



**MINUTES
VILLAGE HALL - COUNCIL CHAMBERS
226 CYPRESS LANE • PALM SPRINGS, FLORIDA
JUNE 12, 2025 AT 6:30 PM**

CALL TO ORDER

Mayor Smith called the Village Council Regular Meeting to order at 6:31 p.m.

ROLL CALL

Present: Mayor Bev Smith, Vice Mayor Joni Brinkman, Mayor Pro Tem Patti Waller, Council Member Kim Schmitz, and Council Member Gary M. Ready

Absent: None

Also Present: Village Manager Michael Bornstein, Village Attorney Christy Goddeau, Village Clerk Kimberly M. Wynn, Assistant Village Manager Kim Glas-Castro, Police Chief Tom Ceccarelli, Sergeant-In-Arms, Planning, Zoning, and Building Director Iramis Cabrera, Utilities Director Jimmie Johnson, Assistant Utilities Director Paul Ward, and Public Works Director Felipe Lofaso.

INVOCATION

The Village Manager, Mr. Bornstein, led the invocation.

PLEDGE OF ALLEGIANCE

The Village Council led in the Pledge of Allegiance.

ADDITIONS, DELETIONS OR MODIFICATIONS, AND APPROVAL OF AGENDA

Village Manager Bornstein noted that the staff requested Item #2, Resolution No. 2025-33 - Lease Agreement with Charles J. Taylor Post 4360 VFW for the use of the Village Building as Clubhouse and Meeting Hall to be removed from the Agenda. There was a minor change to the resolution for Item #14 - Resolution No. 2025-35, Adoption of the Village of Palm Springs 2045 Mobility Plan and Village of Palm Springs Mobility Fee Technical Report. Resolution No. 2025-36 was added to Item #15. Lastly, the Business Impact Statement was updated for Item #16 - (First Reading) Ordinance No. 2025-04 - Village Code Amendment - Chapter 34, Division 14 - Mobility Fees.

Council Member Brinkman motioned for the approval of the amended agenda; and Vice Mayor Schmitz seconded. The said motion carried. 5-0.

CONSENT AGENDA

1. **Approval of May 8, 2025, Village Council Meeting Minutes: Motion for the approval of May 8, 2025, Village Council Regular Meeting Minutes.**

Staff: Kimberly Wynn, Village Clerk

Resolution No. 2025-33 - Lease Agreement with Charles J. Taylor Post 4360 VFW For Use of Village Building as Clubhouse and Meeting Hall: Motion for the approval of Resolution No. 2025-33 to enter the new Lease Agreement with Charles J. Taylor Post 4360 VFW for use of the Village Building at 222 Cypress Lane as a Clubhouse and Meeting Hall. *(STAFF REQUESTED THIS ITEM REMOVED)*

Staff: Kimberly Glas-Castro, Assistant Village Manager

SUMMARY: Charles J. Taylor VFW Post 4360 has leased the Village-owned building located at 222 Cypress Lane, within the Municipal Complex, has been since 1964 as its clubhouse and meeting hall. The most recent Lease Agreement expired on July 23, 2024, and VFW Post 4360 desires to enter into a new lease to continue utilizing the building.

The proposed Lease Agreement provides for a five (5) year initial term commencing on approval of the new lease by the Village Council with one (1) five (5) year option to renew. A nominal rent charge of \$1.00 per year is proposed. As part of the new lease, VFW Post 4360 agrees to maintain the required insurance, indemnify the Village, maintain the building and premises, and adhere to rules including, but not limited to, not utilizing the Lake Worth Drainage District easement for parking and/or access to the premises.

Fiscal Impact: If approved, VFW Post 4360 would pay rent of \$1.00 per year for the full ten (10) year term (if the five-year renewal option is exercised).

2. **Amendment No. 10 to the Tyler Technologies Agreement:** Motion to approve Amendment No.10 to the Tyler Technologies Agreement for \$57,140 for implementation and \$10,506 for annual recurring costs to include a Risk Management module for Human Resources and Enterprise Asset Management for the Utilities Department.

Staff: Ashley Saingilus, Human Resources Director

SUMMARY: The Village has used Tyler Technologies for its MUNIS applications since 1992. In July 2023, the Village extended the agreement for three more years.

The Human Resources Department requests approval to amend the current Tyler Technologies MUNIS application agreement to include the Risk Management module. This module will enable the risk management division to streamline critical processes and enhance productivity.

The Utilities Department requests approval to amend the current Tyler Technologies MUNIS application agreement to include the Enterprise Asset Management module. This module will enable the department to track the cost of maintaining assets and provide data to make better financial decisions

regarding asset replacement.

The integration of these tools aligns with our ongoing efforts to improve operational efficiency and risk oversight across departments. It also aligns with the Village's Strategic Plan-Embracing Technological Innovation.

Fiscal Impact: The Risk Management module has a one-time cost for implementation of \$6,300 and an annual recurring cost of \$1,703. The amount was budgeted and approved in the Human Resources Department's "Other Contractual Services" line for FY 2025.

The Enterprise Asset Management module has a one-time cost for implementation of \$50,840 and an annual recurring cost of \$8,803. The amount was not included in the FY 2025 Utilities Department budget. An internal budget transfer to support this proposed cost may be completed within the "other contractual services" account at a later date.

3. **Resolution No. 2025-37 - Budget Transfer from Council Contingency FY 2025: Motion to approve Resolution No. 2025-37 for a budget transfer of \$278,985 from the Council Contingency to Information Technology and Parks and Recreation Accounts.**

Staff: Mara Frederiksen, Finance Director

SUMMARY: The Finance Department requests the Village Council consider a \$278,985.00 General Fund Budget Transfer from the Council Contingency. If approved, the proposed budget transfer would amend the following department budgets based on actual and estimated cost projections for the fiscal year.

- Parks and Recreation - \$205,985 to cover the design phase of the Village Commons Park Capital Project
- Information Technology - \$73,000 to upgrade several Village desktops that do not support Windows 10, which will become obsolete in October 2025

After the transfer, the Council Contingency will have a remaining

balance of \$142,015.00. **FISCAL IMPACT:**

This transfer will result in a net decrease of \$278,985 to the Village Council budget, with corresponding increases to the following department budgets:

- Parks and Recreation \$205,985
- Information Technology \$73,000

4. **Approval of a Master Agreement with VC3: Motion for approval to renew a retroactive Master Agreement with VC3 for an annual amount of \$109,806.96 for IT services. Funds to support the proposed Agreement are proposed within the FY 2025 Budget - General Fund.**

Staff: Mara Frederiksen, Finance Director

SUMMARY: On September 27, 2018, the Finance/IT Department partnered with VC3 to enhance the Village's data protection and disaster recovery systems, including 24/7 cybersecurity and cloud- based email via Office 365.

The agreement expired in September 2024. If approved, it would retroactively go into effect from October 2024-September 2027. The Village would accept VC3's terms, conditions and pricing as provided within the proposed Master Services Agreement and Work Order. The term of the proposed contract would be renewed for three (3) additional years for \$9,150.58 per month (\$109,806.96 annually), from the date of approval by the Council.

The Village's Purchasing Code, Section 58-2.- Exempt purchases, provides that the following goods and/or services are approved as exempt purchases when they are included in the adopted annual budget. Exempt purchases are exempt from the competitive selection purchase requirements set forth in this purchasing code: (21) Proprietary software applications and/or the related maintenance or service agreements.

The proposed agreement was prepared by VC3 and reviewed by the Village Attorney, the Finance Director, the Florida League of Cities (FLC) and the Florida Local Government Information Systems Association (FLGISA).

Fiscal Impact: Funds to support the proposed Agreement are proposed within the FY 2025 Budget - General Fund. The Village will not expend more than the amount within the approved budgets as they may be adopted/amended each year for these goods and services over the term of this contract.

5. **Approval of a Purchase Order with Ranger Construction for Milling and Paving Work: Motion to approve entering into Work Order #01 with Ranger Construction Industries utilizing the Palm Beach County Engineering and Public Works Agreement No. 2024050 - Milling and Resurfacing Continuing Services Construction. Funding is available from Account Number 01441-55300.**

Staff: Felipe Lofaso, Public Works Director

SUMMARY: The Public Works Department maintains and upkeep all Village public property and rights-of-way. Each year, road resurfacing is carried out as part of this ongoing maintenance responsibility to ensure the pavement remains safe and in good condition. Following the analysis of our recent pavement condition study, staff identified those roadway segments that will require milling and resurfacing.

Among the roadway segments scheduled for milling and resurfacing are Davis Road from 10th Avenue North to Canal Road, Barbados Drive, Tortuga Road, Jamaica Road, Morgan's Way, Andros Road, and Sago Park (70-43-44-19-06-003-0010). The Village is utilizing the Palm Beach County Annual Milling and Resurfacing Contract (Project No. 2024050) as approved for piggyback by Council in FY 2025 with Ranger Construction Industries. The total cost of the work is \$220,138.00 and will issue Work Order #01.

