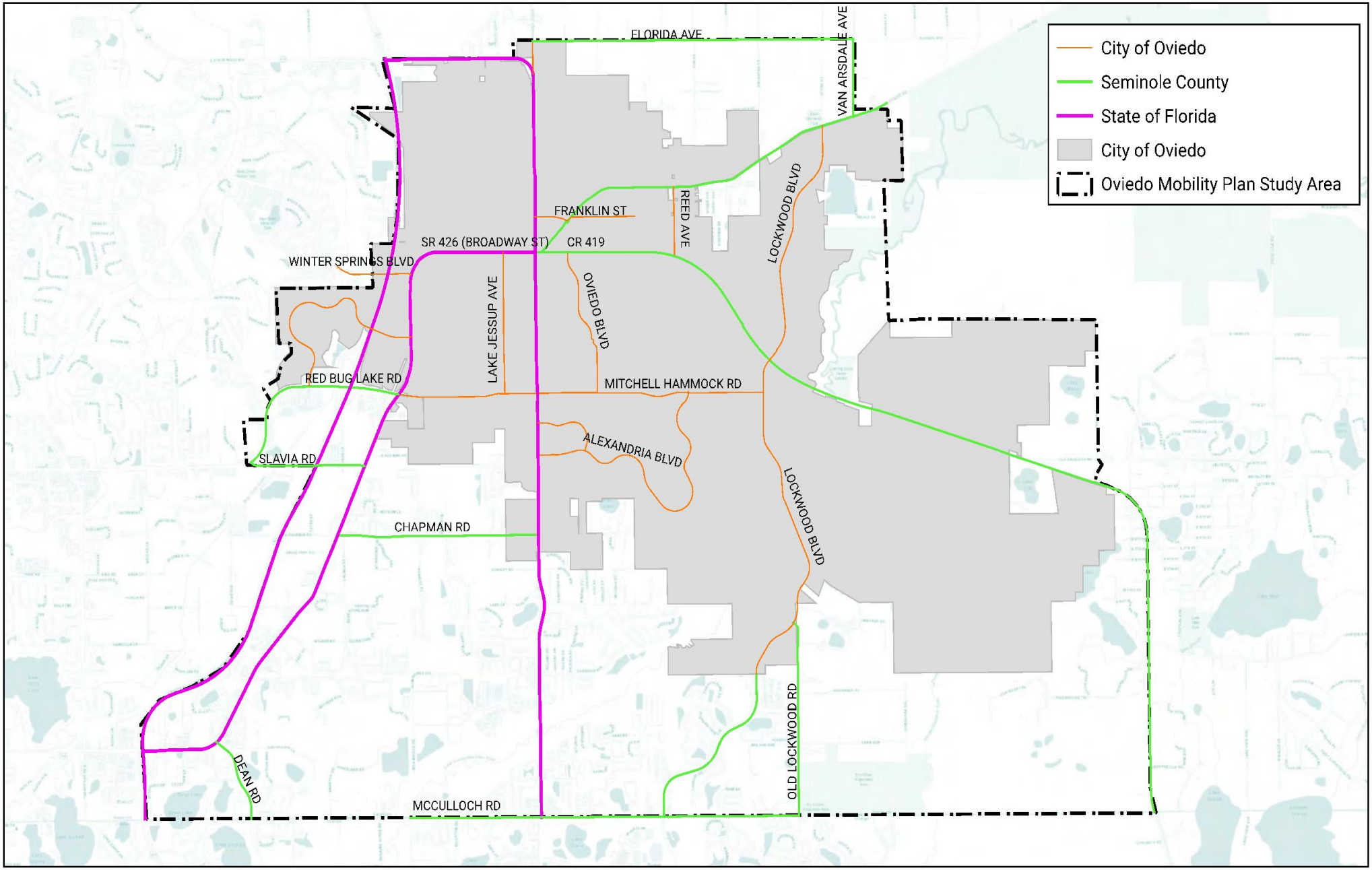
MAP A

Mobility Study Area

CITY OF OVIEDO 2045 MOBILITY PLAN

Mobility Plan Study Area & Network by Ownership

NUE URBAN CONCEPTS
LAND USE · MOBILITY · PARKING · FEES



Source: City of Oviedo Geographic Information Systems (GIS) data, "Oviedo Streets."

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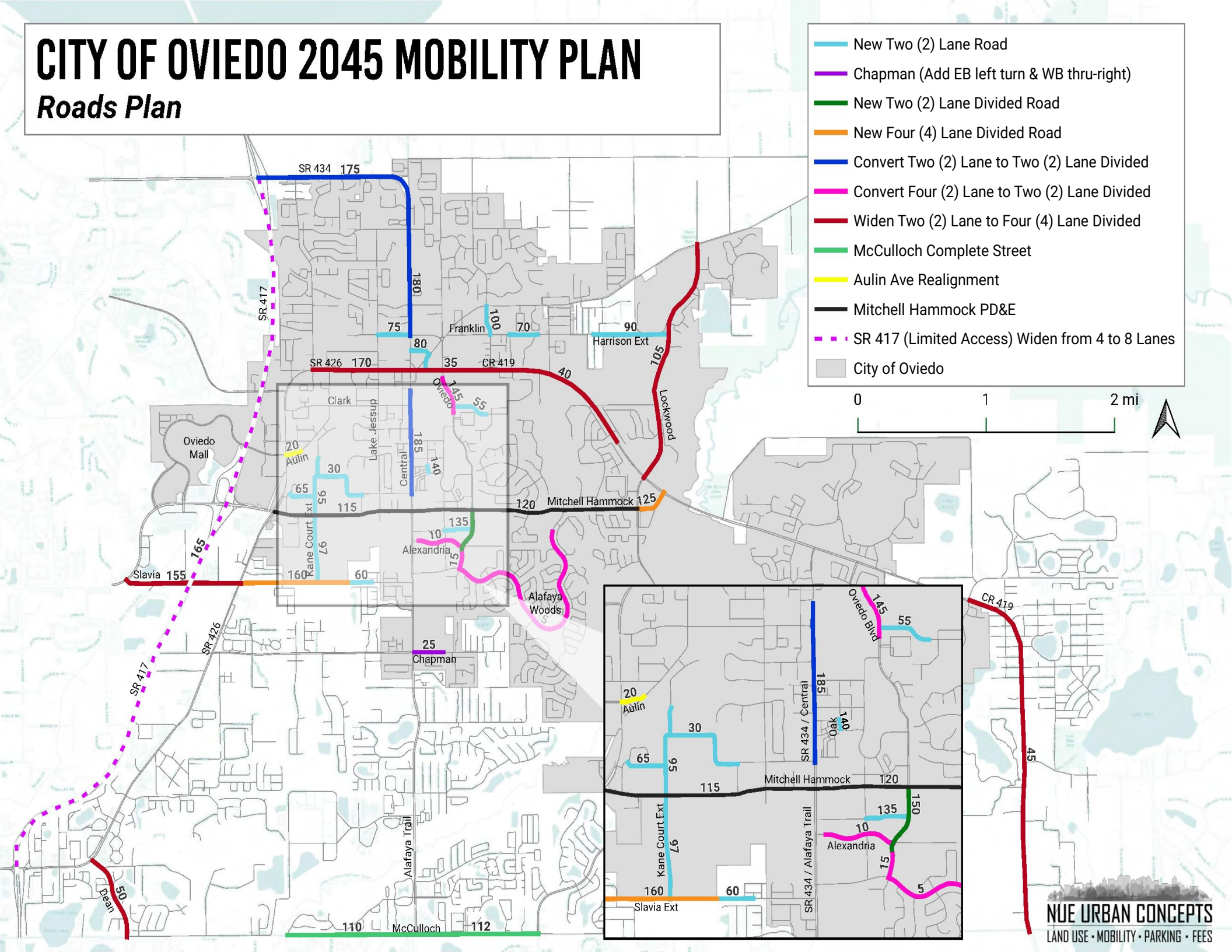
MAP B1

Roads Plan
(Mobility Study Area)

CITY OF OVIEDO 2045 MOBILITY PLAN

Roads Plan



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

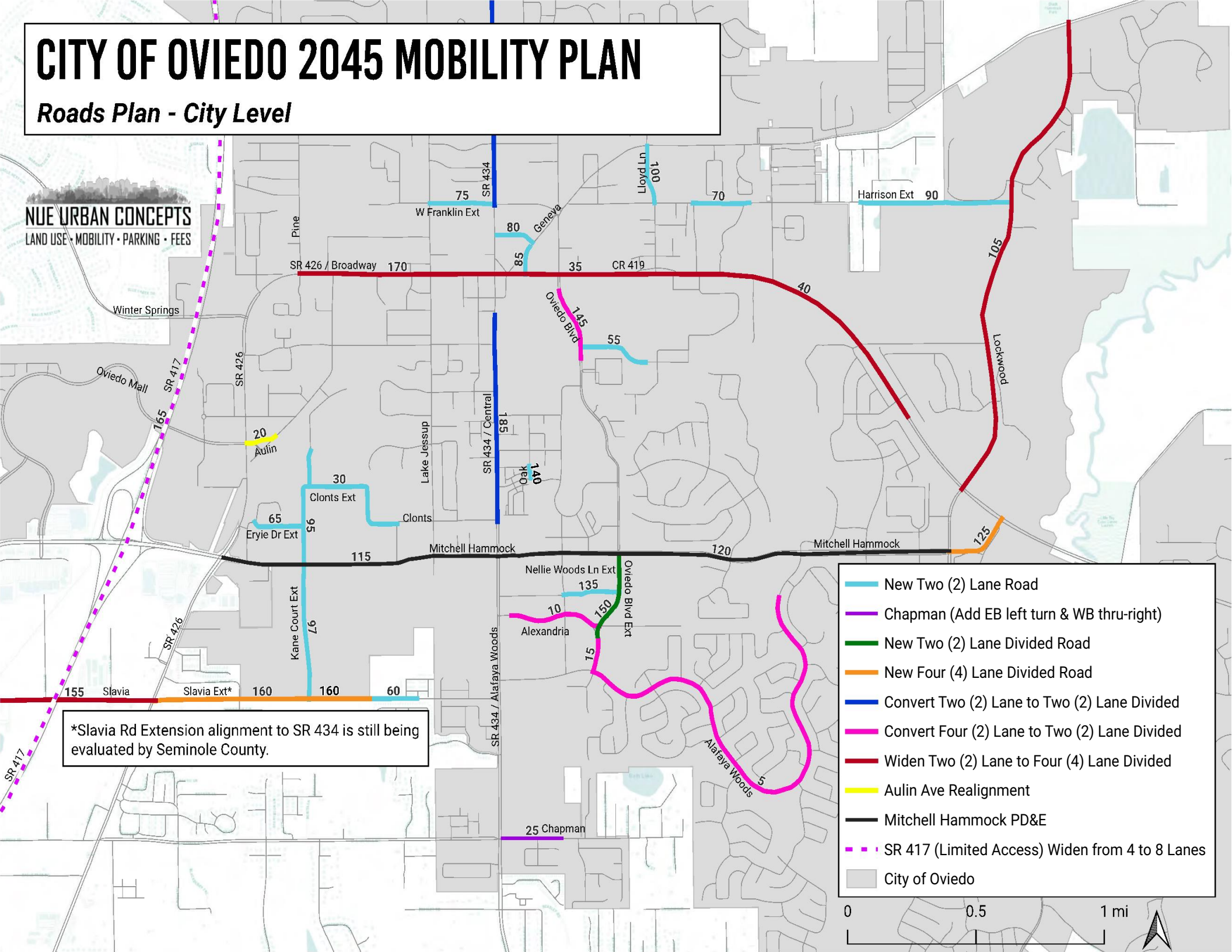
MAP B2

Roads Plan
(City Level)

CITY OF OVIEDO 2045 MOBILITY PLAN

Roads Plan - City Level

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

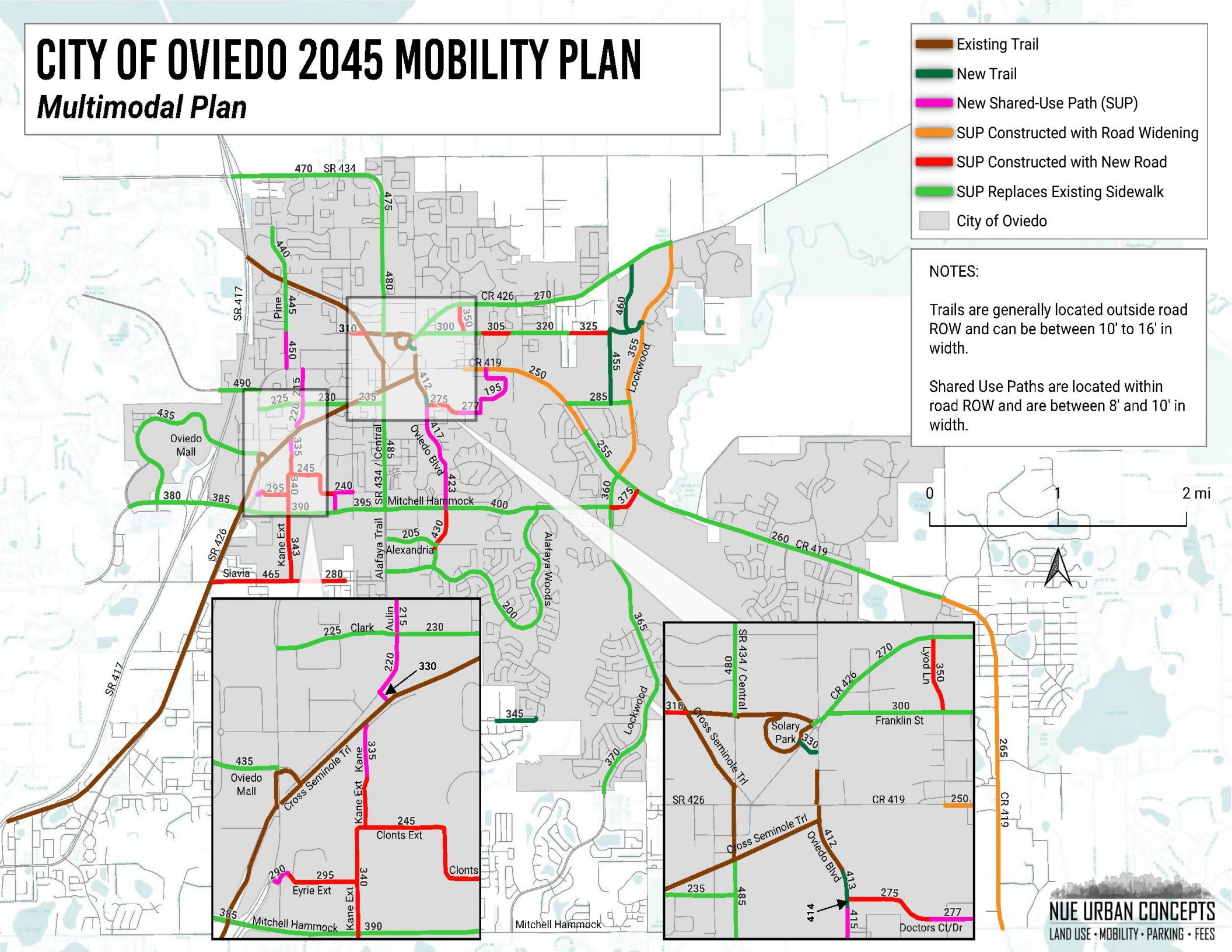


MAP C

Multimodal Plan

CITY OF OVIEDO 2045 MOBILITY PLAN

Multimodal Plan

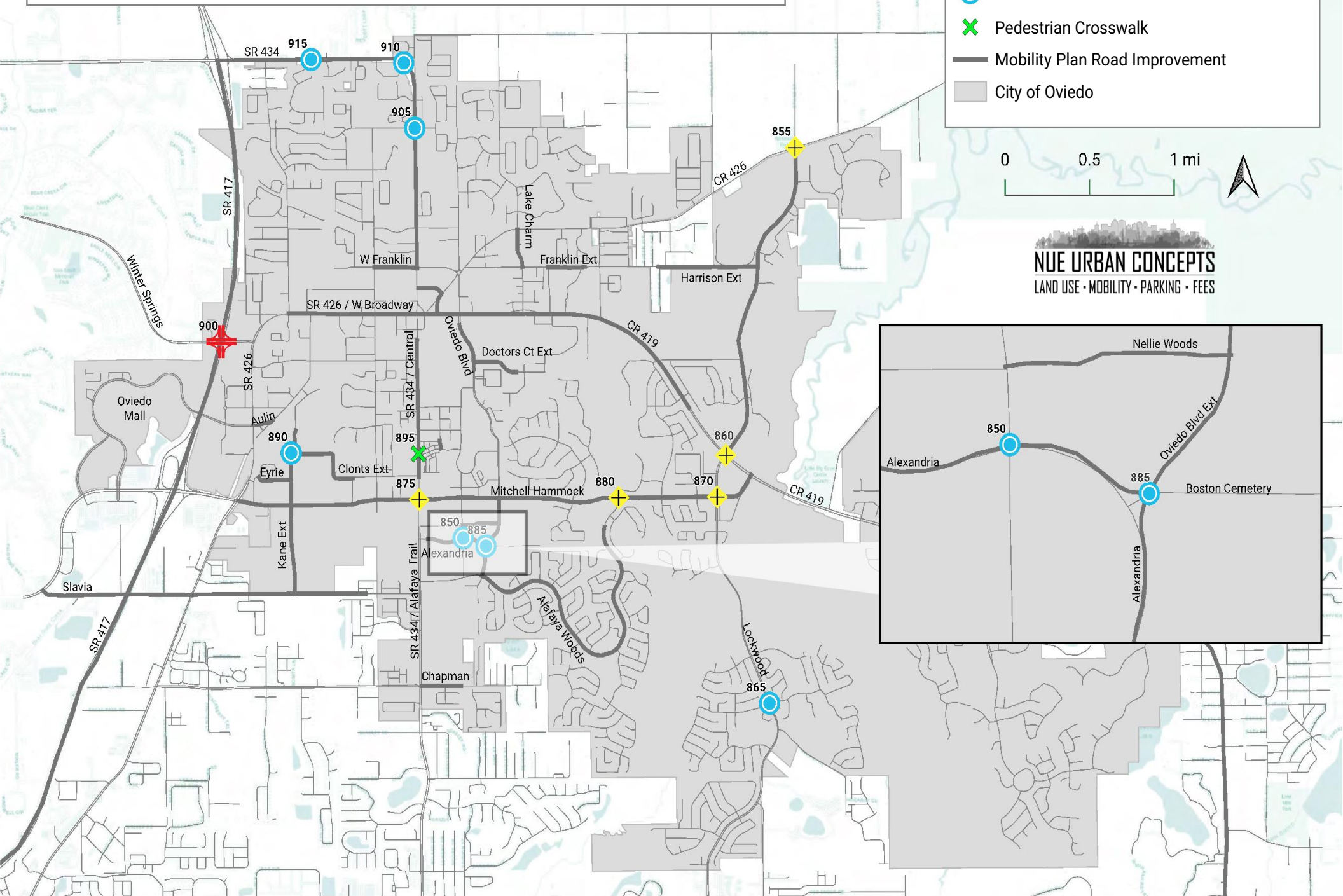


MAP D

Intersections Plan

CITY OF OVIEDO 2045 MOBILITY PLAN

Intersections Plan



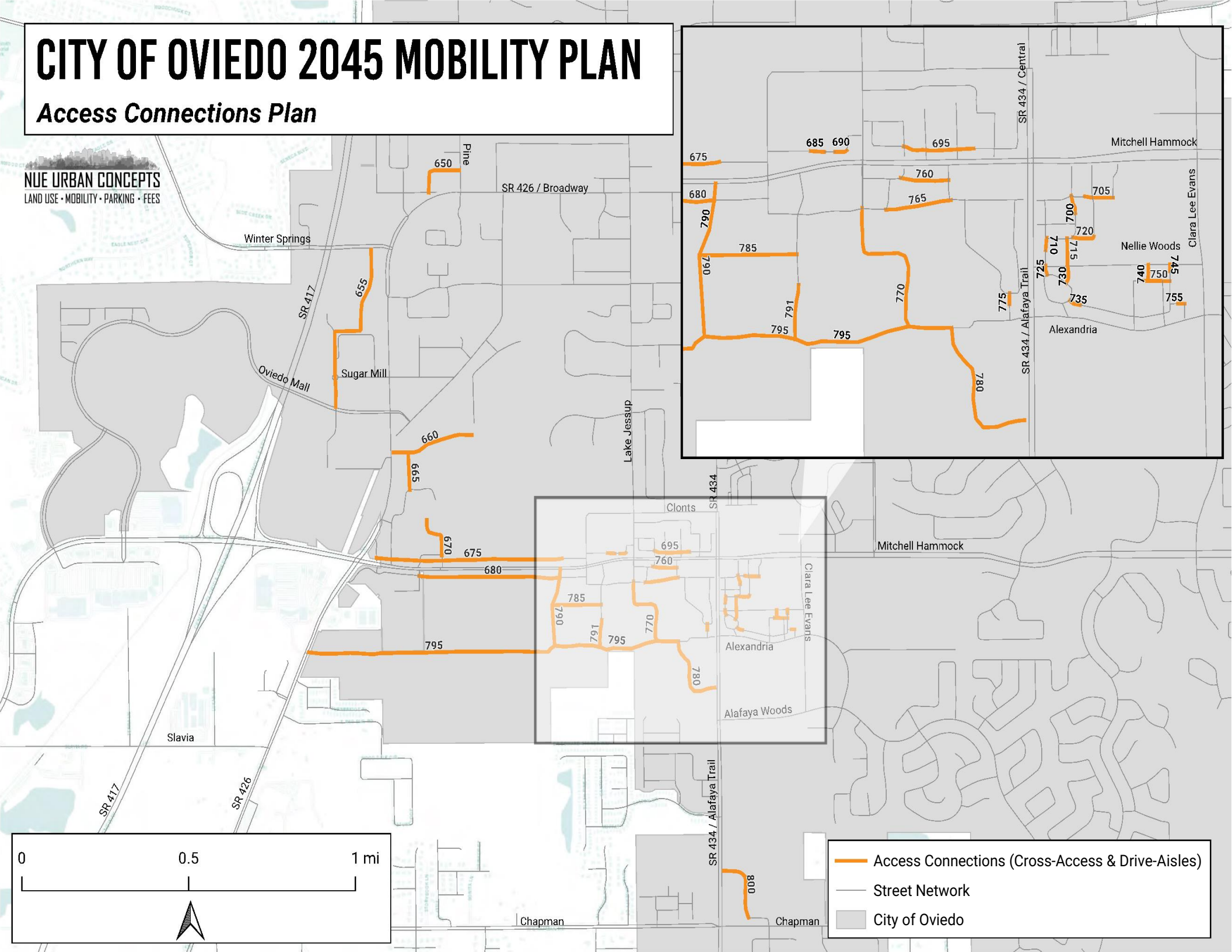
MAP E

Access Connection Plan

CITY OF OVIEDO 2045 MOBILITY PLAN

Access Connections Plan

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

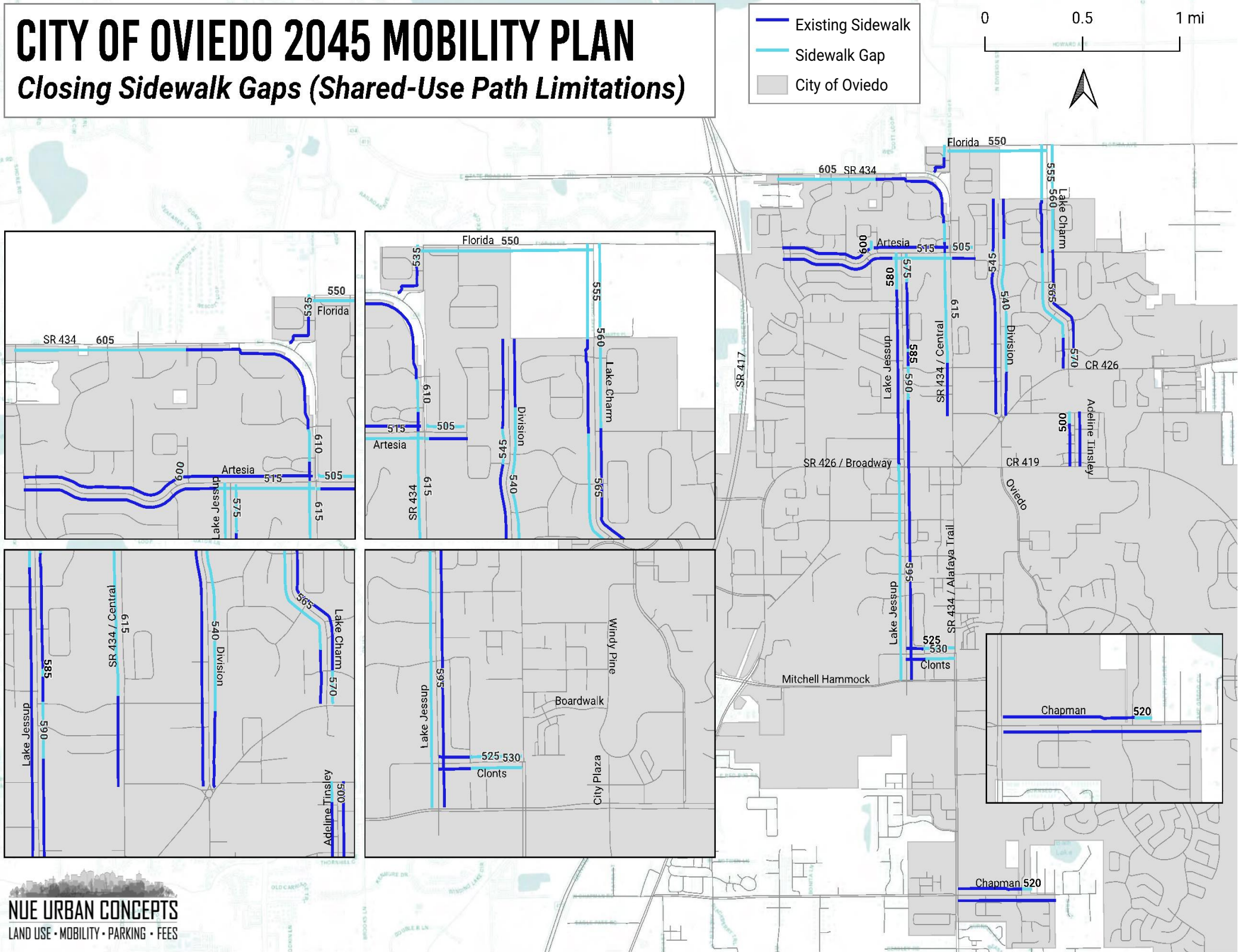


MAP F

Closing Sidewalk Gaps

CITY OF OVIEDO 2045 MOBILITY PLAN

Closing Sidewalk Gaps (Shared-Use Path Limitations)



NUE URBAN CONCEPTS

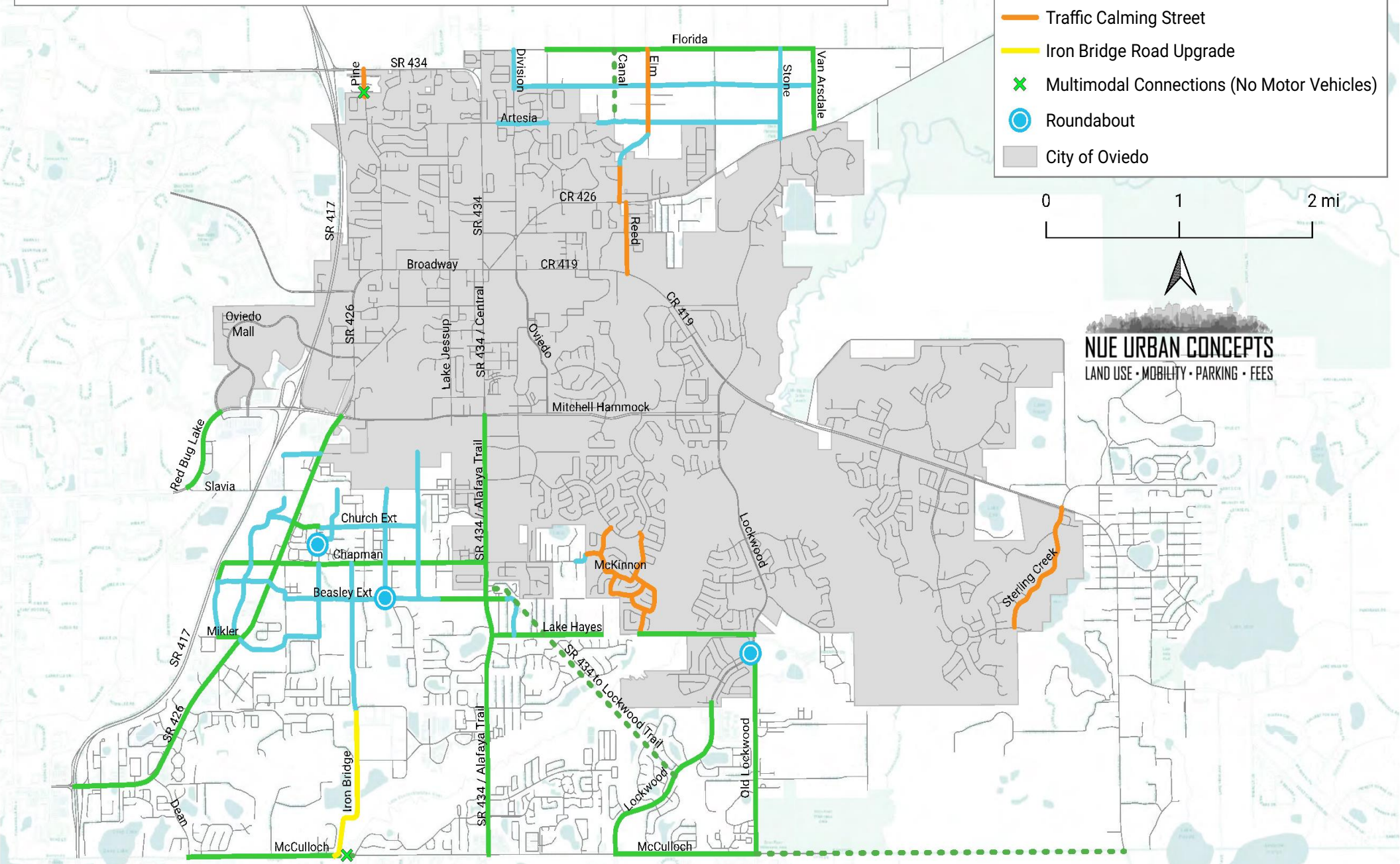
LAND USE • MOBILITY • PARKING • FEES

MAP G

Future Planning
Considerations

CITY OF OVIEDO 2045 MOBILITY PLAN

Future Planning Consideration* (Coordination with County, FDOT & Community Required)



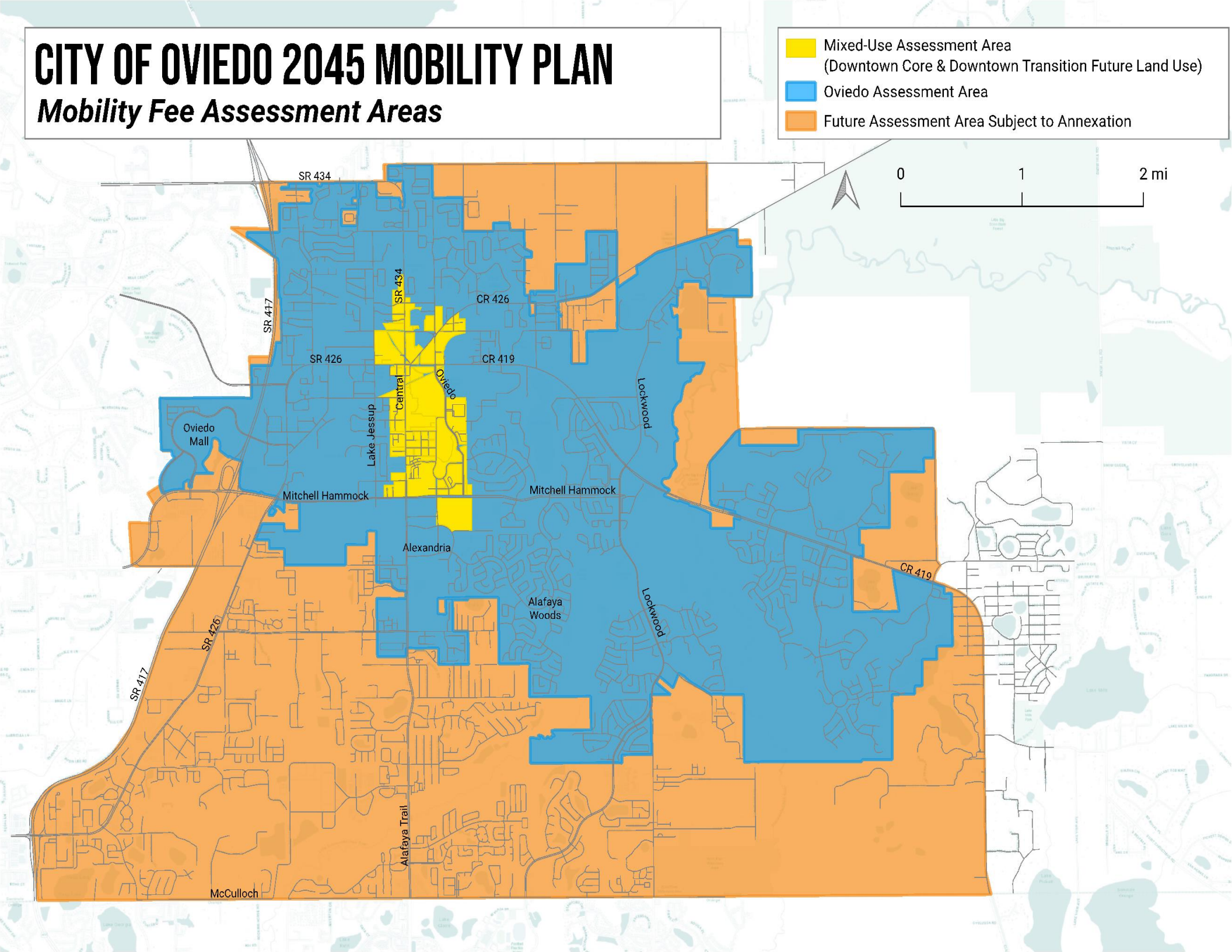
**These projects are not adopted as part of the 2045 Mobility Plan and are not included in the City of Oviedo Mobility Fee. Further community outreach and evaluation required before considering including any of these projects as part of future mobility plan and fee updates.*

MAP H

Mobility Fee
Assessment Areas

CITY OF OVIEDO 2045 MOBILITY PLAN

Mobility Fee Assessment Areas



MAP I

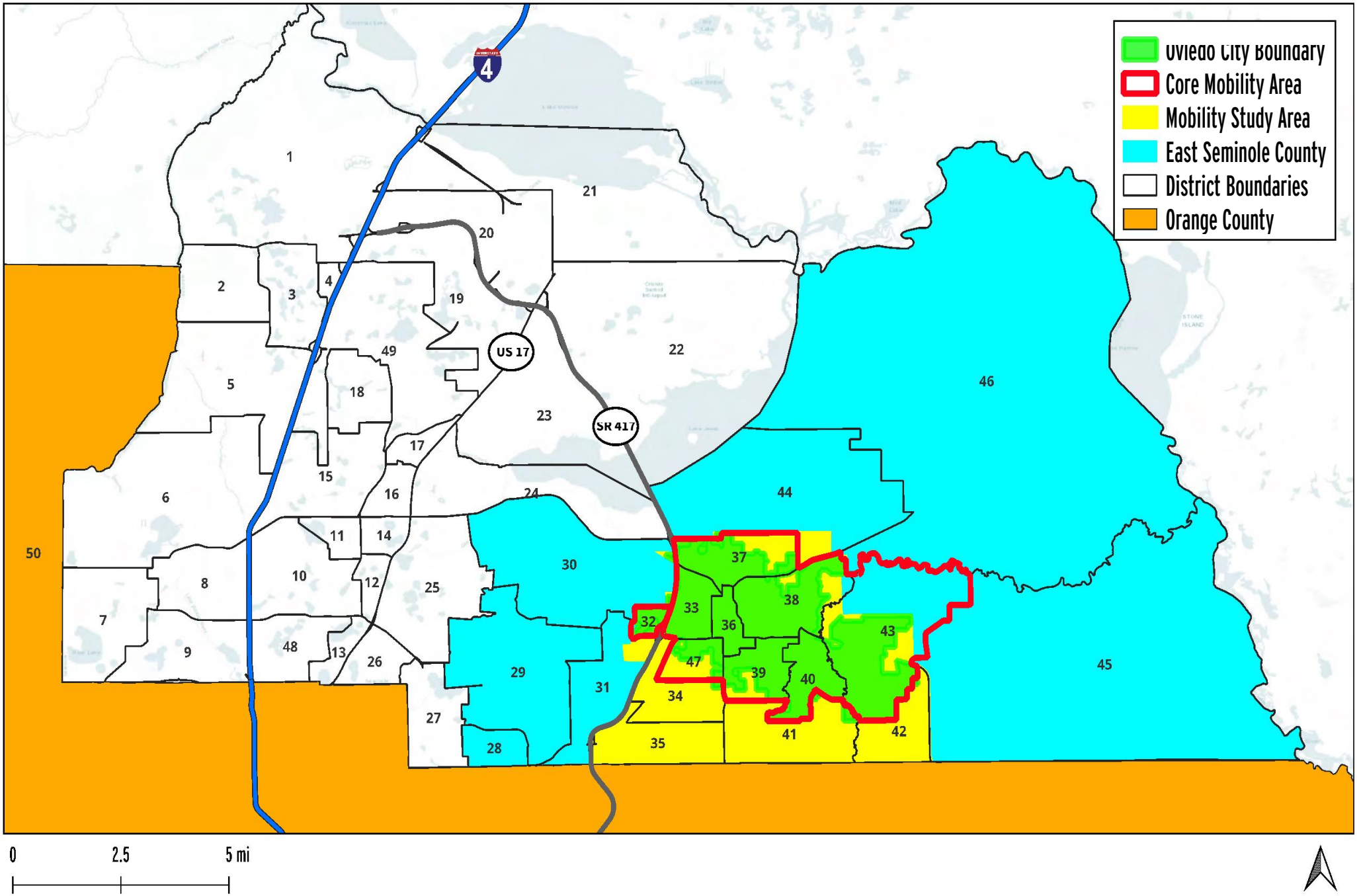
Origin &
Destination
Evaluation

2022 Trip Origin & Destination Evaluation

futureplan

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

(Using StreetLight 2021-2022 Travel Data)

