

# Town of Miami Lakes

## 2019 Mobility Fee Update

### October 15 Workshop

# BACKGROUND

- Per recommendation of the Alternative to Concurrency Study, Town Council established a Mobility Fee in lieu of traditional transportation concurrency.
- April 25<sup>th</sup>, 2016 Miami Lakes Mobility Fee adopted via Ord. 16-192

# PURPOSE

- Ensures multimodal transportation infrastructure is in place at the time of development
- Creates a platform for developments to contribute to the funding and implementation of infrastructure projects
- Funds multimodal mobility enhancements not just automobile related improvements.

# ANALYSIS

## 2019 Mobility fee update

- Review Mobility Fee as required by Ordinance 16-192
  - Changes in growth rates, traffic generation rates, and land use changes
  - Updates to the Mobility Fee proposed continue to support funding multi-modal transportation projects within Town of Miami Lakes.
  - Proposed changes to Mobility Fee only based on most current data per Florida Statutes.

# RECOMMENDATIONS

## 2019 Mobility fee update

- Update traffic generation rates for some land uses to address a newly-released version of the Institute of Transportation Engineers Trip Generation reference
- Flat Trip Generation Rates for specific use types
- Gas Station/Service Station with Convenience Store Analysis
- Fast-Casual Restaurant Analysis
- Trip Generation based on vested and committed development projects

# RECOMMENDATIONS

Update traffic generation rates for some land uses to address a newly-released version of the ITE Trip Generation

- 230 Condominium/Townhouse no longer a land use in the ITE 10<sup>th</sup> edition
- 231 Mid-Rise Residential with 1<sup>st</sup> Floor Commercial and 232 High-Rise Residential with 1<sup>st</sup> Floor Commercial added
- 492 Racquet Club/Health Club/Spa/Dance Studio and 437 Bowling Alley rates changed. Rates taken from weekday, PM peak hour time period.

# RECOMMENDATIONS

Update traffic generation rates for some land uses to address a newly-released version of the ITE Trip Generation

- 820 Retail (1,000-50,000 s.f) thru 820 Retail (greater than 500,000 s.f.) is one single land use 820 Shopping Center.
- 120 General Heavy Industrial is no longer a land use
- 152 High-Cube Warehouse no longer a land use, 154-157 added

# RECOMMENDATIONS

## Flat Trip Generation Rates for specific use types

Flat Trip Rate for Residential Low Density	7.23
Flat Trip Rate for Residential Low-Med Density	7.32
Flat Trip Rate for Residential Med Density	2.87
Flat Trip Rate for Residential Med-High Density	0.31
Flat Trip Rate for Recreational	78.92
Flat Trip Rate for Institutional	7.69
Flat Trip Rate for Commercial (includes Transient, Office and Retail)	61.64
Flat Trip Rate for Industrial	1.94



# RECOMMENDATIONS

## Gas Station/Service Station with Convenience Store

- Recent trend: larger convenience markets with more fueling stations.  
Examples: WaWa, 7-11, Cumberland Farms
- Amendment to pass-by trip % from 66% to 77% based on FDOT Trip Generation recommendations for Convenience Markets with Gas Pumps
- New facilities offer additional services: car washes, larger markets, fast food restaurants, and the ability to pay at the pump, have changed travel characteristics.

# RECOMMENDATIONS

## Fast-Casual Restaurant Analysis

- Emerging trend: Including Fast-Casual Restaurant (930) in the Mobility Fee Schedule
  - Fast-casual restaurant: sit-down restaurant, no wait staff or table service. Order off a menu board, pay for food before the food is prepared and seat themselves. The menu generally contains higher quality made to order food items with fewer frozen or processed ingredients than fast food restaurants.
  - Yield an average rate of 179.78 trip-ends per 1,000 s.f. % new trips and trip length values from the High-Turnover, Sit-Down restaurant were found to be suitable and were applied to this land use.
  - Average vehicle trip rate per 1,000 s.f. is 315.17 based on the 10<sup>th</sup> Edition Trip Generation Manual.

# RECOMMENDATIONS

## Trip Generation based on vested and committed development projects

- Per Ordinance 16-192(b), rate per daily trip shall be calculated by determining the difference between current development and projected future development levels.
- Vested and committed projects: Based on the total vested and committed projects for 2019, additional **16,684** trips.

Total Residential Trips	6,798
Total Multi Use Trips	4,065
Total Commercial Trips	1,443
Total Industrial Trips	310
Total Institutional Trips	934
Total Services Trips	3,134
Total New Trips	16,684

# RECOMMENDATIONS

## Credits and Exemptions

### Credits

The Town should continue to issue mobility fee credits to developments with the following types of development or for the following improvement types:

*Bicycle Parking Spaces*

*Mixed Use Development*

*Pedestrian Throughways and Bicycle Facilities*

*Rear Parking*

*Developer/Employer sponsored Transit*

It is recommended that the Town consider the following additions to the fee system:

*Dollar-for-Dollar contribution*

# RECOMMENDATIONS

## Credits and Exemptions

### Credits

Due to the difficulties in administration, it is recommended that the Town remove the following fee credits:

*Preferred Parking Carpools*

*Flexible/Staggered Work Arrangements*

*Employer provided Transit Passes*

### Exemptions

There are **no recommended changes** to Sec. 13-2009. Exemptions.

# RECOMMENDATIONS

## Mobility Fee

How it is calculated –

Cost of projects in same timeframe (subtract out fees already collected)

Expected trips to be generated in the next 5 years based on trends

Add 5% administrative costs.

Projects included: Projects included in the Town's Transportation Master Plan (TMP) and the Capital Improvement Element (CIE) such as roadway widening, roadway reconstruction, road resurfacing, lighting, traffic signals, roadway drainage, intersection improvements, roadway landscaping, sidewalks, bike paths.

Not included: Project fully funded by outside agencies

# RECOMMENDATIONS

## Mobility Fee

Recalculated Fee:

# of trips in 5 year timeframe: 62,541

Cost of projects in Town's plan: \$ 35,170,229

Adjusted cost in 5 year timeframe (after grants and fees): \$12,479,575

= \$12,479,575/62,541

= \$199.54

Plus 5% administrative fee

**Total Per Trip Fee \$209.52**