Fiscal Impact: The Purchase Order with Ranger Construction Industries is being funded through account #01441- 55300 in an amount not to exceed \$220,138.00.

6. **Approval of the FDOT State Highway Lighting, Maintenance, and Compensation Agreement:** Motion for the approval of a State Highway Lighting, Maintenance, and Compensation Agreement related to all FDOT-owned lighting fixtures, as well as electricity charges from Florida Power & Light (FPL) and Lake Worth Beach Utilities, will compensate the Village \$136,701.12 for the first year in addition to a 3% annual increase for the next seven years for lighting owned by both entities within the FDOT right-of-way.

Staff: Felipe Lofaso, Public Works Director

SUMMARY: The agreement between the Florida Department of Transportation (FDOT) and the Village of Palm Springs pertains to the lighting, maintenance, and compensation related to all FDOT- owned lighting fixtures, as well as electricity charges from Florida Power & Light (FPL) and Lake Worth Beach Utilities for lighting owned by those entities within the FDOT right-of-way.

The Village is responsible for maintaining FDOT-owned utility poles and fixtures that are not under the jurisdiction of FPL or Lake Worth Beach Utilities within the FDOT right-of-way. This agreement formalizes those terms and conditions.

The Village and FDOT have been under contract for these lighting fixtures for many years, and this agreement effectively renews those terms and conditions. FDOT will compensate the Village \$136,701.12 for the first year in addition to a 3% annual increase for the next seven years.

Fiscal Impact: The FDOT State Highway Lighting, Maintenance, and Compensation Agreement will compensate the Village \$136,701.12 for the maintenance of FDOT owned utility pole maintenance and electricity charges for FPL and Lake Worth Beach Electric for street lighting on FDOT owned right of way.

7. **Approve Work Authorization #1- CH-U03 - Vacuum Station No. 2 Rehabilitation - Task Order No. 379 - Utilities Department – CHA Consulting, Inc.:** Motion to approve Work Authorization #1- CH-U03 (Task Order No. 379) with CHA Consulting at a cost not to exceed \$177,833.42 to support all required professional engineering services and related tasks associated with Vacuum Station No. 2 Rehabilitation. Funding is available from Account # 41336-56300.

Staff: Jimmy Johnson, Utilities Director

SUMMARY: The Utilities Department is requesting the Village Council to approve Work Authorization #1 – CH-U03 at a cost not to exceed \$177,833.42 to support all required professional engineering services and related tasks associated with Vacuum Station No. 2 Rehabilitation (Task Order No. 379) by CHA Consulting, Inc., the Village's contracted engineering firm.

Note: The Village issued a Request for Qualifications (RFQ) for Professional Engineering Services (RFQ #2024R-001 - Utility Engineering Services Continuing Contracts) in accordance with the Consultants Competitive Negotiation Act (CCNA) - Section 287.55, Florida Statutes.

Due to the age of the vacuum station, the current vacuum pumps and main control panel are near their end of life and are in need of upgrades in order to meet current standards and system demands. This project will incorporate building modifications to support vacuum pump upgrades to improve the hydraulic capacity of the vacuum station and all necessary electrical upgrades to support a new control panel.

The Village has worked with the proposed vendor previously and received excellent service and a quality product.

Fiscal Impact: The Work Authorization with CHA Consulting, Inc., for the Vacuum Station No. 2 Rehabilitation (Task Order No. 379) will be funded from account No. 41336-56300 at a cost not to exceed \$177,833.42. The FY2025 approved budget for this project is \$450,000.

8. **Approve Change Order #1 – Final Reconciliation-Well No. 9 Reconstruction (Task Order No. 262) – Florida Design Drilling, LLC:** Motion for the approval of Change Order #1-Final Reconciliation (Task Order No. 262) with Florida Design Drilling, LLC, extending the contract time by 25 days plus reduce the contract price \$98,237.73 to a final project price of \$1,243,037.27. Funding is available for this project.

Staff: Jimmy Johnson, Utilities Director

SUMMARY: The Utilities Department requests a final reconciliation and change order with Florida Design Drilling, LLC, to reflect a contract price reduction due to unused quantities from the original bid and removing the

electrical tie-in to the FPL service drop. The delay in completion is due to modifications encountered during the drilling process, additional well development efforts, and changes to the electrical layout.

Proposed Adjustments:

- Contract price: Decrease from \$1,341,275.00 to \$1,243,037.27 (7% reduction of \$98,237.73)
- Contract time: Extended by 25 days, adjusting the completion date from May 26, 2025, to June 20, 2025

Fiscal Impact: Contract price: Decrease from \$1,341,275.00 to \$1,243,037.27 (7% reduction from \$98,237.73)

9. **Approve Work Authorization #1 WG-U02 - PBC Roadway Improvements from Cresthaven Boulevard to Jog Road - Utility Relocation - WGI:** Motion for the approval of Work Authorization #1 WG-U02 with Wantman Group Inc. (WGI) in the amount not to exceed \$71,750.00 to support all required professional engineering services and related tasks associated with Cresthaven Boulevard Improvements from Military Trail to Jog Road (Task Order No. 385). Funding is available from the Water and Sewer Enterprise Fund at a cost not to exceed \$71,750.00.

Staff: Jimmy Johnson, Utilities Director

SUMMARY: Palm Beach County is undergoing a roadway project consisting of widening the roadway and adding storm drainage piping and structures on Cresthaven Boulevard from Military Trail to Jog Road. The Village has utilities within the PBC R-O-W that are in conflict with the roadway design. As a result, the Village is required to relocate the utilities in conflict.

The Village Council is requested to approve Work Authorization #1- WG-U02 at a cost not to exceed \$71,750.00 to support all required professional engineering services and related tasks associated with Cresthaven Boulevard Improvements from Military Trail to Jog Road (Task Order No. 385) by Wantman Group Inc. the Village's contracted engineering firm.

Note: The Village issued a Request for Qualifications (RFQ) for Professional Engineering Services (RFQ #2024R-001) - Utility Engineering Services Continuing Contracts in accordance with the Consultants Competitive Negotiation Act (CCNA) - Section 287.55, Florida Statutes.

The Village has worked with the proposed vendor previously and received excellent service and a quality product.

Fiscal Impact: The Work Authorization with Wantman Group Inc. for the Cresthaven Boulevard Improvements from Military Trail to Jog Road (Task Order No. 385) will be funded from account No. 41336-56300 at a cost not to exceed \$71,750.00. Funding for this project was not included in the FY 2025 Water and

Sewer Enterprise fund, and therefore an internal budget transfer to support this proposed cost may be completed at a later date.

End of Consent Agenda....

Mayor Pro Tem Ready made a motion to approve the Consent Agenda; and Vice Mayor Schmitz seconded. The said motion carried 5-0.

PRESENTATIONS

10. Legislative Updates from Representative Debra Tendrich

Staff: Kimberly Wynn, Village Clerk

House Representative Debra Tendrich was present to give updates. She was elected in November 2024 to District 89. She announced they were still in session finalizing the budget. She is on several committees, including the Joint Administrative Procedures Committee, Select Committee on Property Taxes, State Affairs Committee (Natural Resources & Disasters Subcommittee, Information Technology Budget & Policy Subcommittee), Health Care Budget Subcommittee, and Student Academic Success Subcommittee.

She passed her first (legislative) bill to have the State of Florida recognize Holocaust Remembrance Day on January 27th. This is important now because of the Anti-Semitic acts which increased significantly by 277% in Palm Beach County. The Affordable Housing Bill has almost passed and will be presented again in a future session. Affordable housing units that are receiving tax incentives have clauses in the leases that increase the cost of affordable housing rents in the middle of the lease, which are uncontrolled numbers. They would like to have one where an increase can only take place, like a standard lease-at the time of renewal. She is working with cities to implement language that prevents developers from this practice. Representative Tendrich discussed some of the budget approvals, like the 2nd Avenue Flooding project. The House approved the request, but it must get past the Senate. She explained the process for getting budgeting through the House and Senate. Representative Tendrich discussed approval to allow veterans to travel on public transportation at no cost "Patriot Pass", if it is not vetoed by Governor DeSantis. They are also looking at summer camp scholarships for children which will help families when they are out of school. There is significant progress with the Condo bills. One is a matching grant program to allow residents to apply for a matching line of credit for improvements. The second bill helps with better transparency with condo rules, maintenance, prevention and financial. They are working on giving more power to the local school districts to decide when high schools start instead of having it decided at the state level. They were able to protect state parks by not allowing the building of pickleball courts.

Representative Tendrich discussed some of the less favorable bills, like the Ballot Initiative. This makes it difficult for citizens to make a petition for a

ballot initiative because restrictions are unobtainable. She discussed how the bill could criminalize civic engagement. She discussed the CRA Bill. She discussed the protection of CRAs. She sat on the subcommittee for the Health Committee. She advised that they read out to the FDOT about the increase in accidents. In the meantime, they request any reports that have taken place since the guardrails were installed. She gave out a brochure to the residents.