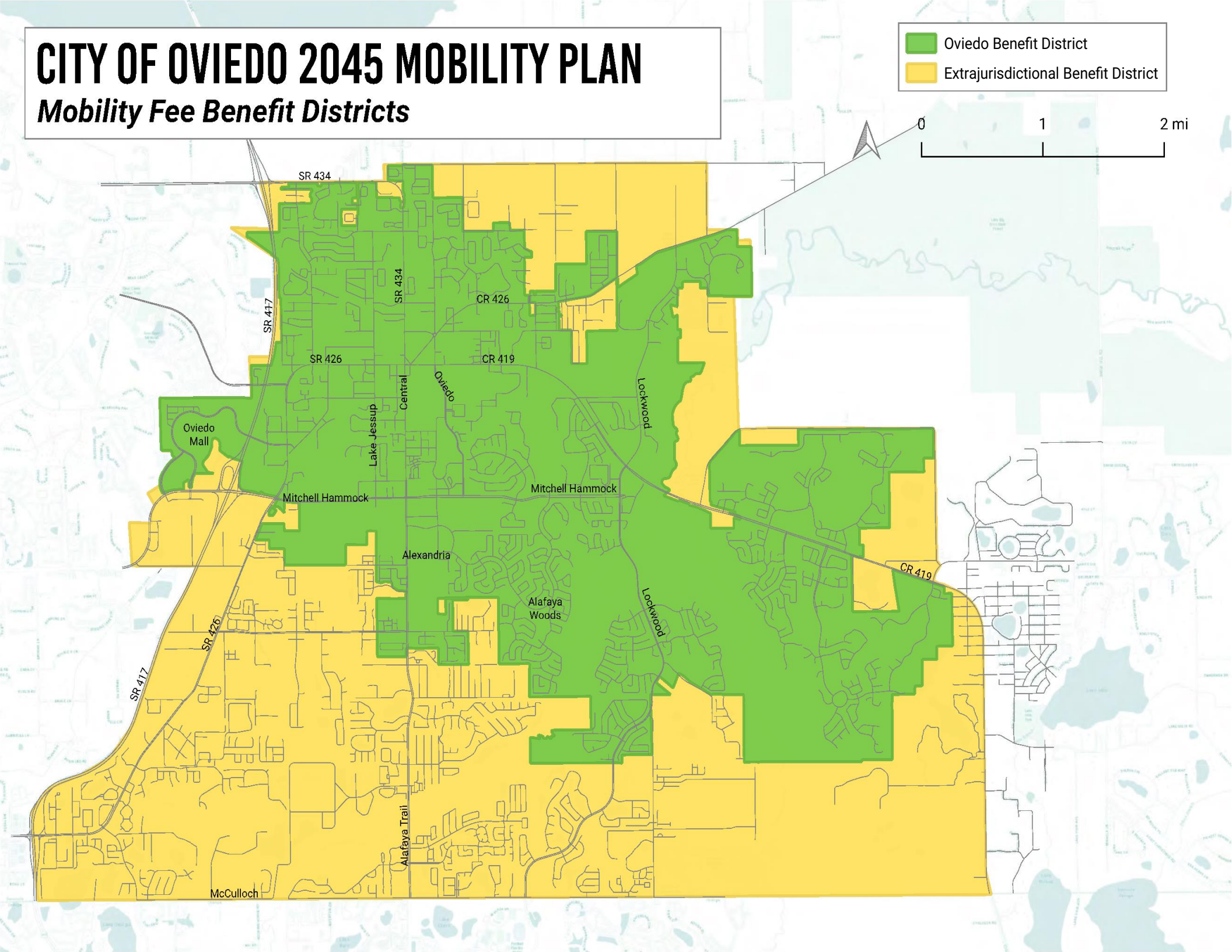


MAP J

Mobility Fee
Benefit Districts

CITY OF OVIEDO 2045 MOBILITY PLAN

Mobility Fee Benefit Districts



APPENDIX A

Florida Department of
Economic Opportunity (DEO)
Transportation Guidance

Transportation Planning

Transportation Element

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

Multimodal Transportation

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

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

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

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

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

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

Complete Streets

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

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

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

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

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

- Model Design Manual for Living Streets - Los Angeles County, 2011
- Deerfield Beach Complete Street Guidelines
- Ft. Lauderdale Complete Streets

Transportation Concurrency

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

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

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

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

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

Requirements for Transportation Concurrency

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

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

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

Links

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

Mobility Fee Based Plans

APPENDIX B

Florida Impact Fee Act

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.

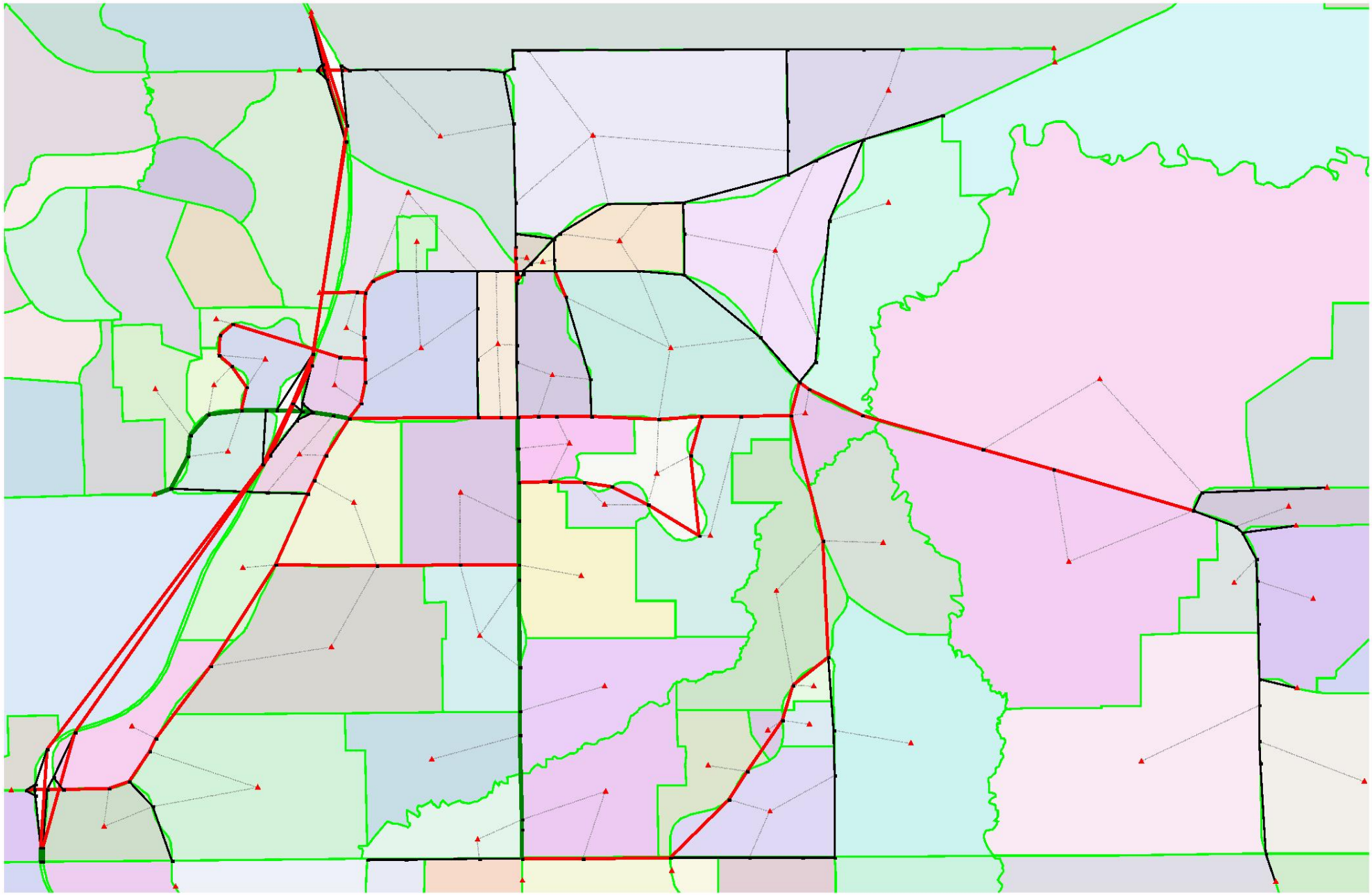
Approved by the Governor June 4, 2021.

Filed in Office Secretary of State June 4, 2021.

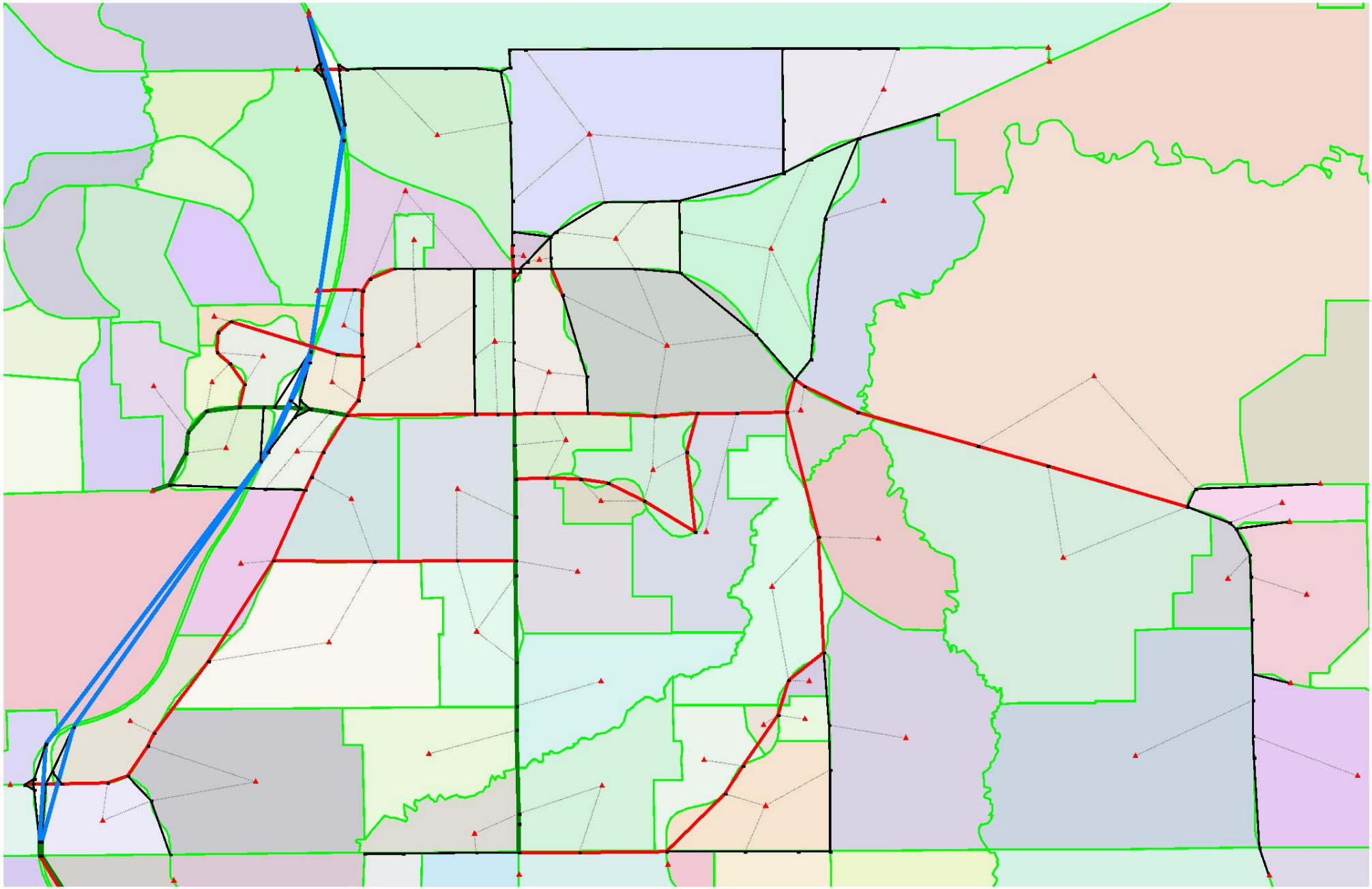
APPENDIX C

Projected Growth in
Vehicle Miles of Travel

Mobility Study Area
2020 Model Network



Mobility Study Area
2045 Model Network



APPENDIX C: PROJECTED GROWTH IN VEHICLE (VMT)					
Mobility Plan Study Area		Limited Access		Total	
Year	Vehicle Miles of Travel (VMT)	Year	Vehicle Miles of Travel (VMT)	Year	Vehicle Miles of Travel (VMT)
2020	1,118,917	2020	401,713	2020	1,520,630
2021	1,132,148	2021	410,082	2021	1,542,230
2022	1,145,536	2022	418,625	2022	1,564,161
2023	1,159,083	2023	427,346	2023	1,586,428
2024	1,172,789	2024	436,248	2024	1,609,037
2025	1,186,657	2025	445,337	2025	1,631,994
2026	1,200,690	2026	454,614	2026	1,655,304
2027	1,214,888	2027	464,085	2027	1,678,973
2028	1,229,254	2028	473,753	2028	1,703,007
2029	1,243,791	2029	483,622	2029	1,727,413
2030	1,258,499	2030	493,697	2030	1,752,196
2031	1,273,381	2031	503,982	2031	1,777,363
2032	1,288,439	2032	514,481	2032	1,802,920
2033	1,303,675	2033	525,199	2033	1,828,874
2034	1,319,091	2034	536,140	2034	1,855,231
2035	1,334,689	2035	547,309	2035	1,881,999
2036	1,350,472	2036	558,711	2036	1,909,183
2037	1,366,442	2037	570,350	2037	1,936,792
2038	1,382,600	2038	582,232	2038	1,964,833
2039	1,398,950	2039	594,362	2039	1,993,311
2040	1,415,493	2040	606,744	2040	2,022,236
2041	1,432,231	2041	619,383	2041	2,051,615
2042	1,449,168	2042	632,287	2042	2,081,454
2043	1,466,304	2043	645,459	2043	2,111,763
2044	1,483,644	2044	658,905	2044	2,142,549
2045	1,501,188	2045	672,632	2045	2,173,820

Source: Central Florida Regional Planning Model v. 7.0. Mobility Plan Study Area annual growth rate: 1.18%. Limited Access annual growth rate: 2.08%.

APPENDIX D

2017 National Household
Travel Survey Data: Florida

Appendix D: 2017 National Household Travel Survey Data for Florida: Florida Travel 7.5 Miles or Less													
Trip Purpose	Trip Length	Number of Trips	Average Trip Length	Number of Persons per Trip	Person Trip factor (PTf)	Person Miles of Travel (PMT)	Average Person Trip Length	Person Miles of Travel factor (PMTf)	Vehicle Miles of Travel (VMT)	Average Vehicle Trip Length	Number of Vehicles	# of Persons per Vehicle	Vehicle Occupancy factor (Vof)
Buy Goods	2,257	886	2.55	1,519	1.71	3,886	2.56	1.74	2,231	2.64	846	1,473	1.74
Buy Meals	1,251	464	2.70	1,037	2.23	3,752	3.62	2.32	1,617	3.93	411	905	2.20
Buy Services	482	154	3.13	267	1.73	796	2.98	1.65	481	3.19	151	263	1.74
Family Care	11	6	1.81	13	2.17	24	1.86	2.58	9	1.87	5	11	2.20
Entertainment (Social)	417	157	2.65	370	2.36	1,031	2.79	2.63	391	3.18	123	286	2.33
Errands (Library Post, Office, Services)	320	156	2.05	237	1.52	477	2.01	1.53	312	2.00	156	232	1.49
Exercise	379	214	1.77	320	1.50	641	2.00	2.07	310	2.74	113	182	1.61
Home	4,804	1,880	2.56	3,397	1.81	9,046	2.66	1.98	4,562	2.94	1,554	2,936	1.89
Medical	312	87	3.58	132	1.52	487	3.69	1.57	310	3.65	85	130	1.53
Religious	340	108	3.14	232	2.15	748	3.22	2.23	336	3.36	100	221	2.21
School	357	114	3.13	241	2.11	743	3.08	2.20	337	3.37	100	221	2.21
Work	1,712	527	3.25	662	1.26	2,047	3.09	1.21	1,698	3.45	492	608	1.24
Total	12,642	4,753	2.66	8,427	1.77	23,678	2.81	1.88	12,595	3.05	4,136	7,468	1.81

Note: 2017 National Household Travel Survey Data for the State of Florida based on trips of 7.5 miles or less in length. A total of 4,753 unique survey's were used in the analysis. Person Trip factor (PTf) calculated by dividing total number of persons by total number of trips per trip purpose. Vehicle Occupancy factor (VOf) calculated by dividing total number of persons per vehicle by total number of vehicle trips per trip purpose. Person Miles of Travel (PMT) calculated by multplying number of persons per trip by average person trip length per trip purpose. Vehicle Miles of Travel (VMT) calculated by multplying number of vehicles per trip by average vehicle trip length per trip purpose.

APPENDIX E

Traffic Characteristics Data:
Mobility Study Area

APPENDIX E: TRAFFIC CHARACTERISTICS DATA (MOBILITY STUDY AREA)																				
Name	From Street	To Street	Functional Classification	Area Type	Maintaining Entity	Travel Lanes	Lane Miles	Speed Limit	Length (mi)	LOS Standard	AADT	Daily Capacity	Year Count	Growth Factors	2023 AADT	2023 VMT	2023 VMC	2045 AADT	2045 VMT	2045 VMC
Alafaya Woods Blvd	SR 434 / Alafaya Trail	Shaffer Trail	Minor Collector	Urban	City	4U	2.52	25	0.63	E	11,360	16,900	2022	1.18%	11,500	7,245	10,647	14,900	9,387	10,647
Alafaya Woods Blvd	Shaffer Trail	Mitchell Hammock Rd	Minor Collector	Urban	City	4U	6.80	30	1.70	E	6,132	21,970	2022	1.18%	6,200	10,540	37,349	8,000	13,600	37,349
Alexandria Blvd	SR 434	Alafaya Woods Blvd	Minor Collector	Urban	City	4U	2.16	30	0.54	E	4,000	21,970	2022	1.18%	4,050	2,187	11,864	5,200	2,808	11,864
Chapman Rd	SR 426	SR 434	Major Collector	Urban	City	4LD	6.24	40	1.56	E	21,339	35,820	2022	1.18%	21,600	33,696	55,879	27,900	43,524	55,879
CR 419	SR 434	Reed Rd	Principal Arterial	Urban	County	2LD	2.16	30	1.08	E	17,772	15,600	2022	1.18%	18,000	19,440	16,848	23,300	25,164	16,848
CR 419	Reed Rd	Lockwood Blvd	Principal Arterial	Urban	County	2LD	2.12	35	1.06	E	17,320	15,600	2022	1.18%	17,500	18,550	16,536	22,700	24,062	16,536
CR 419	Lockwood Blvd	Snow Hill Rd	Principal Arterial	Urban	County	4LD	10.64	45	2.66	E	21,769	35,820	2022	1.18%	22,050	58,653	95,281	28,500	75,810	95,281
CR 419	Snow Hill Rd	Orange County Line	Principal Arterial	Urban	County	2LD	5.14	45	2.57	E	12,404	16,815	2022	1.18%	12,550	32,254	43,215	16,200	41,634	43,215
CR 426 / Geneva Rd	CR 419	Oviedo Blvd	Major Collector	Urban	County	2LD	0.56	45	0.28	E	10,732	16,815	2022	1.18%	10,850	3,038	4,708	14,100	3,948	4,708
CR 426 / Geneva Rd	Oviedo Blvd	Reed Rd	Major Collector	Urban	County	2LD	1.84	45	0.92	E	9,000	16,815	2020	1.18%	9,300	8,556	15,470	11,800	10,856	15,470
CR 426 / Geneva Rd	Reed Rd	Van Arsdale St	Major Collector	Rural	County	2LD	4.88	45	2.44	E	9,000	16,815	2020	1.18%	9,300	22,692	41,029	11,800	28,792	41,029
Dean Rd	Orange County Line	SR 426	Principal Arterial	Urban	County	2LD	1.28	40	0.64	E	14,740	16,815	2022	1.18%	14,900	9,536	10,762	19,300	12,352	10,762
De Leon St	SR 434	Florida Ave	Minor Collector	Urban	City	2LU	0.38	25	0.19	E	5,575	13,275	2022	1.18%	5,650	1,074	2,522	7,300	1,387	2,522
Florida Ave	De Leon St	Van Arsdale St	Minor Collector	Urban	County	2LU	4.98	45	2.49	E	2,998	15,930	2022	1.18%	3,050	7,595	39,666	3,900	9,711	39,666
Franklin St	SR 434	Stephen Ave	Minor Collector	Urban	City	2LU	0.98	25	0.49	E	2,000	13,275	2022	1.18%	2,000	980	6,505	2,600	1,274	6,505
Lake Jessup Rd	SR 426 / Broadway St	Mitchell Hammock Rd	Major Collector	Urban	City	2LU	2.00	25	1.00	E	1,650	11,700	2020	1.18%	1,700	1,700	11,700	2,200	2,200	11,700
Lockwood Blvd	CR 426	CR 419	Major Collector	Urban	City	2LD	3.58	35	1.79	E	7,388	14,820	2022	1.18%	7,500	13,425	26,528	9,700	17,363	26,528
Lockwood Blvd	CR 419	Mitchell Hammock Rd	Major Collector	Urban	City	6LD	1.38	35	0.23	E	33,933	45,810	2022	1.18%	34,350	7,901	10,536	44,400	10,212	10,536
Lockwood Blvd	Mitchell Hammock Rd	McCulloch Rd	Major Collector	Urban	City	4LD	14.64	35	3.66	E	18,804	30,420	2022	1.18%	19,050	69,723	111,337	24,600	90,036	111,337
McCulloch Road	Rouse Rd	SR 434	Major Collector	Urban	County	2LU	2.00	45	1.00	E	11,547	15,930	2022	1.18%	11,700	11,700	15,930	15,100	15,100	15,930
McCulloch Road	SR 434	Lockwood Blvd	Major Collector	Urban	County	4LD	3.88	45	0.97	E	26,892	35,820	2022	1.18%	27,200	26,384	34,745	35,200	34,144	34,745
McCulloch Road	Lockwood Blvd	Old Lockwood Rd	Major Collector	Urban	County	2LD	2.10	45	1.05	E	17,745	16,815	2021	1.18%	18,150	19,058	17,656	23,200	24,360	17,656
Mitchell Hammock Rd	SR 426	SR 434	Minor Arterial	Urban	City	4LD	4.36	45	1.09	E	39,129	39,800	2022	1.18%	39,600	43,164	43,382	51,200	55,808	43,382
Mitchell Hammock Rd	SR 434	Oviedo Blvd	Minor Arterial	Urban	City	4LD	1.88	45	0.47	E	35,055	39,800	2022	1.18%	35,450	16,662	18,706	45,900	21,573	18,706
Mitchell Hammock Rd	Oviedo Blvd	Lockwood Blvd	Minor Arterial	Urban	City	4LD	5.16	45	1.29	E	33,097	39,800	2022	1.18%	33,500	43,215	51,342	43,300	55,857	51,342
Old Lockwood Blvd	Lockwood Blvd	McCulloch Rd	Major Collector	Urban	County	2LD	2.78	35	1.39	E	5,570	14,820	2022	1.18%	5,650	7,854	20,600	7,300	10,147	20,600
Oviedo Blvd	CR 419	Oviedo Acquatics Center	Minor Collector	Urban	City	4LD	1.20	30	0.30	E	4,600	30,420	2020	1.18%	4,800	1,440	9,126	6,000	1,800	9,126
Oviedo Blvd	Oviedo Acquatics Center	Mitchell Hammock Rd	Minor Collector	Urban	City	2LD	1.58	30	0.79	E	4,600	14,820	2020	1.18%	4,800	3,792	11,708	6,000	4,740	11,708
Oviedo Mall Blvd	Red Bug Lake Rd	SR 426 / Broadway St	Minor Collector	Urban	City	4LD	6.96	35	1.74	E	6,800	32,110	2020	1.18%	7,000	12,180	55,871	8,900	15,486	55,871
Red Bug Lake Rd	Slavia Rd	SR 426	Principal Arterial	Urban	County	6LD	9.00	45	1.50	E	46,065	59,900	2022	1.18%	46,600	69,900	89,850	60,300	90,450	89,850
Reed Ave	CR 426 / Geneva Dr	CR 419	Minor Collector	Urban	City	2LU	0.96	30	0.48	E	2,345	14,040	2022	1.18%	2,350	1,128	6,739	3,100	1,488	6,739
Slavia Rd	SR 426	Red Bug Lake Rd	Major Collector	Urban	County	2LD	1.78	45	0.89	E	11,955	16,815	2022	1.18%	12,100	10,769	14,965	15,700	13,973	14,965

APPENDIX E: TRAFFIC CHARACTERISTICS DATA (MOBILITY STUDY AREA)

Name	From Street	To Street	Functional Classification	Area Type	Maintaining Entity	Travel Lanes	Lane Miles	Speed Limit	Length (mi)	LOS Standard	AADT	Daily Capacity	Year Count	Growth Factors	2023 AADT	2023 VMT	2023 VMC	2045 AADT	2045 VMT	2045 VMC
SR 417	Orange County Line	SR 426	Freeway	Urban	State	6LD	2.82	70	0.47	D	79,000	113,600	2021	2.08%	82,300	38,681	53,392	126,800	59,596	53,392
SR 417	SR 426	Red Bug Lake Rd	Freeway	Urban	State	4LD	12.88	70	3.22	D	57,400	75,600	2021	2.08%	59,800	192,556	243,432	92,200	296,884	243,432
SR 417	Red Bug Lake Rd	SR 434	Freeway	Urban	State	4LD	9.56	70	2.39	D	57,000	75,600	2021	2.08%	59,400	141,966	180,684	91,500	218,685	180,684
SR 426	SR 417	Dean Road	Minor Arterial	Urban	State	4LD	2.32	45	0.58	D	35,379	39,800	2022	1.18%	35,800	20,764	23,084	46,300	26,854	23,084
SR 426	Dean Rd	Mitchell Hammock Rd	Minor Arterial	Urban	State	4LD	11.56	45	2.89	D	28,042	39,800	2022	1.18%	28,350	81,932	115,022	36,700	106,063	115,022
SR 426 / Broadway St	Mitchell Hammock Rd	Winter Springs Blvd	Minor Arterial	Urban	State	4LD	3.52	45	0.88	D	24,690	39,800	2022	1.18%	25,000	22,000	35,024	32,300	28,424	35,024
SR 426 / Broadway St	Winter Springs Blvd	Lake Jessup Rd	Minor Arterial	Urban	State	2LD	1.58	40	0.79	D	18,104	18,585	2022	1.18%	18,300	14,457	14,682	23,700	18,723	14,682
SR 426 / Broadway St	Lake Jessup Rd	SR 434	Minor Arterial	Urban	State	2LD	0.50	30	0.25	D	17,871	15,540	2022	1.18%	18,100	4,525	3,885	23,400	5,850	3,885
SR 434	SR 417	Ethan Hammock Ct	Principal Arterial	Urban	State	2LD	1.86	45	0.93	D	23,955	18,585	2022	1.18%	24,250	22,553	17,284	31,400	29,202	17,284
SR 434	Ethan Hammock Ct	Laurel Oaks Ct	Principal Arterial	Urban	State	2LD	0.78	40	0.39	D	19,887	18,585	2022	1.18%	20,100	7,839	7,248	26,000	10,140	7,248
SR 434 / Central Ave	Laurel Oaks Ct	Magnolia St	Principal Arterial	Urban	State	2LD	1.40	40	0.70	D	19,887	18,585	2022	1.18%	20,100	14,070	13,010	26,000	18,200	13,010
SR 434 / Central Ave	Magnolia St	SR 426	Principal Arterial	Urban	State	2LD	0.92	40	0.46	D	19,887	18,585	2022	1.18%	20,100	9,246	8,549	26,000	11,960	8,549
SR 434 / Central Ave	SR 426	Clark St	Principal Arterial	Urban	State	2LD	0.50	35	0.25	D	16,034	15,540	2022	1.18%	16,200	4,050	3,885	21,000	5,250	3,885
SR 434 / Central Ave	Clark St	Mitchell Hammock Rd	Principal Arterial	Urban	State	2LD	1.50	45	0.75	D	14,200	18,585	2020	1.18%	14,700	11,025	13,939	18,600	13,950	13,939
SR 434 / Alafaya Trail	Mitchell Hammock Rd	Alafaya Woods Blvd	Principal Arterial	Urban	State	6LD	2.64	45	0.44	D	32,624	59,900	2022	1.18%	33,000	14,520	26,356	42,700	18,788	26,356
SR 434 / Alafaya Trail	Alafaya Woods Blvd	Chapman Rd	Principal Arterial	Urban	State	6LD	3.42	50	0.57	D	38,890	59,900	2022	1.18%	39,350	22,430	34,143	50,900	29,013	34,143
SR 434 / Alafaya Trail	Chapman Rd	McCulloch Rd	Principal Arterial	Urban	State	6LD	12.12	50	2.02	D	44,005	59,900	2022	1.18%	44,500	89,890	120,998	57,600	116,352	120,998
Winter Springs Blvd	Oviedo City Limits	SR 426 / Broadway St	Major Collector	Urban	City	4LD	1.20	30	0.30	E	8,100	30,420	2020	1.18%	8,400	2,520	9,126	10,600	3,180	9,126
Van Arsdale Ave	Florida Ave	CR 426	Minor Arterial	Urban	County	2LU	1.08	25	0.54	E	1,860	11,700	2022	1.18%	1,900	1,026	6,318	2,400	1,296	6,318

Source: Traffic data provided by Florida Department of Transportation. LOS Standards based on FDOT District 5 Level of Service and adopted Oviedo Comprehensive Plan. Daily Capacity based on FDOT Generalized Tables (Appendix O). Growth Factors of 1.18% (collectors and arterials) and 2.08% (SR 417) based on FDOT District 5 Central Florida Regional Planning Model Version 7. 2023 AADT projected from base year of traffic count multiplied by the annual application of the model growth factor. 2023 and 2045 AADT rounded to the nearest 10th. VMT is length x AADT. VMC is length x Daily Capacity. 2045 AADT and VMT derived by applying growth rates.

APPENDIX F

Roads Plan

APPENDIX F: CITY OF OVIEDO 2045 MOBILITY PLAN: ROADS PLAN											
Map / Project ID	Facility Name	From	To	Length (mi)	Project Type (Colors correspond to Roads Plan Maps B1 & B2)	Construction Entity	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Notes	Time Frame	Project Description
5	Alafaya Woods Blvd	Alexandria Blvd	Stenstrom Elementary School	1.80	Convert Four (4) Lane to Two (2) Lane Divided	City	$5,238,395	6,120	12	2023 to 2030	Repurpose travel lanes to reduce number of lanes from four (4) to two (2) lanes with a 12' to 18' wide raised landscape median and two (2) 11' to 12' wide travel lanes. There is adequate right-of-way between to existing curbs to also provide parallel on-street parking on one side of the right-of-way. The width of the median, travel lanes, and on-street parking are subject to change as part of final design. Alafaya Woods Blvd will remain a four (4) lane road between SR 434 and Alexandria Blvd and between Stenstrom Elementary School and Mitchell Hammock Rd.
10	Alexandria Blvd	+/- 250 ft east of SR 434 (Alafaya Trail)	Oviedo Blvd Extension (#145)	0.36	Convert Four (4) Lane to Two (2) Lane Divided	City	$1,047,679	1,224	12	2023 to 2030	Repurpose travel lanes to reduce number of lanes from four (4) to two (2) lanes with a 12' to 14' wide raised landscape median and two (2) 11' to 12' wide travel lanes. There is adequate right-of-way between to existing curbs to also provide parallel on-street parking on one side of the right-of-way. The width of the median, travel lanes, and on-street parking are subject to change as part of final design. Maintain four (4) lanes between SR 434 and first entrance to shopping center where median ends. Realign Alexandria Blvd to intersect with the Oviedo Blvd Extension.
15	Alexandria Blvd	Oviedo Blvd Extension (#145)	Alafaya Woods Blvd	0.11	Convert Four (4) Lane to Two (2) Lane Divided	City	$320,124	374	12	2023 to 2030	Repurpose travel lanes to reduce number of lanes from four (4) to two (2) lanes with a 12' to 14' wide raised landscape median and two (2) 11' to 12' wide travel lanes. The width of the median and travel lanes are subject to change as part of final design. There is adequate right-of-way between to existing curbs to also provide parallel on-street parking on one side of the right-of-way. The Oviedo Blvd Extension is proposed to include on-street parking. The width of the median, travel lanes, and on-street parking is subject to change. This portion of Alexandria Blvd may be renamed Oviedo Blvd as part of the Oviedo Blvd Extension.
20	Aulin Ave	SR 426 (W Broadway St)	Aulin Ave	0.12	Aulin Realignment	City	$927,289	1,790	8	2031 to 2040	Realign Aulin Ave to provide a more seamless approach to the SR 426 intersection. This realignment would provide for safer traffic flow and provide additional green space along the connection to the Cross Seminole Trail and provide additional open area for a trailhead or mobility hub.
25	Chapman Rd	SR 434 (Alafaya Trail)	Evans Elementary School	0.23	Chapman (Add EB left turn & WB thru-right)	City	$1,881,944	4,379	9, 16	2023 to 2030	Provide a continuous left turn lane from the 1st commercial driveway east of SR 434 to extend to the access connection for buses serving Evans Elementary School. This would result in two EB lanes on Chapman Road to the Evans Elementary school bus access. Provide an additional WB lane on Chapman Road from the school bus access to SR 434. At SR 434, this lane could transition to a WB right turn lane or a WB thru-right lane. Depending on final design and potential right-of-way constraints, the terminus of the improvement may stop at the parent / student drop-off and pick-up access connection. This improvement would likely result in removal of the existing trees along the Chapman Rd right-of-way adjacent to Evans Elementary. This project may be scaled back if an access connection could be secured from the school to SR 434 (see access connection plan project #800)
30	Clonts St Extension	Kane Ct Extension (#95)	Existing terminus of Clonts Street at intersection with Norma Ave	0.42	New Two (2) Lane Road	City	$1,879,864	4,402	7	2031 to 2040	Construct a new two (2) lane road. Recommend posted speed limit of 25 MPH. Alignment shown is preliminary. Final alignment to be determined. Existing portions of Clonts St may require additional upgrades as part of the extension.
35	CR 419 (E Broadway St)	SR 434 (Central Ave)	Adeline B Tinsley Way	0.63	Widen Two (2) Lane to Four (4) Lane Divided	County	$9,362,766	16,897	LRTP, 14	2023 to 2025	Widen road from two (2) to (4) Lanes. This project is currently under construction and is identified in the MetroPlan Long Range Transportation Plan (LRTP) as Cost Feasible Project # 9132. The LRTP Cost is $20,310,000 for the entire widening of SR 426 & CR 419. The PLC is based on the length of the segment divided the overall project length of 1.41 miles.
40	CR 419 (E Broadway St)	Adeline B Tinsley Way	+/- 400 feet southeast of Bishop Ave	1.19	Widen Two (2) Lane to Four (4) Lane Divided	County	$19,611,295	31,916	14	2023 to 2030	Widen road from two (2) to (4) Lanes. This project is identified in the LRTP as Project # 5057. This project is currently unfunded.
45	*CR 419*	*Snow Hill Rd*	*Orange County Line*	*2.59*	Widen Two (2) Lane to Four (4) Lane Divided	*County*	*$29,030,000*	*69,464*	*LRTP, 14*	*2036 to 2045*	*Widen road from two (2) lanes to a four (4) lane divided road. This project is identified in the LRTP as Project # 9134. PLC based on 2045 LRTP. Seminole County 2040 Transportation Plan projected cost is $28,520,000.*
50	*Dean Rd*	*SR 426*	*McCulloch Rd*	*0.64*	Widen Two (2) Lane to Four (4) Lane Divided	*County*	*$4,020,000*	*17,165*	*SC 2040 Plan, 14*	*2031 to 2040*	*Widen road from two (2) lanes to a four (4) lane divided road. This project is identified in the LRTP as Project # 9133. Seminole County acquired ROW per CIP 00198101. Seminole County 2040 Transportation Plan projected cost of $4,020,000.*
55	Doctors Court Extension	Oviedo Blvd	Existing Terminus of Doctors Court	0.27	New Two (2) Lane Road	City	$2,086,400	4,028	8	2031 to 2040	Construct a new two (2) lane road. Recommend posted speed limit of 25 MPH. Alignment shown is preliminary. Final alignment to be determined. Existing portions of Doctors Court may require additional upgrades as part of the extension.
60	Edward Stoner Wy Extension	Slavia Rd Extension (#160)	Existing Terminus of Edward Stoner Way	0.18	New Two (2) Lane Road	County	$1,390,933	2,686	8	2031 to 2040	Construct a new two (2) lane road. Recommend posted speed limit of 25 MPH. Alignment shown is preliminary. Final alignment to be determined. Existing portions of Edward Stoner Way may require additional upgrades as part of the extension.
65	Eyrie Dr Extension	Eyrie Drive	Kane Court Extension (#95)	0.42	New Two (2) Lane Road	City	$1,879,864	4,402	7	2031 to 2040	Construct a new two (2) lane road. Recommend posted speed limit of 25 MPH. Alignment shown is preliminary. Final alignment to be determined. Existing portions of Eryie Drive may require additional upgrades as part of the extension.
70	Franklin St (East) Extension	Existing Terminus of Franklin St	Harrison St	0.22	New Two (2) Lane Road	City	$984,690	2,306	7	2031 to 2040	Construct a new two (2) lane road. This connection connects two residential portions of the City, which will help to relieve traffic along CR 419 and CR 426 The connection will also provide improved access to Round Lake Park and the Oviedo Sports Complex (10-YR Mobility Plan). Alignment shown is preliminary. Final alignment will be determined by wetland constraints. Existing portions of East Franklin Street may require additional upgrades as part of the extension.
75	Franklin St (West) Extension	Lake Jessup Ave	SR 434 (Central Ave)	0.25	New Two (2) Lane Road	City	$1,118,966	2,620	7	2023 to 2025	Construct a new (2) lane road. Project currently in under design by the City.
80	Geneva Dr Connector	SR 434 (Central Ave)	CR 426 (Geneva Dr)	0.15	New Two (2) Lane Road	City	$1,159,111	2,238	8	2023 to 2025	Construct a new (2) lane road. Project is part of the CR 419 widening project currently under construction.
85	Geneva Dr Realignment	CR 419 (E. Broadway St)	CR 426 (Geneva Dr)	0.10	New Two (2) Lane Road	City	$772,741	1,492	8	2023 to 2025	Realignment of Geneva Drive. Project is part of the CR 419 widening project currently under construction.
90	Harrison St Extension	Existing Terminus of Harrison St	Lockwood Blvd	0.58	New Two (2) Lane Road	City	$4,481,897	8,654	8	2031 to 2040	Construct a new two (2) lane road. Establish a posted speed limit of 25 MPH. Alignment shown is preliminary. Final alignment to be determined. A portion of the project will need to be coordinated with Seminole County. Existing portions of Harrison Street may require additional upgrades as part of the extension.
95	Kane Court Extension	Existing Terminus of Kane Court	Mitchell Hammock Rd	0.42	New Two (2) Lane Road	City	$1,879,864	4,402	7	2031 to 2040	Construct a new two (2) lane road. Establish a posted speed limit of 25 MPH. Alignment shown is preliminary. Final alignment to be determined. Existing portions of Kane Court may require additional upgrades as part of the extension.
97	Kane Court Extension	Mitchell Hammock Rd	Slavia Rd Extension (#160)	0.49	New Two (2) Lane Road	City	$3,786,430	7,311	8	2031 to 2040	Construct a new two (2) lane road. Establish a posted speed limit of 25 MPH. Alignment shown is preliminary. Final alignment to be determined in conjunction with adjacent development.
100	Lyod Lane Extension	CR 426 (Geneva Dr)	Franklin St (East)	0.21	New Two (2) Lane Road	City	$939,932	2,201	7	2031 to 2040	Construct a new two (2) lane road. Establish a posted speed limit of 25 MPH. Alignment shown is preliminary. Final alignment to be determined. Existing portions of Loyd Lane may require additional upgrades as part of the extension.
105	Lockwood Blvd	CR 426 (Geneva Dr)	CR 419 (E Broadway St)	1.81	Widen Two (2) Lane to Four (4) Lane Divided	City	$29,828,944	48,544	14	2041 to 2045	Widen road from two (2) lanes to a four (4) lane divided road.