Representative Tendrich announced that a Virtual Town Hall Meeting would take place at Village Hall in the Council Chambers on June 24, 2025. The public is encouraged to attend.

Mayor Pro Tem Ready mentioned that the CRA (a/k/a Florida Redevelopment Agency [FRA]) Conference would take place in Palm Beach County this year.

Village manager Bornstein noted the great responsiveness of Representative Tendrich. She introduced her Legislative Aide Joey Hyppolite, plus Audrey Piedra, and several interns that are teenagers that they are trying to develop into future leaders are resources.

PUBLIC COMMENT

Battalion Fire Chief Martinez gave an update on the Village. He noted there were 100 residents signed up for the free smoke detector program. Fire Rescue will be on standby for the Fourth of July event. Palm Springs continues to have above-average turnaround times for emergencies. He thanked Public Works Director, Felipe Lofaso, for his professionalism with projects around the Village.

Mayor Smith introduced the new Police Captain, Rogelio Torres. Captain Torres expressed his gratitude for being a part of the team and committed himself to being the best.

REGULAR AGENDA

11. **Resolution No. 2025-34- Authorization to Complete work utilizing Innovate-AV to upgrade ports in the Council Chambers: Motion for the approval of Resolution No. 2025-34 to authorize the completion of work utilizing Innovate-AV as a Best Interest to upgrade the audio-visual ports in the Council Chambers for an amount not to exceed \$42,943.09. Funding is available from FY 2025 Budget - General Fund as adopted/amended.**

Staff: Mara Frederiksen, Finance Director

SUMMARY: The Village has a need to upgrade the AV ports and visual components of the Council AV system. The Village completed work on the Council Chambers in July 2023 and September 2024 to upgrade areas of the audio for the Council Chambers. However, additional upgrades are necessary

to integrate the new system effectively. While the vendor is part of a cooperative purchasing group, we are awaiting confirmation of our eligibility to participate. To avoid delays in enhancing the chambers and based on the vendor's proven experience and successful installations to date, proceeding with this vendor is recommended as the most advantageous course of action. Further, the AV system in the Chambers is all one function. The Village IT staff have stated that bringing in another vendor to complete the work would lead to future support issues regarding the maintenance of this system. While we are presently completing the visual upgrades, the previous upgrades were for sound and the system is an integrated system. The ports in the chambers continue to fail and are no longer made for replacements. Having this done is of the essence before the system fails completely. The Information Technology Department has received a quote from Innovate-AV in the amount of \$42,943.09 to complete council upgrades to the audio- visual ports.

The Village's Purchasing Code, Section 58-11, Best interest acquisitions, provides that the Village may acquire or contract for non-real property, goods or services without utilizing the competitive selection purchasing requirements where the Village Council declares by at least a four-fifths (4/5) affirmative vote that the competitive selection process is not in the best interest of the Village. The Village Council shall make specific factual findings that support its determination, and such contracts shall be placed on the regular village council agenda. This provision may not be used to contract for goods or services which such a contract would exceed the limits set forth in F.S. §§ 287.055 or 255.20, as amended.

If approved, the Village would issue Innovate-AV a purchase order with our terms and conditions. The total cost to upgrade the AV system within the Village is \$42,943.09. This funding was included within the FY 2025 Budget - General Fund as adopted. The Village will not expend more than the amount within the approved budget as it may be adopted/amended each year for these goods and services over the term of this contract.

Ms. Frederiksen presented this item. She explained that the Village needed to upgrade the AV ports and visual components of the Council AV system. After completing audio upgrades in July

2023 and September 2024, additional improvements were necessary for effective system integration. While waiting for confirmation of cooperative purchasing eligibility, it is recommended to proceed with Innovate-AV due to their proven expertise and successful installations.

She explained that the current AV system is integrated, and using another vendor could lead to maintenance issues. The existing ports are failing and are no longer available for replacement, making timely upgrades essential. Innovate-AV has provided a quote of \$42,943.09 for the AV upgrades. According to the Village's Purchasing Code, the Council can bypass competitive selection if a four-fifths (4/5) vote determines it's in the Village's best interest. If approved, a purchase order will be issued to Innovate-AV, with the project funded within the FY 2025 Budget - General Fund. The Village will not exceed the approved budget for these services.

Mayor Smith offered the public and Council an opportunity to comment. There were no comments.

Village Attorney Goddeau read the title of the caption to the record.

Mayor Pro Tem Ready made a motion to approve Resolution No. 2025-34, and Vice Mayor Schmitz seconded the motion. The said motion carried 5-0.

Fiscal Impact: Budgeted item cost \$42,943.09

PUBLIC HEARINGS

12. **(Second Reading) Ordinance No. 2025-02 - Comprehensive Plan Amendment - Mobility Plan:** Motion for the approval of Ordinance No. 2025-02 to amend the Comprehensive Plan of the Village of Palm Springs to modify the Transportation and Mobility Element to adopt a Mobility Plan by reference and to add new goals, objectives and policies that are consistent with the adopted Mobility Plan and with Florida Statutes in order to establish an alternative transportation system.

Staff: Kimberly Glas-Castro, Assistant Village Manager

SUMMARY: During the 2024 legislative session, House Bill 479 was passed, requiring interested cities to adopt a Mobility Plan and Fee Schedule, as well as an Interlocal Agreement with the County, by October 1, 2025. This is significant to us because it enables the Village to collect a single mobility fee that will fund various transportation improvements such as roads, multi-modal facilities, transit operations, and more within the Village limits. Additionally, it will eliminate the collection of road impact fees that do not necessarily benefit the Village.

At the Village Council meeting on July 25, 2024, a Professional Services

Agreement was awarded to Nue Urban Concepts to prepare the Mobility Plan and Fee Schedule.

A Joint Village Council/P&Z Board/CRA workshop was held on January 9, 2025, to review the draft Mobility Plan, including the data and proposed maps.

Florida Statute § 163.3180(S)(i), encourages local governments to develop tools and techniques, including the 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 establishing 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. The Comprehensive Plan amendments are proposed to add goals, objectives and policies pursuant to the Palm Springs Mobility Plan and to establish a framework for the potential adoption of a Mobility Fee to serve as a revenue source for future mobility improvements.

The P&Z Board considered the draft ordinance on February 11, 2025, and recommended approval.

The proposed amendments were transmitted through the Intergovernmental Plan Amendment Review Committee (IPARC), and Palm Beach County issued a notice of intention to object. County Staff met on February 21, 2025, to discuss their concerns. An IPARC Fact-Finding Panel convened on April 8, 2025, and suggested that a conflict resolution forum, such as mediation, be utilized to try to resolve the conflict between Village and County policies. Mr. Khurshid Mohyuddin, Principal Planner with Palm Beach County, submitted the County's formal objection into the record at the March 13, 2025, transmittal hearing. This letter was included in the Transmittal Package to the State and Regional review agencies. An IPARC Fact-Finding Panel convened on April 8, 2025, and suggested that a conflict resolution forum, such as mediation, be utilized to try to resolve the conflict between Village and County policies.

Florida Commerce reviewed the draft documents for compliance with State Statutes and had no comments. Treasure Coast Regional Planning Council commented on the forthcoming collaborative effort on the Countywide Transportation Master Plan Florida Department of Environmental Protection did not comment on the proposed comprehensive plans amendments, but noted that it could not determine that the Village had conducted a feasibility analysis of providing sanitary sewer services to those properties within its service area currently served by septic tanks. The Village will provide documentation on the Kimley-Horn septic-to-sewer assessment (August, 2022) and ongoing capital program, and will propose a new policy for the Infrastructure Element.

The proposed ordinance was approved at the First Reading at the March 13, 2025, meeting, and is being presented for the Second and Final Reading.

The Village Clerk, Ms. Wynn read the statement of the advertisement on the record. Assistant Village Manager Mrs. Glas-Castro introduced the consultant, Mr. Johnathan Paul, AICP, Mobility Planner with Urban Concepts, and Uyen Dang, PE, Transportation Engineer, who presented this Ordinance No. 2025-02. His PowerPoint was entered into the record. Mr. Paul explained the need and purpose of the Mobility Plan. It will assist in prioritizing projects for long-range plans, get the project funded, and create additional revenue that the Village can use to fund mobility projects. Nue Urban Concepts was contracted to develop the Mobility Plan, and a workshop was held on January 9, 2025, to review the draft.

He described what comprised of Complete Streets like sidewalks, bike lanes, roadways, crosswalks, furnishing zone and green spaces. Mr. Paul talked about the multiple community engagement attempts that were made. They attended five events, engaged with over 400 residents and visitors, and collected 111 surveys. Further, House Bill 479 requires cities to adopt a Mobility Plan and Fee Schedule by October 1, 2025, which allows the Village to collect a single mobility fee for transportation improvements and eliminate unnecessary road impact fees. Florida Statute § 163.3180 encourages multimodal solutions, leading to proposed amendments to the Mobility Fee in the Comprehensive Plan. The P&Z Board approved the draft ordinance on February 11, 2025, but Palm Beach County objected, leading to discussions on conflict resolution. Florida Commerce reviewed the draft with no comments, while other agencies provided feedback regarding septic services.

Mayor Smith offered the Council and the public an opportunity to speak. There were no public comments.

The Assistant Village Manager, Mrs. Glas-Castro entered a letter into record from Palm Beach County.

Village Attorney Goddeau read the title of the caption.

Mayor Pro Tem Ready made a motion to approve Ordinance No. 2025-02, and Council Member Waller seconded the motion. There was a roll call vote as follows: Vice Mayor Brinkman - Yes; Mayor Pro Tem Ready - Yes, Council Member Brinkman - Yes; Council Member Waller - Yes; and Mayor Smith - Yes. The motion carries 5-0.

Fiscal Impact: Adoption of a mobility fee would bring a new revenue source to the Village in the future.

13. **Resolution No. 2025-35 Adoption of the Village of Palm Springs 2045 Mobility Plan and Village of Palm Springs Mobility Fee Technical Report: Motion for the approval of Resolution No. 2025-35 to adopt the Village of Palm Springs 2045 Mobility Plan and the Village of Palm Springs Mobility Fee Technical Report.**

Staff: Kimberly Glas-Castro, Assistant Village Manager

SUMMARY: During the 2024 legislative session, House Bill 479 was passed, requiring interested cities to adopt a Mobility Plan and Fee Schedule, as well as an Interlocal Agreement with Palm Beach County, by October 1, 2025. This is significant because it enables the Village to collect a single mobility fee that will fund various transportation improvements such as roads, multi-modal facilities, transit operations, and more within the Village limits. Additionally, it will eliminate the collection of road impact fees that do not necessarily benefit the Village.

The proposed Village 2045 Mobility Plan outlines mobility projects which consist of improvements, programs, and services, to: (1) improve the Village's multimodal transportation system; (2) promote compact, mixed-use, and interconnected development; and (3) enhance mobility within the Village for residents, employees, businesses, students, and visitors. The proposed Mobility Plan will serve as a basis for a Mobility Fee.

The Village of Palm Springs Mobility Fee Technical Report, dated June 2025, documents projected development and the "need" for mobility projects to accommodate future travel demand. The Technical Report documents the future growth, the data, and the methodology used to develop a Mobility Fee to mitigate the impact of new development and the establishment of a benefit district within and surrounding the Village.

A joint workshop with the Village Council, Planning & Zoning Board, and Community Redevelopment Agency (CRA) was held on January 9, 2025, to review the draft Mobility Plan, including the data and proposed maps.

Note: Florida Statute § 163.3180(S)(i) encourages local governments to develop tools and techniques, including the 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 establishing 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.

Staff recommend adoption of the proposed Village of Palm Springs 2045 Mobility Plan and the Village of Palm Springs Mobility Fee Technical Report.

Mr. Paul continued with Resolution No. 2025-35. He stated that the Ordinance established a framework; the Resolution discussed how the fees would be collected. He went over the Mobility Technical Report and Fee Schedule. He explained the benefit district and mobility fee schedule. Mr. Paul discussed that in the 2024 legislative session, House Bill 479 was enacted, mandating cities to implement a Mobility Plan and Fee Schedule with Palm Beach County by October 1, 2025. This initiative enabled the Village to collect a single mobility fee for transportation improvements, replacing traditional road impact fees.

The draft Village 2045 Mobility Plan aims to enhance the multimodal transportation system, encourage compact development, and improve mobility for all residents. The Village of Palm Springs Mobility Fee Technical Report projects future development and mobility project needs. A joint workshop was conducted on January 9, 2025, to review the draft Mobility Plan. Florida Statute § 163.3180(S)(i) advocated for local governments to establish long-term multimodal strategies.

Mayor Smith offered the Council and public an opportunity to comment. Council Member Brinkman asked for clarification on properties that were assisted living facilities (4 or more beds) per 1000 square feet and if additional research could be conducted. She would for Mr. Paul to bring some case studies and examples back when Resolution No. 2025-35 is presented for the 2nd Reading. Mr. Paul stated the ordinance clarifies the exemptions, and who would pay impact fees. The next step is to adopt the technical report.

The Village Attorney, Mrs. Goddeau read the statement of the advertisement on the record.

Council Member Brinkman motioned for the approval of Resolution No. 2025-35, and Council Member Waller seconded. The said motion carried 5-0.

Fiscal Impact: The Mobility Plan outlines future capital projects (transportation and mobility projects) for the Village to undertake. The Mobility Plan establishes the basis for the proposed Mobility Fee, which is the subject of another agenda item.

14. **Resolution No. 2025-36 - Adoption of Safe Streets for All Vision Zero**

Action Plan: Motion for the approval of Resolution No. 2025-36 to adopt the Vision Zero Action Plan (VZAP) that develops a comprehensive safety improvement framework for the Village before 2030.

Staff: Felipe Lofaso, Public Works Director

SUMMARY: The Village of Palm Springs received a grant in the amount of \$250,000 in 2024 by the US Department of Transportation for the

development of a "Vision Zero Action Plan" (VZAP). The VZAP is a strategy to eliminate all traffic fatalities and serious injuries within the Village's roadway network by 2030. The Village entered into an agreement with Craven Thompson and Associates to develop the VZAP and comprehensive safety improvement framework for the Village. Staff have been working closely with the consultant, stakeholders and the public to finalize the plan and present it to council for final adoption. The adoption of the VZAP is the next step in the process of beginning to apply for additional funding for implementation and demonstration projects to construct safety improvements throughout the Village. The staff are seeking adoption of the Vision Zero Action Plan.

Ms. Uyen Dang discussed the adoption of the Vision Zero Action Plan (VZAP). The VZAP is a long-term plan that focuses on safety. She explained that the goal is not to eliminate crashes completely; instead, they would like to reduce the numbers. A majority of the crashes occurred on state highway roads. They have met with different state and county agencies to form a collective plan. She discussed the priority projects, which include identifying high-crash corridors and intersections, making nighttime and pedestrian-focused improvements. Ms. Dang discussed engineering strategies such as speed tables, curb extensions, and lighting upgrades. She also talked about the placement of Rectangular Rapid Flashing Beacons (RRFB). Ms. Dang talked about next steps and the project website created to assist with community engagement and social media.

She summarized that the VZAP focused on safer roads, speeds, road users, vehicles and after-crash care. She gave an overview of each initiative and provided information on available grants. The SS4A Demonstration Grant is seeking \$464,000 through the VZAP and Demonstration Grant with a local match of \$116,000. She discussed the next steps for grant submission, which were to finalize scope and locations for quick build pilot projects, get letters of support from stakeholders, and submit an SS4A application before the deadline.

Mayor Smith offered the Council an opportunity to speak on Resolution No. 2025-36.

Mayor Pro Tem Ready asked, since the intersection of Forest Hill and Military Trail is the most dangerous intersection in Palm Beach County, if anything was getting addressed. Ms. Dang explained that the area was being addressed. They asked that the County get engaged. She mentioned an upcoming traffic signalization project from the TPA. He also talked about questions and also the speeding on Purdy Lane and Kirk Road, and if something could be corrected. Brinkman asked about the 2nd avenue sidewalk gap. She would like to see a bicycle path located east of Congress Avenue, considered the County right-of-way. She would like to have it fixed.

The Village Attorney, Mrs. Goddeau, read the title of the caption into the record.

Mayor Pro Tem Ready read the title of the caption onto record and Vice Mayor Schmitz seconded the motion. The said motion carried 5-0.

Fiscal Impact: The Vision Zero Action Plan adoption does not have a fiscal impact on the Village.

15. **(First Reading) Ordinance No. 2025-04- Village Code Amendment - Chapter 34, Division 14 - Mobility Fees: Motion to approve Ordinance No. 2025-04 to amend Chapter 34 of the Village Code of Ordinance to adopt a mobility fee schedule.**

Staff: Kimberly Glas-Castro, Assistant Village Manager

SUMMARY: During the 2024 legislative session, House Bill 479 was passed, requiring interested cities to adopt a Mobility Plan and Fee Schedule, as well as an Interlocal Agreement with the County, by October 1, 2025. This is significant in enabling the Village to collect a single mobility fee that will fund various transportation improvements such as roads, multi-modal facilities, transit operations, and more within the Village limits. Additionally, it will eliminate the collection of road impact fees that do not necessarily benefit the Village.

At the Village Council meeting on July 25, 2024, a Professional Services Agreement was awarded to Nue Urban Concepts to prepare the Mobility Plan and Fee Schedule. A joint Village Council/P&Z Board/CRA workshop was held on January 9, 2025, to review the draft Mobility Plan, including the data and proposed maps.