APPENDIX F: CITY OF OVIEDO 2045 MOBILITY PLAN: ROADS PLAN

Map / Project ID	Facility Name	From	To	Length (mi)	Project Type (Colors correspond to Roads Plan Maps B1 & B2)	Construction Entity	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Notes	Time Frame	Project Description
110	*McCulloch Rd*	*Rouse Rd*	*SR 434*	*1.00*	McCulloch Complete Street	*County*	*$4,796,958*	*11,580*	*9, 16*	*2031 to 2040*	*This project is identified in the LRTP as Project # 9144 as a Complete Street retrofit.*
112	*McCulloch Rd*	*SR 434*	*Lockwood Blvd*	*0.95*	McCulloch Complete Street	*County*	*$600,000*	*1,000*	*See Description*	*2031 to 2040*	*This project is identified in the LRTP as Project # 9144 as a Complete Street retrofit. Complete Street cost include two (2) high visibility mid-block crossings at $250,000 each plus four (4) transit shelters at $25,000 each. The PMC added is 300 per mid-block crossing and 100 per transit stop.*
115	Mitchell Hammock	SR 426 (W Broadway St)	SR 434 (Central Ave)	1.08	Mitchell Hammock PD&E	City	$15,533,152	34,020	15	2026 to 2045	There is currently no consensus related to improvements for Mitchell Hammock. The 2040 Seminole Transportation Plan identifies the need to widen Mitchell Hammock to six (6) lanes. Mitchell Hammock is identified as LRTP Project # 4013. The improvement is currently unfunded. A PD&E Study is needed to evaluate improvements to Mitchell Hammock including the possibility for a two (2) or four (4) lane elevated toll road in the median, widening to six (6) lanes, or parallel system improvements such as the SR 417 and Winter Springs Blvd Interchange (Intersection Plan Project # 900) which would divert traffic to CR 419 and SR 426, and the extension of Slavia Road (Mobility Plan Project #16). Cost also includes $1 million per mile for the PD&E study.
120	Mitchell Hammock	SR 434 (Central Ave)	Lockwood Blvd	1.77	Mitchell Hammock PD&E	City	$25,457,109	55,755	15	2026 to 2045	There is currently no consensus related to improvements for Mitchell Hammock. The 2040 Seminole Transportation Plan identifies the need to widen Mitchell Hammock to six (6) lanes. Mitchell Hammock is identified as LRTP Project # 4013. The improvement is currently unfunded. A PD&E Study is needed to evaluate improvements to Mitchell Hammock including the possibility for a two (2) or four (4) lane elevated toll road in the median, widening to six (6) lanes, or parallel system improvements such as the SR 417 and Winter Springs Blvd Interchange (Intersection Plan Project # XX) which would divert traffic to CR 419 and SR 426, and the extension of Slavia Road (Mobility Plan Project #160). Cost also includes $1 million per mile for the PD&E study.
125	Mitchell Hammock Extension	Lockwood Blvd	CR 419 (E Broadway St)	0.26	New Four (4) Lane Divided Road	City	$25,158,127	16,585	See Description, 13	2026 to 2045	Construct a new four (4) lane divided road. A PD&E Study will be needed if Federal or State funds are requested. Alignment shown is preliminary. Final alignment to be determined. The Project could also be a Single Point Urban Interchange (SPUI) or an elevated two (2) or four (4) lane road that connects CR 419 and Mitchell Hammock with a flyover of Lockwood Blvd. Cost includes $20 million for additional right-of-way and utility relocation, intersection improvements at CR 419 and Lockwood, and the cost for a PD&E.
130	Reserved										
135	Nellie Woods Lane Extension	Clara Lee Evans Way	Oviedo Blvd Extension (#145)	0.22	New Two (2) Lane Road	City	$1,700,030	3,282	8	2031 to 2040	Construct a new two (2) lane road. Establish a posted speed limit of 25 MPH. Alignment shown is preliminary. Final alignment to be determined.
140	Oak St Extension	Existing Terminus of Oak St	Boardwalk Ave	0.04	New Two (2) Lane Road	City	$309,096	597	8	2031 to 2040	Construct a new two (2) lane road. Establish a posted speed limit of 25 MPH. Alignment shown is preliminary. Final alignment to be determined. Existing portions of Oak Street may require additional upgrades as part of the extension.
145	Oviedo Blvd	+/- 350 ft south of CR 419 (E Broadway St)	+/- 200 ft south of Oviedo Aquatic Center southern access connection	0.28	Convert Four (4) Lane to Two (2) Lane Divided	City	$814,861	952	12	2023 to 2030	Repurpose travel lanes to reduce number of lanes from four (4) to two (2) lanes. Add parallel on-street parking spaces along both sides of the right-of-way. The final number of on-street spaces is to be determined based on proximity to access connections and the CR 419 intersection.
150	Oviedo Blvd Extension	Mitchell Hammock Rd	Alexandria Blvd	0.34	New Two (2) Lane Divided Road	City	$5,927,637	6,678	10	2023 to 2030	Construct new two (2) lane divided road with parallel on-street parking. Alternatives include providing angled parking versus parallel parking to the extent sidewalks and shared-use paths can both be accommodated.
155	*Slavia Rd*	*Red Bug Lake Rd*	*SR 426 (W Broadway St)*	*0.90*	Widen Two (2) Lane to Four (4) Lane Divided	*County*	*$11,933,000*	*24,138*	*MetroPlan FY 24 TIP, 14*	*2023 to 2025*	*Widen from two (2) to four (4) lane divided. Seminole County Capital Improvement Plan (CIP) Project # 01785146. MetroPlan FY 24 Transportation Improvement Program (TIP) Project # 77017 identify roughly $12 million for construction.*
160	*Slavia Rd Extension*	*SR 426 (W Broadway St)*	*Edward Stoner Wy Ext (#60)*	*0.84*	New Four (4) Lane Divided Road	*County*	*$14,894,000*	*53,584*	*LRTP, 13*	*2026 to 2036*	*Construct a four (4) divided road with Complete Street elements (LRTP Cost Feasible Plan Project #9138). The project limits are in unincorporated Seminole County and would require County participation. Establishes another east-west connection in the city to relieve traffic along Mitchell Hammock Rd. The road will travel directly east and could connect with Dr Ed Stoner Way and then to SR 434. The County is identifying varying alignments to connect to SR 434 by means other than Dr. Ed Stoner Way, which is limited to a two (2) lane road. Cost of $14,894,000 per 2045 LRTP.*
165	*SR 417*	*SR 426*	*SR 434*	*5.62*	SR 417 Widen Four (4) to Eight (8) Lane Limited Access Toll Road	*State*	*$310,727,000*	*456,344*	*MetroPlan FY 24 TIP*	*2023 to 2025*	*Widen limited access toll road to eight (8) lanes. Toll roads are not included in the mobility fee calculations. The project is partially funded through the LRTP.*
170	SR 426 (W Broadway St)	Pine Ave	SR 434 (Central Ave)	0.76	Widen Two (2) Lane to Four (4) Lane Divided	State	$10,947,234	20,383	LRTP, 16	2023 to 2025	Widen road from two (2) to (4) Lanes (LRTP Cost Feasible Plan Project #9132) with Complete Streets elements. Project is currently under construction. The LRTP Cost is $20,310,000 for the entire widening of SR 426 & CR 419. The PLC is based on the length of the segment divided the overall project length of 1.41 miles.
175	SR 434	SR 417	Artesia St	1.48	Convert Two (2) Lane to Two (2) Lane Divided	State	$24,227,732	11,041	MetroPlan FY 24 TIP	2023 to 2030	Widen from two (2) lane road to two (2) lane divided road. Travel lane design to be consistent with FDOT design plans. The MetroPlan FY 24 Transportation Improvement Program (TIP) #s 446491-2 & 77012 identify identifies roughly $12.4 million for right-of-way and $24.3 million for construction. Cost allocated based on length of segment divided by total length from SR 417 to Franklin Street.
180	SR 434	Artesia St	Franklin St	0.76	Convert Two (2) Lane to Two (2) Lane Divided	State	$12,441,268	5,670	MetroPlan FY 24 TIP	2023 to 2030	Widen from two (2) lane road to two (2) lane divided road. Travel lane design to be consistent with FDOT design plans. The MetroPlan FY 24 Transportation Improvement Program (TIP) Project #s 446491-2 & 77012 identify roughly $12.4 million for right-of-way and $24.3 million for construction. Cost allocated based on length of segment divided by total length from SR 417 to Franklin Street.
185	SR 434	Cross Seminole Trail	Clonts St	0.74	Convert Two (2) Lane to Two (2) Lane Divided	State	$3,549,749	5,520	11	2023 to 2030	Widen from two (2) lane road to two (2) lane divided road. Travel lane design to be consistent with FDOT design plans. LRTP Cost Feasible Plan Project #2199
190	Mobility Plan Implementation (Roads)	Citywide	Mobility Study Area	5.00	New Two (2) Lane Road (Not Mapped on Road Plan)	City	$35,522,140	64,350	7, 8, 9, 10, 11	2023 to 2045	In recognition that new development and redevelopment are dynamic and that the City is growing, there may be a need for additional roads in the City or in newly annexed areas into the City. The future planning considerations map identifies numerous corridors. In addition, the access connection map identifies connections that at one point were considered for new roads. Further, the City may enter into public private partnerships to advance new road projects with developments and may be required to grant mobility fee credit. Mobility Plan Implementation projects are intended to limit the number of times a mobility plan needs to be amended between five year update cycles and legislative restrictions on mobility fee updates. These projects provide the City Council the opportunity to respond to the needs of the Community through the annual Capital Improvements Program (CIP) update. The PLC and PMC are based on two (2) miles each of two (2) lane rural roads and (2) urban section roads, half (1/2) a mile of converting a two (2) lane to a two (2) lane divided, and half (1/2) mile of adding a new two (2) lane divided road with on-street parking.
Total for Mobility Study Area (Italics indicates corridor outside or mostly outside City limits)				35.23		Government	$628,168,221	1,016,091	7 thru 16	2023 to 2045	Source: TheNotesnumber correspondsto Planning Level Cost and Person MilesofCapacity in Appendix P.
Total for Mobility Study Area (Excluding SR 417)				29.61		Government	$317,441,221	559,747	7 thru 16	2023 to 2045	Source: TheNotesnumber correspondsto Planning Level Cost and Person MilesofCapacity in Appendix P.
191-194 Reserved											

APPENDIX G

Alexandria Blvd
ROW Reimagined Series

Graphic 1: Existing Conditions
Graphic 2: Shared-Use Paths Replace Sidewalks
Graphic 3: Protected Bike Lanes & Two-Lane Divided Cross-Section
Graphic 4: Protected Bike Lanes Adjacent to Sidewalk &
Two-Lane Divided Cross-Section
Graphic 5: Protected Bike / Multimodal Flex Lanes &
Two-Lane Undivided Cross-Section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APPENDIX H

Multimodal Plan

APPENDIX H: CITY OF OVIEDO 2045 MULTIMODAL PLAN

Map / Project ID	Facility Name	From	To	Length (mi)	Project Type (Colors correspond to Multimodal Plan Map C)	Construction Entity	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Notes	Time Frame	Project Description
195	Academy Ave	CR 419 (E Broadway St)	Doctor's Dr	0.59	New Shared-Use Path	City	$ 407,232	1,416	2	2036 to 2045	Construct new 8' wide shared-use path on east / south side of the right-of-way.
200	Alafaya Woods Blvd	SR 434 (Alafaya Trail)	Mitchell Hammock Rd	2.35	Shared-Use Path Replaces Existing Sidewalk	City	$ 3,493,595	8,460	3	2026 to 2035	Replace existing sidewalks with 8' to 10' wide shared-use paths or add 5' to 7' wide shared-use paths or sidewalks parallel to existing sidewalks. Alternatives may also include protected bike lanes.
205	Alexandria Blvd	SR 434 (Alafaya Trail)	Oviedo Blvd Extension	0.43	Shared-Use Path Replaces Existing Sidewalk	City	$ 639,254	1,548	3	2026 to 2035	Replace existing sidewalks with 8' to 10' wide shared-use paths or add 5' to 7' wide shared-use paths or sidewalks parallel to existing sidewalks. Alternatives may also include protected bike lanes.
210	Alexandria Blvd	Oviedo Blvd Extension	Alafaya Woods Blvd	0.11	Shared-Use Path Replaces Existing Sidewalk	City	$ 163,530	396	3	2026 to 2035	Replace existing sidewalks with 8' to 10' wide shared-use paths or add 5' to 7' wide shared-use paths or sidewalks parallel to existing sidewalks. Depending on Oviedo Blvd Extension design, provide a 12' to 14' wide shared-use path on the east side of the ROW to provide for a continuous multimodal corridor from CR 419 to Alafaya Woods Blvd. Alternatives may also include protected bike lanes.
215	Aulin Ave	SR 426 (W Broadway St)	Clark St	0.25	New Shared-Use Path	City	$ 172,556	600	2	2026 to 2035	Construct new 8' wide shared-use path on east side of the right-of-way
220	Aulin Ave	Clark St	Kane Ct	0.16	New Shared-Use Path	City	$ 110,436	384	2	2026 to 2035	Construct new 8' wide shared-use path on east side of the right-of-way
225	Clark St	SR 426 (W Broadway St)	Aulin Ave	0.34	Shared-Use Path Replaces Existing Sidewalk	City	$ 252,728	612	3	2036 to 2045	Replace sidewalk on south side with 8' wide shared-use path.
230	Clark St	Aulin Ave	Lake Jessup Ave	0.39	Shared-Use Path Replaces Existing Sidewalk	City	$ 289,894	702	3	2036 to 2045	Replace sidewalk on south side with 8' wide shared-use path.
235	Clark St	Lake Jessup Ave	SR 434 (Alafaya Trail)	0.24	Shared-Use Path Replaces Existing Sidewalk	City	$ 178,396	432	3	2036 to 2045	Replace sidewalk on south side with 8' wide shared-use path.
240	Clonts St	Clonts St Extension	Lake Jessup Ave	0.14	New Shared-Use Path	City	$ 96,631	336	2	2026 to 2035	Construct new 8' wide shared-use path. Location to be determined.
245	Clonts St Extension	Kane Ct Extension	Existing Terminus of Clonts St	0.46	Shared-Use Path Constructed with New Road	City	$ 635,006	2,208	2	2026 to 2035	Construct new 8' wide shared-use paths with new two (2) lane road.
250	CR 419 (E Broadway St)	Adeline B Tinsley Way	Bishop Ave	1.13	New Shared-Use Path with Road Widening	County	$ 1,679,899	4,068	3	2026 to 2035	Replace existing sidewalks with 8' to 10' wide shared-use paths concurrent with widening Road. The north side sidewalk could be replaced with an 8' to 10' wide shared-use path prior to widening road as a separate project.
255	CR 419 (E Broadway St)	Bishop Ave	Lockwood Blvd	0.4	Shared-Use Path Replaces Existing Sidewalk	County	$ 594,654	1,440	3	2026 to 2035	Replace existing sidewalks with 8' to 10' wide shared-use paths or add 5' to 7' wide shared-use paths or sidewalks parallel to existing sidewalks.
260	CR 419 (E Broadway St)	Lockwood Blvd	Snow Rd	2.69	Shared-Use Path Replaces Existing Sidewalk	County	$ 3,999,051	9,684	3	2026 to 2035	Replace existing sidewalks with 8' to 10' wide shared-use paths or add 5' to 7' wide shared-use paths or sidewalks parallel to existing sidewalks.
265	*CR 419 (E Broadway St)*	*Snow Rd*	*Orange County Line*	*2.58*	New Shared-Use Path with Road Widening	*County*	*$ 3,561,556*	*12,384*	*2*	*2026 to 2035*	*Construct 8' to 10' wide shared-use paths with road widening.*
270	CR 426 (Geneva Dr)	Oviedo Blvd	Lockwood Blvd	2.19	Shared-Use Path Replaces Existing Sidewalk	County	$ 1,627,867	3,942	3	2036 to 2045	Replace existing sidewalk with 8' to 12' wide shared-use path. There are some gaps in the current sidewalk network that would require a new shared-use path.
275	Doctors Drive Court Extension	Oviedo Blvd	Existing Terminus of Doctors Drive Court	0.27	Shared-Use Path Constructed with New Road	City	$ 372,721	1,296	2	2026 to 2035	Construct 8' shared-use path with new two (2) lane road.
277	Doctors Drive	Existing Terminus of Doctors Drive Court	Academy Ave	0.17	New Shared-Use Path	City	$ 117,338	408	2	2026 to 2035	Construct new 8' shared-use path on the south side of the right-of-way.
280	Edward Stoner Way Extension	Slavia Rd Ext	Existing Terminus of Edward Stoner Way	0.18	Shared-Use Path Constructed with New Road	City	$ 248,481	864	2	2026 to 2035	Construct 8' shared-use path with new two (2) lane road.
285	Evans St	CR 419 (E Broadway St)	Lockwood Blvd	0.48	Shared-Use Path Replaces Existing Sidewalk	City	$ 356,793	864	3	2036 to 2045	Replace existing southside sidewalk with 8' to 10' wide shared-use path.
290	Eyrie Dr	SR 426 (W Broadway St)	Eyrie Drive Extension	0.6	New Shared-Use Path	City	$ 414,134	1,440	2	2026 to 2035	Construct new 8' shared-use paths.
295	Eyrie Dr Extension	Eyrie Dr	Kane Ct Extension	0.42	Shared-Use Path Constructed with New Road	City	$ 579,788	2,016	2	2026 to 2035	Construct 8' shared-use path with new two (2) lane road.
300	Franklin St (East)	CR 426 (Geneva Dr)	Franklin St (East) Extension	0.5	Shared-Use Path Replaces Existing Sidewalk	City	$ 371,659	900	3	2036 to 2045	Replace existing sidewalk on north side with 8' to 10' shared-use path.
305	Franklin St (East) Extension	Existing Terminus of Franklin St	Harrison St	0.2	Shared-Use Path Constructed with New Road	City	$ 276,090	960	2	2026 to 2035	Construct 8' wide shared-use path with new two (2) lane road.
310	Franklin St (West) Extension	Lake Jessup Ave	SR 434 (Central Ave)	0.11	Shared-Use Path Constructed with New Road	City	$ 151,849	528	2	2026 to 2035	Construct 8' wide shared-use path with new two (2) lane road. A portion of Franklin Street already has a Trail. Segment length represents portion without an existing trail.
315	Harrison St	Franklin St (East) Extension	Reed Ave	0.11	Shared-Use Path Replaces Existing Sidewalk	City	$ 81,765	198	3	2036 to 2045	Replace sidewalk on south side with 8' to 10' wide shared-use path.
320	Harrison St	Reed Ave	Pineview Dr	0.35	Shared-Use Path Replaces Existing Sidewalk	City	$ 260,161	630	3	2036 to 2045	Replace sidewalk on south side with 8' to 10' wide shared-use path.
325	Harrison St Extension	Pineview Dr	Shane Kelly Park Connector Trail	0.33	Shared-Use Path Constructed with New Road	City	$ 455,548	1,584	2	2026 to 2035	Construct 8' wide shared-use paths with new two (2) lane road.
330	Kane Court	Aulin Ave	Cross Seminole Trail	0.04	New Shared-Use Path	City	$ 27,609	96	2	2026 to 2035	Construct a new 8' wide shared-use path.
335	Kane Court	Cross Seminole Trail	Existing Terminus of Kane Ct	0.15	New Shared-Use Path	City	$ 103,534	360	2	2026 to 2035	Construct a new 8' wide shared-use path.
340	Kane Court Extension	Existing Terminus of Kane Ct	Mitchell Hammock Rd	0.42	Shared-Use Path Constructed with New Road	City	$ 579,788	2,016	2	2026 to 2035	Construct 8' wide shared-use paths with new two (2) lane road.
343	Kane Court Extension	Mitchell Hammock Rd	Slavia Rd Extension	0.49	Shared-Use Path Constructed with New Road	City	$ 676,419	2,352	2	2026 to 2035	Construct 8' wide shared-use paths with new two (2) lane road.
345	Lake Hayes Extension Trail	Existing Terminus of Lake Hayes	Aviles Ct	0.42	New Trail	City	$ 364,422	2,016	6A	2036 to 2045	Construct a new 12' to 14' multi-use trail. Location to be determined.
350	Lyod Ln	CR 426 (Geneva Dr)	Franklin St (East)	0.21	Shared-Use Path Constructed with New Road	City	$ 289,894	1,008	2	2026 to 2035	Construct a new 8' wide shared-use path with new two (2) lane road.
355	Lockwood Blvd	CR 426 (Geneva Dr)	CR 419 (E Broadway St)	1.81	New Shared-Use Path with Road Widening	City	$ 2,690,812	6,516	2	2026 to 2035	Replace existing sidewalks with 8' to 10' wide shared-use paths concurrent with widening Road. As an alternative, construct 5' to 7' wide shared-use paths or sidewalks adjacent to existing sidewalks. Alternatives may also include protected bike lanes.
360	Lockwood Blvd	CR 419 (E Broadway St)	Mitchell Hammock Rd	0.23	Shared-Use Path Replaces Existing Sidewalk	City	$ 341,926	828	3	2036 to 2045	Replace existing sidewalks with 8' to 10' wide shared-use paths or add 5' to 7' wide shared-use paths or sidewalks parallel to existing sidewalks. Alternatives may also include protected bike lanes.
365	Lockwood Blvd	Mitchell Hammock Rd	Old Lockwood Rd	1.77	Shared-Use Path Replaces Existing Sidewalk	City	$ 2,631,346	6,372	3	2036 to 2045	Replace existing sidewalks with 8' to 10' wide shared-use paths or add 5' to 7' wide shared-use paths or sidewalks parallel to existing sidewalks. Alternatives may also include protected bike lanes.
370	Lockwood Blvd	Old Lockwood Rd	Arrowroot Place	0.50	Shared-Use Path Replaces Existing Sidewalk	City	$ 743,318	1,800	3	2036 to 2045	Replace existing sidewalks with 8' to 10' wide shared-use paths or add 5' to 7' wide shared-use paths or sidewalks parallel to existing sidewalks. Alternatives may also include protected bike lanes.
375	Reserved										

APPENDIX H: CITY OF OVIEDO 2045 MULTIMODAL PLAN

Map / Project ID	Facility Name	From	To	Length (mi)	Project Type (Colors correspond to Multimodal Plan Map C)	Construction Entity	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Notes	Time Frame	Project Description
380	Red Bug Lake Rd	Dovera Dr	SR 417	0.53	Shared-Use Path Replaces Existing Sidewalk	County	$ 787,917	1,908	3	2036 to 2045	Replace existing sidewalks with 8' to 10' wide shared-use paths or add 5' to 7' wide shared-use paths or sidewalks parallel to existing sidewalks. Alternatives may also include protected bike lanes.
385	Red Bug Lake Rd	SR 417	SR 426 (W Broadway St)	0.39	Shared-Use Path Replaces Existing Sidewalk	County	$ 579,788	1,404	3	2036 to 2045	Replace existing sidewalks with 8' to 10' wide shared-use paths or add 5' to 7' wide shared-use paths or sidewalks parallel to existing sidewalks. Alternatives may also include protected bike lanes.
390	Mitchell Hammock Rd	SR 426 (W Broadway St)	Norma Ave	0.69	Shared-Use Path Replaces Existing Sidewalk	City	$ 862,343	3,312	1, 4	2026 to 2035	Construct 10' to 12' shared-use path on north side. Add additional 5' sidewalk on south side or replace with 8' to 10' shared-use path. Alternatives may also include protected bike lanes.
395	Mitchell Hammock Rd	Norma Ave	SR 434 (Central Ave)	0.40	Shared-Use Path Replaces Existing Sidewalk	City	$ 594,654	1,440	3	2026 to 2035	Replace existing sidewalks with 8' to 10' wide shared-use paths where right-of-way is available.
400	Mitchell Hammock Rd	SR 434 (Central Ave)	Lockwood Blvd	1.77	Shared-Use Path Replaces Existing Sidewalk	City	$ 2,631,346	6,372	3	2026 to 2035	Replace existing sidewalks with 8' to 10' wide shared-use paths or add 5' to 7' wide shared-use paths or sidewalks parallel to existing sidewalks. Alternatives may also include protected bike lanes.
405	Mitchell Hammock Ext	Lockwood Blvd	CR 419 (E Broadway St)	0.26	Shared-Use Path Constructed with New Road	City	$ 358,916	1,248	2	2036 to 2045	Construct new 8' to 10' wide shared-use path with new four (4) lane divided road. Alternatives may also include protected bike lanes.
410	Norma Ave	Clonts St	Mitchell Hammock Rd	0.13	New Shared-Use Path	City	$ 89,729	312	2	2026 to 2035	Construct 8' shared-use path. Location to be determined.
412	Oviedo Blvd	CR 419 (E Broadway St)	Oviedo Aquatic Center Northern Access	0.18	Existing Trail	City	$ 50,000	125	See Description	2026 to 2035	Add +/- 23 on-street parallel parking spaces on the west side of right-of-way +/- 275' south of CR 419. Add +/- 20 on-street parallel parking spaces on the east side of right-of-way +/- 350' south of CR 419. Mark the existing east side trail for two-way multimodal travel. Parking cost addresses by Roads Plan project #145. PLC and PMC for enhanced markings and signage. Final design subject to available ROW and utility relocation, final design may differ from Multimodal Plan.
413	Oviedo Blvd	Oviedo Aquatic Center Northern Access	Oviedo Aquatic Center Southern Access	0.06	New Trail	City	$ 106,065	252	6B	2026 to 2035	Add +/- 9 on-street parallel parking spaces on both sides of the right-of-way. Reconstruct east side sidewalk for a 14' to 16' wide trail. Parking cost addresses by Roads Plan project #145. Includes $50,000 for small project contingency. Final design subject to available ROW and utility relocation, final design may differ from Multimodal Plan.
414	Oviedo Blvd	Oviedo Aquatic Center Southern Access	Four to Two Lane Transition	0.04	New Trail	City	$ 89,288	177	6B	2026 to 2035	Add +/- 9 on-street parallel parking spaces on west side of the right-of-way and Add +/- 8 on-street parallel parking spaces on east side of the right-of-way. Reconstruct east side sidewalk for a 14' to 16' wide trail. Parking cost addresses by Roads Plan project #145. Includes $50,000 for small project contingency. Final design subject to available ROW and utility relocation, final design may differ from Multimodal Plan.
415	Oviedo Blvd	Four to Two Lane Transition	Fontanta Circle	0.05	New Shared-Use Path	City	$ 149,989	84	3, 9	2026 to 2035	Replace 10 existing angle parking spaces on east side with 5 on-street parallel parking spaces. Provide 8' wide southbound path with 2' to 4' median adjacent to parking, mark existing path for northbound travel. Includes $50,000 for small project contingency. Final design subject to available ROW and utility relocation, final design may differ from Multimodal Plan.
416	Oviedo Blvd	Fontanta Circle	Windy Pines Way	0.04	New Shared-Use Path	City	$ 136,113	72	3, 9	2026 to 2035	Replace 5 existing angle parking spaces on east side with 4 on-street parallel parking (2 spaces uses part of existing buffer without parking). Provide 8' wide SB path with 2' to 4' median along parking, mark existing path for northbound travel. Includes $50,000 for small project contingency. Final design subject to available ROW and utility relocation, final design may differ from Multimodal Plan.
417	Oviedo Blvd	Windy Pines Way	Piazza Point	0.13	New Shared-Use Path	City	$ 330,786	235	3, 9	2026 to 2035	Replace northern most 12 angle parking spaces on east side with 5 on-street parallel parking spaces, provide 8' wide SB path with 2' to 4' median along parking, mark existing path for NB travel, then add an adjacent 8' shared-use path along stormwater pond adjacent to the existing shared-use path, reconstruct existing 8' sidewalk to a 12' to 14' wide shared use path adjacent to buildings south of the stormwater pond. Includes $50,000 for small project contingency. Final design subject to available ROW and utility relocation, final design may differ from Multimodal Plan.
419	Oviedo Blvd	Piazza Point	Roundabout	0.09	New Shared-Use Path	City	$ 131,584	367	6B	2026 to 2035	Transition to west side of Oviedo Blvd ROW. Replace the existing sidewalk with a 12' to 14' shared-use path. As an alternative add a 10' wide shared-use path adjacent to existing sidewalk with a 2' to 5' landscape buffer. Includes $50,000 for small project contingency. Final design subject to available ROW and utility relocation, final design may differ from Multimodal Plan. Shared-Use paths may not transition to west side and may replace angled on-street parking with parallel parking on east side.
421	Oviedo Blvd	Roundabout	Center Lake Lane	0.14	New Shared-Use Path	City	$ 148,697	343	2	2026 to 2035	Transition back to east side of the Oviedo Blvd ROW. Add an 8' wide shared-use path on with a 4' to 6' wide landscape buffer from the existing 8' wide sidewalk, mark for north and south bound travel. No impact to on-street parking spaces. Includes $50,000 for small project contingency. Final design subject to available ROW and utility relocation, final design may differ from Multimodal Plan.
423	Oviedo Blvd	Center Lake Lane	Mike Roberto Way	0.15	New Shared-Use Path	City	$ 156,148	369	2	2026 to 2035	On the east side of the Oviedo Blvd ROW, add an 8' wide shared-use path on with a 4' to 6' wide landscape buffer from the existing 8' wide sidewalk, mark for north and south bound travel. No impact to on-street parking spaces. Includes $50,000 for small project contingency. Final design subject to available ROW and utility relocation, final design may differ from Multimodal Plan.
425	Oviedo Blvd	Mike Roberto Way	Mitchell Hammock Rd	0.09	New Shared-Use Path	City	$ 179,958	283	2, 7, 8	2026 to 2035	Replace 11 angle parking spots on east side with 5 on-street parallel parking spaces, reconstruct 6' sidewalk to 12' to 14' wide shared-use path, provide 6' to 8' shared-use path in buffer between NB lane and 15' wide sidewalk. Includes $50,000 for small project contingency. Final design subject to available ROW and utility relocation, final design may differ from Multimodal Plan.
427	Oviedo Blvd	CR 419 (E Broadway St)	Mitchell Hammock Rd	0.14	New Shared-Use Path Crosswalks (Not Mapped)	City	$ 1,150,000	1,800	See Description	2026 to 2035	Provide high visibility crosswalks at all driveway and access connection crossings for the shared-use path and new trail. Provide high visibility crosswalks along Oviedo Blvd to allow for safe multimodal crossings of the roadway. PLC includes 6 enhanced access connection crossings at $25,000 each and four high visibility crosswalks at $250,000 each. The PMC based on 100 PMC for each enhanced driveway and 300 PMC for each high visibility crosswalk.
430	Oviedo Blvd Extension	Mitchell Hammock Rd	Alexandria Blvd	0.34	Shared-Use Path Constructed with New Road	City	$ 764,361	3,264	2, 6	2026 to 2035	To provide continuity with proposed multimodal improvements on existing Oviedo Blvd, provide two 8' wide shared-use paths with a 4' to 6' wide landscape buffer between paths on the east side of the ROW. Provide a 10' to 15' wide sidewalk on the west side of the ROW. As an alternative, construct to 12' to 14' wide shared-use paths on both sides of the ROW in conjunction with a new two (2) lane divided road.
435	Oviedo Mall Blvd	Red Bug Lake Rd	SR 426 (W Broadway St)	1.74	Shared-Use Path Replaces Existing Sidewalk	City	$ 1,293,373	3,132	3	2036 to 2045	Replace sidewalk with 8' to 10' shared-use path. Alternatives may also include protected bike lanes.
440	Pine Ave	Artesia St	Florida National Scenic Trail	0.40	Shared-Use Path Replaces Existing Sidewalk	City	$ 297,327	720	3	2036 to 2045	Replace sidewalk on east side with 8' to 10' shared-use paths or add 5' to 6' wide sidewalk on west side.
445	Pine Ave	Florida National Scenic Trail	Field St	0.34	Shared-Use Path Replaces Existing Sidewalk	City	$ 252,728	612	3	2036 to 2045	Replace sidewalk on east side with 8' to 10' shared-use paths or add 5' to 6' sidewalk on west side.
450	Pine Ave	Field St	SR 426 (W Broadway St)	0.28	New Shared-Use Path	City	$ 193,263	672	2	2036 to 2045	Construct 8' to 10' shared-use path on east side or 5' to 7' sidewalk on east side.