Florida Statute § 163.3180(S)(i) encourages local governments to develop tools and techniques, including the 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 establishing 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. The Mobility Fee is based on the Mobility Plan projects which consist of improvements, programs, and services, to: (1) improve the Village's multimodal transportation system; (2) promote compact, mixed-use, and interconnected development; and (3) enhance mobility within the Village for residents, employees, businesses, students, and visitors. The Mobility Fee is intended to be assessed on all new development.

Mobility Fees are not: (1) a reoccurring tax; (2) assessed to existing residential or nonresidential property; or (3) deposited into general revenue

funds of the City.

Mobility Fees are: (1) a streamlined one-time assessment on new development; (2) intended to offset the impact of new development; and (3) deposited into special revenue funds for Mobility Fees to be expended within a defined benefit district (in this case, the Village limits). Mobility Fees are legally and statutorily required to be spent on Mobility Projects that provide a mobility benefit to the new development that paid the Mobility Fee.

The Village of Palm Springs 2045 Mobility Plan and the Village of Palm Springs Mobility Fee Technical Report will be considered for adoption via Resolution No. 2025-35, as a separate agenda item.

The 2045 Mobility Plan's mobility projects and programs serve as the basis to develop the Village's mobility fee and provide a foundation for the Village to proactively prioritize projects to meet the growth, travel, and mobility needs of the community. The Technical Report documents the data and methodology used to develop a Village Mobility Fee to mitigate the impact of new development. The Village Mobility Fee meets legally established dual rational nexus requirements for "need" and "benefit" and is in rough proportionality to the impact of new development. The Village Mobility Fee has been developed consistently with the requirements of Sections 164.3164, 163.3180, 163.31801, Florida Statutes and Chapter 380, Florida Statutes.

The Village Mobility Fee is intended to fund an alternative transportation system consistent with Florida Statute Section 163.3180. The Village Mobility Fee will replace the Palm Beach County transportation concurrency system and will be the only transportation mitigation fee to be assessed on all new development within the Village limits.

The effective date of the proposed ordinance is October 8, 2025 (90 days after 2nd reading/adoption). Village staff will attempt to negotiate an interlocal agreement with Palm Beach County on pro rata sharing of the new mobility fee based on new development's impact on County roads prior to October 1st.

Mr. Jonathan Paul, Consultant with Nue Urban Concepts, presented Ordinance No. 2025-04 and entered it into the record. He stated that during the 2024 legislative session, House Bill 479 was passed, requiring cities to adopt a Mobility Plan and Fee Schedule by October 1, 2025. This would allow the Village to collect a single mobility fee to fund transportation improvements like roads and transit operations, while eliminating road impact fees that don't benefit the Village.

On July 25, 2024, the Village Council awarded a Professional Services

Agreement to Nue Urban Concepts for the Mobility Plan and Fee Schedule. There was a workshop on January 9, 2025, who reviewed the draft Mobility Plan and associated data.

The Mobility Fee aims to enhance the Village's multimodal transportation system and support compact development. It is a one-time assessment of new developments, not a recurring tax, and will be funded into special revenue for mobility projects. Existing properties will not be assessed.

The Village of Palm Springs' 2045 Mobility Plan and Fee Technical Report will be considered for adoption via Resolution No. 2025-35. The plan serves as a foundation for prioritizing mobility projects and meets established legal requirements.

The Mobility Fee will replace Palm Beach County's transportation concurrency system and be the only transportation fee assessed on new developments within the Village limits. Its effective date is October 8, 2025, and staff will seek to negotiate an interlocal agreement with Palm Beach County on sharing the mobility fee impact before the October deadline gave a presentation about Ordinance No. 2025-04 alternative system.

Mayor Smith offered the public and Council an opportunity to speak. There were no comments from the public. Council Member Brinkman asked if the fee for Assisted Living Facilities (ALF) and commercial drive-thru facilities could be re-evaluated. Mayor Pro Tem Ready requested clarification if this would impact Amazon and FedEx.

The Village Attorney, Mrs. Goddeau, read the title of the caption into the record.

Council Member Waller motioned for the approval of Ordinance No. 2025-04 on First Reading, and Mayor Pro Tem Ready seconded the motion. The said motion carried 5-0.

Fiscal Impact: The approval of the proposed ordinance increases Village revenue by imposing a Mobility Fee. The County road impact fee will no longer be collected within the Village limits.

16. **Approval of Demonstration Grant Application through the USDOT for the Safe Streets:** Motion for the approval to submit the Demonstration Grant Application through the United States Department of Transportation (USDOT) in the amount of \$464,000, with a local match of \$116,000, for a total project cost of \$580,000 for the Safe Streets.

Staff: Felipe Lofaso, Public Works Director

SUMMARY: As part of the Safe Streets for All (SS4A) initiative, the Village received a grant in FY 2025 to develop a Vision Zero Action Plan (VZAP). The staff worked diligently with the consultant, the public, and other governmental agencies to finalize the plan and develop real-world strategies and projects. The plan will be adopted by the Council on June 12, 2025.

The staff will present a companion item for approval of the VZAP if it is adopted and approved. Through the USDOT's SS4A program, the Demonstration Grant program will provide funding for consultant services, community outreach, workshops, "quick-build" construction roadway safety materials, and labor to install these items. There is a total request for \$580,000, of which 80% (\$464,000) is being funded by the USDOT and 20% (\$116,000) by the Village itself through its CIP budget allocations and in-kind labor.

Mrs. Dang explained that the Village received a grant in FY 2025 under the Safe Streets for All (SS4A) initiative to develop a Vision Zero Action Plan (VZAP). The plan will be adopted by the Council on June 12, 2025, following collaboration among staff, a consultant, the public, and other governmental agencies. A companion item for VZAP approval will also be presented. Funding for the project totals \$580,000, with 80% (\$464,000) from the USDOT's Demonstration Grant program and 20% (\$116,000) from the Village's CIP budget and in-kind labor, gave a brief overview of Ordinance No. 2025-03. She explained the next steps and put the presentation into the record.

Mayor Smith offered the public and Council an opportunity to comment. There were none. The Village Attorney, Mrs. Goddeau read the title of the caption to the record.

Vice Mayor Schmitz made a motion to approve the Demonstration Grant, and Council Member Brinkman seconded the motion. The said motion carried 5-0.

Fiscal Impact: The item is for the approval of the application for the Demonstration Grant. If the application is approved and selected, staff is submitting for a total grant of \$580,000, \$116,000 being provided by the Village and \$464,000 being provided by USDOT.

17. **(Second Reading) Ordinance No. 2025-03 - Updates to the Land Development Regulations:** Motion to approve Ordinance No. 2025-03, which proposes to amend the Land Development Regulations and Official Zoning Map to implement the Comprehensive Plan, based on the Evaluation and Appraisal Report (EAR) conducted in 2024. This amendment aims to comply with Florida law and implement the new Vision.

Staff: Iramis Cabrera, PZB Director

SUMMARY: The Village of Palm Springs adopted a Vision Plan in August 2023 and an Evaluation and Appraisal Report (EAR)-based amendments to its Comprehensive Plan in 2024 (changes to comply with Florida law and changes to implement the new Vision). The Village is required to update the Land Development Code (LDC) within one year of the adopted Comprehensive Plan. To that end, the Village developed a Technical Advisory Committee to guide the LDC updates, encourage public participation in the process and to vet the draft document prior to Village Council review.

A Joint Workshop was held on February 13, 2025, with the Village Council, Planning and Zoning Board & CRA to provide an overview of the recommended changes to the Code and to seek input from the Joint Committee and the public. As a result of the Joint Workshop, the following updates were made:

- Revised language for the corridor overlay to clarify that any site area dedicated to the right- of-way would still be included in the total site calculations for intensity and/or density.
- Renamed the Roadway overlay as the “Lake Worth Road Connector Overlay”.
- Removed Sec. 34-1300 Administrative Policies for Affordable Housing related to the Live Local Act. The State pre-empts the Village on this matter, and the legislation does not require the Village to codify the process. However, the Village must include a summary of the process for Live Local Act projects on the Village Website. The consultant is working with Village staff to add this to the web page for Affordable Housing.
- Refined the standards for setbacks from stormwater ponds.

A Public Hearing of the Planning and Zoning Board was held on March 11, 2025, to present the most recent draft of the Land Development Regulations. The Planning and Zoning Board recommended approval of the draft with one revision.

- Revise Sec. 34-878.8 Prohibited uses in the CR Commercial Renewal Zoning District to add gas stations and convenience foods as prohibited uses.

The Planning and Zoning Board recommended the ordinance be forwarded to the Council 6-1 with Member Richard Hughes dissenting.

The Village Council requested during their regular meeting on April 10, 2025 to continue it to May's meeting to provide additional and adequate opportunities for public comments and participation.

The proposed ordinance was approved by the Village Council on May 8, 2025, and is being presented for consideration in the second (2nd) and final reading.

Ms. Bonnie Landry, Consultant with Landry & Associates, gave a brief overview of Ordinance No. 2025-03. She explained the next steps and put the presentation into the record.

Mayor Smith offered the public and Council an opportunity to comment. There were none. The Village Attorney, Mrs. Goddeau read the title of the caption to the record.

Mayor Pro Tem Ready made a motion to approve Resolution No. 2025-03 and Council Member Waller seconded the motion. The said motion carried 5-0.

Fiscal Impact: Adoption of the revised land development regulations will facilitate the redevelopment of many undeveloped properties and therefore will increase the village's property valuation.

18. **(Quasi-Judicial Hearing) Resolution No. 2025-38 - Site Development Plan Amendment (SPR25-05) and Special Exception Use (PSSE25-03) - Iglesia Cristo Misionera de WPB Inc. - 4340 Diamond Road:** Motion to recommend approval of an application submitted by Mr. Juan Gonzalez, agent for the owner, Iglesia Cristo Misionera de WPB Inc "Applicant," seeks approval from the Village Council for a Site Development Plan Amendment (SPR25-05) and concurrently requests a Special Exception Use (PSSE25-03) to allow the use of the property as a place of worship with a maximum of 140 seats located at 4340 Diamond Road.

Staff: Iramis Cabrera, PZB Director

SUMMARY: Mr. Juan Gonzalez, agent for the owner, Iglesia Cristo Misionera de WPB Inc. ("Applicant"), is requesting a Site Development Plan Amendment (SPR25-05) and Special Exception Use (PSSE25-03) approval to allow the use of the property as a place of worship with a maximum of 140 seats.

Note: The property was annexed into the Village in 2014 as a developed parcel with a residential single-family structure. Before the annexation, Palm Beach County approved a site plan and special exceptions to allow the use of the property as a place of worship, but this was never implemented.

The 2.07-acre property is being developed with a residential structure (1,402 square feet) and a 787-square-foot garage, which is proposed to be converted into an administrative office. The applicant is proposing to construct a 3,144-square-foot sanctuary building to be attached to the existing garage that is proposed to be converted into an administrative office for a total of 3,931 square feet. The residential structure located on the north side will remain on the property as part of the church's campus.

A site plan amendment is requested to bring the property up to code, to the extent possible, to be consistent with the proposed use. The proposed site plan provides enhancement to the landscaped buffers, a new parking lot, a newly paved driveway, drainage improvement, pedestrian connections, and interior/exterior renovations to the building.

The Planning and Zoning Board considered this application at their May 13, 2025 meeting and recommended approval.

Staff supports the applicant's request and recommends conditional approval of the Special Exception Use and Site Plan Amendment based on general consistency with the Land Development and Zoning Regulations and the objectives and policies of the Village's Comprehensive Plan.

Ms. Cabrera presented Resolution No. 2025-38. She explained that Mr. Juan Gonzalez, was representing the owner, Iglesia Cristo Misionera de WPB Inc. ("Applicant"). They are seeking approval for a Site Development Plan Amendment (SPR25-05) and Special Exception Use (PSSE25-03) to utilize the property as a worship space with a capacity of up to 140 seats. She noted that the property was annexed into the Village in 2014 and came with a developed parcel that contained a residential single-family home. Prior to the annexation, Palm Beach County had granted approval for a site plan and special exceptions permitting the property to function as a place of worship, although this was never put into practice.

Ms. Cabrera stated that the 2.07-acre property currently includes a residential structure (1,402 square feet) and a 787-square-foot garage, which is planned to be transformed into an administrative office. The applicant intends to build a 3,144-square-foot sanctuary that will be connected to the existing garage, which is proposed to be used as an administrative office, leading to a total of 3,931 square feet. The residential building on the northern side will remain on the premises as part of the church's campus.

Ms. Cabrera discussed site plan amendment is being sought to ensure the property is as compliant as possible with the proposed usage. The suggested site plan includes improvements to the landscaped buffers, the addition of a new parking area, a newly surfaced driveway, enhancements to the drainage system, pedestrian pathways, and renovations to both the interior and exterior of the building. She mentioned that the Planning and Zoning Board reviewed this application during their meeting on May 13, 2025, and recommended that it be approved.

The staff are in favor of the applicant's proposal and recommend conditional approval of the Special Exception Use and Site Plan Amendment based on its overall alignment with the Land Development and Zoning Regulations and the goals and policies outlined in the Village's Comprehensive Plan.

Mayor Smith offered the Council and public an opportunity to comment. There were no comments.

The Council inquired about the hours of worship for Sunday services. They also wanted to know the expected number of worshipers, and security at the location. Mr. Gonzalez stated there is a concrete wall to act as a barrier and security for the location. Council Member Brinkman asked if a sidewalk could be added, and if anyone would reside in the residential area.

The Village Attorney, Mrs. Goddeau, read the title of the caption into the record.

Mayor Pro Tem Ready made a motion to approve Resolution No. 2025-38, and Council Member Brinkman seconded the motion. The said motion carried 5-0.

Fiscal Impact: The proposed request does not have any immediate fiscal impact on the Village since the church is tax-exempt; however, the proposed renovations may have a positive effect on the neighboring properties.

19. **Resolution No. 2025-39 - Stormwater Non Ad-Valorem Assessment Rates - FY 2025:** Motion for the approval of Resolution No. 2025-39, setting the preliminary Non Ad-Valorem assessment rates for Fiscal Year 2025-2026 for stormwater management assessments for each parcel within the area benefited, other than the non-assessed property.

Staff: Kimberly Wynn, Village Clerk

SUMMARY: The proposed Resolution sets the preliminary Non Ad-Valorem assessment roll rates for the Fiscal Year 2025 and provides a uniform method for collecting this assessment for the stormwater management services within the Village on the Palm Beach County Tax Notices.

The proposed rates for FY 25-26 will be the same as last year:

TYPE	Annual Rate
Single Family Residential Condominiums	\$48
Multifamily	\$48
Commercial (Under 2 ESU's)	\$48
Commercial (2 to 4.99)	\$96
Commercial (5 to 9.99 ESU's)	\$180
Commercial (10 ESU's and above)	\$240

The Village Council originally established the uniform method for collecting and funding the Village's stormwater management services and projects in July 2016 (Resolution No. 2016-51). The approved Resolution included all parcels within the incorporated municipal boundaries of the Village of Palm Springs at that time, as well as all parcels subsequently annexed into the Village.

The proposed fees and all related data will be submitted to the PBC Property Appraiser's Office and the PBC Information Systems Services department, which provides billing services for the Village.

Mr. Lofaso spoke on Resolution No. 2025-39. He explained there was \$2 million dollars in stormwater projects. The Village is on the lower end with its utility rates; however, we are keeping the same rates we currently have. Public Works is also applying for multiple grants for funding. There was a discussion about the effects of current projects.

Mayor Smith offered the public and Council an opportunity to speak. There were no comments.

Vice Mayor Schmitz made a motion to approve Resolution No. 2025-39, and Council Member Waller seconded the motion. The said motion carried 5-0.

Fiscal Impact: The proposed FY 2025 rates are the same as last year's rates.

20. **Resolution No. 2025-40 - Preliminary Garbage Non Ad-Valorem Assessment Rates - FY 2025:** Motion for the approval of Resolution No. 2025-40; adopting the preliminary non-ad valorem assessment roll for Fiscal Year 2025-2026 to provide a uniform method for collecting the non-ad valorem assessment for garbage, trash and recyclables collection services and related services on the Palm Beach County Tax Notices.

Staff: Kimberly Wynn, Village Clerk

SUMMARY: The Village Council is asked to approve Resolution No. 2025-40, which sets the initial Non-Ad-Valorem assessment rates for the Fiscal Year 2025-2026. These rates will create a consistent way to collect payment for garbage, trash, and recycling services in the Village indicated in the Palm Beach County Tax Notices.

The proposed rates for Fiscal Year 2025-2026 will be as follows:

Single Family Homes	\$ 225
Multi-Family Homes	\$ 140
Mobile Homes	\$ 140

The Council established a uniform method for collecting garbage, trash, and recyclables in Palm Beach County Tax Notices with Resolution No. 2008-17 in February 2008. This included all parcels within the Village of Palm Springs and those annexed later.

Each year, the Council adopts a resolution to set the upcoming fiscal year's rates. The proposed resolution will establish the Non-Ad Valorem rates for garbage collection based on current collection and disposal costs.

Fiscal Impact: The projected total annual revenue that the Village would assess is expected to be approximately \$1,605,250 (which is at a 96% collection rate).

Mr. Lofaso presented this item. He explained there would not be a rate increase this year; however, there was a possibility we would have one in the near future.

Mayor Smith offered the public an opportunity to speak on Resolution No. 2025-40. There were no comments from the public.