APPENDIX H: CITY OF OVIEDO 2045 MULTIMODAL PLAN

Map / Project ID	Facility Name	From	To	Length (mi)	Project Type (Colors correspond to Multimodal Plan Map C)	Construction Entity	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Notes	Time Frame	Project Description
455	Shane Kelly Park Connector Trail	Shane Kelly Park Trail (existing)	CR 419	0.71	New Trail	City	$ 663,435	2,982	6A	2026 to 2035	Construct 12' to 14' multi-use trail.
460	Shane Kelly Park Trail	CR 426 (Geneva Dr)	Lockwood Blvd	0.64	New Trail	City	$ 598,026	2,688	6A	2026 to 2035	Construct 12' to 14' multi-use trail.
465	*Slavia Rd Extension*	*SR 426 (W Broadway St)*	*Edward Stoner Wy Ext*	*0.84*	Shared-Use Path Constructed with New Road	*County*	*$ 1,159,576*	*4,032*	*2*	*2026 to 2035*	*Construct new 8' shared-use paths in conjunction with new four (4) lane road.*
470	SR 434	SR 417	De Leon St	1.1	Shared-Use Path Replaces Existing Sidewalk	State	$ 1,374,750	5,280	1, 4	2026 to 2035	Replace sidewalk with a 10' wide shared-use path on the north side and add a 6' wide sidewalk on the south side.
475	SR 434	De Leon St	Artesia St	0.38	Shared-Use Path Replaces Existing Sidewalk	State	$ 474,914	1,824	1, 4	2026 to 2035	Replace sidewalk with a 10' wide shared-use path on the east side and a 6' wide sidewalk on the west side.
480	SR 434	Artesia St	Franklin St (East)	0.76	Shared-Use Path Replaces Existing Sidewalk	State	$ 949,827	3,648	1, 4	2026 to 2035	Replace sidewalk with a 10' wide shared-use path on the east side and a 6' wide sidewalk on the west side.
485	SR 434	Cross Seminole Trail	Mitchell Hammock Rd	0.85	Shared-Use Path Replaces Existing Sidewalk	State	$ 1,062,307	4,080	1, 4	2026 to 2035	Replace sidewalk with a 10' wide shared-use path on the east side and a 6' wide sidewalk on the west side.
490	Winter Springs Blvd	+/- 600 feet west of SR 417	SR 426 (W Broadway St)	0.31	Shared-Use Path Replaces Existing Sidewalk	City	$ 230,429	558	3	2036 to 2045	Replace existing sidewalks with 8' to 10' shared-use paths.
495	Mobility Plan Implementation	Citywide	Mobility Study Area	20.00	Shared-Use Paths (Not Mapped on Multimodal Plan)	City	$ 14,335,421	42,000	2, 3	2023 to 2045	In recognition that new development and redevelopment are dynamic and that the City is growing, there may be a need for additional shared-use paths in the City or in newly annexed areas into the City. The future planning considerations map identifies numerous corridors. In addition, the access connection map identifies connections that at one point were considered for new roads. Further, the City may enter into public private partnerships to advance new multimodal projects with developments and may be required to grant mobility fee credit. These Mobility Plan Implementation projects are intended to limit the number of times a mobility plan needs to be amended between five year update cycles and legislative restrictions on mobility fee updates. These projects provide the City Council the opportunity to respond to the needs of the Community through the annual CIP update. The PLC and PMC are based on 10 miles of new shared-use paths as part of new roads and stand-alone projects and 10 miles of replacing existing sidewalks with shared-use paths.
Total for Mobility Study Area				58.18		Government	$ 62,220,741	179,257	1 to 6B	2023 to 2045	Source: The Notes number corresponds to Planning Level Cost and Person Miles of Capacity in Appendix P.
496-499 Reserved											

APPENDIX I

Oviedo Blvd Shared-Use Paths & Trail Series

Graphic 1: Oviedo Blvd Multimodal Plan Sections Guide

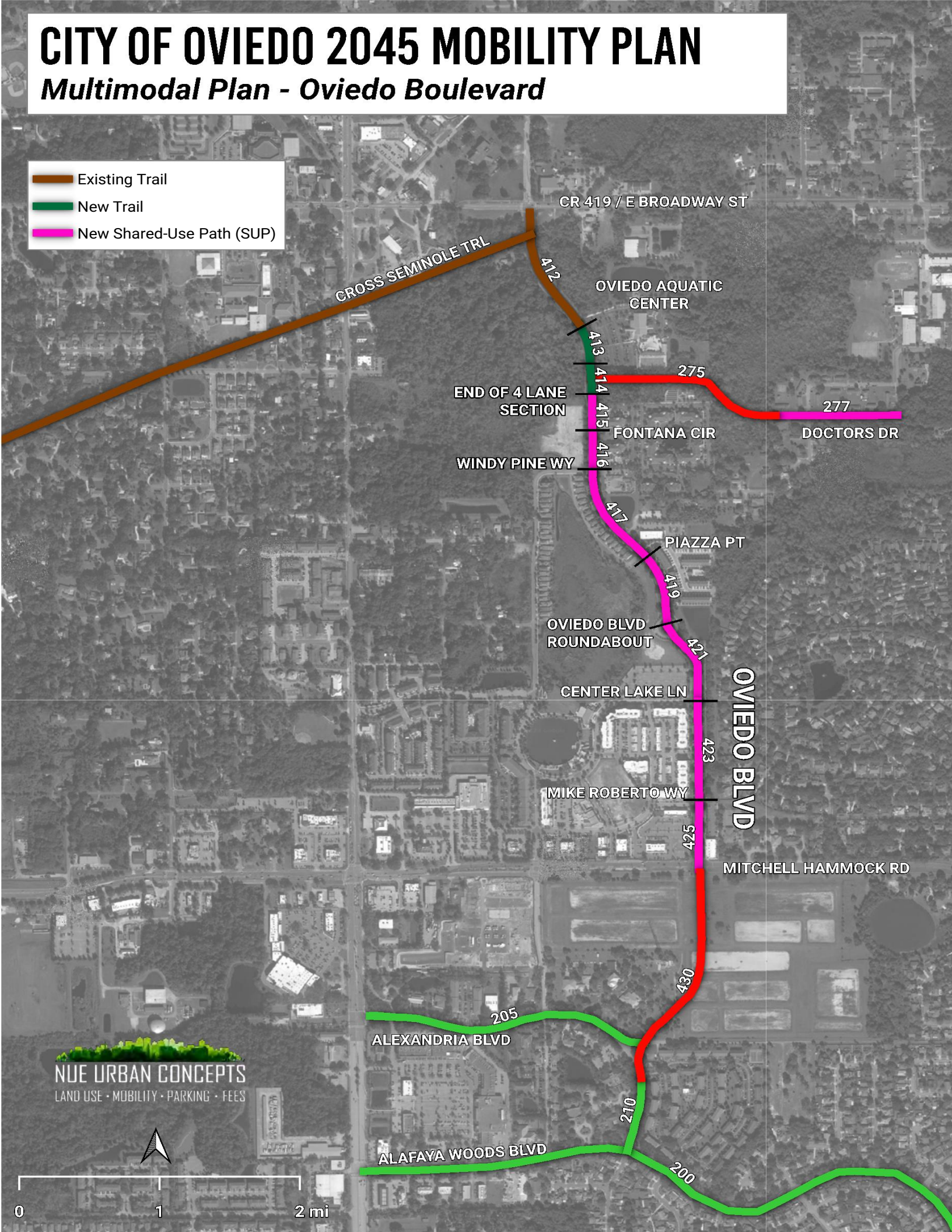
Graphic 2: Illustration of Sections 413 & 414

Graphic 3: Illustration of Section 419

Graphic 4: Illustration of Section 425

CITY OF OVIEDO 2045 MOBILITY PLAN

Multimodal Plan - Oviedo Boulevard



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APPENDIX J

Intersections Plan

APPENDIX J: CITY OF OVIEDO 2045: INTERSECTION PLAN										
Map / Project ID	Facility Name	Cross Street 1	Cross Street 2	Project Type (Colors correspond to Intersection Plan Map D)	Construction Entity	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Notes	Time Frame	Project Description
850	Clara Lee Evans & Alexandria Intersection	Clara Lee Evans Wy	Alexandria Blvd	Roundabout	City	$ 1,041,250	6,000	19	2026 to 2030	Roundabout to facilitate safe entry and crossing for the system to access Alafaya Commons and adjacent commercial properties.
855	Lockwood & Geneva Intersection	Lockwood Blvd	Geneva Drive (CR 426)	Intersection	City	$ 490,000	2,400	17	2023 to 2025	Add northeast bound right turn lane. The project will include design, field survey, developing construction plans, specifications, and cost estimates. Project is in design phase in 2023.
860	Lockwood Blvd & CR 419	CR 419	Lockwood Blvd	Intersection	City	$ 490,000	2,400	17	2026 to 2030	Improve traffic flow and safety
865	Lockwood Roundabout	Lockwood Blvd	Riviera Blvd	Roundabout	City	$ 1,470,000	7,200	20	2023 to 2025	Roundabout. CIP - Funded by Transportation Impact Fee Fund.
870	Mitchell Hammock & Lockwood Intersection	Mitchell Hammock Rd	Lockwood Blvd	Intersection	City	$ 857,500	4,800	18	2023 to 2025	Lockwood Blvd left turn lane at Mitchell Hammock Rd. The project will develop a dual left turn lane to better facilitate the flow of traffic onto Mitchell Hammock Rd from Lockwood Blvd. The improvements will also include replacing a mast arm in the north east quadrant of the intersection. Design of project is underway in 2023.
875	Mitchell Hammock & SR 434 Intersection	Mitchell Hammock Rd	SR 434	Intersection	City	$ 490,000	2,400	17	2023 to 2025	Mitchell Hammock Rd left turn lane at SR 434. Currently, Mitchell Hammock Rd has a single left turn lane onto westbound SR 434. An additional turn lane will improve the flow of traffic onto SR 434 from Mitchell Hammock Rd. The project cost will be shared by Seminole County. Design of project is currently underway in 2023.
880	Mitchell Hammock Rd & Alafaya Woods Intersection	Mitchell Hammock Rd	Alafaya Woods Blvd	Intersection	City	$ 490,000	2,400	17	2026 to 2030	Mitchell Hammock Rd left turn lane extension at Alafaya Woods Blvd. Extend existing westbound left turn lane. Design of project is currently underway in 2023.
885	Oviedo Blvd Extension Roundabout	Oviedo Blvd Extension	Alexandria	Roundabout	City	$ 1,041,250	6,000	19	2026 to 2030	New two (2) lane roundabout to accommodate the Oviedo Blvd Extension and the realignment of Alexandria Blvd and Boston Cemetery Rd
890	Kanes Ct Extension Roundabout	Kanes Ct Ext	Clonts St Ext	Roundabout	City	$ 1,041,250	6,000	19	2026 to 2030	New two (2) lane roundabout.
895	Pedestrian Crosswalk	SR 434	Boardwalk Ave	Pedestrian Crosswalk	State	$ 250,000	300	LRTP	2026 to 2030	Add high visibility pedestrian crosswalk on SR 434 at Boardwalk Ave to provide a safe multimodal crossing and multimodal access between Oviedo on the Park and Boston Hill Park.
900	SR 417 & Winter Springs Blvd Interchange	SR 417	Winter Springs Blvd	Interchange	City	$ 25,000,000	15,000	LRTP	2026 to 2035	Half interchange to/from the north. Requires a PD&E study.
905	SR 434 & Artesia St	SR 434	Artesia St	Roundabout	State	$ 1,041,250	6,000	19	2023 to 2025	New two (2) lane roundabout. Funded LRTP Project.
910	SR 434 & DE LEON	SR 434	De Leon	Roundabout	State	$ 1,041,250	6,000	19	2023 to 2025	New two (2) lane roundabout. Funded LRTP Project.
915	SR 434 & Mactavandash Dr	SR 434	Mactavandash Dr	Roundabout	State	$ 1,041,250	6,000	19	2023 to 2025	New two (2) lane roundabout. Funded LRTP Project.
920	Mobility Plan Implementation (Intersections)	Citywide	Mobility Study Area	Intersections & Roundabouts (Not Shown on Intersection Plan)	City	$ 8,268,750	44,400	17, 18, 19, 20	2023 to 2045	In recognition that new development and redevelopment are dynamic and that the City is growing, there may be a need for additional intersection improvements in the City or in newly annexed areas into the City. These Mobility Plan Implementation projects are intended to limit the number of times a mobility plan needs to be amended between five year update cycles and legislative restrictions on mobility fee updates. These projects provide the City Council the opportunity to respond to the needs of the Community through the annual CIP update. The PLC and PMC are based on four (4) minor intersection improvements, two (2) major intersection improvements, three (3) single lane roundabouts and one (1) multi-lane roundabout.
Total for Mobility Study Area					City / State	$ 44,053,750	117,300	17 to 20	2023 to 2045	Source: The Notes number corresponds to Planning Level Cost and Person Miles of Capacity in Appendix P.
921-949 Reserved										

APPENDIX K

Access Connection Plan

APPENDIX K: CITY OF OVIEDO 2045 MOBILITY PLAN: ACCESS CONNECTIONS PLAN							
Map / Project ID	Facility Name	From	To	Length (mi)	Project Type	Construction Entity	Project Description
650	Access Connection	Pine Ave	Chapel St	0.15	Access Connection	Developer	Provide access connections as properties develop. Currently identified as a road in the City's Comprehensive Plan.
655	Access Connection	Winter Springs Blvd	Oviedo Mall Blvd	0.51	Access Connection	Developer	Provide access connections as properties develop. Currently identified as a road in the 10 YR Mobility Plan and the City's Comprehensive Plan.
660	Access Connection	Commercial properties at the northeast corner of SR 426 and Mitchell Hammock		0.25	Access Connection	Developer	Access Connection / Cross-Access
665	Access Connection			0.10	Access Connection	Developer	Access Connection / Cross-Access
670	Access Connection			0.13	Access Connection	Developer	Access Connection / Cross-Access
675	Access Connection	Mitchell Hammock North (Access Connections / Frontage Road)		0.56	Access Connection	Developer	Access Connection / Cross-Access
680	Access Connection	Mitchell Hammock South (Access Connections / Frontage Road)		0.42	Access Connection	Developer	Access Connection / Cross-Access
685	Access Connection	Commercial properties at the northwest corner of SR 434 and Mitchell Hammock		0.02	Access Connection	Developer	Access Connection / Cross-Access
690	Access Connection			0.02	Access Connection	Developer	Access Connection / Cross-Access
695	Access Connection			0.11	Access Connection	Developer	Access Connection / Cross-Access
700	Access Connection	Commercial properties at the southeast corner of SR 434 and Mitchell Hammock		0.03	Access Connection	Developer	Access Connection / Cross-Access
705	Access Connection			0.04	Access Connection	Developer	Access Connection / Cross-Access
710	Access Connection			0.02	Access Connection	Developer	Access Connection / Cross-Access
715	Access Connection	Boundaries are all follows:		0.04	Access Connection	Developer	Access Connection / Cross-Access
720	Access Connection	Mitchell Hammock on the north		0.03	Access Connection	Developer	Access Connection / Cross-Access
725	Access Connection	Clara Evans Way on the east		0.01	Access Connection	Developer	Access Connection / Cross-Access
730	Access Connection	Alexandria Blvd on the south		0.03	Access Connection	Developer	Access Connection / Cross-Access
735	Access Connection	SR 434 / Central Ave on the north		0.02	Access Connection	Developer	Access Connection / Cross-Access
740	Access Connection			0.03	Access Connection	Developer	Access Connection / Cross-Access
745	Access Connection			0.01	Access Connection	Developer	Access Connection / Cross-Access
750	Access Connection			0.04	Access Connection	Developer	Access Connection / Cross-Access
755	Access Connection			0.01	Access Connection	Developer	Access Connection / Cross-Access
760	Access Connection	Commercial properties at the southwest corner of SR 434 and Mitchell Hammock		0.07	Access Connection	Developer	Access Connection / Cross-Access
765	Access Connection			0.01	Access Connection	Developer	Access Connection / Cross-Access
770	Access Connection			0.27	Access Connection	Developer	Has been shown as Lake Jessup extension. Would connect driveway that aligns with Lake Jessup north of Mitchell Hammock to ALDI supermarket from the west.
775	Access Connection			0.15	Access Connection	Developer	Provides cross-access to the north from ALDI supermarket.
780	Access Connection			0.07	Access Connection	Developer	Access Connection / Cross-Access
785	Access Connection			1.06	Access Connection	Developer	Provides cross-access to recently approved multifamily development west of SR 434.
790	Access Connection			0.22	Access Connection	Developer	Access Connection / Cross-Access
791	Access Connection			0.07	Access Connection	Developer	Access Connection / Cross-Access
795	Access Connection	West of SR 434 / Alfaya Trail	SR 426	1.06	Access Connection	Developer	Provide access connections as properties develop. Currently identified as a road in the 10 YR Mobility Plan and the City's Comprehensive Plan.
800	Access Connection	SR 434 / Alfaya Trail	Stenstrom Elementary School	0.18	Access Connection	Developer	Alternative access to Stenstrom Elementary School. Provides an additional access connection other than Chapman Road. Majority of connection on school property. Would require access agreement with commercial property or relocate access to school property with access to commercial development.
805	Access Connection	Commercial Nodes	Commercial Corridors	4.26	Access Connection	Developer	Access Connection / Cross-Access within commercial corridors and nodes.
Total	Access Connection	Citywide		10.00	Access Connection	Developer	See Multimodal Programs, Services & Studies
801-849 Reserved							

APPENDIX L

Closing Sidewalk Gaps

APPENDIX L: CITY OF OVIEDO 2045 MOBILITY PLAN: CLOSING SIDEWALK GAPS											
Map / Project ID	Facility Name	From	To	Length (mi)	Project Type	Construction Entity	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Notes	Time Frame	Project Description
500	Adeline B Tinsely Way	Franklin St (East)	4th St	0.06	Sidewalk Gap	City	$ 28,020	72	1	2026 to 2035	Sidewalk gap on west side of ROW.
505	Artesia St (East)	SR 434 (Central Ave)	Twin Oaks Circle	0.12	Sidewalk Gap	City	$ 56,040	144	1	2026 to 2035	Sidewalk gap on north side of ROW.
510	Artesia St (East)	SR 434 (Central Ave)	+/- 100 feet east of SR 434	0.10	Sidewalk Gap	City	$ 46,700	120	1	2026 to 2035	Sidewalk gaps on south side of ROW from SR 434 to first commercial property driveway.
515	Artesia St (West)	Lake Jessup Ave	SR 434 (Central Ave)	0.24	Sidewalk Gap	City	$ 112,080	288	1	2026 to 2035	Sidewalk gaps on south side of ROW.
520	Chapman Rd	Lorenzo Ln	Happy Horse Pt	0.04	Sidewalk Gap	City	$ 18,680	48	1	2026 to 2035	Sidewalk gap on north side of ROW.
525	Clonts St	Forest Trail	SR 434 (Central Ave)	0.15	Sidewalk Gap	City	$ 70,050	180	1	2026 to 2035	Sidewalk gaps on north side of ROW.
530	Clonts St	Forest Trail	SR 434 (Central Ave)	0.15	Sidewalk Gap	City	$ 70,050	180	1	2026 to 2035	Sidewalk gaps on south side of ROW.
535	De Leon St	Florida Ave	High Oaks Wy	0.06	Sidewalk Gap	City	$ 28,020	72	1	2026 to 2035	Sidewalk gap on west side of ROW.
540	Division St	+/- 230 feet south of Bay St	+/- 125 feet south of Magnolia St	0.64	Sidewalk Gap	City	$ 298,880	768	1	2026 to 2035	Sidewalk gap on east side of ROW.
545	Division St	+/- 500 feet south of Bay St	South of Palmetto St	0.11	Sidewalk Gap	City	$ 51,370	132	1	2026 to 2035	Sidewalk gap on west side of ROW.
550	Florida Ave	De Leon St	Lake Charm Dr	0.50	Sidewalk Gap	City	$ 233,500	600	1	2036 to 2045	Sidewalk gaps on south side of ROW.
555	Lake Charm Dr	Florida Ave	Smart's Pl	0.25	Sidewalk Gap	City	$ 116,750	300	1	2036 to 2045	Sidewalk gap on west side of ROW.
560	Lake Charm Dr	Florida Ave	Panther St	0.50	Sidewalk Gap	City	$ 233,500	600	1	2036 to 2045	Sidewalk gap on east side of ROW.
565	Lake Charm Dr	Panther St	+/- 350 feet south of Lake Charm Crl	0.43	Sidewalk Gap	City	$ 200,810	516	1	2036 to 2045	Sidewalk gap on west side of ROW.
570	Lake Charm Dr	Lake Charm Crl	CR 426 (Geneva Dr)	0.09	Sidewalk Gap	City	$ 42,030	108	1	2036 to 2045	Sidewalk gap on east side of ROW.
575	Lake Jessup Ave	Artesia Street (West)	+/- 650 feet south of Artesia St	0.13	Sidewalk Gap	City	$ 60,710	156	1	2026 to 2035	Sidewalk gap on east side of ROW.
580	Lake Jessup Ave	Artesia Street (West)	+/- 225 feet north of Bentley St	0.18	Sidewalk Gap	City	$ 84,060	216	1	2026 to 2035	Sidewalk gap on west side of ROW.
585	Lake Jessup Ave	+/- 350 feet north of Ruth St	180 feet north of Ruth St	0.03	Sidewalk Gap	City	$ 14,010	36	1	2026 to 2035	Sidewalk gap on east side of ROW.
590	Lake Jessup Ave	Magnolia St	+/- 450 feet so9uth of Vine St	0.14	Sidewalk Gap	City	$ 65,380	168	1	2026 to 2035	Sidewalk gap on east side of ROW.
595	Lake Jessup Ave	SR 426 (W Broadway St)	Mitchell Hammock	1.00	Sidewalk Gap	City	$ 467,000	1,200	1	2026 to 2035	Sidewalk gap on west side of ROW.
600	Shangri La Ln	+/- 250 feet south of Red Spruce Wy	Casey Woods Pt	0.07	Sidewalk Gap	City	$ 32,690	84	1	2036 to 2045	Sidewalk gap on west / north side of ROW.
605	SR 434	Pine Ave	+/- 200 feet west of Calypso Wy	0.05	Sidewalk Gap	State	$ 23,350	60	1	2023 to 2025	Sidewalk gaps on south side of ROW.
610	SR 434	Ellington Pl	Sweet Violet Dr	0.09	Sidewalk Gap	State	$ 42,030	108	1	2023 to 2025	Sidewalk gap on west side of ROW.
615	SR 434	Artesia Street (West)	Magnolia St	0.52	Sidewalk Gap	State	$ 242,840	624	1	2023 to 2025	Sidewalk gap on west side of ROW.
Total for Mobility Study Area				5.65	Sidewalk Gap	City / State	$ 2,638,548	6,780	1	2023 to 2025	Source: The Notes number corresponds to Planning Level Cost and Person Miles of Capacity in Appendix P.
620-649 Reserved											

APPENDIX M

Mobility Plan
Implementation Projects

APPENDIX M: CITY OF OVIEDO 2045 MOBILITY PLAN IMPLEMENTATION PROJECTS: (PROGRAMS, SERVICES & STUDIES)						
Project ID	Program Name	Location	Project Description	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Time Frame
950	Bicycle Infrastructure Master Plan	Citywide & Mobility Fee Benefit District	Develop a bicycle master plan that emphasizes off-street facilities and opportunities to retrofit recent State and County projects that provided sidewalks and on-street bicycle lanes versus shared-use paths and trails. The Master Plan should further evaluate the best way to retrofit existing sidewalks, provide parallel shared-use paths, or replace existing sidewalks with shared-use paths. The Plan should further evaluate opportunities for multi-modal connectivity via off-street trails and traffic calmed residential streets. The projects identified will be used for future Mobility Plan and Mobility Fee updates.	$ 225,000	225	2023 to 2030
955	Sidewalk Master Plan	Citywide & Mobility Fee Benefit District	Update the City's existing inventory of sidewalks in GIS. Identify gaps in the sidewalk network to provide a sidewalk along at least one side of all streets in the City. The Master Plan should then evaluate and prioritize closing gaps to ensuring where feasible and right-of-way is available, sidewalks are provided along both sides of all streets. For arterials and collectors, shared-use paths and trails could substitute for sidewalks. The Sidewalk Master Plan should incorporate a Safe Routes to School component, which is a national program that seeks to make it safer and more comfortable for students to get to and from school and from bus stops. The Sidewalk Master Plan should also identify locations for high visibility crosswalks and mid-block crossings. The projects identified in the Sidewalk Master Plan will be used for future Mobility Plan and Mobility Fee updates.	$ 250,000	250	2023 to 2030
960	Sidewalk Master Plan Implementation	Citywide & Mobility Fee Benefit District	To Implement the Sidewalk Master Plan, the mobility fee will include the cost for ten (10) miles of sidewalks and ten (10) high visibility midblock crossings to address minor collectors, local roads, and residential streets not addressed in the Multimodal Plan and the identified sidewalk gaps. The total increase in PMC is 15,000 (12,000 for sidewalks and 3,000 for high visibility midblock crossings). High visibility mid-block crossings cost roughly $250,000 each. These projects provide the City Council the opportunity to respond to the needs of the Community through the annual CIP update.	$ 7,170,000	15,000	2023-2045
965	Curb Ramp Upgrade Program	Citywide & Mobility Fee Benefit District	Fund upgrades to existing curb ramps to enhance mobility, safety, improve the quality of service in the community and comply with the American with Disability Act (ADA) requirements. The projects identified through the Curb Ramp Upgrade Program can be used for future Mobility Plan and Mobility Fee updates.	$ 1,000,000	1,000	2023-2045
970	Future Planning Consideration	Citywide & Mobility Fee Benefit District	The City experiences congestion on major corridors due in part to lack of connectivity based on traditional, suburban-style development and community concerns over cut-through traffic. There is also a significant amount of developable land between the southern boundary of the City and Orange County. This area is seeing development pressure and receiving approvals from Seminole County for denser development without adequate connectivity or planning for new corridors. Through the City's recent EAR, 10 Year Mobility Plan and 2045 Mobility Plan, there has been evaluation of enhanced connectivity and identification of future corridors. However, increasing connectivity and planning new road and multimodal connections have been met with resistance from residents in the County and within portions of the City. The Future Planning Considerations Map includes many of these projects. These projects require a greater level of community engagement and outreach to see if there are viable options to improve accessibility and mobility within the City and surrounding portions of unincorporated Seminole County. Projects that gain Community support can be incorporated into future updates of the Mobility Plan and Mobility Fee.	$ 1,000,000	1,000	2023-2045
975	Traffic Calming Program	Citywide & Mobility Fee Benefit District	The City has a number of street connections that have been terminated to reduce cut-through traffic. This has limited overall accessibility and mobility within the City. This places additional traffic pressure on existing neighborhood streets that are connected. The Mobility Plan includes recommendations for replacing roadway specific level of service standards with Street Quality of Service (QOS) standards based on posted speeds that emphasize safety for all users versus moving cars quickly. Speed limits of 15, 20 and 25 MPH are often difficult to realize without strict enforcement or physical changes to existing street right-of-way that promote slower speeds. There are numerous options to clam traffic beyond speed bumps. This provides the City with the opportunity to develop a neighborhood traffic calming program that meets the need and desires of the community. PLC are based on $350,000 a mile with a PMC of 325 a mile, for a total PMC of 3,000. To allow for initial implementation, 10 miles of neighborhood traffic calming routes, some of which are identified on the Future Planning Considerations Map, are included in the Mobility Plan and Mobility Fee. The projects identified through the Traffic Calming Program can be used for future Mobility Plan and Mobility Fee updates.	$ 3,500,000	3,250	2023-2045

APPENDIX M: CITY OF OVIEDO 2045 MOBILITY PLAN IMPLEMENTATION PROJECTS: (PROGRAMS, SERVICES & STUDIES)						
Project ID	Program Name	Location	Project Description	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Time Frame
980	Access Connection Program & Implementation	Citywide & Mobility Fee Benefit District	Mobility Plans emphasize the identification of projects to provide people with mobility to and from origins and destinations. Access to and from origins and destinations is something that is frequently based on Land Development Regulations or an occasional access management plan for a specific corridor. However, given Community concern over cut through traffic, many residential communities are disconnected from adjacent non-residential uses. Further, since access has largely been evaluated at a development plan or site plan level, it is often something addressed development by development with no plan to guide connectivity between non-residential uses and no plan how to retrofit cross-access between redeveloping parcels and existing parcels. The initial Access Connection Plan is the first time access connections between non-residential uses have been included in a Mobility Plan within the State of Florida. Several of the access connections are identified as future roads in the City's Comprehensive Plan, its 10 Year Mobility Plan and in the initial drafts of the 2045 Mobility Plan. Due to multiple factors, several of these projects have been identified as access connections versus new roads. The program should expand on the initial Access Connections Plan and evaluate all commercial corridors in the City. With the recently adopted Live Local Act by the Legislature, that allows mixed-use residential with an affordable housing component in commercial corridors without Comprehensive Plan amendments, the need for a proactive program to address access is now. The program should also address updates to land development regulations to address both residential and non-residential access and cross-access requirements and transition traffic impact studies to site access / impact assessments that address vehicle and multimodal cross-access. Since cross-access connections often involve easements as access connections are largely private versus public rights-of-way, retrofitting existing developed areas is a challenge. To provide the City with a funding source to work with private developments to retrofit existing developed areas, the Mobility Plan and Mobility Fee include funds for development and implementation of the Program. The projects identified through the Access Connection Program can be used for future Mobility Plan and Mobility Fee updates. PLC are based on $300,000 a mile with a PMC of 300 a mile, for a total PMC of 3,000. To allow for initial implementation, 10 miles of neighborhood traffic calming routes, some of which are identified on the Future Planning Considerations Map, are included in the Mobility Plan and Mobility Fee.	$ 3,000,000	3,000	2023-2045
985	Micromobility & Microtransit Share Program	Citywide & Mobility Fee Benefit District	Pursue public private partnership opportunities to provide shared mobility programs such as bikes, electric bikes, electric scooters, and golf carts.	$ 500,000	500	2023-2045
990	Mobility Equity Program	Citywide & Mobility Fee Benefit District	Develop programs and pursue funding sources and public private opportunities to provide bikes, electric bikes, electric scooters, and passes for car share, ride share, and transit services to provide mobility to underserved members of the community.	$ 750,000	750	2023-2045
995	Vision Zero Action Plan	Citywide & Mobility Fee Benefit District	Vision Zero is a national program that seeks to eliminate all traffic fatalities and severe injuries, while increasing education, safety, health, and mobility for all users. A Vison Zero Action Plan uses crash data to identify the high injury crash network, then programs countermeasures (including but not limited to capital improvements, law enforcement campaigns, and safety studies) to address the documented safety deficiencies. Five communities in Florida, including City of Orlando, have adopted Vision Zero Action Plans.	$ 200,000	200	2023-2045
1000	Wayfinding Program	Citywide & Mobility Fee Benefit District	Implement a way finding program to enhance the efficiency of the transportation system, improve access, and enhance placemaking. Wayfinding and route signage is an essential component of multimodal planning elements beyond construction of a continuous, interconnected network of multimodal infrastructure. Wayfinding can be both physical and digital tools that provide predictability and consistency in the way people find their point of interests around the City. The Wayfinding Program should connect and facilitate placemaking in target areas including Oviedo on the Park, Old Downtown / Solary Park, Oviedo Mall, Downtown Mixed Use Area, City Hall, and West Mitchell Hammock Road (Target Areas identified in Scenario #3 of the Comprehensive Plan Update). The Wayfinding Program should include development of a brand identity and design standards and specifications for signage, maps, a digital app, etc. that is unique and locally distinct.	$ 500,000	500	2023-2045

APPENDIX M: CITY OF OVIEDO 2045 MOBILITY PLAN IMPLEMENTATION PROJECTS: (PROGRAMS, SERVICES & STUDIES)						
Project ID	Program Name	Location	Project Description	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	Time Frame
1005	Mobility Hubs & Transit Stops	Citywide & Mobility Fee Benefit District	The City's 10 Year Mobility Plan identified several potential transit routes and mobility hubs. The City's Comprehensive Plan encourages the use of microtransit and transit services. Mobility hubs and transit stops can serve micromobility, microtransit, shared mobility, and transit services. To encourage use of multimodal and shared mobility services and programs, the Mobility Plan and Mobility Fee include mobility hubs and transit stops. A total of ten (10) mobility hubs and 25 transit stops are included to implement the 10 Year Mobility Plan and the City's Comprehensive Plan. The average PLC of mobility hubs are $50,000 and transit stops are $25,000. The PMC for mobility hubs are 150 and 50 for transit stops, for a total PMC of 4,500. Future updates of the Mobility Plan and Mobility Fee should expand on the need for mobility hubs and transit stops.	$ 1,125,000	2,750	2023-2045
1010	Multimodal Ordinances & Studies	Citywide & Mobility Fee Benefit District	Conduct corridor and multimodal plans or studies, develop on-going traffic count program for City streets to measure performance, pursue matching grant fund opportunities through TPO LRTP Funding Programs, develop ordinances for micromobility and microtransit (i.e., golf carts), develop and refine complete street policies and programs.	$ 1,250,000	1,075	2023-2045
Total Mobility Study Area				$ 20,470,000	29,500	2023-2045
1015 to 1050 Reserved						

APPENDIX N

Future Planning
Considerations

APPENDIX N: FUTURE PLANNING CONSIDERATIONS						
Facility Name	From	To	Length (mi)	Project Type	Construction Entity	Description
Aviles Ct	Gould Place	Lake Hayes Rd	0.2	Traffic Calming Street	City	Convert Aviles Cr to a low speed shared street with a 20 to 25 MPH speed limit with signing and pavement markings for micromobility and microtransit. Low speed shared streets feature traffic calming elements.
Beasley Rd Extension West	SR 426	Current Terminus of Beasley Rd	1.3	New Complete Street	Private / Local Government	Construct a new two (2) lane divided street with 5' wide bicycle / multimodal lanes, 8' wide shared-use paths, and posted speed limit of 20 or 25 MPH.
Beasley Rd	Current Terminus of Beasley Rd	Sunny View Drive	0.5	Complete Street Retrofit	Private / Local Government	Upgrade existing two (2) lane street and add 5' wide bicycle / multimodal lanes 8' wide shared-use paths, and posted speed limit of 20 or 25 MPH.
Beasley Rd Extension East	Sunny View Drive	Lake Hayes Rd	0.3	New Complete Street	Private / Local Government	Construct a new two (2) lane divided street with 5' wide bicycle / multimodal lanes, 8' wide shared-use paths, and posted speed limit of 20 or 25 MPH.
Canal St Multi-Use Trail	Artesia St	Florida Ave	0.5	New Trail	Local Government	Construct a new 12' to 16' wide multi-use trail way to allow for people walking and bicycling.
Chapman Rd Extension	Eagle Pass Rd	SR 426	0.4	New Complete Street	Private / Local Government	Construct a new two (2) lane divided street with 5' wide bicycle / multimodal lanes, 8' wide shared-use paths, and posted speed limit of 20 or 25 MPH.
Chapman Rd to Iron Bridge Connector	Chapman Road	Iron Bridge Cir	1.0	New Complete Street	Private / Local Government	Construct a new two (2) lane divided street with 5' wide bicycle / multimodal lanes, 8' wide shared-use paths, and posted speed limit of 20 or 25 MPH.
Chapman Rd West Upgrade	Eagle Pass Rd	Chapman Road	0.5	Complete Street Retrofit	Private / Local Government	Upgrade to (2) lane divided road with 10' wide travel lanes and two (2) 5' wide bicycle / multimodal lanes, of which one (1) foot is a buffer between the travel lanes and the multimodal lanes and 8' wide shared-use paths.
Chapman Road	W Broadway St (SR 426)	SR 434 (Alafaya Trail)	1.6	Complete Street Retrofit	Government Entity	Repurpose travel lanes to provide four (4) 10' wide travel lanes and two (2) 6' wide bicycle / multimodal lanes, of which one (1) foot is a buffer between the travel lanes and the multimodal lanes.
Chapman Road	Eastern Terminus of Chapman Rd	Ragsdale Rd	0.1	New Complete Street	Local Government	Construct a new two (2) lane connector street as a low speed shared street with a 20 to 25 MPH speed limit. Low speed shared streets feature traffic calming elements. Construct a continuous 8' wide shared-use path on one side of the ROW.
Chapman to Beasley Connector	Chapman Dr	Beasley Rd	0.2	New Complete Street	Private / Local Government	Construct a new two (2) lane connector street as a low speed shared street with a 20 to 25 MPH speed limit. Low speed shared streets feature traffic calming elements. Construct a continuous 8' wide shared-use path on one side of the ROW.
Chapman to SR 426 Connector	Chapman Rd	SR 426	1.2	New Complete Street	Private / Local Government	Construct a new two (2) lane connector street as a low speed shared street with a 20 to 25 MPH speed limit. Low speed shared streets feature traffic calming elements. Construct a continuous 8' wide shared-use path on one side of the ROW.
Church St Extension	Church St Upgrade	NCP Lake Jessup Extension (Duda Trail to Mitchell Hammock)	0.8	New Complete Street	Private / Local Government	Construct a new two (2) lane connector street as a low speed shared street with a 20 to 25 MPH speed limit. Low speed shared streets feature traffic calming elements. Construct a continuous 8' wide shared-use path on one side of the ROW.
Church St Extension West	Slavia to Chapman Connector	SR 426	0.2	New Complete Street	Private / Local Government	Construct a new two (2) lane connector street as a low speed shared street with a 20 to 25 MPH speed limit. Low speed shared streets feature traffic calming elements. Construct a continuous 8' wide shared-use path on one side of the ROW.
Church St Upgrade	SR 426	Church St Extension	0.2	Complete Street Retrofit	Local Government	Upgrade existing two (2) lane road. Construct a continuous 8' wide shared-use path on one side of the ROW and add 5' wide bicycle lanes. Posted speed limit of 20 or 25 MPH.
Connection Point Upgrade	Chapman Rd Extension	SR 426	0.2	Complete Street Retrofit	Local Government	Upgrade existing two (2) lane road. Construct a continuous 8' wide shared-use path on one side of the ROW and add 5' wide bicycle lanes. Posted speed limit of 20 or 25 MPH.
Division to Van Arsdale Connector	Division St	Van Arsdale	2.3	New Complete Street	Private / Local Government	Construct a new two (2) lane connector street as a low speed shared street with a 20 to 25 MPH speed limit. Low speed shared streets feature traffic calming elements. Construct a continuous 8' wide shared-use path on one side of the ROW.
Duda Trail Extension	SR 426	Lukas Lane	0.3	New Complete Street	Private / Local Government	Construct a new two (2) lane divided street with 5' wide bicycle / multimodal lanes, 8' wide shared-use paths, and posted speed limit of 20 or 25 MPH.
E Artesia Street / Panther Street	Orange Ave	Lake Charm Dr	0.4	New Complete Street	Government Entity	Construct a new two (2) lane divided street with 5' wide bicycle / multimodal lanes, 8' wide shared-use paths, and posted speed limit of 20 or 25 MPH.
Eagle Pass Rd	Chapman Rd Extension	SR 426	0.4	New Complete Street	Private / Local Government	Construct a new two (2) lane divided street with 5' wide bicycle / multimodal lanes, 8' wide shared-use paths, and posted speed limit of 20 or 25 MPH.
Elm St	Florida Ave	Existing terminus of Elm St	0.6	Traffic Calming Street	Government Entity	Convert Elm St to a low speed shared street with a 20 to 25 MPH speed limit. Low speed shared streets feature traffic calming elements.
Elm St to Lee Ave Connector	Existing terminus of Elm St	Fosters Grove Loop (Existing terminus of Lee Ave)	0.3	New Complete Street	Private / Local Government	Construct a new two (2) lane divided street with 5' wide bicycle / multimodal lanes, 8' wide shared-use paths, and posted speed limit of 20 or 25 MPH.
Florida Ave	De Leon St	Van Arsdale	2.0	Complete Street Retrofit	Government Entity	Add 8' to 10' Shared Use Path.
Gore Dr	McKinnon Ave	Gould Place	0.4	Traffic Calming Street	City	Convert Gore Dr to a low speed shared street with a 20 to 25 MPH speed limit with signing and pavement markings for micromobility and microtransit. Low speed shared streets feature traffic calming elements.
Gould Place	Gore Dr	McKinnon Ave	0.5	Traffic Calming Street	City	Convert Gould Place to a low speed shared street with a 20 to 25 MPH speed limit with signing and pavement markings for micromobility and microtransit. Low speed shared streets feature traffic calming elements.