The Village Attorney, Mrs. Goddeau, read the title of the caption into the record.

Mayor Pro Tem Ready motioned for the approval of Resolution No. 2025-40, and Council Member Brinkman seconded the motion. The said motion carried 5-0.

21. **Resolution No. 2025-41 - Approval of a Sign Variance for Municipal Complex Entrance Sign - LED Message Board Monument Sign at the Davis Road and Village Hall Entrance:** Motion for the approval of Resolution No. 2025-41 to approve an application submitted by Mr. Felipe Lofaso, Public Works Director for the Village of Palm Springs for three (3) Sign Variances (PSV25-07, PSV25-08, and PSV25-09), to replace the

existing electronic monument sign with another freestanding monument sign with LED messaging board for public announcements to be located at the Village Municipal Complex entrance at 226 Cypress Lane.

Staff: Felipe Lofaso, Public Works Director

SUMMARY: The Village is updating the message board monument signs throughout the gateways and main public facilities. As part of this update, the Village issued a Request for Qualifications (RFQ) to select qualified sign manufacturers for the design, engineering, construction, and installation of LED monument signs. After a selection process, the staff chose KENCO Signs as the vendor to work with designing and installing these signs.

The first sign for Fiscal Year 2025 is scheduled to be installed at the entrance of Village Hall on Davis Road, where the current monument sign is located. The existing LED sign received approval for three variances on July 23, 2015, under Resolution No. 2015-76. These three variances will remain in effect and apply to the proposed new sign.

Note: The existing monument sign will be removed, and the new LED monument message board sign will be installed.

To allow for the new proposed sign, the Village requests three additional variances to permit deviations from its established standards:

Code Section	Approved	Request
Section 1-2	PSV 15-16 – to allow a monument sign with a base narrower than the height of the sign	No changes
Section 34- 63(f)(2)	PSV 15-17 – to allow the changeable copy area for public use signs to exceed 50% of the sign area – 100% approved	100% No changes
Section 34- 27(b)(1)	PSV 15-18 – to allow placement of the monument sign immediately adjacent to the right-of-way	0' setback No changes

	– 0' setback	
Section 34- 67(g)	N/A The existing sign is 7'3" in height.	PSV 25-07 – to allow a 10' high monument sign, where the code limits to a maximum of 8' in height
Section 34- 67(i)	N/A	PSV 25-08 – to allow multiple colors and varying messages, where code limits changeable signs to monochromatic and a single message
Section 34- 67(l)	N/A	PSV 25-09 – to allow graphics and logos where code permits only text and numbers

The staff is seeking approval for this variance application to proceed with the installation of the sign at this location. The attached application outlines the requested variances along with justifications for their approval.

Fiscal Impact: The proposed variance is requested to minimize costs and maximize sign visibility. The construction of the sign by KENCO has already been approved and funded in FY25.

Mr. Lofaso and Ms. Cabrera presented Resolution No. 2025-41. They stated that the Village is updating its message board monument signs and has selected KENCO Signs as the vendor for design, engineering, construction, and installation of LED signs.

The first sign will be installed at Village Hall on Davis Road, replacing the existing monument sign, which had received three variances on July 23, 2015, that will also apply to the new sign. The staff seeks approval for this variance application before installing the sign at this location. The attached application outlines the requested variances along with justifications for their approval.

Mayor Smith opened the meeting to public comment and Council discussion. There were no comments from the public. Mayor Pro Tem Ready asked if all the signs would display the same message simultaneously. Mr. Lofaso explained that the signs would display the same message, or they can make

changes to each sign. Staff have the ability to work on the signs remotely.

The Village Attorney, Mrs. Goddeau, read the title of the caption into the record.

Vice Mayor Schmitz motioned for the approval of Resolution No. 2025-41, and Council Member Brinkman made a second. The said motion carried 5-0.

ACTIONS AND REPORTS

There were no Actions and Reports.

VILLAGE MANAGER COMMENTS

There were no comments from the Village Manager.

VILLAGE COUNCIL COMMENTS

The council members discussed the events they attended. They wished everyone Happy Father's Day. The residents and Council are very pleased with the improvements made around the Village.

ADJOURNMENT

Hearing no further business, Mayor Smith adjourned the meeting at 8:27 p.m.

The undersigned is the Village Clerk of Palm Springs, Florida, and the information provided herein is the Minutes of the Regular Council Meeting held on **June 12, 2025**. Which minutes were formally approved and adopted by the Village Council on **July 10, 2025**.

Regards,

Kimberly M. Wynn
Village Clerk

**NEXT REGULAR MEETING:
THURSDAY, JULY 10, 2025, AT 6:30 PM
(IMMEDIATELY FOLLOWING THE CRA SPECIAL MEETING)**



GO Palm Springs
MOBILITY
Plan and Fee



2/25

Village of Palm Springs

MOBILITY PLAN AND FEE

Planning Board



MOBILITY COHORT



Introduction



Jonathan Paul, AICP
Mobility Planner



Uyen Dang, PE
Transportation Engineer
DD=C

What is a Mobility Plan?

- **A Mobility Plan** is a 20 year vision of the Town's transportation system to transition from one focused primarily on moving vehicles to moving people.
- **Mobility Plans** create a balance between reducing congestion and support community growth.
- **Mobility Plans** are required by Florida Statute to serve as the basis for development of a **Mobility Fee**.



A **Mobility Plan** is
the basis to establish
a Mobility Fee.

Why do we need it?

A **Mobility Plan** assists
the Town in prioritizing
projects in their long
range plans and helps get
projects funded

Mobility fees, established through mobility
plans, create additional revenue that the Town
can use to fund mobility projects.