APPENDIX N: FUTURE PLANNING CONSIDERATIONS						
Facility Name	From	To	Length (mi)	Project Type	Construction Entity	Description
Iron Bridge Rd Upgrade	Iron Bridge Cir	McCulloch Rd	1.1	Iron Bridge Road Upgrade	City / County / Developer	Upgrade existing two (2) lane road and add 6' wide bicycle / multimodal lanes, 8' wide shared-use paths, and posted speed limit of 20 or 25 MPH.
Iron Bridge Rd Extension	Beasley Rd Extension West	Chapman Rd	0.2	New Complete Street	Private / Local Government	Construct a new two (2) lane divided street with 5' wide bicycle / multimodal lanes, 8' wide shared-use paths, and posted speed limit of 20 or 25 MPH.
Lake Hayes / Lockwood	Aviles Ct	Lockwood Blvd	0.9	Complete Street Retrofit	Government Entity	Add 8' to 10' Shared Use Path.
Lake Hayes / Lockwood Multi-Use Trail	Aviles Ct	Lockwood Blvd	1.9	Multi-Use Trail	Government Entity	Construct a 12' wide multi-use trail with enhanced landscape and hardscape features.
Lake Hayes Rd	SR 434	Paddock Wy	0.8	Complete Street Retrofit	Government Entity	Construct a new 8' wide shared-use path.
Lee Ave	Fosters Grove Loop (Existing terminus of Lee Ave)	Geneva Dr (CR 426)	0.3	Traffic Calming Street	Government Entity	Convert Lee Ave to a low speed shared street with a 20 to 25 MPH speed limit. Low speed shared streets feature traffic calming elements.
Lockwood Blvd	Arrowroot Place	McCulloch Road	1.4	Complete Street Retrofit	Government Entity	Add 5' sidewalks along both sides of the ROW in proximity to existing sidewalks where ROW and utilities permit, or add 3' (wide) x 10' (long) bypass areas spaced every 200' to 300' to allow for golf cart use on the sidewalks. The bypass areas can be either (1) places for people walking to step aside if necessary, or (2) potential allowance for bi-directional golf cart travel. Add high visibility crosswalks as appropriate.
Lockwood Blvd Extension (aka Stone St)	Florida Ave	Geneva Dr (CR 426)	0.6	New Complete Street	Private / Local Government	Upgrade existing portions of Stone St and construct a new two (2) lane divided road with 6' bicycle / multimodal lanes and 8' wide shared-use paths, with posted speed limits of 20 or 25 MPH.
McCulloch Rd	Dean Road	Iron Bridge Road	1.1	Complete Street Retrofit	Government Entity	Construct an 8'-10' wide shared-use path on either side of the ROW. Designate as Parkway per the Comprehensive Plan (1). 2045 LRTP Project #9144 identifies as an unfunded Complete Street at a cost of $35,795,000 (2020 LRTP estimate).
McCulloch Rd (Multimodal Only)	Iron Bridge Road	Rouse Road	0.1	Multimodal Connection	Government Entity	Construct a 12' wide multi-use trail with enhanced landscape and hardscape features. 2045 LRTP Project #9144 identifies as an unfunded Complete Street at a cost of $35,795,000 (2020 LRTP estimate).
McCulloch Rd	Lockwood Road	Old Lockwood Road	1.1	Complete Street Retrofit	Government Entity	Widen the existing sidewalk on the north side of the ROW to either an 8' or 10' wide shared-use path or a 12' wide multi-use trail. Complete gaps on the northside of the ROW with a 10' to 12' wide boardwalk to address environmental constraints. 2045 LRTP Project #9144 identifies as an unfunded Complete Street at a cost of $35,795,000 (2020 LRTP estimate).
McCulloch Rd	Old Lockwood Road	Chuluota Road (CR 419)	2.8	New Trail	Government Entity	Construct a 12' wide multi-use trail with enhanced landscape and hardscape features.
McKinnon Ave	Alafaya Woods Blvd (west)	Alafaya Woods Blvd (east)	1.0	Traffic Calming Street	City	Convert McKinnon Ave to a low speed shared street with a 20 to 25 MPH speed limit with signing and pavement markings for micromobility and microtransit. Low speed shared streets feature traffic calming elements.
N Division Multi-Use Trail	Florida Ave	Current Terminus	0.3	New Complete Street	Government Entity	Construct a new two (2) lane divided street with 5' wide bicycle / multimodal lanes, 8' wide shared-use paths, and posted speed limit of 20 or 25 MPH.
Notween Lane	Slavia Rd Extension	Fountain Dr	0.5	New Complete Street	Private / Local Government	Construct a new two (2) lane connector street as a low speed shared street with a 20 to 25 MPH speed limit. Low speed shared streets feature traffic calming elements. Construct a continuous 8' wide shared-use path on one side of the ROW.
Old Lockwood Rd	Lockwood Blvd	County Line	1.4	Complete Street Retrofit	Government Entity	Construct a shared-use path. Pedestrian and ADA improvements with new trail identified on PPAC trails subcommittee potential trail project priority list. Cost assumes 12-ft asphalt shared use path with minimal ROW acquisition. $500k identified on Tax List for sidewalk/ADA improvements. Sales Tax Capital Plan (2015-2025) Seminole County Potential Sidewalk/ ADA Improvements. $1,570,000. 2045 LRTP Project 5044. Unfunded.
Panther Street	Whistling Winds Point	Stone St	1.4	New Complete Street	Private / Local Government	Construct a new two (2) lane connector street as a low speed shared street with a 20 to 25 MPH speed limit. Low speed shared streets feature traffic calming elements. Construct a continuous 8' wide shared-use path on one side of the ROW.
Pine Ave	SR 434	Jessamy St	0.2	Traffic Calming Street	City / County	Convert Pine Ave to a low speed shared street with a 15 to 20 MPH speed limit with signing and pavement markings for micromobility and microtransit. Low speed shared streets feature traffic calming elements.
Pine Ave (Multimodal Only)	Jessamy St	Arrington Circle	0.0	Multimodal Connection	City / County	Construct a new 12' to 16' wide multi-use trail to allow for people walking, bicycling, riding micromobility devices, driving golf carts.
Red Bug Lake Rd	Slavia Rd	Dovera Dr	0.6	Complete Street Retrofit	Government Entity	Replace existing sidewalks with 8' wide shared-use paths. 2045 LRTP Project ID #9146. Unfunded Red Bug Lake Road Complete Street at $52,746,000 (2020 estimate from LRTP) for 6.28 mile segment from SR 436 to SR 426.
Reed Ave	Geneva Dr (SR 426)	E Broadway St (CR 419)	0.5	Traffic Calming Street	City	Convert Reed Ave to a low speed shared street with a 15 to 20 MPH speed limit with signing and pavement markings for micromobility and microtransit. Low speed shared streets feature traffic calming elements.
S Lake Jessup Ave Extension	Duda Trial Extension	Chapman Rd	0.8	New Complete Street	Private / City	Construct a new two (2) lane divided street with 6' wide bike / multimodal lanes, 8' wide shared-use paths, and posted speed limit of 20 or 25 MPH.
Slavia to Chapman Connector (Alternative to S Lake Jessup Extension)	Slavia Rd Extension	Chapman Rd	0.5	New Complete Street	Private / City	Construct a new two (2) lane divided street with 6' wide bike / multimodal lanes, 8' wide shared-use paths, and posted speed limit of 20 or 25 MPH.
Slavia to Chapman Connector	Slavia Rd	Chapman Rd	0.6	New Complete Street	Private / Local Government	Construct a new two (2) lane connector street as a low speed shared street with a 20 to 25 MPH speed limit. Low speed shared streets feature traffic calming elements. Construct a continuous 8' wide shared-use path on one side of the ROW.

APPENDIX N: FUTURE PLANNING CONSIDERATIONS						
Facility Name	From	To	Length (mi)	Project Type	Construction Entity	Description
SR 426	SR 417 Overpass	Eyrie Dr	3.5	Complete Street Retrofit	FDOT	Resurface road and include safety improvements for cyclists and pedestrians.
SR 434 (Alafaya Trail)	Mitchell Hammock Rd	Dr. Edward Stoner Way	0.5	Complete Street Retrofit	FDOT	Phase One: Widen existing sidewalks to 8' wide shared-use paths, add either high visibility or raised crossing at intersections and driveways, add pavement markings to curbside through lanes with warnings to slow down and watch for people walking and bicycling, lower posted speeds to 40 MPH. Phase Two: Repurpose travel lanes to provide six (6) 11' wide through travel lanes and widen existing shoulders to provide two (2) 7' wide multimodal lanes, of which one (1) foot is a marked buffer between the travel lanes and the multimodal lanes, and lower the posted speed to 35 MPH. Phase Three: Repurpose curbside travel lanes to provide two (2) 11' wide dedicated microtransit and transit lanes, four (4) 11' wide through travel lanes, of which one (1) foot is a marked buffer between the outside travel lanes and the dedicated transit lane, and one (1) foot is a marked buffer between the inside travel lanes and the center median, and lower the posted speed to 30 MPH.
SR 434 (Alafaya Trail)	Dr. Edward Stoner Way	Chapman Road	0.5	Complete Street Retrofit	FDOT	Phase One: Widen existing sidewalks to 8' wide shared-use paths, add either high visibility or raised crossing at intersections and driveways, add pavement markings to curbside through lanes with warnings to slow down and watch for people walking and bicycling, lower posted speeds to 40 MPH. Phase Two: Repurpose travel lanes to provide six (6) 11' wide through travel lanes and widen existing shoulders to provide two (2) 7' wide multimodal lanes, of which one (1) foot is a marked buffer between the travel lanes and the multimodal lanes, and lower the posted speed to 35 MPH. Phase Three: Repurpose curbside travel lanes to provide two (2) 11' wide dedicated microtransit and transit lanes, four (4) 11' wide through travel lanes, of which one (1) foot is a marked buffer between the outside travel lanes and the dedicated transit lane, and one (1) foot is a marked buffer between the inside travel lanes and the center median, lower the posted speed to 30 MPH, add transit stops and mobility hubs and consider adding a HAWK signals at Dalton Drive to connect transit stops and mobility hubs and allow for safe crossings.
SR 434 (Alafaya Trail)	Chapman Rd	McCulloch Rd	2.0	Complete Street Retrofit	FDOT	Phase One: Widen existing sidewalks to 8' wide shared-use paths, add either high visibility or raised crossing at intersections and driveways, add pavement markings to curbside through lanes with warnings to slow down and watch for people walking and bicycling, lower posted speeds to 45 MPH. Phase Two: Repurpose travel lanes to provide six (6) 11' wide through travel lanes and widen existing shoulders to provide two (2) 7' wide multimodal lanes, of which one (1) foot is a marked buffer between the travel lanes and the multimodal lanes, and lower the posted speed to 40 MPH. Phase Three: Add pavement markings to curbside travel lanes to indicate that transit vehicles share the travel lanes with cars and be prepared for frequent stops, add transit stops and mobility hubs and consider adding HAWK signals at transit stops and mobility hubs.
Sterling Creek Pkwy	CR 419	Live Oak Reserve Blvd	1.0	Traffic Calming Street	City	Convert Sterling Creek Pkwy to a low speed shared street with a 20 to 25 MPH speed limit. Low speed shared streets feature traffic calming elements.
Tatra Street Extension	Chapman Road	Connection Point Upgrade	0.5	New Complete Street	Private / Local Government	Construct a new two (2) lane connector street as a low speed shared street with a 20 to 25 MPH speed limit. Low speed shared streets feature traffic calming elements. Construct a continuous 8' wide shared-use path on one side of the ROW.
Van Arsdale	Florida Ave	Geneva Dr (CR 426)	0.5	Complete Street Retrofit	Government Entity	Add 8' to 10' Shared Use Path.
Lockwood Roundabout	Lockwood Blvd	Old Lockwood Road	0.2	Roundabout	City / County	Roundabout
Notween Lane Roundabout	Fountain Dr	Notween Lane	0.2	Roundabout	Private / Local Government	Roundabout
Beasley Extension Roundabout	Beasley Extension West	Chapman to Iron Bridge Connector	0.2	Roundabout	Private / Local Government	Roundabout
Note: These projects are not adopted as part of the 2045 Mobility Plan and are not included in the City of Oviedo Mobility Fee. Further community outreach and evaluation is required before considering including any of these projects as part of future mobility plan and fee updates.						

APPENDIX O

Florida Department of
Transportation (FDOT)
Generalized Service Volumes

TABLE 1

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

January 2020

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 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 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	47,600	66,400	83,200	87,300
6	70,100	97,800	123,600	131,200
8	92,200	128,900	164,200	174,700
10	115,300	158,900	203,600	218,600
12	136,500	192,400	246,200	272,900

Urbanized

Lanes	B	C	D	E
4	45,900	62,700	75,600	85,400
6	68,900	93,900	113,600	128,100
8	91,900	125,200	151,300	170,900
10	115,000	156,800	189,300	213,600

Freeway Adjustments

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

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	11,700	18,000	24,200	32,600
4	Divided	36,300	52,600	66,200	75,300
6	Divided	54,600	78,800	99,400	113,100

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 HCM 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 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 Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 1
(continued)

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

January 2020

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 (urban, rural)	urban	urban								
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 (d, twlt, n, nr, r)				d	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)	3	3	5	5	2	2	1.9	1.8	2	2
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)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	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
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% 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 P

Planning Level Cost (PLC) &
Person Miles of Capacity (PMC)

APPENDIX P: PLANNING LEVEL COST (PLC) & PERSON MILES OF CAPACITY (PMC)

Multimodal Improvement		Net Per Mile Construction Cost (CC)	Maintenance of Traffic (MOT) & Mobilization (MOB)	Maintenance of Traffic (MOT) & Mobilization (MOB) Retrofit	Planning & Engineering (PE)	Right-of-Way (ROW)	Construction, Engineering, Inspection (CEI)	Environmental / Stormwater (ENV)	Utility Relocation (UTL)	Landscape (LS)	Hardscape / Streetscape (HS)	Total Cost (TC)	Person Miles of Capacity (PMC)
ID		100%	10%	25%	20%	30%	10%	10%	10%	10%	10%		
1	New Construction 5' Sidewalk	$239,487	$23,949	--	$35,923	$47,897	$23,949	$23,949	$23,949	$23,949	$23,949	$467,000	$1,200
2	New Construction 8' Shared-Use Path	$353,961	$35,396	--	$53,094	$70,792	$35,396	$35,396	$35,396	$35,396	$35,396	$690,224	$3,600
3	Replace Existing Sidewalk with an 8' Shared-Use Path	$353,961	--	$88,490	$53,094	$70,792	$35,396	$35,396	$35,396	$35,396	$35,396	$743,318	$2,400
4	New Construction 10' Shared-Use Path	$401,422	$40,142	--	$60,213	$80,284	$40,142	$40,142	$40,142	$40,142	$40,142	$782,773	$5,400
5	Replace Existing Sidewalk with an 10' Shared-Use Path	$401,422	--	$100,356	$60,213	$80,284	$40,142	$40,142	$40,142	$40,142	$40,142	$842,986	$4,200
6A	New Construction 12' to 14' Wide Multi-Use Trail	$444,960	$44,496	--	$66,744	$88,992	$44,496	$44,496	$44,496	$44,496	$44,496	$867,672	$7,200
6B	Replace Existing Sidewalk with a 12' to 14' Wide Multi-Use Trail	$444,960	--	$111,240	$66,744	$88,992	$44,496	$44,496	$44,496	$44,496	$44,496	$934,416	$6,000

Street & Road Improvements		Net Per Mile Construction Cost (CC)	Maintenance of Traffic (MOT) & Mobilization (MOB)	Maintenance of Traffic (MOT) & Mobilization (MOB) Retrofit	Planning & Engineering (PE)	Right-of-Way (ROW)	Construction, Engineering, Inspection (CEI)	Environmental / Stormwater (ENV)	Utility Relocation (UTL)	Landscape (LS)	Hardscape / Streetscape (HS)	Total Cost (TC)	Person Miles of Capacity (PMC)
ID		100%	10%	30%	30%	45%	15%	15%	10%	10%	10%		
7	New two (2) lane rural street	$1,826,884	$182,688	--	$548,065	$822,098	$274,033	$274,033	$182,688	$182,688	$182,688	$4,475,866	10,480
8	New two (2) lane urban street	$3,154,044	$315,404	--	$946,213	$1,419,320	$473,107	$473,107	$315,404	$315,404	$315,404	$7,727,408	14,920
9	Repave two (2) lane street as part of capacity improvement	$532,661	--	$159,798	$159,798	$239,697	$79,899	$79,899	$53,266	$53,266	$53,266	$1,411,552	--
10	New two (2) lane divided urban street with on-street parking	$7,116,011	$711,601	--	$2,134,803	$3,202,205	$1,067,402	$1,067,402	$711,601	$711,601	$711,601	$17,434,227	19,640
11	Convert two (2) lane to (2) lane divided	$1,810,173	--	$543,052	$543,052	$814,578	$271,526	$271,526	$181,017	$181,017	$181,017	$4,796,958	7,460
12	Convert four (4) lane to (2) lane divided	$1,098,196	--	$329,459	$329,459	$494,188	$164,729	$164,729	$109,820	$109,820	$109,820	$2,910,219	3,400
13	New four (4) lane divided urban street	$8,097,530	$809,753	--	$2,429,259	$3,643,889	$1,214,630	$1,214,630	$809,753	$809,753	$809,753	$19,838,949	63,790
14	Widen two (2) lane to four (4) lane divided (urban)	$6,218,898	--	$1,865,669	$1,865,669	$2,798,504	$932,835	$932,835	$621,890	$621,890	$621,890	$16,480,080	26,820
15	Widen four (4) lane to six (6) lane divided (urban)	$5,050,018	--	$1,515,005	$1,515,005	$2,272,508	$757,503	$757,503	$505,002	$505,002	$505,002	$13,382,548	31,500
16	Add one (1) travel lane	$1,277,512	--	$383,254	$383,254	$574,880	$191,627	$191,627	$127,751	$127,751	$127,751	$3,385,407	7,460
17	Intersection Improvement (minor)	$200,000	$20,000	--	$60,000	$90,000	$30,000	$30,000	$20,000	$20,000	$20,000	$490,000	2,400
18	Intersection Improvement (major)	$350,000	$35,000	--	$105,000	$157,500	$52,500	$52,500	$35,000	$35,000	$35,000	$857,500	4,800
19	Roundabout (singe-lane)	$425,000	$42,500	--	$127,500	$191,250	$63,750	$63,750	$42,500	$42,500	$42,500	$1,041,250	6,000
20	Roundabout (multi-lane)	$600,000	$60,000	--	$180,000	$270,000	$90,000	$90,000	$60,000	$60,000	$60,000	$1,470,000	7,200

Notes: The cost factor percentages are multiplied by construction cost. Total cost is the sum of construction cost (CC) + the cost factors for: planning and engineering (PE) + right-of-way (ROW) + construction, engineering, and inspection (CEI) + utility relocation (UR)+ landscape (LS) + hardscape and setreetscape (HS). Construction cost and cost factors based on data from the City, County, FDOT District 5, and MetroPlan Orlando. Paths, Trails, and Ways estimated at $45 sq. yd. Local roads and minor collectors estimated at $50 sq.yd. Upgraded urban local road estimated at $25 sq. yd. Upgraded rural local road estimated at $20 sq. yd. Florida Department of Transportation, Quality/Level of Service (LOS) Handbook, Generalized Annual Average Daily Volumes for Florida's Urbanized Areas (Appendix H). Capacities are based on a LOS D standard. The daily person capacity is based on a vehicle occupancy factor of 1.81 per the 2017 NHTS Data sets for Florida (Appendix D). Turn lane person capacity is derived by multiplying the daily person capacity by .5% per the FDOT Generalized Service Volume Tables. The person miles are rounded to the nearest 10th. Capacity methodologies for multimodal facilities 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 Highway Capacity Manual. All capacities rounded to the nearest 10th.

APPENDIX Q

Trip Generation

APPENDIX Q: TRIP GENERATION

Use Categories, Use Classifications, and Representative Uses	Unit of Measure	Trip Generation [1]	Trip Generation Adjusted by Internal Capture (ICf) [1]	% New Trips	ITE Land Use Codes
Residential / Lodging Uses					
Affordable & Workforce Residential	per 1,000 sq. ft.	2.10	1.58	1.00	50% or Residential
Residential	per 1,000 sq. ft.	4.20	3.15	1.00	See Residential
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	6.67	5.00	0.75	See Overnight Lodging
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space or lot	4.47	3.35	1.00	See Mobile Residence
Institutional Uses					
Community Serving (Civic, Museum, Performing Arts, Place of Assembly or Worship)	per 1,000 sq. ft.	5.52	4.14	0.60	560, 580 [2]
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	6.68	5.01	0.60	See Long Term Care
Private Education (Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	9.82	7.37	0.60	See Private Education
Industrial Uses					
Industrial (Assembly, Manufacturing, Nursery, Outdoor Storage, Warehouse, Utilities)	per 1,000 sq. ft.	3.69	2.77	1.00	See Industrial
Recreational Uses					
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis)	per acre	12.19	9.14	0.85	411, 430, 432, 480, 488, 490, 491 [3]
Indoor Commercial Recreation (Dance, Gym, Fitness, Indoor Sports, Kids Activities, Yoga)	per 1,000 sq. ft.	24.86	18.65	0.65	See Indoor Recreation
Office Uses					
Office (General, Higher Education, Hospital, Professional)	per 1,000 sq. ft.	11.58	8.69	0.75	See Office
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	29.33	22.00	0.80	See Medical Office
Commercial & Retail Uses					
Small Retail Business (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	21.00	15.75	0.25	50% of Retail
Retail (Discount, Entertainment, Financial, Retail, Services, Superstore)	per 1,000 sq. ft.	42.00	31.50	0.25	See Retail
High Impact Retail (Bank, Pharmacy, Sit-Down Restaurant, Supermarket, Wine & Spirits)	per 1,000 sq. ft.	106.33	79.75	0.20	See High Impact Retail
Convenience Retail (Convenience, Motor Vehicle Charging & Fueling, Quick Service Restaurant)	per 1,000 sq. ft.	323.32	242.49	0.20	See Convenience Retail
Additive Fees for Commercial Services & Retail Uses					
Bank Drive-Thru Lane or Free-Standing ATM	per lane or ATM	137.06	102.80	0.20	912 [4]
Motor Vehicle Cleaning (Detailing, Wash, Wax)	per lane or stall	145.84	109.38	0.20	947, 948, 949 [5]
Motor Vehicle Charging or Fueling	per charging or fueling position	161.50	121.13	0.20	See Motor Vehicle Fueling
Motor Vehicle Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires)	per bay or stall	34.15	25.61	0.25	See Motor Vehicle Service
Quick Service Restaurant Drive-Thru	per lane	187.85	140.89	0.20	See Quick Service Restaurant

APPENDIX Q: TRIP GENERATION

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 Residential and Private Education Trip Generation for examples. Internal Capture rate is 25%. The Internal Capture Factor is (1- 0.25 = 0.75). Adjusted Trip Generation obtained by multiplying Trip Generation be 0.75.

[2] The rate for Church (ITE Code 560) and Museum (ITE Code 580) is based on conversion of AM and PM Peak Hour of Adjacent Street Traffic to Daily trips based on a peak-to-daily ratio of 0.07 (7% of daily traffic occurs during peak hours). Daily trip generation: (ITE 560) (((0.32+.049)/2)/0.07) = 5.786; (ITE 580) (((0.28+ 0.18)/2)/0.07) = 3.29 The following are the number of AM and PM studies per ITE Code: (560) = 17; (580) = 2. Community Serving Study Weight: 17 + 2 = 19; (ITE 560) 17/19 = .895, (ITE 580) 2/19 = .105. Community Serving Weighted Trips: (ITE 560) 5.786 x .895 = 5.18; (ITE 580) 3.29 x .105 = 0.35. Community Serving Weighted Trip Generation: 5.18 + 0.35 = 5.52 (numbers rounded to nearest 100th place).

[3] Golf driving range converted to acreage at two (2) tee positions per one (1) 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 two (2) persons per vehicle for all uses.

[4] The rate for Bank Drive-Thru or Free Standing ATM is based on the AM and PM trip generation per drive-thru lane per ITE Code 912. The following is the Trip Generation per drive-thru lane: AM = 8.54; PM = 27.07. The following are the peak hour factors per drive-thru lane based on ITE Time of Day Travel for the 11th Edition of the ITE manual: AM = 0.063; PM = 0.102. The following are the number of Studies per Peak Hour: AM = 36; PM = 109. Total Studies = 145. Weighted Trip Study (TSw): AM 36/145 = 0.248; PM 109/145 = 0.752. Weighted Trip Generation (TGw): AM 8.54 x 0.248 = 2.12; PM 27.07 x .0.752 = 20.35. Net TGw: 2.12 + 20.35 = 22.47. Weighted Peak Hour Factor (PHw): AM 0.063 x 0.248 = 0.016; PM 0.102 x .0.752 = 0.077. Net PHw: 0.016 + 0.077 = 0.092. Net Trip Generation = (TGw / PHw) or 22.47 / 0.092 = 243.40 (numbers rounded to nearest 100th place). Net Trip Generation per drive-thru lane: 243.39 - 106.33 = 137.06. The number of trips assigned per 1,000 sq. ft. for banks = 106.33 per ITE Code 912. There is an additive Mobility Fee per drive-thru lane or free standing ATM.

[5] The rate for Motor Vehicle or Boat Cleaning is based on the trip generation for the following: Self Serve Car Wash (ITE Code 947), Automated Car Wash (ITE Code 948), Car Wash & Detail (ITE Code 949). The following is the Trip Generation per ITE Code: (947) = 108; (948) = 77.5; and (949) = 156.2. The daily trip generation for ITE Codes 947 and 949 are provided per stall with an average of five (5) stalls. The trip generation for ITE Code 948 is for the Peak Hour only and for one (1) tunnel. To provide for an equal comparison, the trip generation for ITE Codes 947 and 949 was multiplied by five (5) to account for the five stall and maximum trip generation. For ITE Code 948, the Peak Hour trips were converted to Daily Trips using a peak to daily ratio of 0.10 (10% of daily traffic occurs during the Peak Hour. Calculated Daily Trip Generation by ITE Code: (947) = 108 x 5 = 540; (948) = 77.5 / .10 = 775; and (949) = 156.2 x 5 = 781. The following are the number of Studies per ITE Code: (947) = 1; (948) = 3; and (949) = 1.. Total Studies = 5. Weighted Trip Study (TSw): (ITE 947) 1/5 = 0.20; (ITE 948) 3/5 = 0.60; and (ITE 949) 1/5 = 0.20. Weighted Trip Generation: (ITE 947) 540 x .2 = 108; (ITE 948) 775 x .60 = 465; and (ITE 949) 781 x .2 = 156.2. Trip Generation: 108 + 465 + 156.2 = 729.20 (numbers rounded to nearest 100th place). Net Trip Generation: 729.20 / 5 = 145.84. The Net Trip Generation is adjusted to account for the number of bays, lanes, stalls or tunnels that may be present for Motor Vehicle Cleaning Facilities. Facilities with tunnels or a single service bay generally have multiple finishing stations for detailing and vacuuming. These finishing stations factor into the equation as they reduce the overall number of bays or stalls and still accommodate higher trip generation rates.

RESIDENTIAL TRIP GENERATION								
Residential Use	ITE Land Use Code	Trip Generation	Total Number of Studies	Square Footage	Square Footage Adjusted	Trip Generation per 1,000 sq. ft.	Trip Study (Weighted)	Trip Generation (Weighted)
Single Family Detached	210	9.43	174	2,400	2.4	3.93	0.674	2.65
Single Family Attached	215	7.2	22	1,600	1.6	4.50	0.085	0.38
Multi-Family (Low-Rise)	220	6.74	22	1,200	1.2	5.62	0.085	0.48
Multi-Family (Mid-Rise)	221	4.54	11	1,100	1.1	4.13	0.043	0.18
Multi-Family (High Rise)	222	4.54	8	1,000	1	4.54	0.031	0.14
Senior Adult Housing (Single-Family)	251	4.31	15	900	0.9	4.79	0.058	0.28
Senior Housing Attached (Multi-Family)	252	3.24	6	800	0.8	4.05	0.023	0.09
Total	--	--	258	--	--	--	--	4.20

Notes: Residential trip generation rates were converted into trip rates per 1,000 square feet. The first step in the conversion was assigning typical square footage for Lake Park by type of unit per the 11th Edition of the ITE Trip Generation Manual. The assigned square footage of each unit type is then divided by 1,000 (square footage adjusted). Trip Generation is then adjusted for localized occupancy where ITE provides occupancy characteristics. A Trip Study weighting is then calculated based on the number of studies per use. A Trip Generation weight is then calculated based on the weighted trip studies. Affordable, Attainable and Workforce Housing is 50% of the residential rate. Lake Park may elect to establish programs that establish criteria to qualify for affordable, attainable, and workforce residential designations.

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

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

MOBILE RESIDENCE TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
MOBILE HOME PARK	420	UNIT	0.39	0.079	9	0.58	0.094	9	18	5.55	0.45	2.50
RV PARK	416	LOT	0.21	0.066	4	0.27	0.071	6	10	3.49	0.25	0.87
RECREATIONAL HOME	260	ROOM	0.22	0.060	6	0.29	0.080	6	12	3.65	0.30	1.09
TOTAL	--	--	--	--	19	--	--	21	40	--	1.00	4.47

Notes: Mobile Residence Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per room is the sum of the weighted Trip Generation (TGW). RV Park Example: DT = ((0.21 / .066) + (0.27 / 0.071)) = 3.49; TSW = (10 / 40) = 0.25; TGW = (3.49 x 0.50) = 0.87. RV Park Trip Generation: Sum (2.50 + 0.87 + 1.09) = 4.47. Average values in the last row are shown in italics for informational purposes only.

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

Notes: Long Term Care Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. Congregate Care Facilities and Continuing Care Retirement Community were converted from units to 1,000 sq. ft. based on unit sizes of 330 sq. ft. and 400 sq. ft. respectively. Congregate Care Facilities AM and PM Peak Trips were multiplied by 3.3 to convert 330 sq. ft. units to 1,000 sq. ft. Continuing Care Retirement Community AM and PM Peak Trips were multiplied by 2.5 to convert 400 sq. ft. units to 1,000 sq. ft. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGW). Nursing Home Example: DT = ((0.55 / .075) + (0.59 / 0.074)) = 7.65; TSW = (16 / 73) = 0.22; TGW = (7.65 x 0.22) = 1.68. Long Term Care TG: Sum(1.51 + 0.65 + 2.84 + 1.68) = 6.68. ***Average values in the last row are shown in italics for informational purposes only.***

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

CALCULATED DAILY TRIP GENERATION RATE PER 1,000 SQ. FT. IS 9.82 PER 1,000 SQ. FT.

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

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

INDUSTRIAL TRIP GENERATION						
ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIP GENERATION	TOTAL NUMBER OF STUDIES	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
LIGHT INDUSTRIAL	110	1,000 SQ. FT.	4.87	37	0.117	0.572
INDUSTRIAL PARK	130	1,000 SQ. FT.	3.37	27	0.086	0.289
MANUFACTURING	140	1,000 SQ. FT.	4.75	53	0.168	0.799
WAREHOUSE	150	1,000 SQ. FT.	1.71	31	0.098	0.168
MINI-WAREHOUSE	151	1,000 SQ. FT.	1.45	16	0.051	0.074
HIGH CUBE TRANSLOAD	154	1,000 SQ. FT.	1.4	91	0.289	0.404
HIGH CUBE FULLFILLMENT	155	1,000 SQ. FT.	1.81	10	0.032	0.057
HIGH CUBE FULLFILLMENT - SORTING	155	1,000 SQ. FT.	6.44	2	0.006	0.041
HIGH CUBE PARCEL HUB	156	1,000 SQ. FT.	4.63	8	0.025	0.118
HIGH CUBE COLD STORAGE	157	1,000 SQ. FT.	2.12	5	0.016	0.034
DATA CENTER	160	1,000 SQ. FT.	0.99	2	0.006	0.006
UTILITY	170	1,000 SQ. FT.	12.29	13	0.041	0.507
SPECIALTY TRADE	180	1,000 SQ. FT.	9.82	20	0.063	0.623
AVERAGE (STUDIES = TOTAL)			4.28	315	1.00	3.69

Notes: Industrial Trip Generation based on the Daily Rate from the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for Daily Trips are used to calculate a Trip Study Weight (TSW). The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGW). Light Industrial Example: TSW = (37 / 315) = 0.117; TGW = (4.87 x 0.117) = 0.572. Industrial TG: Sum(0.572 + 0.289 + 0.799 + 0.168 + 0.074 + 0.404 + 0.057 + 0.041 + 0.118 + 0.034 + 0.0006 + 0.507 + 0.623) = 3.69. Average values in the last row are shown in italics for informational purposes only.

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

Notes: Indoor Commercial Recreation Trip Generation based on the AM and PM Peak of adjacent street traffic per 1,000 squate feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Code 495 (Recreational Community Center). This was the only indoor recreational use with a reported daily trip distribution. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 SQ. FT. is the sum of the weighted Trip Generation (TGW). Community Center Example: DT = ((1.91 / .068) + (2.50 / 0.123)) = 24.21; TSW = (27 / 52) = 0.52; TGW = (24.41 x 0.52) = 12.57. Indoor Commercial Recreation Trip Generation is the sum of (0.65 + 0.84 + 0.35 + 1.23 + 6.37 + 4.69 + 12.57) = 24.86. Average values in the last row are shown in italics for informational purposes only.

OFFICE TRIP GENERATION						
USE	ITE	VARIABLE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
OFFICE	710	1,000 SQ. FT.	10.84	59	0.38	4.15
SMALL OFFICE	712	1,000 SQ. FT.	14.39	21	0.14	1.96
CORPORATE HEADQUATERS	714	1,000 SQ. FT.	7.95	7	0.05	0.36
SINGLE TENANT	715	1,000 SQ. FT.	13.07	12	0.08	1.02
HOSPITAL	610	1,000 SQ. FT.	10.77	7	0.05	0.49
OFFICE PARK	750	1,000 SQ. FT.	11.07	10	0.06	0.72
RESEARCH & DEVELOPMENT	760	1,000 SQ. FT.	11.08	22	0.14	1.58
BUSINESS PARK	770	1,000 SQ. FT.	12.44	16	0.10	1.29
TOTAL			11.45	154	1.00	11.58

Notes: Office Trip Generation based on Daily Weekday Trip Generation per 1,000 squate feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 11th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Office Example: TSw = (59 / 154) = 0.38; TGw = (10.84 x 0.38) = 4.15. Office Trip Generation is the sum of (4.15 + 1.96 + 0.36 + 1.02 + 0.49 + 0.72 + 1.58 + 1.29) = 11.58. Average values in the last row are shown in italics for informational purposes only.

MEDICAL OFFICE TRIP GENERATION						
USE	ITE	VARIABLE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
HOSPITAL	610	1,000 SQ. FT.	10.77	7	0.16	1.71
MEDICAL OFFICE	720	1,000 SQ. FT.	36.00	18	0.41	14.73
CLINIC	630	1,000 SQ. FT.	37.60	9	0.20	7.69
VETERINARY	640	1,000 SQ. FT.	21.50	6	0.14	2.93
EMERGENCY CARE	650	1,000 SQ. FT.	24.94	4	0.09	2.27
TOTAL			26.16	44	1.00	29.33

Notes: Medical Office Trip Generation based on Daily Weekday Trip Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 11th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Medical Office Example: TSw = (18 / 44) = 0.41; TGw = (36.00 x 0.41) = 14.73. Medical Office Trip Generation is the sum of (1.71 + 14.73 + 7.69 + 2.93 + 2.27 + 29.33). Average values in the last row are shown in italics for informational purposes only.

RETAIL TRIP GENERATION						
USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
BUILDING MATERIALS & LUMBER	812	1,000 SQ. FT.	17.05	13	0.03	0.57
FREE STANDING DISCOUNT SUPERSTORE	813	1,000 SQ. FT.	50.52	72	0.19	9.42
VARIETY STORE	814	1,000 SQ. FT.	63.66	29	0.08	4.78
FREE STANDING DISCOUNT STORE	815	1,000 SQ. FT.	53.87	21	0.05	2.93
NURSERY GARDEN CENTER	817	1,000 SQ. FT.	68.10	10	0.03	1.76
MULTI-TENANT GREATER THAN 150K	820	1,000 SQ. FT.	37.01	108	0.28	10.36
MULTI-TENANT 40K to 150K WITHOUT SUPERMARKET	821	1,000 SQ. FT.	67.52	7	0.02	1.22
MULTI-TENANT UNDER 40K	822	1,000 SQ. FT.	54.45	4	0.01	0.56
AUTO SALES NEW	840	1,000 SQ. FT.	27.84	18	0.05	1.30
AUTO SALES USED	841	1,000 SQ. FT.	27.06	14	0.04	0.98
AUTO PARTS SALES	843	1,000 SQ. FT.	55.34	12	0.03	1.72
TIRE STORE	848	1,000 SQ. FT.	27.69	13	0.03	0.93
DISCOUNT CLUB	857	1,000 SQ. FT.	42.46	20	0.05	2.20
SPORTING GOODS SUPERSTORE	861	1,000 SQ. FT.	23.78	8	0.02	0.49
HOME IMPROVEMENT	862	1,000 SQ. FT.	30.74	19	0.05	1.51
ELECTRONIC SUPERSTORE	863	1,000 SQ. FT.	41.05	5	0.01	0.53
DISCOUNT HOME FURNISHINGS	869	1,000 SQ. FT.	20.00	8	0.02	0.41
DEPARTMENT STORE	875	1,000 SQ. FT.	22.88	5	0.01	0.30
TOTAL		1,000 SQ. FT.	40.61	386	1.00	42.00

Notes: Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Variety Store Example: TSw = (29 / 386) = 0.08; TGw = (63.66 x 0.08) = 4.78. Retail Trip Generation is the sum of (0.57 + 9.42 + 4.78 + 2.93 + 1.76 + 10.36 + 1.22 + 0.56 + 1.30 + 0.98 + 1.72 + 0.93 + 2.20 + 0.49 + 1.51 + 0.53 + 0.41 + 0.30) = 42.00. Average values in the last row are shown in italics for informational purposes only.

HIGH IMPACT RETAIL TRIP GENERATION						
USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
MULTI-TENANT 40K to 150K WITH SUPERMARKET	821	1,000 SQ. FT.	94.49	17	0.12	11.00
SUPERMARKET	850	1,000 SQ. FT.	93.84	22	0.15	14.14
PHARMACY WITH DRIVE-THRU	881	1,000 SQ. FT.	108.4	16	0.11	11.88
MARIJUANA DISPENSARY	882	1,000 SQ. FT.	211.12	7	0.05	10.12
LIQUOR STORE	899	1,000 SQ. FT.	107.21	5	0.03	3.67
DRIVE-IN BANK	912	1,000 SQ. FT.	100.35	19	0.13	13.06
FINE DINING RESTAURANT	931	1,000 SQ. FT.	83.84	10	0.07	5.74
HIGH TURN OVER RESTAURANT	932	1,000 SQ. FT.	107.2	50	0.34	36.71
TOTAL		1,000 SQ. FT.	113.31	146	1.00	106.33

Notes: High Impact Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Supermarket Example: TSw = (22 / 146) = 0.15; TGw = (93.84 x 0.15) = 14.14. High Impact Retail Trip Generation is the sum of (11.00 + 14.14 + 11.88 + 10.12 + 3.67 + 13.06 + 36.71) = 106.33. Average values in the last row are shown in italics for informational purposes only.

CONVENIENCE RETAIL TRIP GENERATION						
USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
CONVENIENCE STORE	851	1,000 SQ. FT.	762.28	8	0.05	36.08
FAST FOOD WITHOUT DRIVE-THRU	933	1,000 SQ. FT.	450.49	6	0.04	15.99
FAST FOOD WITH DRIVE-THRU	934	1,000 SQ. FT.	467.5	71	0.42	196.40
COFFEE DONUT WITHOUT DRIVE-THRU	936	1,000 SQ. FT.	930.80	25	0.15	137.69
COFFEE DONUT WITH DRIVE-THRU	937	1,000 SQ. FT.	533.57	6	0.04	18.94
CONVENIENCE STORE WITH GAS (2 TO 8 POSITIONS)	945	1,000 SQ. FT.	624.2	34	0.20	125.58
CONVENIENCE STORE WITH GAS (9 TO 15 POSITIONS)	945	1,000 SQ. FT.	700.43	11	0.07	45.59
CONVENIENCE STORE WITH GAS (16 TO 24 POSITIONS)	945	1,000 SQ. FT.	1283.38	8	0.05	60.75
TOTAL		1,000 SQ. FT.	719.08	169	1.00	637.03
FAST FOOD WITH DRIVE-THRU NO INDOOR SEATING	935	PER DRIVE-THRU	888.06	6	0.06	54.37
COFFEE DONUT WITH DRIVE-THRU NO INDOOR SEATING	938	PER DRIVE-THRU	398.10	20	0.20	81.24
GASOLINE SERVICE STATION	944	PER FUEL POSITION	172.01	18	0.18	31.59
CONVENIENCE STORE WITH GAS (2-4K)	945	PER FUEL POSITION	265.12	48	0.49	129.85
CONVENIENCE STORE WITH GAS (4-5.5K)	945	PER FUEL POSITION	257.13	5	0.05	13.12
CONVENIENCE STORE WITH GAS (5.5-10K)	945	PER FUEL POSITION	345.75	1	0.01	3.53
TOTAL			387.69	98	1.00	313.71
NET TRIP GENERATION (BASED ON TGw PER 1,000 SQ. FT. MINUS TGw PER DRIVE-THRU & FUEL POSITION: 637.03 - 313.71 = 323.32)						323.32

Notes: The Coffee Donut without drive-thru (ITE Code 936) daily trips based on AM Peak trips of 93.08 divided by a peak hour factor of .10 (93.08 / 0.10 = 930.08) based on ITE Trip Generation time of day distribution for ITE Code 937. The Fast-Food with drive-thru and no indoor seating (ITE Code 935) daily trips based on PM Peak trips of 59.5. divided by a peak hour factor of .067 (59.50 / 0.067 = 888.06) based on ITE Trip Generation time of day distribution for ITE Code 937. The Coffee Donut with drive-thru and no indoor seating (ITE Code 938) daily trips based on AM Peak trips of 39.81 divided by a peak hour factor of .10 (39.81 / 0.10 = 398.10) based on ITE Trip Generation time of day distribution for ITE Code 937. Convenience Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Convenience Store Example: TSw = (8 / 169) = 0.05; TGw = (762.28 x 0.05) = 36.08. Convenience Retail Trip Generation is the sum of (36.08 + 15.99 + 196.40 + 137.69 + 18.94 + 125.58 + 45.59 + 60.75) = 637.03. The trip generation for convenience retail is reduced by the trip generation associated with drive-thru lanes and fuel positions: (637.03 - 313.71 = 323.32). Average values in the last row are shown in italics for informational purposes only.

MOTOR VEHICLE CHARGING & FUELING TRIP GENERATION						
GASOLINE SERVICE STATION	944	PER FUEL POSITION	172.01	18	0.25	43.00
CONVENIENCE STORE WITH GAS (2-4K)	945	PER FUEL POSITION	265.12	48	0.67	176.75
CONVENIENCE STORE WITH GAS (4-5.5K)	945	PER FUEL POSITION	257.13	5	0.07	17.86
CONVENIENCE STORE WITH GAS (5.5-10K)	945	PER FUEL POSITION	345.75	1	0.01	4.80
TOTAL			260.00	72	1.00	242.41
NET TRIP GENERATION (BASED ON TGw PER FUEL POSITION X 2 (PER 1,000 SQ. FT.) MINUS TGw PER DRIVE-THRU & FUEL POSITION: ((242.21 x 2) - 323.32 = 161.50)						161.50

USE	ITE LAND USE CODE	UNIT OF MEASURE	PASS-BY RATE (PB)	NUMBER OF STUDIES (TS)	WEIGHTED PASS-BY STUDY (PBw)	WEIGHTED PASS-BY (PBw)
GASOLINE SERVICE STATION (AM)	944	PER FUEL POSITION	0.63	12	0.11	0.07
GASOLINE SERVICE STATION (PM)	944	PER FUEL POSITION	0.57	17	0.15	0.09
CONVENIENCE STORE WITH GAS (AM) 2-8 FUEL POSITIONS	945	PER FUEL POSITION	0.60	16	0.14	0.08
CONVENIENCE STORE WITH GAS (AM) 9-20 FUEL POSITIONS	945	PER FUEL POSITION	0.76	28	0.25	0.19
CONVENIENCE STORE WITH GAS (PM) 2-8 FUEL POSITIONS	945	PER FUEL POSITION	0.56	12	0.11	0.06
CONVENIENCE STORE WITH GAS (PM) 9-20 FUEL POSITIONS	945	PER FUEL POSITION	0.75	28	0.25	0.19
TOTAL			0.65	113	1.00	0.67

Notes: Motor Vehicle charging and fueling positions based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Gasoline Service Station Example: TSw = (18 / 72) = 0.25; TGw = (172.01 x 0.25) = 43.00. Motor Vehicle charging and fueling positions Trip Generation is the sum of (43.00 + 176.75 + 17.86 + 4.80) = 241.21. The average number of fuel positions is two (2) per 1,000 Sq. Ft. The trip generation per fuel position is reduced by the trip generation associated with convenience retail: ((242.21 x 2) - 323.32 = 161.50). Pass-By (aka % New Trips) based on same methodology. Pass-by rates based on ITE Trip Generation Manual, 11th Edition. Average values in the last row are shown in italics for informational purposes only.

MOTOR VEHICLE SERVICE TRIP GENERATION

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

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

QUICK SERVICE RESTAURANT DRIVE-THRU TRIP GENERATION						
USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
FAST FOOD WITH DRIVE-THRU NO INDOOR SEATING	935	PER DRIVE-THRU	888.06	6	0.23	204.94
COFFEE DONUT WITH DRIVE-THRU NO INDOOR SEATING (AM)	938	PER DRIVE-THRU	398.10	20	0.77	306.23
TOTAL			643.08	26	1.00	511.17
NET TRIP GENERATION (BASED ON TGw PER DRIVE-THRU MINUS CONVENIENCE RETAIL TGw PER 1,000 SQ. FT.: 511.17 - 323.32 = 187.85)						187.85

USE	ITE LAND USE CODE	UNIT OF MEASURE	PASS-BY RATE (PB)	NUMBER OF STUDIES (TS)	WEIGHTED PASS-BY STUDY (PBw)	WEIGHTED PASS-BY (PBw)
FAST FOOD WITH DRIVE-THRU NO INDOOR SEATING	935	PER DRIVE-THRU	0.31	2	0.40	0.12
COFFEE DONUT WITH DRIVE-THRU NO INDOOR SEATING	938	PER DRIVE-THRU	0.90	3	0.60	0.54
TOTAL			0.61	5	1.00	0.66

Notes: The Coffee Donut without drive-thru (ITE Code 936) daily trips based on AM Peak trips of 93.08 divided by a peak hour factor of .10 (93.08 / 0.10 = 930.08) based on ITE Trip Generation time of day distribution for ITE Code 937. The Fast-Food with drive-thru and no indoor seating (ITE Code 935) daily trips based on PM Peak trips of 59.5. divided by a peak hour factor of .067 (59.50 / 0.067 = 888.06) based on ITE Trip Generation time of day distribution for ITE Code 937. The Coffee Donut with drive-thru and no indoor seating (ITE Code 938) daily trips based on AM Peak trips of 39.81 divided by a peak hour factor of .10 (39.81 / 0.10 = 398.10) based on ITE Trip Generation time of day distribution for ITE Code 937. Quick Service Restaurant Drive-Thru Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Fast Food With Drive-Thru and No Indoor Seating Example: TSw = (6 / 26) = 0.23; TGw = (888.06 x 0.23) = 204.94. Quick Service Restaurant Drive-Thru Trip Generation is the sum of (204.94 + 306.23) = 511.17. The trip generation per drive-thru lane is reduced by the trip generation associated with convenience retail: (511.17 - 323.32 = 187.85). Pass-By (aka % New Trips) based on same methodology. Pass-by rates based on ITE Trip Generation Manual, 11th Edition. Average values in the last row are shown in italics for informational purposes only.

APPENDIX R

Internal Capture Study (NCHRP)

NCHRP

REPORT 684

NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM

Enhancing Internal Trip Capture Estimation for Mixed-Use Developments

TRANSPORTATION RESEARCH BOARD
OF THE NATIONAL ACADEMIES

Table F-2. Summary of estimator validation comparisons.

Development/data	Vehicle Trip (Person Trips)				Percent Internal Trips (Peak Period)			
	A.M. Peak Hour		P.M. Peak Hour		A.M.		P.M.	
	In	Out	In	Out	In	Out	In	Out
Mockingbird Station								
Counted at cordon	272(385)	128(213)	367(595)	353(586)				
Estimator output	259(329)	107(165)	422(565)	412(588)	19%	32%	33%	33%
From survey					35%	46%	36%	42%
Estimator/counted	0.95(0.85)	0.84(0.77)	1.15(0.95)	1.17(1.00)				
Without proximity adjustment								
Estimator output	Same	Same	422(563)	411(586)	Same	Same	33%	33%
Estimator/counted	Same	Same	1.15(0.95)	1.16(1.00)				
With ITE *Trip Gen Handbook* data								
Estimator output	322(409)	156(242)	537(715)	523(745)	No data	No data	15%	15%
Estimator/counted	1.18(1.06)	1.22(1.14)	1.46(1.20)	1.48(1.27)				
Unadjusted ITE *Trip Generation* report								
Estimator output	399	233	798	832	0%	0%	0%	0%
Unadjusted/counted	1.47	1.82	2.17	2.36				
Atlantic Station								
With proximity adjustment								
Counted at cordon	962(1012)	455(502)	1023(1396)	1038(1260)				
Estimator output	796(843)	252(308)	962(1126)	1151(1342)	17%	37%	36%	34%
From survey					40%	30%	41%	42%
Estimator/counted	0.83(0.83)	0.55(0.61)	0.94(0.81)	1.10(1.07)				
Without proximity adjustment								
Estimator output	Same	Same	938(1097)	1124(1310)	Same	Same	38%	36%
Estimator/counted	Same	Same	0.91(0.79)	1.08(1.04)				
With ITE *Trip Gen Handbook* data								
Estimator output	952(1130)	398(484)	1232(1445)	1604(1750)	No data	No data	16%	13%
Estimator/counted	0.99(1.11)	0.87(0.96)	1.29(1.04)	1.55(1.39)				
Unadjusted ITE *Trip Generation* report								
Estimator output	1122	473	1690	1992	0%	0%	0%	0%
Unadjusted/counted	1.17	1.03	1.65	1.92				
Legacy Town Center								
Counted at cordon	734(819)	641(779)	933(1187)	955(1122)				
Estimator output	736(906)	690(850)	1003(1236)	912(1123)	15%	16%	34%	36%
From survey					32%	25%	48%	44%
Estimator/counted	1.00(1.11)	1.08(1.09)	0.95(1.04)	0.95(1.00)				
Without proximity adjustment								
Estimator output	Same	Same	923(1136)	831(1023)	Same	Same	39%	42%
Estimator/counted	Same	Same	0.98(0.96)	0.87(0.91)				
With ITE *Trip Gen Handbook* data								
Estimator output	864(1065)	821(1009)	1231(1516)	1413(1740)	No data	No data	27%	24%
Estimator/counted	1.18(1.30)	1.28(1.30)	1.32(1.28)	1.48(1.55)				
Unadjusted ITE *Trip Generation* report	909	862	1598	1502	0%	0%	0%	0%
Unadjusted/counted	1.24	1.34	1.71	1.57				
Boca (ex-Crocker) Center								
Counted at cordon	488	219	281	532				
Estimator output	525	189	342	461	13%	26%	32%	31%
From survey					No data	No data	No data	No data
Estimator/counted	1.08	0.86	1.22	0.87				
Without proximity adjustment								
Estimator output	Same	Same	342	461	Same	Same	32%	31%
Estimator/counted	Same	Same	1.22	0.87				
With ITE *Trip Gen Handbook* data								
Estimator output	617	271	385	502	No data	No data	26%	33%
Estimator/counted	1.26	1.24	1.37	0.94				
Unadjusted ITE *Trip Generation* report	655	295	566	678	0%	0%	0%	0%
Unadjusted/counted	1.34	1.35	2.01	1.27				

(continued on next page)

Table F-2. (Continued).

Development/data	Vehicle Trip (Person Trips)				Percent Internal Trips (Peak Period)			
	A.M. Peak Hour		P.M. Peak Hour		A.M.		P.M.	
	In	Out	In	Out	In	Out	In	Out
Mizner Center								
Counted at cordon	220	145	547	328				
Estimator output	239	99	417	388	13%	25%	29%	35%
From survey					No data	No data	No data	No data
Estimator/counted	1.09	0.68	0.76	1.18				
Without proximity adjustment								
Estimator output	Same	Same	412	383	Same	Same	30%	35%
Estimator/counted	Same	Same	0.75	1.17				
With ITE *Trip Gen Handbook* data								
Estimator output	267	134	425	402	No data	No data	27%	32%
Estimator/counted	1.21	0.99	0.78	1.23				
Unadjusted ITE *Trip Generation* report	272	137	613	585	0%	0%	0%	0%
Unadjusted/counted	1.24	0.94	1.12	1.78				
Boca del Mar								
With proximity adjustment								
Counted at cordon	-	-	2187	← 2-way				
Estimator output	-	-	915	895	-	-	26%	28%
From survey					No data	No data	7%	8%
Estimator/counted	-	-	0.83	← 2-way				
Without proximity adjustment								
Estimator output	-	-	689	676	-	-	44%	47%
Estimator/counted	-	-	0.62	← 2-way				
With ITE Trip Gen Handbook data								
Estimator output	-	-	839	831	-	-	33%	35%
Estimator/counted	-	-	0.76	← 2-way				
Unadjusted ITE Trip Generation report	-	-	1241	1209	-	-	0%	0%
Unadjusted/counted	-	-	1.12	← 2-way				
Southern Village								
Counted at cordon	-	-	1336	← 2-way				
Estimator output	-	-	546	438				
Additional trips for non MXD uses	-	-	97	290				
Total estimated	-	-	645	731	-	-	11%	13%
From survey					No data	No data	No data	No data
Estimator/counted	-	-	1.03	← 2-way				
Without proximity adjustment								
Estimator output	-	-	537	429	No data	No data	N/A[a]	N/A[a]
Additional trips for non MXD uses	-	-	97	290				
Total estimated	-	-	637	722				
Estimator/counted			1.01	← 2-way				
With ITE Trip Gen Handbook data								
Estimator output			574	466	-	-	6%	8%
Additional trips for non MXD uses	-	-	97	290				
Total estimated	-	-	671	756				
Estimator/counted			0.99	← 2-way				
Unadjusted ITE Trip Generation report			633	512	-	-	0%	0%
Additional trips for non MXD uses	-	-	97	290				
Total estimated	-	-	730	802				
Unadjusted/counted			1.15	←2-way				

[a] Person trips not known for non-MXD uses

APPENDIX S

Person Travel Demand
per Land Use (PTDu)

APPENDIX S: PERSON TRAVEL DEMAND PER USE (PTDu) PER ASSESSMENT AREA					
Use Categories, Use Classifications, and Representative Uses	Unit of Measure	Person Trip Factor (PTf)	Person Trip Length (PTl)	Person Travel Demand (PTD) Non-Mixed-Use	Person Travel Demand (PTD) Mixed-Use
Residential & Lodging Uses					
Affordable, Attainable & Workforce Residential	per 1,000 sq. ft.	1.81	2.66	3.69	2.77
Residential	per 1,000 sq. ft.	1.81	2.66	7.38	5.54
Overnight Lodging (Hotel, Inn, Motel, Resort)	per room	1.85	2.67	9.02	6.76
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer)	per space or lot	1.81	2.66	7.86	5.89
Institutional Uses					
Community Serving (Civic, Museum, Performing Arts, Place of Assembly or Worship)	per 1,000 sq. ft.	1.99	2.69	6.47	4.85
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	1.79	2.62	6.86	5.15
Private Education (Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	1.78	2.53	9.68	7.26
Industrial Uses					
Industrial (Assembly, Manufacturing, Nursery, Outdoor Storage, Warehouse, Utilities)	per 1,000 sq. ft.	1.32	2.81	5.00	3.75
Recreational Uses					
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis)	per acre	2.36	2.79	24.90	18.68
Indoor Commercial Recreation (Dance, Gym, Fitness, Indoor Sports, Kids Activities, Yoga)	per 1,000 sq. ft.	1.76	2.32	24.08	18.06
Office Uses					
Office (General, Higher Education, Hospital, Professional)	per 1,000 sq. ft.	1.32	2.81	11.76	8.82
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	1.52	2.61	33.98	25.48
Commercial & Retail Uses					
Small Retail Business (Entertainment, Restaurant, Retail, Services)	per 1,000 sq. ft.	1.89	2.90	10.50	7.88
Retail (Discount, Entertainment, Financial, Retail, Services, Superstore)	per 1,000 sq. ft.	1.69	2.55	16.52	12.39
High Impact Retail (Bank, Pharmacy, Sit-Down Restaurant, Supermarket, Wine & Spirits)	per 1,000 sq. ft.	1.89	2.90	42.54	31.91
Convenience Retail (Convenience, Motor Vehicle Charging & Fueling, Quick Service Restaurant)	per 1,000 sq. ft.	1.84	2.91	126.38	94.78
Additive Fees for Commercial Services & Retail Uses					
Bank Drive-Thru Lane or Free-Standing ATM	per lane or ATM	1.63	2.53	41.26	30.95
Motor Vehicle Cleaning (Detailing, Wash, Wax)	per lane or stall	1.63	2.53	43.90	32.93
Motor Vehicle Charging or Fueling	per charging or fueling position	1.63	2.53	48.62	36.46
Motor Vehicle Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires)	per lane	1.63	2.53	12.85	9.64
Quick Service Restaurant Drive-Thru	per lane	2.05	3.32	93.33	70.00

APPENDIX T

Person Travel Characteristics

APPENDIX T: PERSON TRAVEL CHARACTERISTICS													
Mobility Fee Schedule Trip Purpose	Trip Length	Number of Trips	Average Trip Length	Number of Persons per Trip	Person Trip factor (PTf)	Person Miles of Travel (PMT)	Average Person Trip Length	Person Miles of Travel factor (PMTf)	Vehicle Miles of Travel (VMT)	Average Vehicle Trip Length	Number of Vehicles	# of Persons per Vehicle	Vehicle Occupancy factor (Vof)
Buy Goods	2,257	886	2.55	1,519	1.71	3,886	2.56	1.74	2,231	2.64	846	1,473	1.74
Buy Meals	1,251	464	2.70	1,037	2.23	3,752	3.62	2.32	1,617	3.93	411	905	2.20
Buy Services	482	154	3.13	267	1.73	796	2.98	1.65	481	3.19	151	263	1.74
Entertainment (Social)	417	157	2.65	370	2.36	1,031	2.79	2.63	391	3.18	123	286	2.33
Entertainment, Home	5,221	2,037	2.56	3,767	1.85	10,076	2.67	2.03	4,953	2.95	1,677	3,222	1.92
Entertainment, Errands, Buy Goods, Services & Meals	4,727	1,817	2.60	3,430	1.89	9,942	2.90	1.98	5,033	2.98	1,687	3,159	1.87
Errands, Buy Goods	2,578	1,042	2.47	1,756	1.69	4,364	2.49	1.72	2,544	2.54	1,002	1,705	1.70
Errands, Buy Goods, Meals & Services	4,310	1,660	2.60	3,060	1.84	8,911	2.91	1.92	4,642	2.97	1,564	2,873	1.84
Errands, Buy Goods & Services	3,059	1,196	2.56	2,023	1.69	5,160	2.55	1.71	3,025	2.62	1,153	1,968	1.71
Errands, Buy Meals	1,571	620	2.53	1,274	2.05	4,229	3.32	2.19	1,929	3.40	567	1,137	2.01
Errands, Buy Services	802	310	2.59	504	1.63	1,273	2.53	1.61	793	2.58	307	495	1.61
Entertainment, Exercise, Errands	1,116	527	2.12	927	1.76	2,150	2.32	2.12	1,013	2.59	392	700	1.79
Entertainment, Religious, Errands	1,076	421	2.56	839	1.99	2,256	2.69	2.17	1,039	2.74	379	739	1.95
Family Care, School, Errands	688	276	2.49	491	1.78	1,244	2.53	1.89	658	2.52	261	464	1.78
Family Care, Errands, Home	5,135	2,042	2.51	3,647	1.79	9,547	2.62	1.96	4,883	2.85	1,715	3,179	1.85
Medical, Errands	632	243	2.60	369	1.52	964	2.61	1.55	623	2.58	241	362	1.50
Work, Errands	2,033	683	2.98	899	1.32	2,525	2.81	1.26	2,010	3.10	648	840	1.30
Home	4,804	1,880	2.56	3,397	1.81	9,046	2.66	1.98	4,562	2.94	1,554	2,936	1.89

Note: 2017 National Household Travel Survey Data for the State of Florida based on trips of 7.5 miles or less in length. A total of 4,753 unique survey's were used in the analysis. The Mobility Fee Schedule Trip Purposes list the combined trip characteristics per trip purposes in Appendix D.

APPENDIX U

Mobility Fee Schedule

APPENDIX U: CITY OF OVIEDO MOBILITY FEE			
Use Categories, Use Classifications, and Representative Uses	Unit of Measure	Mobility Fee Non-Mixed-Use	Mobility Fee Mixed-Use [1]
Residential & Lodging Uses			
Affordable or Workforce Residential [2, 3]	per dwelling unit	$1,364	$1,023
Residential [3]	per 1,000 sq. ft.	$2,728	$2,046
Overnight Lodging (Hotel, Inn, Motel, Resort) [4]	per room	$3,333	$2,500
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer) [4]	per space or lot	$2,903	$2,177
Institutional Uses			
Community Serving (Civic, Museum, Performing Arts, Place of Assembly or Worship)	per 1,000 sq. ft.	$2,392	$1,794
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility)	per 1,000 sq. ft.	$2,536	$1,902
Private Education (Day Care, Private Primary School, Pre-K)	per 1,000 sq. ft.	$3,579	$2,685
Industrial Uses			
Industrial (Assembly, Brewing, Distilling, Distribution, Fabrication, Flex Space, Manufacturing, Nursery, Outdoor Storage, Processing, Trades, Warehouse, Utilities) [5]	per 1,000 sq. ft.	$1,846	$1,385
Recreational Uses			
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis) [4, 6]	per acre	$9,203	$6,902
Indoor Commercial Recreation (Dance, Gym, Fitness, Indoor Sports, Kids Activities, Yoga) [4, 6]	per 1,000 sq. ft.	$8,901	$6,675
Office Uses			
Office (General, Higher Education, Hospital, Professional)	per 1,000 sq. ft.	$4,346	$3,259
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary)	per 1,000 sq. ft.	$12,557	$9,418
Commercial & Retail Uses			
Small Retail Business (Entertainment, Restaurant, Retail, Services) [7]	per 1,000 sq. ft.	$3,882	$2,911
Retail (Discount, Entertainment, Financial, Retail, Services, Superstore) [8]	per 1,000 sq. ft.	$6,104	$4,578
High Impact Retail (Bank, Pharmacy, Sit-Down Restaurant, Supermarket, Wine & Spirits) [9]	per 1,000 sq. ft.	$15,723	$11,793
Convenience Retail (Convenience, Motor Vehicle Charging & Fueling, Quick Service Restaurant) [9]	per 1,000 sq. ft.	$46,706	$35,030
Additive Fees for Commercial Services & Retail Uses [10]			
Bank Drive-Thru Lane or Free-Standing ATM [11]	per lane or ATM	$15,249	$11,437
Motor Vehicle Cleaning (Detailing, Wash, Wax) [12]	per lane or stall	$16,226	$12,170
Motor Vehicle Charging or Fueling [13]	per charging or fueling position	$17,969	$13,476
Motor Vehicle Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires) [14]	per bay or stall	$4,749	$3,562
Quick Service Restaurant Drive-Thru [15]	per lane	$34,493	$25,870

APPENDIX U: CITY OF OVIEDO MOBILITY FEE

[1] Mixed-Use to be defined by the City of Oviedo. Until the City establishes criteria to define mixed-use and an applicant receives formal approval as mixed-use, the mixed-use mobility fee rate would not be applicable.

[2] The City of Oviedo may elect to establish a program that establishes criteria to qualify as affordable or workforce housing. Shown as a reduced rate as permitted per Florida Statute (Fla. Sta.) 163.3180 (5) (f) 6. Can be waived by the City per Fla. Sta. 163.31801 (11) per affordable definition in Fla. Sta. 420.9071). Until the City establishes criteria to define affordable or workforce housing and an applicant receives formal approval as affordable or workforce housing, the affordable or workforce housing mobility fee rate would not be applicable.

[3] Residential square feet is the sum of the area (in square feet) of each dwelling unit measured from the exterior surface of the exterior walls or walls adjoining public spaces such as multifamily or dormitory hallways, or the centerline of common walls shared with other dwelling units. Square feet include all livable, habitable, and temperature controlled enclosed spaces (enclosed by doors, windows, or walls). This square footage does not include unconditioned garages or unenclosed areas under roof. For multifamily and dormitory uses, common hallways, lobbies, leasing offices, and residential amenities not accessible to the public are not included in the square feet calculation, unless that space is leased to a third-party use and provides drinks, food, goods, or services to the public or paid memberships available to individuals that do not reside in a dwelling unit.

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

[5] Acreage for any unenclosed material and vehicle storage, including but not limited to boats, commercial vehicles, recreational vehicles (RV), and trailers, sales and display shall be converted to square footage.

[6] For Commercial Recreation Uses that feature both indoor facilities and outdoor recreation, the indoor shall be based on the indoor mobility fee rate, the outdoor shall be made on the outdoor rate, any other uses shall pay the applicable mobility fee for the land use.

[7] The City of Oviedo may elect to establish a program that establishes criteria to qualify as a small retail business. Until the City establishes a program and an applicant receives formal approval, the small retail business mobility fee rate would not be applicable. Shown as a reduced rate as permitted per Florida Statute (Fla. Sta.) 163.3180 (5) (f) 6.

[8] Retail includes all uses that do not fall under High Impact or Convenience Retail and generate less than 75 daily trips per 1,000 sq. ft. per the latest ITE Generation Manual or alternative study.

[9] High Impact Retail includes banks, pharmacies, sit down restaurants (non fast food), grocery stores, supermarkets, beer, liquor, package, wine and spirits stores, bars, nightclubs, lounges. These uses generate between 75 and 250 daily trips per 1,000 sq. ft. per the latest ITE Generation Manual or alternative study. Convenience Retail includes convenience stores, gas stations, service stations, coffee, donut, sandwich, food and beverage that would be considered fast food or quick service restaurants. These uses generate between more than 250 daily trips per 1,000 sq. ft. per the latest ITE Generation Manual or alternative study.

[10] Additive mobility fees are assessed in addition to the mobility fee assessed with the square footage of the building.

[11] Bank shall pay the retail rate for the square footage of the building under the retail use category. 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 mobility fee associated with a bank building. The free-standing ATM is for an ATM only and not an ATM within or part of another non-financial building, such as an ATM within a grocery store.

[12] Motor Vehicle or Boat cleaning shall mean any car wash, wax, or detail where a third party or automatic system performs the cleaning service. Mobility Fee are assessed per bay, lane, stall, or cleaning and wash station, plus a retail rate associated with any additional building square footage under retail uses.

[13] 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 mobility fee for the square footage of any retail building per the applicable mobility fee rate under commercial and retail uses. The number of charging or fueling positions is based on the maximum number of vehicles that could be charged or fueled at one time. Non-commercial vehicle charging stations associated with residential or non-residential uses that are required by the City or are provided by the owner as an amenity and not a commercial purpose shall not be assessed a mobility fee.

[14] Motor Vehicle service includes maintenance, repair, and servicing of motor vehicles. Mobility Fee are assessed per bay or stall, plus a retail rate associated with any additional building square footage under retail uses for waiting areas, parts, supplies, and transactions.

[15] Any drive-thru associated with a quick service restaurant will be an additive fee in addition to the applicable 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. Quick service restaurants include those in convenience stores or multi-tenant buildings.

APPENDIX V

Vehicle Availability &
Miles of Travel

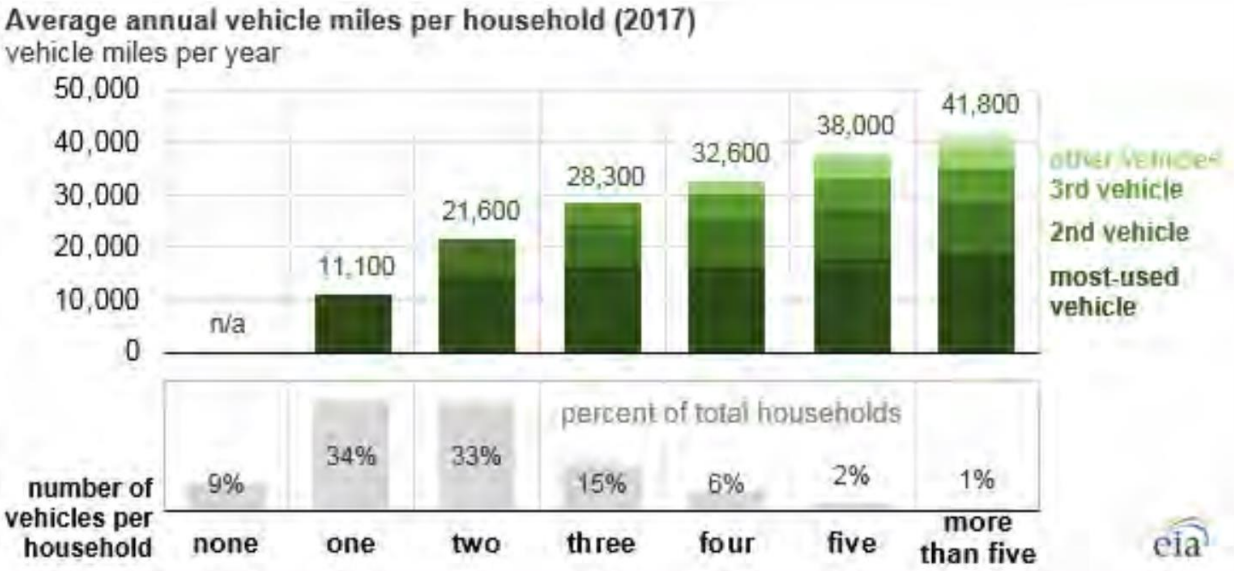
U.S. Energy Information Administration

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.

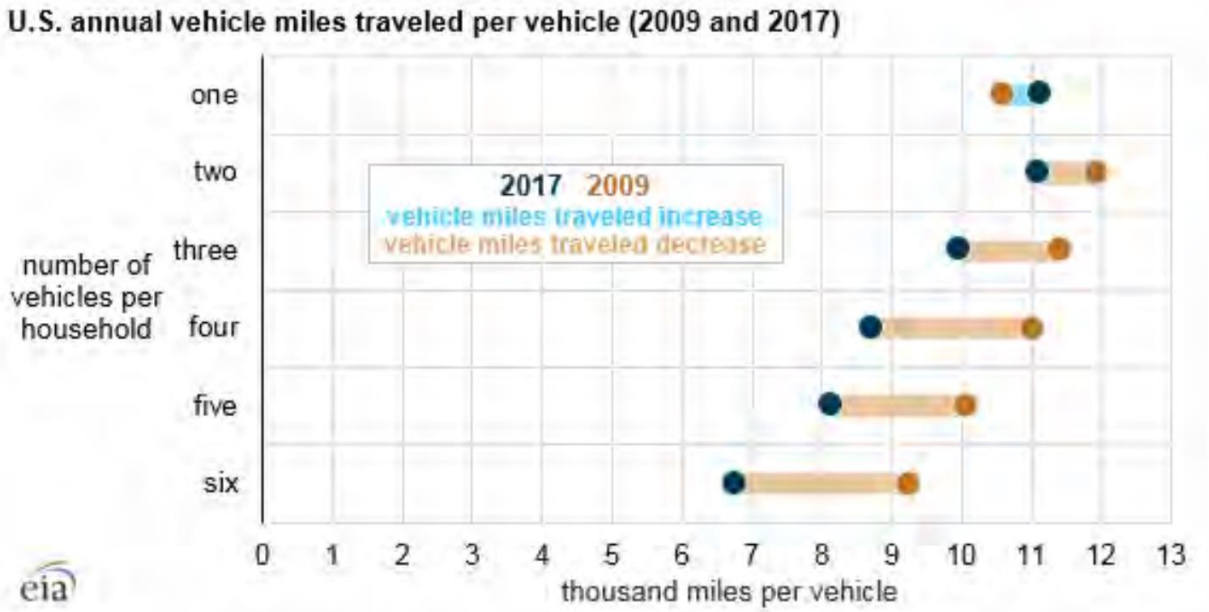
U.S. households with more vehicles also tend to drive their primary vehicle more than households with fewer vehicles. While a two-vehicle household travels about 14,600 miles annually with the most-used vehicle, a five- or more vehicle household travels about 18,600 miles annually with the most-used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

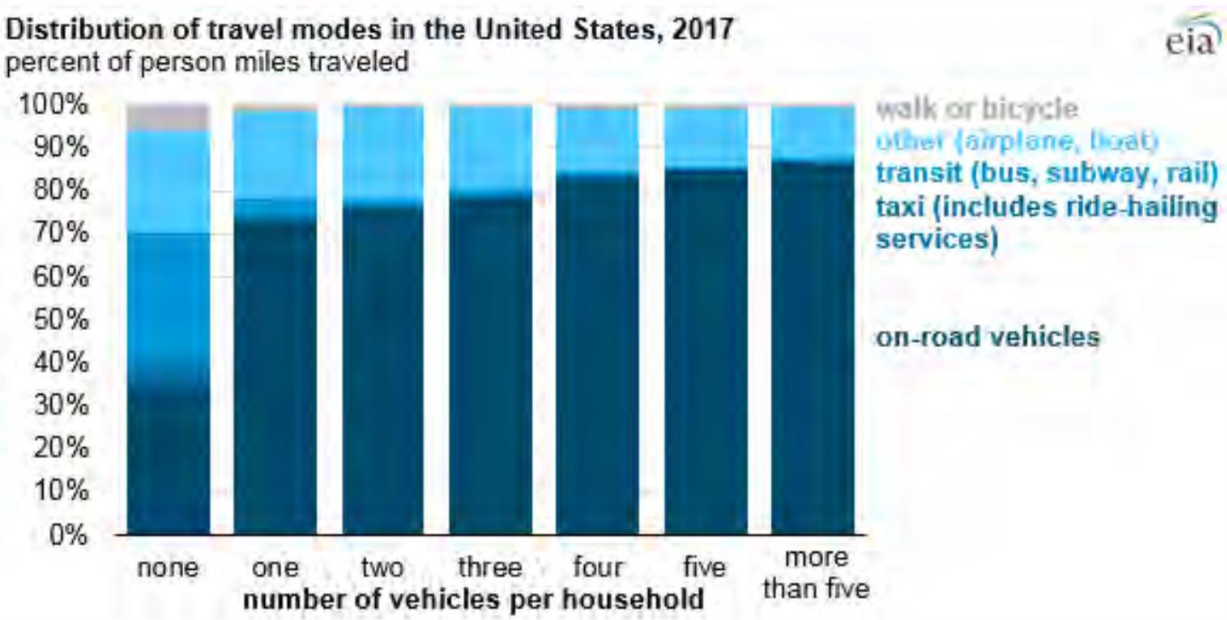
In 2017, the total VMT for household vehicles was 2.11 trillion vehicle miles, down from the 2.25 trillion vehicle miles reported by NHTS for 2009, the previous NHTS survey year. Vehicle travel in households with only one vehicle increased from 2009 to 2017, which was

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 W

Origin & Destination
Evaluation

APPENDIX W: ORIGIN & DESTINATION EVALUATION

Destinations

	Name	Goldenrod	Unincorporated Southeast of Casselberry	Winter Springs South	Oviedo Unincorporated West	Oviedo Mall	Oviedo Northwest	Oviedo Unincorporated	Unincorporated Southwest of Oviedo	Oviedo Downtown	Oviedo North	Oviedo Northeast	Oviedo SE Mitchell & 434	Oviedo East	Oviedo Southeast	Chuluota Southwest	Chuluota Northwest	Black Hammock	Chuluota	Geneva	Oviedo West	Orange County
Districts	Name	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	50
1	*Unincorporated North of Heathrow*	17	151	137	100	25	44	61	35	30	27	47	27	14	41	1	24	19	16	67	44	4,525
2	*Unincorporated West of Heathrow*	-	15	10	28	1	2	1	1	2	1	3	2	2	3	-	2	1	1	1	1	567
3	*Heathrow*	2	36	37	20	7	9	21	5	5	4	8	4	11	11	-	4	4	2	8	10	1,286
4	*Lake Mary West of I4*	1	26	17	8	3	5	5	3	8	4	9	8	2	6	-	8	1	1	6	10	512
5	*Unincorporated South of Heathrow*	2	49	36	32	5	12	14	7	9	5	17	6	9	9	-	3	2	3	10	7	1,675
6	*Wekiwa Springs*	17	133	109	57	14	18	18	18	33	10	33	22	8	21	-	16	13	11	16	11	10,347
7	*Forest City*	14	87	32	42	8	8	10	12	15	5	9	8	4	10	-	9	4	3	5	7	14,641
8	*Altamonte Springs Northwest*	34	283	175	85	14	34	23	29	27	31	35	41	17	40	1	35	10	19	22	17	12,340
9	*Altamonte Springs Southwest*	41	234	112	77	15	18	24	32	22	29	17	26	22	29	-	13	16	11	18	19	17,467
10	*Altamonte Springs Northeast*	86	580	335	198	51	46	51	73	52	45	81	60	44	53	1	47	16	34	27	43	9,537
11	*Longwood Southwest*	26	121	182	66	8	12	12	17	22	26	21	11	20	41	1	23	7	15	15	12	1,829
12	*Casselberry West*	40	360	245	76	14	15	23	17	14	29	13	16	5	11	-	13	3	15	18	13	1,746
13	*Fern Park West*	26	215	67	51	10	12	26	19	8	7	13	22	12	8	-	7	2	4	14	16	2,305
14	*Longwood Southeast*	48	193	319	62	11	19	13	18	17	31	24	11	16	22	-	22	7	8	19	14	1,112
15	*Longwood Northwest*	21	192	219	79	20	27	19	16	32	27	34	33	16	41	-	22	10	29	38	20	3,724
16	*Longwood Northeast*	37	152	238	55	8	11	7	12	28	22	26	12	16	18	-	18	8	13	22	12	1,388
17	*Unincorporated North of Longwood*	13	35	60	11	2	4	4	7	3	3	5	2	2	3	-	5	5	2	10	2	429
18	*Unincorporated South of Lake Mary*	13	144	148	47	21	20	17	30	21	22	26	14	12	30	-	19	5	14	38	16	2,499
19	*Sanford Southwest*	29	226	231	99	35	60	46	46	55	62	60	39	32	45	2	44	30	36	160	45	3,298
20	*Sanford West*	45	244	296	106	51	57	48	46	67	88	106	83	48	60	2	70	58	70	279	63	4,264
21	*Sanford North*	26	222	246	143	51	72	55	69	75	67	121	89	54	47	3	73	43	89	339	54	4,921
22	*Sanford Southeast*	24	182	186	127	52	60	44	48	57	46	78	31	27	38	2	37	41	57	316	66	4,072
23	*Sanford South*	14	178	228	60	25	57	28	29	38	29	39	38	13	25	4	25	15	34	181	31	1,973
24	*Winter Springs North*	71	1,117	3,786	571	152	204	99	105	180	240	205	92	70	88	5	100	116	53	107	132	3,492
25	*Casselberry*	194	2,583	1,498	609	143	140	84	130	113	68	96	94	54	82	2	37	39	35	54	110	7,685
26	*Fern Park*	124	937	204	191	41	38	32	70	35	28	55	26	17	50	-	31	10	17	18	44	4,569
27	*Casselberry South*	1,077	2,920	432	693	90	78	89	155	82	72	84	83	34	91	2	55	16	26	30	88	14,980

Source: *Analysis prepared by NUE Urban Concepts and Future Planning Consulting Inc. The Origin and Destination Data was obtained from StreetLight Insights ©. The data represent aggregated and average trips between and within Districts from May 2021 to April 2022. This data has not been funded by the City and was funded by NUE Urban Concepts separate from the Scope of Service with the City for development of the Mobility Plan and Mobility Fee. Streetlight data requires a paid subscription and requires advanced modeling capabilities to extract and summarize the data. This data cost a substantial sum and may not be used or replicated without the express written consent of NUE Urban Concepts. Should the City reimburse NUE Urban Concepts for the data and analysis, then the information would be available for use with permission by the City. The Districts are illustrated on Map I. The District boundaries are based on aggregated Traffic Analysis Zones (TAZs) from the Central Florida Regional Planning Model (CFRPM) Version 7 developed by FDOT District 5 (Central Florida). Italics indicate the districts are in Seminole County outside the designated areas shown on* Map I .

APPENDIX W: ORIGIN & DESTINATION EVALUATION

Destinations

	Name	Goldenrod	Unincorporated Southeast of Casselberry	Winter Springs South	Oviedo Unincorporated West	Oviedo Mall	Oviedo Northwest	Oviedo Unincorporated	Unincorporated Southwest of Oviedo	Oviedo Downtown	Oviedo North	Oviedo Northeast	Oviedo SE Mitchell & 434	Oviedo East	Oviedo Southeast	Chuluota Southwest	Chuluota Northwest	Black Hammock	Chuluota	Geneva	Oviedo West	Orange County
Districts	Name	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	50
28	Goldenrod	1,213	1,077	84	515	48	32	42	77	37	32	22	19	10	26	9	12	10	18	8	33	3,687
29	Unincorporated Southeast of Casselberry	1,035	15,309	2,914	4,542	723	597	502	742	433	272	349	266	160	253	15	204	118	107	90	539	12,983
30	Winter Springs South	85	2,784	7,620	1,744	614	1,057	392	200	565	388	385	162	113	193	8	161	149	124	101	504	5,191
31	Oviedo Unincorporated West	475	4,564	1,863	4,519	747	722	877	1,195	664	374	543	510	349	426	14	419	182	292	180	852	7,558
32	Oviedo Mall	47	831	630	780	420	363	269	211	357	266	334	255	222	218	8	269	60	155	91	396	1,314
33	Oviedo Northwest	30	632	1,197	782	387	1,653	429	248	879	915	876	528	286	310	12	358	219	246	333	665	2,183
34	Oviedo Unincorporated	43	499	381	821	237	423	1,019	436	602	245	406	415	213	560	11	242	68	164	99	490	2,696
35	Unincorporated Southwest of Oviedo	76	728	185	1,130	203	232	410	1,424	441	117	273	294	237	714	10	152	29	74	46	346	5,715
36	Oviedo Downtown	31	431	577	686	403	862	605	466	1,641	806	1,478	1,373	762	992	36	924	229	552	302	853	3,535
37	Oviedo North	32	277	372	363	279	852	239	120	748	1,442	737	188	159	237	6	171	143	102	102	330	1,623
38	Oviedo Northeast	21	364	345	531	347	885	390	269	1,419	744	3,338	754	1,037	911	60	1,342	337	743	599	705	3,068
39	Oviedo SE Mitchell & 434	15	281	161	507	284	634	395	274	1,257	180	759	1,997	321	472	13	295	72	101	91	555	2,812
40	Oviedo East	6	150	103	297	207	332	175	212	634	173	904	301	1,901	841	39	863	91	402	197	298	2,207
41	Oviedo Southeast	27	257	174	427	249	361	522	651	1,061	222	966	517	854	4,231	44	879	50	466	81	457	10,472
42	Chuluota Southwest	15	16	5	15	8	14	15	16	39	5	69	11	26	46	70	118	2	109	21	14	243
43	Chuluota Northwest	12	234	151	384	269	419	233	155	867	169	1,292	253	591	985	150	3,559	60	1,310	267	361	2,559
44	Black Hammock	10	123	164	178	61	230	74	32	222	153	308	61	75	54	1	53	513	35	84	124	700
45	Chuluota	17	121	121	291	166	307	175	75	546	113	755	99	275	542	110	1,104	37	2,427	270	224	2,487
46	Geneva	8	107	91	172	96	361	104	50	301	103	532	79	128	89	20	263	83	250	3,033	156	1,042
47	Oviedo West	28	506	488	669	305	583	405	381	876	366	784	694	460	528	16	499	132	297	177	918	2,483
48	*Altamonte Springs Southeast*	46	314	163	93	20	21	19	41	32	17	26	19	19	24	1	14	10	13	16	25	6,530
49	*Lake Mary*	35	331	374	131	45	69	63	52	76	55	68	50	46	63	1	63	19	33	132	56	5,958
50	Orange County	3,707	12,715	4,724	8,169	1,497	2,234	2,696	5,441	3,778	1,529	3,157	2,842	2,195	10,771	241	2,396	669	2,372	973	2,682	4,019,826
Totals		9,056	54,266	32,472	31,439	8,492	14,325	10,924	13,817	18,525	9,714	19,626	12,587	11,020	24,409	921	15,122	3,783	11,010	9,131	12,490	4,244,055

Source: *Analysis prepared by NUE Urban Concepts and Future Planning Consulting Inc. The Origin and Destination Data was obtained from StreetLight Insights ©. The data represent aggregated and average trips between and within Districts from May 2021 to April 2022. This data has not been funded by the City and was funded by NUE Urban Concepts separate from the Scope of Service with the City for development of the Mobility Plan and Mobility Fee. Streetlight data requires a paid subscription and requires advanced modeling capabilities to extract and summarize the data. This data cost a substantial sum and may not be used or replicated without the express written consent of NUE Urban Concepts. Should the City reimburse NUE Urban Concepts for the data and analysis, then the information would be available for use with permission by the City. The Districts are illustrated on Map I. The District boundaries are based on aggregated Traffic Analysis Zones (TAZs) from the Central Florida Regional Planning Model (CFRPM) Version 7 developed by FDOT District 5 (Central Florida). Italics indicate the districts are in Seminole County outside the designated areas shown on* Map I .

APPENDIX W: ORIGIN & DESTINATION EVALUATION

Origins	Districts	Name	*Unincorporated North of Heathrow*	*Unincorporated West of Heathrow*	*Heathrow*	*Lake Mary West of I4*	*Unincorporated South of Heathrow*	*Wekiwa Springs*	*Forest City*	*Altamonte Springs Northwest*	*Altamonte Springs Southwest*	*Altamonte Springs Northeast*	*Longwood Southwest*	*Casselberry West*	*Fern Park West*	*Longwood Southeast*	*Longwood Northwest*	*Longwood Northeast*	*Unincorporated North of Longwood*	*Unincorporated South of Lake Mary*	*Sanford Southwest*	*Sanford West*	*Sanford North*	*Sanford Southeast*	*Sanford South*	*Winter Springs North*	*Casselberry*	*Fern Park*	*Casselberry South*
		Name	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*	*13*	*14*	*15*	*16*	*17*	*18*	*19*	*20*	*21*	*22*	*23*	*24*	*25*	*26*	*27*
	28	Goldenrod	19	-	3	2	3	14	11	37	34	105	31	39	25	53	21	41	13	11	33	40	22	28	13	69	216	124	976
	29	Unincorporated Southeast of Casselberry	145	15	38	23	44	137	81	297	216	614	102	343	200	189	183	142	23	146	211	242	219	172	170	1,090	2,698	790	2,797
	30	Winter Springs South	155	8	43	18	39	104	33	177	120	361	158	236	74	287	224	250	48	147	228	314	272	203	252	3,720	1,337	165	438
	31	Oviedo Unincorporated West	102	12	22	8	30	51	35	82	67	182	64	68	42	59	80	49	9	43	98	100	136	92	69	595	643	167	672
	32	Oviedo Mall	19	1	5	2	5	11	5	13	15	55	4	13	9	10	15	8	1	15	26	44	42	46	28	152	147	34	81
	33	Oviedo Northwest	47	2	10	4	13	18	11	32	18	49	13	20	14	16	23	15	2	22	63	70	81	61	59	200	140	33	77
	34	Oviedo Unincorporated	55	2	18	4	15	15	8	23	22	53	8	27	22	9	14	7	2	17	44	49	49	41	22	97	84	22	92
	35	Unincorporated Southwest of Oviedo	35	1	4	4	5	18	11	31	34	87	24	17	18	17	18	13	6	29	45	46	76	48	34	112	129	73	163
	36	Oviedo Downtown	32	2	6	4	9	30	15	28	21	60	14	16	6	12	30	27	3	16	57	72	72	53	39	183	113	25	71
	37	Oviedo North	29	1	4	5	4	11	6	33	25	54	30	30	6	29	27	30	4	21	61	84	72	51	32	252	72	21	80
	38	Oviedo Northeast	43	3	7	10	15	28	7	36	15	85	16	19	12	19	37	25	4	23	61	106	128	68	40	219	102	43	92
	39	Oviedo SE Mitchell & 434	32	1	5	13	7	24	7	48	29	76	11	19	24	11	34	14	1	15	37	90	118	39	38	103	102	21	88
	40	Oviedo East	15	3	15	4	9	9	5	15	24	43	16	4	9	14	15	20	1	12	36	41	51	30	14	71	54	15	32
	41	Oviedo Southeast	42	2	10	6	9	25	11	43	27	56	44	11	8	21	42	24	2	29	46	66	58	35	33	105	95	50	96
	42	Chuluota Southwest	-	-	-	-	-	-	-	3	-	1	-	-	-	-	-	-	-	-	1	3	2	2	1	6	2	-	1
	43	Chuluota Northwest	22	2	5	11	3	15	12	38	12	53	26	16	8	23	29	22	4	18	48	69	79	39	24	124	50	21	54
	44	Black Hammock	18	1	7	2	2	13	4	10	12	21	6	4	2	6	11	10	5	5	33	58	50	38	17	140	38	11	17
	45	Chuluota	20	1	1	1	3	13	2	25	10	36	15	18	4	6	35	22	2	14	33	72	110	52	36	67	43	11	29
	46	Geneva	67	1	11	7	14	17	7	27	21	27	17	17	9	15	46	25	11	34	156	286	410	242	160	104	45	18	36
	47	Oviedo West	42	1	8	9	6	12	5	14	16	34	7	11	13	9	20	10	1	12	40	51	55	67	31	128	98	32	64
	50	Orange County	4,336	509	1,256	508	1,633	9,505	14,160	12,372	17,418	10,022	2,034	1,813	2,090	1,192	3,648	1,356	321	2,702	3,315	4,673	4,937	3,935	2,031	3,540	7,997	4,950	15,053

Source: Analysis prepared by NUE Urban Concepts and Future Planning Consulting Inc. The Origin and Destination Data was obtained from StreetLight Insights ©. The data represent aggregated and average trips between and within Districts from May 2021 to April 2022. This data has not been funded by the City and was funded by NUE Urban Concepts separate from the Scope of Service with the City for development of the Mobility Plan and Mobility Fee. Streetlight data requires a paid subscription and requires advanced modeling capabilities to extract and summarize the data. This data cost a substantial sum and may not be used or replicated without the express written consent of NUE Urban Concepts. Should the City reimburse NUE Urban Concepts for the data and analysis, then the information would be available for use with permission by the City. The Districts are illustrated on Map I. The District boundaries are based on aggregated Traffic Analysis Zones (TAZs) from the Central Florida Regional Planning Model (CFRPM) Version 7 developed by FDOT District 5 (Central Florida). Italics indicate the districts are in Seminole County outside the designated areas shown on Map I .

APPENDIX W: ORIGIN & DESTINATION EVALUATION

Origins

Districts	Name	Goldenrod	Unincorporated Southeast of Casselberry	Winter Springs South	Oviedo Unincorporated West	Oviedo Mall	Oviedo Northwest	Oviedo Unincorporated	Unincorporated Southwest of Oviedo	Oviedo Downtown	Oviedo North	Oviedo Northeast	Oviedo SE Mitchell & 434	Oviedo East	Oviedo Southeast	Chuluota Southwest	Chuluota Northwest	Black Hammock	Chuluota	Geneva	Oviedo West	*Altamonte Springs Southeast*	*Lake Mary*	Orange County	Totals
	Name	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	Totals
28	Goldenrod	1,213	1,077	84	515	48	32	42	77	37	32	22	19	10	26	9	12	10	18	8	33	39	39	3,687	9,072
29	Unincorporated Southeast of Casselberry	1,035	15,309	2,914	4,542	723	597	502	742	433	272	349	266	160	253	15	204	118	107	90	539	274	337	12,983	54,091
30	Winter Springs South	85	2,784	7,620	1,744	614	1,057	392	200	565	388	385	162	113	193	8	161	149	124	101	504	162	397	5,191	32,510
31	Oviedo Unincorporated West	475	4,564	1,863	4,519	747	722	877	1,195	664	374	543	510	349	426	14	419	182	292	180	852	68	120	7,558	31,090
32	Oviedo Mall	47	831	630	780	420	363	269	211	357	266	334	255	222	218	8	269	60	155	91	396	15	39	1,314	8,356
33	Oviedo Northwest	30	632	1,197	782	387	1,653	429	248	879	915	876	528	286	310	12	358	219	246	333	665	19	74	2,183	14,374
34	Oviedo Unincorporated	43	499	381	821	237	423	1,019	436	602	245	406	415	213	560	11	242	68	164	99	490	14	53	2,696	10,958
35	Unincorporated Southwest of Oviedo	76	728	185	1,130	203	232	410	1,424	441	117	273	294	237	714	10	152	29	74	46	346	38	60	5,715	14,032
36	Oviedo Downtown	31	431	577	686	403	862	605	466	1,641	806	1,478	1,373	762	992	36	924	229	552	302	853	28	74	3,535	18,662
37	Oviedo North	32	277	372	363	279	852	239	120	748	1,442	737	188	159	237	6	171	143	102	102	330	18	57	1,623	9,671
38	Oviedo Northeast	21	364	345	531	347	885	390	269	1,419	744	3,338	754	1,037	911	60	1,342	337	743	599	705	23	69	3,068	19,564
39	Oviedo SE Mitchell & 434	15	281	161	507	284	634	395	274	1,257	180	759	1,997	321	472	13	295	72	101	91	555	19	59	2,812	12,561
40	Oviedo East	6	150	103	297	207	332	175	212	634	173	904	301	1,901	841	39	863	91	402	197	298	25	48	2,207	10,983
41	Oviedo Southeast	27	257	174	427	249	361	522	651	1,061	222	966	517	854	4,231	44	879	50	466	81	457	24	65	10,472	24,053
42	Chuluota Southwest	15	16	5	15	8	14	15	16	39	5	69	11	26	46	70	118	2	109	21	14	-	1	243	900
43	Chuluota Northwest	12	234	151	384	269	419	233	155	867	169	1,292	253	591	985	150	3,559	60	1,310	267	361	14	72	2,559	15,193
44	Black Hammock	10	123	164	178	61	230	74	32	222	153	308	61	75	54	1	53	513	35	84	124	8	20	700	3,824
45	Chuluota	17	121	121	291	166	307	175	75	546	113	755	99	275	542	110	1,104	37	2,427	270	224	17	43	2,487	11,003
46	Geneva	8	107	91	172	96	361	104	50	301	103	532	79	128	89	20	263	83	250	3,033	156	17	132	1,042	9,047
47	Oviedo West	28	506	488	669	305	583	405	381	876	366	784	694	460	528	16	499	132	297	177	918	17	53	2,483	12,461
50	Orange County	3,707	12,715	4,724	8,169	1,497	2,234	2,696	5,441	3,778	1,529	3,157	2,842	2,195	10,771	241	2,396	669	2,372	973	2,682	7,009	6,437	4,019,826	4,245,366

Source: Analysis prepared by NUE Urban Concepts and Future Planning Consulting Inc. The Origin and Destination Data was obtained from StreetLight Insights ©. The data represent aggregated and average trips between and within Districts from May 2021 to April 2022. This data has not been funded by the City and was funded by NUE Urban Concepts separate from the Scope of Service with the City for development of the Mobility Plan and Mobility Fee. Streetlight data requires a paid subscription and requires advanced modeling capabilities to extract and summarize the data. This data cost a substantial sum and may not be used or replicated without the express written consent of NUE Urban Concepts. Should the City reimburse NUE Urban Concepts for the data and analysis, then the information would be available for use with permission by the City. The Districts are illustrated on Map I. The District boundaries are based on aggregated Traffic Analysis Zones (TAZs) from the Central Florida Regional Planning Model (CFRPM) Version 7 developed by FDOT District 5 (Central Florida). Italics indicate the districts are in Seminole County outside the designated areas shown on Map I .

APPENDIX X

Mobility Fee
Comparison

APPENDIX X: CITY OF OVIEDO MOBILITY FEE COMPARISON							
Use Categories, Use Classifications, and Representative Uses Caution: This comparison is between three different fees, each using different methodologies and data, performed by different consulting firms, and last updated at different times.	Unit of Measure	Mobility Fee Non-Mixed-Use	Mobility Fee Mixed-Use	City Transportation Impact Fee	Seminole County Mobility Fee	City & County Fee Combined	Percent Change
Residential & Lodging Uses							
Affordable or Workforce Residential [1]	per dwelling unit	$1,364	$1,023	$1,115	$1,357	$2,472	-44.83%
Residential [2]	per 1,000 sq. ft.	$2,728	$2,046	$1,604	$2,198	$3,802	-28.25%
Overnight Lodging (Hotel, Inn, Motel, Resort) [3]	per room	$3,333	$2,500	$710	$1,644	$2,354	41.60%
Mobile Residence (Mobile Home, Recreational Vehicle, Travel Trailer) [4]	per space or lot	$2,903	$2,177	$592	$875	$1,467	97.90%
Institutional Uses							
Community Serving (Civic, Museum, Performing Arts, Place of Assembly or Worship) [5]	per 1,000 sq. ft.	$2,392	$1,794	$751	$893	$1,644	45.48%
Long Term Care (Assisted Living, Congregate Care Facility, Nursing Facility) [6]	per 1,000 sq. ft.	$2,536	$1,902	$840	$1,196	$2,036	24.54%
Private Education (Day Care, Private Primary School, Pre-K) [7]	per 1,000 sq. ft.	$3,579	$2,685	$2,211	$916	$3,127	14.47%
Industrial Uses							
Industrial (Assembly, Brewing, Distilling, Distribution, Fabrication, Flex Space, Manufacturing, Nursery, Outdoor Storage, Processing, Trades, Warehouse, Utilities) [8]	per 1,000 sq. ft.	$1,846	$1,385	$728	$1,024	$1,752	5.38%
Recreational Uses							
Outdoor Commercial Recreation (Amusement, Golf, Multi-Purpose, Parks, Sports, Tennis) [9]	per acre	$9,203	$6,902	--	--	--	--
Indoor Commercial Recreation (Dance, Gym, Fitness, Indoor Sports, Kids Activities, Yoga) [10]	per 1,000 sq. ft.	$8,901	$6,675	$5,167	$4,180	$9,347	-4.78%
Office Uses							
Office (General, Higher Education, Hospital, Professional) [11]	per 1,000 sq. ft.	$4,346	$3,259	$1,428	$1,840	$3,268	32.97%
Medical Office (Clinic, Dental, Emergency Care, Medical, Veterinary) [12]	per 1,000 sq. ft.	$12,557	$9,418	$3,646	$6,859	$10,505	19.53%
Commercial & Retail Uses							
Small Retail Business (Entertainment, Restaurant, Retail, Services) [13]	per 1,000 sq. ft.	$3,882	$2,911	$2,287	$2,777	$5,064	-23.35%
Retail (Discount, Entertainment, Financial, Retail, Services, Superstore) [14]	per 1,000 sq. ft.	$6,104	$4,578	$2,287	$3,819	$6,106	-0.03%
High Impact Retail (Bank, Pharmacy, Sit-Down Restaurant, Supermarket, Wine & Spirits) [15]	per 1,000 sq. ft.	$15,723	$11,793	$3,736	$4,707	$8,443	86.23%
Convenience Retail (Convenience, Motor Vehicle Charging & Fueling, Quick Service Restaurant) [16]	per 1,000 sq. ft.	$46,706	$35,030	$25,376	$12,297	$37,673	23.98%
Additive Fees for Commercial Services & Retail Uses							
Bank Drive-Thru Lane or Free-Standing ATM [17]	per lane or ATM	$15,249	$11,437	--	--	--	--
Motor Vehicle Cleaning (Detailing, Wash, Wax) [18]	per lane or stall	$16,226	$12,170	--	--	--	--
Motor Vehicle Charging or Fueling [19]	per charging or fueling position	$17,969	$13,476	$3,018	$6,326	$9,344	92.30%
Motor Vehicle Service (Accessories, Brakes, Maintenance, Quick Lube, Repair, Tires) [20]	per bay or stall	$4,749	$3,562	$3,200	$2,777	$5,977	-20.54%
Quick Service Restaurant Drive-Thru [21]	per lane	$34,493	$25,870	--	--	--	--

APPENDIX X: CITY OF OVIEDO MOBILITY FEE COMPARISON

Note: The land use categories are not the same between the three different fees. The closest land use was chosen for comparative purposes. The Technical Report, Studies, and Ordinances for all fee should be evaluated for more detail regarding a specific fee. The City of Oviedo Transportation Impact Fee was adopted in 2019 based on 2018 and earlier data, the Seminole County Mobility Fee was adopted in 2021 based on 2020 and earlier data, the Oviedo Mobility Fee is pending adoption and based on the most recent and localized data available as of 2023.

[1] **City Fee based on Multi-Family Low Rise; County Fee based on Affordable Housing.**

[2] **City Fee based on Single Family; County Fee based on Single Family less than 1,500 Sq. Ft. City Mobility Fee calculated per sq. ft., so fee based on habitable sq. ft. per dwelling unit.**

[3] **City Fee based on Hotel; County Fee based on Hotel.**

[4] **City Fee based on Mobile Home; County Fee based on Mobile Home. Note ITE 11th Edition Trip Generation significant change in mobile home trip generation rate.**

[5] **City Fee based on Church; County Fee based on Church.**

[6] **City Fee based on Nursing Home; County Fee based on Nursing Home. Both per bed. Comparison assumes four beds per 1,000 sq. ft.**

[7] **City Fee based on Day Care; County Fee based on Private K-12 per student and assumed 5 students per 1,000 sq. ft.**

[8] **City Fee based on General Light Industrial; County Fee based on Industrial.**

[9] **City and County Fee only provide rate for a Golf Course per Hole. Not an equivalent use. Would be an independent calculation.**

[10] **City based on Health Club; County based on Fitness Center.**

[11] **City Fee based on General Office; County Fee based on Office.**

[12] **City Fee based on Medical Office less than 10,000; County Fee based on Medical Office.**

[13] **City Fee based on Shopping Center / Retail; County Fee based on Retail less than 20,000. Neither have a small retail business. Note ITE 11th Edition Trip Generation significant change in retail trip generation.**

[14] **City Fee based on Shopping Center / Retail; County Fee based on Retail 20,000 or greater. Neither have a small retail business. Note ITE 11th Edition Trip Generation significant change in retail trip generation.**

[15] **City Fee based on Shopping Center / Retail; County Fee based on Retail 20,000 or greater. Neither have a small retail business. Note ITE 11th Edition Trip Generation significant change in supermarket trip generation and multi-tenant retail use.**

[16] **City Fee based on Convenience / Gas / Fast Food; County Fee based on Convenience Retail.**

[17] **City and County does not have a comparable Fee. Would be a new use. Note ITE 11th Edition Trip Generation significant changed in bank trip generation.**

[18] **City Fee is a Self Service Car Wash; County does not have a Fee. Car washes are now automated and high trip generating land uses. Would be a new use.**

[19] **City Fee based on Gasoline Station w/ Market (3,000 sq. ft. or more); County Fee based on Gasoline Station. Note ITE 11th Edition Trip Generation significant change in convenience store with gas trip generation.**

[20] **City Fee is based on Quick Lube per bay; County does not have a Fee.**

[21] **City and County does not have a comparable Fee. Would be a new use. Note quick service restaurants are actively adding drive-thru lanes and constructing quick service restaurant uses with multiple drive-thru's and no seating.**

This is the Last Page in the

City of Oviedo
Mobility Plan
&
Mobility Fee
Technical Report

September 2023

Prepared By:

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

Contact: Jonathan B. Paul, AICP | Principal

Northwest Florida Office:

34990 Emerald Coast Pkwy,
Suite 396
Destin, FL 32451-8662

Southeast Florida Office:

2000 PGA Blvd,
Suite 4440
Palm Beach Gardens, FL 33408

P 833-NUC-8484
E *nueurbanconcepts@gmail.com*

www.nueurbanconcepts.com

www.mobilitycohort.com

NUE URBAN CONCEPTS
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THE REPUBLIC OF DESIGN INC.

futureplan

MOBILITY COHORT

ATTACHMENT 3

CITY OF OVIEDO, FLORIDA
BUSINESS IMPACT ESTIMATE

ORDINANCE NO. 1750

AN ORDINANCE OF THE CITY OF OVIEDO, FLORIDA, AMENDING CERTAIN PROVISIONS OF ARTICLE IX CONCURRENCY MANAGEMENT OF THE LAND DEVELOPMENT CODE RELATING TO THE ADOPTION OF A MOBILITY PLAN AND MOBILITY FEE SCHEDULE; PROVIDING FOR IMPLEMENTING ADMINISTRATIVE ACTIONS; PROVIDING FOR A SAVINGS PROVISION; PROVIDING FOR CONFLICTS, SEVERABILITY; CODIFICATION AS WELL AS THE CORRECTION OF SCRIVENER'S ERRORS; AND AN EFFECTIVE DATE.

This Business Impact Estimate is provided in accordance with Section 166.041(4), Florida Statutes. If one or more boxes are checked below, this means the City of Oviedo is of the view that a business impact estimate is not required by state law for the proposed ordinance. This Business Impact Estimate may be revised following its initial posting.

☐ The proposed ordinance is required for compliance with Federal or State law or regulation;

☐ The proposed ordinance relates to the issuance or refinancing of debt;

☐ The proposed ordinance relates to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;

☐ The proposed ordinance is required to implement a contract or an agreement, including, but not limited to, any Federal, State, local, or private grant or other financial assistance accepted by the municipal government;

☐ The proposed ordinance is an emergency ordinance;

☐ The ordinance relates to procurement; or

☐ The proposed ordinance is enacted to implement the following:

a. Development orders and development permits, as those terms are defined in Section 163.3164, Florida Statutes, and development agreements, as authorize by the Florida Local Government Development Agreement Act under Sections 163.3220-163.3243, Florida Statutes;

b. Comprehensive Plan amendments and land development regulation amendments initiated by an application by a private party other than the municipality;

c. Sections 190.005 and 190.046, Florida Statutes, regarding community development districts;

d. Section 553.73, Florida Statutes, relating to the Florida Building Code; or

e. Section 633.202, Florida Statutes, relating to the Florida Fire Prevention Code.

In accordance with the provisions of controlling law, even notwithstanding the fact that an exemption noted above may apply, the City of Oviedo hereby publishes the following information:

1. Summary of the proposed ordinance including a statement of the public purpose to be served by the proposed ordinance, such as serving the public health, safety, and welfare of the municipality:

Section 163.3180(5)(i), Florida Statutes allows a local government to repeal transportation concurrency when adopting an alternative transportation system that is mobility-plan and fee-based or an alternative transportation system that is not mobility-plan or fee-based. Ordinance No. 1750 amends Oviedo Land Development Code Article IX, Concurrency Management to repeal the transportation concurrency requirements as part of the City's adoption of the 2045 Mobility Plan and Mobility Fee Technical Report and Mobility Fee Schedule.

The movement away from transportation concurrency was contemplated during the rewrite of the 2045 Comprehensive Plan. Several comprehensive plan policies were adopted to reflect the City's desire to eliminate transportation concurrency, which emphasizes the movement of vehicles, to a mobility plan and fee, which recognizes the movement of people via multimodal transportation systems that provides safe and convenient improvements, services, and programs for people walking, bicycling, riding micromobility devices, microtransit and transit vehicles, using shared mobility services, programs, and new mobility technology, and driving motor vehicles.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City of Oviedo:

(a) An estimate of direct compliance costs that businesses may reasonably incur;

Ordinance No. 1750 amends Land Development Code Article IX, Concurrency Management to repeal the transportation concurrency requirements as part of the City's adoption of the 2045 Mobility Plan and Mobility Fee Technical Report and Mobility Fee Schedule. If adopted, applicants for new development and redevelopment will no longer have to prepare and submit a transportation impact analysis to demonstrate transportation concurrency. This can result in a savings of approximately $18,000 to $45,000 depending on the size and type of the development and the number of intersections and roadway segments analyzed.

(b) Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible; and

Upon adoption of Ordinance No. 1750, applicants for new development and redevelopment will no longer have to demonstrate transportation concurrency. However, they will be required to pay the City's new mobility fee which will replace the City's current Multimodal Impact Fee and the Seminole County Mobility Fee collected within the City. The City's 2045 Mobility Plan and Technical Report and new mobility fee are the subjects of Ordinance Nos. 1748 and 1749, respectively, both of which will be considered by the City of Oviedo City Council at two (2) public hearings scheduled for August 19, 2024, and September 16, 2024. If adopted, the City's mobility fee will become effective on December 16, 2024.

(c) An estimate of the City of Oviedo regulatory costs, including estimated revenues from any new charges or fees to cover such costs.

The City may incur minimal regulatory costs, and possibly savings, associated with the adoption of Ordinance No. 1750 and the amendments to Oviedo Land Development Code Article IX, Concurrency Management repealing the transportation concurrency requirements as part of the City's adoption of the 2045 Mobility Plan and Mobility Fee Technical Report and Mobility Fee Schedule.

3. A Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

Ordinance No. 1750 will impact all applicants for new development and redevelopment. Applicants will no longer have to demonstrate transportation concurrency. However, Applicants will be required to pay the City's new mobility fee which will replace the City's current Multimodal Impact Fee and the Seminole County Mobility Fee. The amount of financial impact will be based on the size and land use of the proposed development. In 2023, the City issued seventeen (17) site development orders for new development or redevelopment. To date in 2024, the City has issued seven (7) site development orders for new development or redevelopment.

4. Additional information the governing body deems useful (if any):

The City contracted with Jonathan Paul, NUE Urban Concepts, to develop a mobility plan and mobility fee. The proposed mobility plan and mobility fee will affect development and redevelopment throughout the City. The purpose of developing the proposed mobility plan and mobility fee is to replace the City's multimodal impact fee and the Seminole County mobility fee collected within the City with a combined City administered mobility fee based upon the project types listed in the mobility plan.

The Mobility Plan and Fee will be codified into the City's Code of Ordinances with the adoption of Ordinance No. 1749 to be considered by the City Council on Monday, August 19, 2024, and on Monday, September 16, 2024. As a result of the proposed mobility plan and mobility fee, Article IX of the City's Land Development Code needs to be amended to remove

the transportation concurrency requirements. Instead, the City will require transportation impacts to be mitigated with the payment of mobility fees based on the proposed Mobility Plan. Additionally, the proposed amendment replaces traffic impact analysis requirements with site access/impact assessments.

For a complete breakdown of proposed amendments to Article IX – Concurrency Management, Oviedo Land Development Code, please refer to Exhibit "A" of the Ordinance.

ORDINANCE NO. 1750

AN ORDINANCE OF THE CITY OF OVIEDO, FLORIDA, AMENDING CERTAIN PROVISIONS OF ARTICLE IX CONCURRENCY MANAGEMENT OF THE LAND DEVELOPMENT CODE RELATING TO THE ADOPTION OF A MOBILITY PLAN AND MOBILITY FEE SCHEDULE; PROVIDING FOR IMPLEMENTING ADMINISTRATIVE ACTIONS; PROVIDING FOR A SAVINGS PROVISION; PROVIDING FOR CONFLICTS, SEVERABILITY; CODIFICATION AS WELL AS THE CORRECTION OF SCRIVENER'S ERRORS; AND AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section (1)(g) of the Florida Constitution and Chapter 166, Florida Statutes, the City has broad home rule powers to adopt ordinances to provide for and operate multimodal transportation systems, including bicycle lanes, greenways, shared-use paths, sidewalks, trails, micromobility facilities, micro transit facilities, services and programs, roadways, intersections, shared mobility services, programs, and technology within the City; and

WHEREAS, Section 163.3180(5)(f), Florida Statutes, encourages local governments (including municipalities such as the City) to develop tools and techniques including adoption of long-term strategies to facilitate development patterns that support multimodal solutions, adoption of area wide service standards that are not dependent on any single road segment function, and establish multimodal service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide an adequate level of personal mobility; and

WHEREAS, Section 163.3180(5)(i), Florida Statutes, authorizes local governments to adopt an alternative mobility funding system; and

WHEREAS, pursuant to Ordinance No. 1749, the City has adopted a mobility fee system, based on the multimodal improvements included in a mobility plan, as an alternative mobility funding system consistent with Section 163.3180(5)(i), Florida Statutes; and

WHEREAS, pursuant to Ordinance No. 1749, the City will no longer collect City transportation impact fees from new development and redevelopment within the City nor will the City collect Seminole County mobility fees from new development and redevelopment within the City; and

WHEREAS, the City has replaced its transportation concurrency and transportation impact fee system, with the adopted mobility fee system consistent with the requirements of Section 163.3180(5)(i), Florida Statutes; and

WHEREAS, the mobility fees imposed by Ordinance No. 1749 (1) are in compliance with the "dual rational nexus test" developed under Florida case law, (2) meet the "essential nexus" and "rough proportionality" requirements established by the United States Supreme Court, in *Nollan*

v. California Coastal Commission, 483 U.S. 825 (1987) and *Dolan v. City of Tigard*, 512 U.S. 374 (1994), (3) are consistent with the requirements set forth in Section 163.3180, Florida Statutes, and (4) are consistent with and being imposed in accordance with Section 163.31801, Florida Statutes; and

WHEREAS, the City Council noticed, advertised, scheduled, and held public workshops and hearings in compliance with Florida Statutes with respect to enactment of Ordinance No. 1749; and

WHEREAS, the City Council has determined that, as a result of the adoption of the Mobility Plan and Mobility Fee Schedule that replaces the transportation impact fees, Article IX of the Oviedo Land Development Code, entitled CONCURRENCY MANAGEMENT, should be amended to replace the language therein referring to transportation concurrency with language that refers to the adopted Mobility Plan and Mobility Fee Schedule; and

WHEREAS, for purposes of this Ordinance, underlined type shall constitute additions to the original text, *** shall constitute ellipses to the original text, and strikethrough --- shall constitute deletions to the original text.

NOW, THEREFORE, BE IT ENACTED BY THE CITY COUNCIL OF THE CITY OF OVIEDO, FLORIDA, AS FOLLOWS

SECTION 1. Legislative Findings and Intent.

(a) The City Council of the City of Oviedo hereby adopts and incorporates into this Ordinance the City Council agenda memorandum relating to this Ordinance No. 1750 as well as the recitals (whereas clauses) contained within this Ordinance.

(b) The City of Oviedo has complied with all requirements and procedures of Florida law in processing and advertising this Ordinance.

SECTION 2. Amendment to ARTICLE IX – CONCURRENCY MANAGEMENT, Land Development Code of Oviedo, Florida. Article IX, entitled "Concurrency Management" of the Land Development Code of Oviedo, Florida, is hereby amended to read as set forth in Exhibit 1 attached hereto and made a part hereof.

SECTION 3. Implementing Administrative Actions. The City Manager is hereby authorized and directed to take such actions as he may deem necessary and appropriate in order to implement the provisions of this Resolution. The City Manager may, as deemed appropriate, necessary and convenient, delegate the powers of implementation as herein set forth to such City employees as deemed effectual and prudent.

SECTION 4. Savings. The prior actions of the City of Oviedo in terms of the matters relating to the Mobility Plan and Mobility Fee Schedule, as well as any and all actions and activities of the City pertaining thereto or of an associated nature, are hereby ratified and affirmed.

SECTION 5. Codification; Scrivener's Errors.

(a). Exhibit 1 of this Ordinance shall be codified in the Land Development Code of the City of Oviedo, Florida and all other sections shall not be codified.

(b). The sections, divisions and provisions of this Ordinance may be renumbered or re-lettered as deemed appropriate by the Code codifier.

(c). Typographical errors and other matters of a similar nature that do not affect the intent of this Ordinance, as determined by the City Clerk and City Attorney, may be corrected with the endorsement of the City Manager, or designee, without the need for a public hearing.

SECTION 6. Conflicts. All ordinances or parts of ordinances in conflict with this Ordinance are hereby repealed; provided, however, that any code or ordinance that provides for an alternative process to effectuate the general purposes of this Ordinance shall not be deemed a conflicting code or ordinance.

SECTION 7. Severability. If any section, sentence, phrase, word, or portion of this Ordinance is determined to be invalid, unlawful or unconstitutional, said determination shall not be held to invalidate or impair the validity, force or effect of any other section, sentence, phrase, word, or portion of this Ordinance not otherwise determined to be invalid, unlawful, or unconstitutional.

SECTION 8. Effective Date. This Ordinance shall become effective on Monday, December 16, 2024.

FIRST READING: **August 19, 2024**

SECOND READING: **September 16, 2024**

PASSED AND ADOPTED this 16th day of September 2024.

ATTEST:

_____
MEGAN SLADEK
MAYOR of the City of Oviedo, Florida

_____
ELIANNE RIVERA
CITY CLERK

EXHIBIT 1

ARTICLE IX. - CONCURRENCY MANAGEMENT

Section 9.1. - Purpose and Intent.

(A) Concurrency is a finding that the public facilities and services necessary to support a proposed development are available, or will be made available, concurrent with the impacts of the development. The provisions of this article are designed to provide a systematic process for the review and evaluation of all proposed development for its impact on basic public facilities and services, as required by the Local Government Comprehensive Planning and Land Development Regulation Act, F.S. Ch. 163, Pt. II, and Rule 9J-5.0055, Florida Administrative Code.

(B) No final development order shall be granted for a proposed development until there is a finding that all public facilities and services included in this article have sufficient capacity at or above their adopted level-of-service (LOS) to accommodate the impacts of the development, or that improvements necessary to bring facilities up to their adopted LOS will be in place concurrent with the impacts of the development, as defined herein.

Section 9.2. - General Provisions.

(A) **Public Facilities and Services for which Concurrency Is Required**

(1) The provisions and requirements of this article shall apply only to those public facilities and services listed below:

~~(a) Transportation~~.

(a~~b~~) Sanitary sewer.

(b~~c~~) Solid waste.

(c~~d~~) Stormwater (drainage).

(d~~e~~) Potable water.

(e~~f~~) Recreation and open space.

(2) In no case shall a development order be issued for a minimum threshold project which would impact a public facility for which a moratorium or deferral on development has been placed.

(3) The City shall not issue a ~~development agreement or a~~ site development order unless or until there is a concurrency finding for the development.

(4) The City shall require language within a development agreement stating the following:

a) The maximum number of units for residential uses and the maximum square feet for non-residential uses are not guaranteed until there is a concurrency finding for the development.

b) The developer/property owner acknowledges that the number of residential units and square footage of non-residential development that may ultimately be

developed pursuant to the development agreement shall not exceed what is supported by the future concurrency findings for the development.

(5) The mitigation of off-site transportation impacts for development shall be addressed through payment of mobility fees to the City.

(6) Amendments to the future land use map or element that result in an increase in density or intensity may be required to evaluate and mitigate transportation impacts for the increased development.

(B) **Development Subject to Concurrency Review** Unless specifically exempted below, all applications for a development order shall be subject to concurrency review.

(1) **Vested Projects.** Projects which are determined in accordance with the City's vesting requirements to have vested rights with regard to the concurrency requirement shall be exempt from the provisions of this article.

(2) **Minimum Threshold.** The following development shall be exempt from ~~the transportation and other applicable components of~~ concurrency review:

(a) Residential projects which would create one (1) additional single-family homesite;

(b) Non-residential expansions of up to ten (10) percent of the existing gross floor areas, providing such expansion is estimated to create one (1) equivalent residential unit of utility demand or less;

(c) Non-residential developments meeting the de minimis standards under F.S. § 163.3180(6), and described in Section 9.7(B), below; and

(d) Construction of accessory buildings and structures which do not create additional public facility demand.

(C) **Minimum Requirements for Concurrency** To ensure that public facilities and services necessary to support development are available concurrent with the impacts of said development, the standards in subdivisions (1) through (3), below, must be met. In determining the availability of services or facilities, a developer may propose and the City may approve, developments in stages or phases so that facilities and services needed for each phase will be available in accordance with the standards required by F.S. § 163.3180 and Rules 9J-5.0055(2)(a), (2)(b) and (2)(c), FAC.

(1) **For Potable Water, Sewer, Solid Waste and Drainage.** The following standards of Rule 9J-5.0055(2)(a), FAC shall be met:

(a) The necessary facilities and/or services shall be in place at the time the certificate of occupancy is issued; or

(b) All development orders or permits shall be issued subject to the condition that the certificate of occupancy will be issued only if the necessary facilities and services will be in place when the impacts of development occur; or

(c) The necessary facilities shall be under construction at the time the development permit is issued; or

(d) The necessary facilities and services are guaranteed in an enforceable development agreement. An enforceable development agreement may include, but is not limited to, development agreements pursuant to F.S Ch. 163.3220, or an agreement or development order issued pursuant to F.S. Ch. 380. The agreement must guarantee that the necessary facilities and services will be in place when the impacts of the development occur.

(2) **For Parks and Recreation.** The following standards of F.S. § 163.3180(2)(b) and Rule 9J-5.0055(2)(b), FAC shall be met:

(a) At the time the development order or permit is issued, the necessary facilities and services shall be the subject of a binding executed contract which provides that parks and recreation facilities to serve new development shall be in place or under actual construction no later than one (1) year after issuance of a certificate of occupancy. However, the acreage for such facilities shall be dedicated or be acquired by the City prior to issuance of a certificate of occupancy or funds in the amount of the developer's fair share shall be committed prior to issuance by the City of a certificate of occupancy; or

(b) The necessary facilities and services shall be guaranteed in an enforceable development agreement which requires the commencement of the actual construction of the facilities or the provision of services within one (1) year of the issuance of the applicable development permit. An enforceable development agreement may include, but is not limited to, development agreements pursuant to F.S. § 163.3220, or an agreement or development order issued pursuant to F.S. Ch. 380.

~~(3) **For Transportation:** The following standards of F.S. § 163.3180(2)(c) and F.S. § 163.3180(16), and § Rule 9J-5.0055(2)(c), FAC shall be met:~~

~~(a) At the time the development order or permit is issued, transportation facilities needed to serve new development shall be in place or under actual construction no more than three (3) years after issuance by the local government of a certificate of occupancy or its functional equivalent; or~~

~~(b) The necessary facilities and services shall be guaranteed in an enforceable development agreement which requires the commencement of the actual construction of the facilities or the provision of services within three (3) years of the issuance of the applicable development permit. An enforceable development agreement may include, but is not limited to, development agreements pursuant to F.S. § 163.3220, or an agreement or development order issued pursuant to F.S. Ch. 380; or~~

~~(c) All developments in the City that have been notified of lack of capacity to satisfy transportation concurrency on a transportation facility shall participate in the City's Proportionate Fair-Share Program as identified in Section 9.7.~~

(D) **Concurrency Administration** The City shall be responsible for the following five (5) primary tasks associated with administration of this article:

(1) Creating and maintaining an inventory of existing public facilities, capacities, or deficiencies;

(2) Determining concurrency of pending development order applications; that is, development orders that do not have a concurrency determination.

(3) Providing advisory concurrency assessments and recommending conditions of approval for all development orders;

(4) Conducting an annual review of the five-year schedule of capital improvements in the capital improvements element (CIE) and modifying as necessary, to maintain financial feasibility pursuant to F.S. § 163.3164(32); and

(5) Annually reporting the status of all public facilities capacities covered under this Article to the City Council, the City Manager and the public.

(Ord. No. 1389, § 2, 11-20-06)

Section 9.3. - Adopted Level-of-Service (LOS) Standards.

The adopted level-of-service standards for those public facilities for which concurrency is required shall be those established in the City's Comprehensive Plan.

Section 9.4. - Specific Requirements and General Standards for Facilities.

The requirements of this section are applicable to amendments to the future land use element or map that result in an increase in density or intensity and the evaluation of development access connections to the multimodal transportation system. ~~both vested and new developments.~~

(A) **Transportation**

(1) The current edition of the Trip Generation Report, prepared by the Institute of Transportation Engineers (ITE) shall be used to calculate average daily and peak hour trip ends generated by new development. Adjustments to these estimates may be made based on information supplied by the Applicant and generally acceptable traffic engineering practice, as accepted by the City Engineer and/or the City Engineer's designee and/or the City's transportation engineering consultant.

(2) Traffic Analysis Required: All new developments shall be required to submit trip generation data which identifies "a" and "b" below. The City will review the traffic data submitted for a proposed development and determine if a more extensive review of traffic impacts is required. Such an analysis shall include the following:

(a) Projected average daily trip ends for the proposed development.

(b) Maximum projected peak-hour trip ends generated by the development.

(c) Design capacity of the accessed road(s).

(d) Analysis of traffic distribution for both daily and PM Peak Hour/Peak Direction conditions on the road network including all roadway sections within one (1) mile of each site access point to a collector or arterial roadway, to the extent that new trips with one (1) end in the project represent more than ten (10) percent of the roadway capacity. The roadway sections may be limited for the evaluation of development access connections.

(e) Projected percentage of truck and bus traffic.

(f) Necessary operational improvements to the City's multimodal transportation system within the City based on requirements of the Comprehensive Plan.

(g) Intersection analysis for major intersections for all affected roadways as described in item (d). Major intersections shall be determined by the City.

(h) Other related information as required by the City.

(B) **Sanitary Sewer**

(1) The City's standard for estimating sanitary sewer demand shall be one (1) equivalent residential unit (ERU). An ERU equals three hundred (300) gallons per day (gpd) unless otherwise established for a private provider by the Public Service Commission.

(2) For uses other than residential, the generation standards shall be determined in compliance with all applicable City Ordinances and approved City engineering standards.

(C) **Solid Waste**

(1) The City encourages all development to make accommodations for the recycling of solid waste.

(2) Developers shall obtain a letter from Seminole County verifying that the County has sufficient available capacity to serve the proposed development.

(3) Commercial, institutional and industrial developments which are potential hazardous waste generators shall be responsible for coordinating with Seminole County for disposal of such waste. Written approval must be obtained from the County and submitted to the City that the hazardous waste to be generated by the proposed development can be accommodated at the County's landfill or directed to an alternative licensed disposal facility.

(D) **Stormwater (Drainage):** A stormwater (drainage) plan based on the stormwater management requirements of this Code, the Engineering Standards Manual, and State and Federal regulations, shall be prepared for all developments.

(E) **Potable Water:**

(1) The City's standard for estimating potable water demand shall be one (1) equivalent residential unit (ERU). An ERU equals three hundred fifty (350) gallons per day (gpd) unless otherwise established for a private provider by the Public Service Commission.

(2) For uses other than residential, the Applicant shall figure anticipated flow in accordance with Ordinance No. 1148 of the City of Oviedo. Additionally, commercial, institutional and industrial developments shall provide the City with a description and estimate of water use needs for any special processes involving potable water.

(F) **Recreational and Open Space**

(1) **Residential Developments.** Recreational impacts of proposed residential developments shall be based on the anticipated total number of persons residing in the development, calculated by using the persons per household standard included in the current Comprehensive Plan.

(2) **Office Commercial/Institutional/Industrial Developments.** Office, commercial and industrial developments shall not be assessed as having an impact on recreational facilities. The City may, however, require the provision of recreational facilities as part of planned unit developments.

(3) **Open Space.** Open space impact shall be calculated as twenty-five (25) percent of the total development area.

(Ord. No. 1389, § 2, 11-20-06)

Section 9.5. - Concurrency Review Procedures.

(A) The City shall be responsible for conducting all concurrency reviews as required by this article. Concurrency review shall be initiated upon receipt of a completed concurrency review form provided by the City, accompanied by the appropriate fee. The City may also conduct concurrency reviews for developments in the pre-application or conceptual development plan stage, and issue a non-binding letter of concurrency findings. Such requests for concurrency review shall require the submission of a review fee.

(B) Review and approval of a proposed development may be postponed for a reasonable time period in order for required information to be assembled. Failure of the applicant to provide adequate information on the anticipated project impacts in a timely fashion, however, shall constitute sufficient grounds to deny the project.

(C) **Application** All development applications subject to concurrency review as required by this article shall include a completed concurrency review form containing the following information:

~~(1) Traffic generation and/or study.~~

(1~~2~~) Description and estimate of water use needs.

(23) Description and estimate of wastewater generation.

(34) Description and estimate of solid waste generation.

(45) Stormwater drainage calculations.

(56) Description and estimate of recreation and open space needs.

(67) Other information required by the City to conduct a complete and accurate review.

(D) **Project Impact Assessment**

(1) **Existing Conditions.** To conduct its assessment of the anticipated impacts of a proposed development on public facilities, the City shall use its inventory of public facilities capacities as a base for the establishment of existing conditions.

(2) **Impact Assessment.** Using its own information and that supplied by the applicant in compliance with Subsection (A) above, the City shall calculate the anticipated impacts of a proposed development for all applicable public facilities listed in Subsection 9.2(A)(1) of this article. The impacts of the proposed development shall then be assessed against the existing conditions established above.

(E) **Project Phasing/Timing of Improvements** Public facility improvements associated with a phased development may also be phased, provided that all public facility improvements necessary to accommodate the impacts of the entire development are to be provided and a schedule established for their construction prior to the issuance of a building permit. The schedule of facility improvements shall ensure that all facility improvements necessary to accommodate the impacts of the development (or portion thereof) for which a certificate of occupancy has been applied, shall be in place prior to the issuance of the certificate. Under no circumstances shall the final certificate of occupancy be issued for a project unless all required facility improvements required by the development order or development agreement have been completed.

(F) **Concurrency Findings** Upon the conclusion of the concurrency review, the City shall prepare a written set of findings concerning the proposed development. These findings shall include, but are not limited to:

(1) The anticipated public facility impacts of the proposed development;

(2) The ability of existing facilities to accommodate the proposed development at the adopted level of service standards;

(3) Any existing facility deficiencies that will need to be corrected prior to the completion of the proposed development;

(4) The facility(s) improvement or additions necessary to accommodate the impact of the proposed development at the adopted level(s) of service standard(s) and the entity(s) responsible for the design and installation of all required facility improvements or additions; and

(5) The date such facility(s) improvement(s) or additions will need to be completed to be concurrent with the impacts on such facility(s) created by the proposed development.

Section 9.6. - Concurrency Encumbrance.

(A) **Capacity Encumbrance** If the concurrency findings in Subsection 9.5(D) reveal that the capacity of public facilities is equal to or greater than that required to maintain the adopted level-of-service for said facilities, the City shall encumber, or recommend to City Council the encumbrance of, public facility capacity necessary for the proposed development. Capacity encumbrances shall be made on a first-come, first-served basis, based on the date of project approval by the Development Review Committee, Planning, Zoning, and Appeals Board (PZA), or the City Council. Capacity shall be encumbered as specified in the development order and shall be valid only for the specific land uses, densities, intensities and construction and improvement schedules contained in the development order and any applicable development agreements for the property. A finding of concurrency shall encumber public facility capacity for the project through subsequent final development orders required for project completion as long as the development order remains valid and development continues in good faith; however, a finding of concurrency shall be valid for a maximum of two (2) years or as otherwise provided by a development agreement. The expiration date of a final development order shall not be extended without reassessing concurrency in accordance this article. A developer may reserve capacity for five (5) years for ~~roadways and~~ potable water upon payment of ~~the traffic impact fees and~~ water connection fees for the development.

(B) **Project Deferrals/Development Moratoriums** If, at any time the City's inventory of public facilities capacities indicates that a public facility has dropped below its adopted level-of-service, then the City shall cease to issue development orders for projects which would impact the deficient facility(s) or area of facility operations, as defined within this Land Development Code. Such a suspension or moratorium on the issuance of development orders shall continue until such time as the adopted LOS standard is reestablished or the Comprehensive Plan is amended to reflect a lower, acceptable community standard for the facility(s) in question.

(C) **Concurrency Denials:** In the event that the City's concurrency review reveals that the proposed development would generate public facility impacts beyond that which can be absorbed by available capacity, the City shall ensure that there is a financial or other legally binding commitment to ensure that public facilities necessary to correct the anticipated deficiency will be in place concurrent with the impacts of the proposed development. If the impact on transportation facilities is beyond that which can be absorbed by available capacity, the proposed development shall participate in the City's Proportionate Fair-Share Program. Should the City and/or a developer be unable to provide such assurances, the project shall be denied. Projects denied due to failure to meet concurrency requirements, but for which all other development requirements have been met, shall be placed on a prioritized list for approval of development orders once facility improvements have been made.

(D) **Capacity Reservation for Public Purpose:** The City may reserve capacity for a particular land area or specific land use, provided such reservation is in accord with a specific development or redevelopment strategy identified in the Comprehensive Plan which serves an overriding

public purpose. This would include such community development objectives as providing affordable housing or diversification of the tax base. Any such capacity reservation shall be noted in the annual report on public facilities and capacities made available to the City Council and the public each year, as required by Section 9.8 below.

(Ord. No. 1389, § 2, 11-20-06)

Section 9.7. ~~–~~ – Reserved ~~Proportionate Fair-Share Program.~~

~~(A) **Purpose and Intent:** The purpose of this ordinance is to establish a method whereby the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the City and applicants for development, to be known as the Proportionate Fair-Share Program, as required by and in a manner consistent with F.S. § 163.3180(16).~~

~~(B) **Applicability:** The Proportionate Fair-Share Program shall apply to all developments in the City that impact a road segment in the City's Concurrency Management System (CMS) and have been notified that the impact on transportation facilities is beyond that which can be absorbed by available capacity. The Proportionate Fair-Share Program does not apply to developments of regional impact (DRI's) using proportionate share under F.S. § 163.3180(12), developments meeting the de minimis standards under F.S. § 163.3180(6), or to developments exempted from concurrency as previously provided in Subsection 9.2(b), as amended from time to time, of this chapter.~~

~~In accordance with F.S. § 163.3180(6), a de minimis impact is an impact that would not affect more than one (1) percent of the maximum volume at the adopted level of service of the affected transportation facility as determined by the City. No impact will be de minimis if the sum of existing roadway volumes and the projected volumes from approved projects on a transportation facility would exceed one hundred ten (110) percent of the maximum volume at the adopted level of service of the affected transportation facility; provided however, that an impact of a single family home on an existing lot will constitute a de minimis impact on all roadways regardless of the level of the deficiency of the roadway. Local governments are encouraged to adopt methodologies to encourage de minimis impacts on transportation facilities within an existing urban service area. Further, no impact will be de minimis if it would exceed the adopted level of service standard of any affected designated hurricane evacuation routes. Each local government shall maintain sufficient records to ensure that the one hundred ten percent criterion is not exceeded. Each local government shall submit annually, with its updated capital improvements element, a summary of the de minimis records. If the state land planning agency determines that the one hundred ten-percent criterion has been exceeded, the state land planning agency shall notify the local government of the exceedance and that no further de minimis exceptions for the applicable roadway may be granted until such time as the volume is reduced below the one hundred ten (110) percent. The local government shall provide proof of this reduction to the state land planning agency before issuing further de minimis exceptions.~~

~~(C) **General Requirements:**~~

~~(1) An applicant may choose to satisfy the transportation concurrency requirements of the City by making a proportionate fair-share contribution, pursuant to the following requirements:~~

~~(a) The proposed development is consistent with the Comprehensive Plan and applicable land development regulations.~~

~~(b) The City's five-year Capital Improvement Element (CIE) includes transportation improvement(s) that, upon completion, will accommodate additional traffic generated by the proposed development, as determined by the City Engineer and/or the City Engineer's designee and/or the City's transportation engineering consultant. If the City's CMS indicates that the capacity of the improvement has already been consumed by the vested trips of previously approved development, then the provisions of Subsection (C)(2) shall apply.~~

~~(2) The City Engineer and/or the City Engineer's designee and/or the City's transportation engineering consultant may choose to allow an applicant to satisfy transportation concurrency through the Proportionate Fair-Share Program by adding an improvement to the CIE that will satisfy the requirements of the City's transportation CMS and mitigate the impacts of development on transportation facilities.~~

~~(a) In order for an applicant to participate in the Proportionate Fair-Share Program, the City shall adopt, by resolution or ordinance, a commitment to add the improvement to the five-year schedule of capital improvements in the CIE or long-term schedule of capital improvements for an adopted long-term concurrency management system no later than the next regularly scheduled update. To qualify for consideration under this section, the proposed improvement must be reviewed by the City Engineer and/or the City Engineer's designee and/or the City's transportation engineering consultant and must be determined to be financially feasible pursuant to F.S. § 163.3164(32), consistent with the comprehensive plan, and in compliance with the provisions of this ordinance.~~

~~(b) If, in the opinion of the City Engineer and/or the City Engineer's designee and/or the City's transportation engineering consultant, the funds in the adopted City's CIE are insufficient to fully fund construction of a transportation improvement required by the CMS, then a proportionate fair-share payment shall be required for another improvement which will, in the opinion of the City Engineer and/or the City Engineer's designee and/or the City's transportation engineering consultant, significantly benefit the impacted transportation system. The improvement or improvements funded by the proportionate fair-share component must be adopted into the next annual CIE update.~~

~~(3) Any improvement project proposed to meet the developer's fair-share obligation must meet generally accepted design standards for the State of Florida and/or the City, as approved by the City Engineer and/or the City Engineer's designee and/or the City's transportation engineering consultant.~~

~~(D) **Application Process:**~~

~~(1) City staff shall notify an applicant in writing of a failure to satisfy transportation concurrency requirements. The applicant shall also be notified in writing of the opportunity to satisfy transportation concurrency through the Proportionate Fair-Share Program pursuant to the requirements of Subsection (C), above.~~

~~(a) Prior to submitting an application for a proportionate fair-share agreement, a pre-application meeting shall be held to discuss eligibility, e.g., project status in the CIE, application submittal requirements, potential mitigation options, and related issues.~~

~~(b) If the impacted facility is a County transportation facility, then the County will be notified and invited to participate in the pre-application meeting. Proposed proportionate fair-share mitigation for development impacts to County transportation facilities requires the concurrence of the County.~~

~~(c) If the impacted facility is on the Strategic Intermodal System (SIS), or any state transportation facility, then the Florida Department of Transportation (FDOT) will be notified and invited to participate in the pre-application meeting. Pursuant to F.S. § 163.3180(16)(e), proposed proportionate fair-share mitigation for development impacts to facilities on the SIS requires the concurrence of the FDOT.~~

~~(2) Eligible applicants shall submit an application to the City that includes the appropriate application fee and the following:~~

~~(a) Name, address, and phone number of owner(s), developer and agent;~~

~~(b) Property location, including parcel identification numbers;~~

~~(c) Legal description and survey of property~~

~~(d) Project description, including type, intensity and amount of development;~~

~~(e) Phasing schedule, if applicable;~~

~~(f) Description of requested proportionate fair-share mitigation method(s);~~

~~(g) Copy of concurrency application;~~

~~(h) Copy of the project's traffic study or traffic impact analysis; and~~

~~(i) Location map depicting the site and affected road network.~~

~~(3) The City Engineer and/or the City Engineer's designee and/or the City's transportation engineering consultant shall determine whether a proportionate fair-share application is sufficient, complete, and financially feasible, pursuant to F.S. § 163.3164(32). Upon a finding of sufficiency, a proportionate share agreement will be prepared between the City and the applicant. The stipulations of the agreement shall include but not be limited to the amount of payment, description of work and timing of payment. Proportionate share agreements shall be approved and executed by the City Council.~~

~~(4) Pursuant to F.S. § 163.3180(16)(e), proposed proportionate fair-share mitigation for development impacts to facilities in the SIS requires the concurrence of the FDOT. The applicant shall submit evidence of an agreement between the applicant and the FDOT for inclusion in the proportionate fair-share agreement.~~

~~(E) **Determining Proportionate Fair-Share Obligation.**~~

~~(1) Proportionate fair-share mitigation for concurrency impacts may include, without limitation, separately or collectively, private funds, contributions of land, and construction and/or contribution of transportation improvements.~~

~~(2) A development shall not be required to pay more than its proportionate fair-share. The calculated value of the proportionate fair-share mitigation for the impacted transportation facilities shall not differ regardless of the method of mitigation.~~

~~(3) The methodology used to calculate an applicant's proportionate fair-share obligation shall be as provided for in F.S. § 163.3180(12), as follows:~~

~~The cumulative number of peak-hour, peak-direction trips from the complete buildout of the proposed development, or buildout of the stage or phase being approved, that are assigned to the proportionate-share program segment divided by the change in the peak-hour maximum service volume (MSV) of the proportionate-share program segment resulting from construction of the proportionate-share program improvement, multiplied by the anticipated cost of the proportionate-share project. In this context, cumulative does not include project trips from previously approved stages or phases of development.~~

~~This methodology is expressed by the following formula~~

~~**Proportionate Share = Σ [(Development Trips;sub** \sub;) / (SV Increase;sub *\sub;)] x Cost;sub* \ **sub;]**~~

~~Where:~~

~~Development Trips;sub *sub; = Those trips from the development that are assigned to roadway segment i and have triggered a deficiency per the Concurrency Management System;~~

~~*SV Increase;sub* \sub; = Service volume increase provided by the eligible improvement to roadway segment i per Section 9.7(E);~~

~~Cost;sub \sub; = Adjusted cost of the improvement to segment i. Cost shall include all improvements and associated costs, such as design, right-of-way acquisition, planning, engineering, inspection, and physical development costs directly associated with construction at the anticipated cost in the year it will be incurred.~~

~~IMPACT FEE CREDITS = See Section 9.7(F)(1) where applicable.~~

~~(4) For the purposes of determining proportionate-share obligations, the City shall determine improvement costs based upon the projected future cost of the improvement as obtained from~~

~~the CIE or another method approved by the City Engineer and/or the City Engineer's designee and/or the City's transportation engineering consultant.~~

~~(5) The City has the option to accept right-of-way dedication for all or a portion of the proportionate fair-share payment. Credit for the dedication of the non-site related right-of-way shall be assigned a value by appropriate City staff or, at the option of the applicant, by fair market value established by an independent appraisal approved by the City and at no expense to the City. The applicant shall supply a survey and legal description of the land and a certificate of title or title search of the land to the City at no expense to the City. If the estimated value of the right-of-way dedication proposed by the applicant is less than the City estimated total proportionate fair share obligation for that development, then the applicant must also pay or provide for mitigation of the difference.~~

~~(F) **Impact Fee Credit for Proportionate Fair-Share Mitigation.**~~

~~(1) The City shall maintain a list of transportation projects funded by road impact fees under the CIE. If the subject improvement is contained in the current CIE and funded in part or whole by road impact fees, the proportionate fair-share contributions shall be applied as a credit against road impact fees.~~

~~(2) Impact fee credits for the proportionate fair-share contribution will be determined when the transportation impact fee obligation is calculated for the proposed development. Impact fees owed by the applicant will be reduced per the Proportionate Fair-Share Agreement as they become due per the City Impact Fee Ordinance. If the applicant's proportionate fair-share obligation is less than the development's anticipated road impact fee for the specific stage or phase of development under review, then the applicant or its successor must pay the remaining impact fee amount to the City pursuant to the requirements of the City Impact Fee Ordinance.~~

~~(a) Per the City Impact Fee Ordinance, impact fees assess a proportionate share cost for the City collector roadway system only. Roadway capacity is assumed to be consumed on all roads; however, the total impact cost accounts for travel on local collector roads only. The County collects separate proportionate share fees for County road improvements. Applicants would be eligible for impact fee credit only for that portion of their proportionate fair-share payment that applies to a segment for which the City transportation impact fee is being applied. In addition, applicants would not be eligible for impact fee credits on facilities not contemplated in the impact fee ordinance.~~

~~(3) The proportionate fair-share obligation is intended to mitigate the transportation impacts of a proposed development at a specific location. As a result, any road impact fee credit based upon proportionate fair-share contributions for a proposed development cannot be transferred to any other location unless provided for within the local impact fee ordinance.~~

~~(4) The amount of traffic impact fee credit for a proportionate fair-share contribution may be up to, but shall not exceed, the project's proportionate fair-share amount and will be determined based on the following formula:~~

~~Credit = [(Cost of Proportionate Share Project) ° (Total Cost of All Projects in Applicable Impact Fee District)] x (Total Project Traffic Impact Fee Liability)~~

~~Where:~~

~~Cost of projects shall include the cost of all project phases in the year said phases will occur with all associated costs. Credit shall be calculated based on multiple Proportionate Share Projects, if applicable.~~

~~(G) **Appropriation of Fair-Share Revenues.**~~

~~(1) Proportionate fair-share revenues shall be placed in the appropriate project account for funding of scheduled improvements in the City's CIE.~~

~~(2) In the event a scheduled facility improvement is removed from the Capital Improvement Program, then the revenues collected for its construction may be applied toward the construction of another improvement that would mitigate the impacts of development pursuant to the requirements of Section 9.7(C)(2)(b).~~

~~(Ord. No. 1389, § 2, 11-20-06)~~

Section 9.8. - Status Report/Required Capital Facilities Improvements.

The City shall regularly monitor the cumulative effect of all approved development orders on the capacity of public facilities. On an annual basis, the City shall prepare and present to City Council and the public a report on the Public Facilities Capacities and Level of Service Inventory for Concurrency Management. This report shall include the degree of deficiency(s) will have on the approval of future development orders. The appropriate City staff shall then recommend a schedule of improvements necessary to prevent a deferral or moratorium on the issuance of development orders.

(Ord. No. 1389, § 2, 11-20-06)

Note— Formerly § 9.7.