Complete Streets

VILLAGE OF PALM SPRINGS MOBILITY STUDY AND FEE




**ACTIVE
SIDEWALKS**


**DEDICATED
BIKE LANES**


**ACTIVE
ROADWAY**


**SAFE
CROSSWALKS**


**FURNISHING
ZONE**


**GREEN
SPACES**

Community Engagement

Hispanic Heritage Festival



9/21/2024

Spooky Springs Halloween Trunk or Treat



10/19/2024

Senior Citizen Health Expo



10/30/2024

Village Tree Lighting



12/7/2024

Touch a Truck



2/8/2025

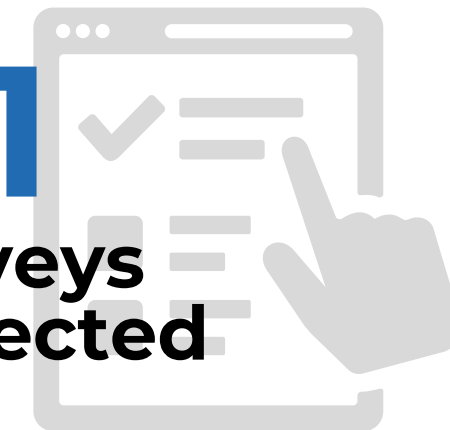


5
Community
Events

ENGAGEMENT

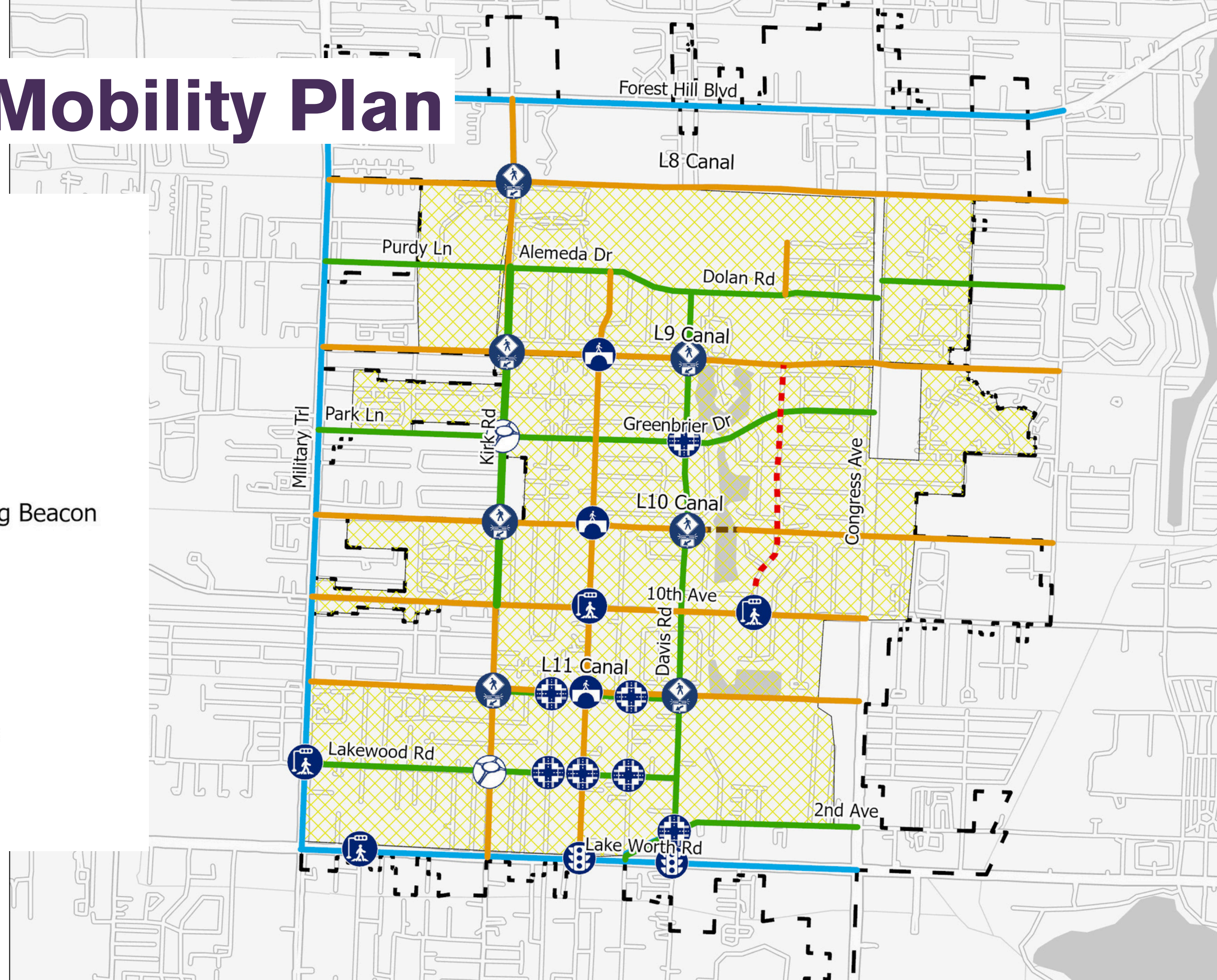
400+
Residents
and Visitors

111
Surveys
Collected



Draft 2045 Mobility Plan

-  New Signalized
-  Pedestrian Signal
-  Roundabout
-  Raised Intersection
-  Pedestrian Bridge
-  Rectangular Rapid Flashing Beacon
-  Bike Boulevard
-  Multi-Use Path
-  Lane Repurposing
-  Boardwalk
-  Complete Streets Projects
-  Traffic Calming
-  City Limit

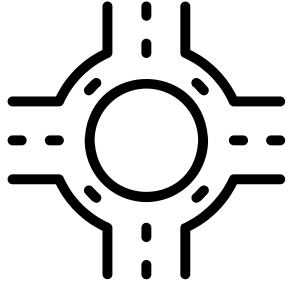


Draft 2045 Mobility Plan

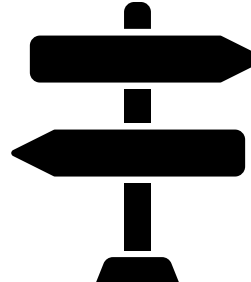


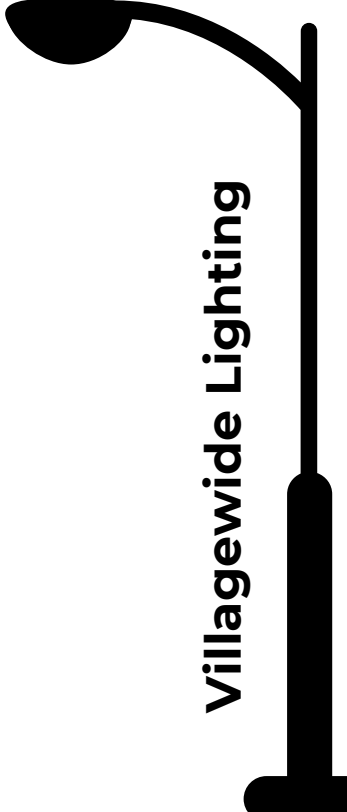
11 Miles 
Separated/Protected Bike Lanes

14 Miles 
Sidewalks and Curb Ramps

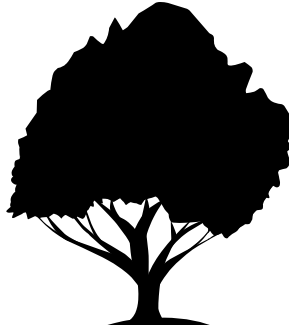
49 Miles 
Traffic Calmed Streets


Transit Shuttle


Wayfinding


Village-wide Lighting


VILLAGE OF PALM SPRINGS


Shade Trees


New Crosswalks

9 Miles 
Complete Streets Projects

Comprehensive Plan Amendment

- Draft Comprehensive Plan Amendment
- Incorporate Mobility Plan and Mobility Fee

Questions and Comments?

Next Steps

- Transmit Comprehensive Plan Amendment
- Complete Mobility Plan and Mobility Fee Technical Report
- Draft Mobility Fee Ordinance
- 1st Reading of the Mobility Fee Ordinance and Comprehensive Plan Amendment adoption
- 2nd Reading of Mobility Fee Ordinance and Adoption



GO Palm Springs
MOBILITY
Plan and Fee



6/25

Village of Palm Springs

**MOBILITY PLAN AND FEE
VISION ZERO ACTION PLAN**

Council Workshop



MOBILITY COHORT



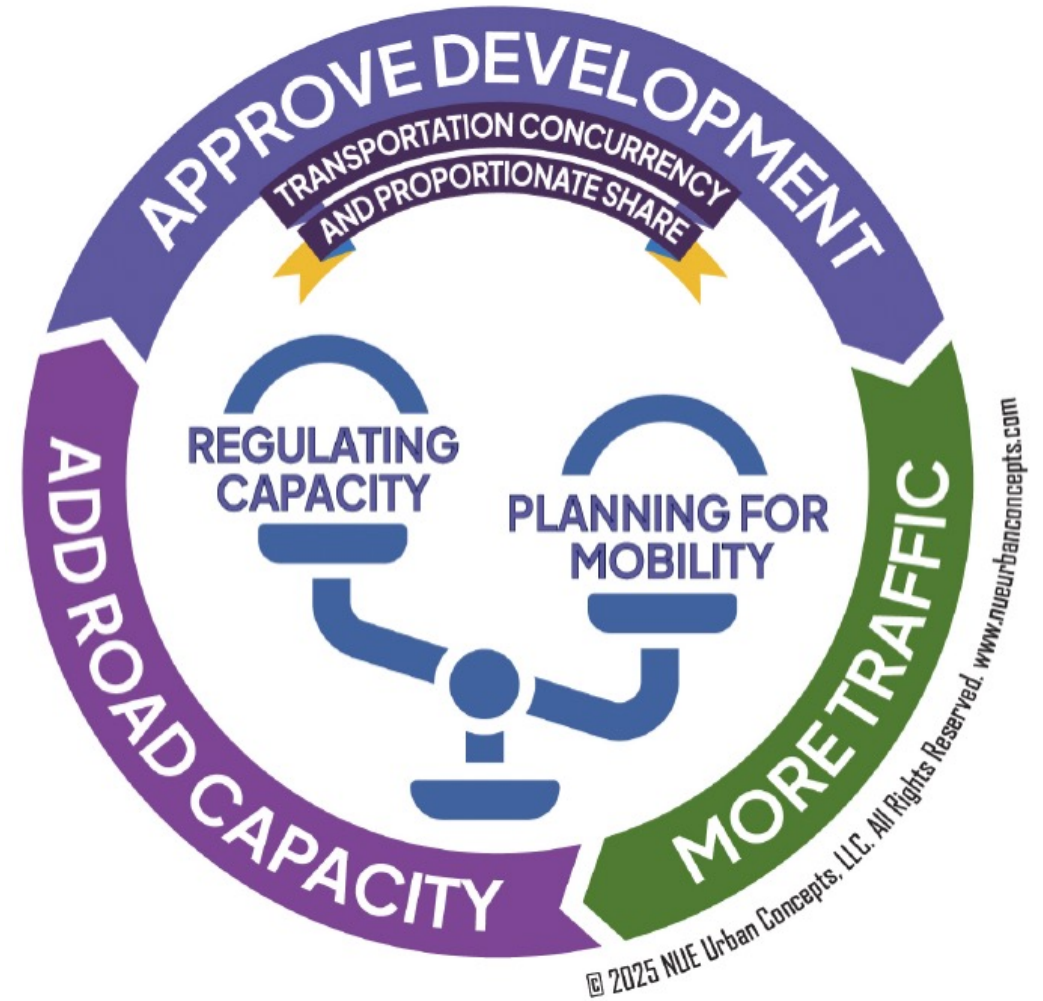
MOVING BEYOND TRANSPORTATION CONCURRENCY

House Bill 479:

Alternative Transportation System

to replace:

- Transportation concurrency
- Proportionate share
- Road impact fees



COMPREHENSIVE PLAN AMENDMENT

1. Incorporate Mobility Plan
2. Intent to adopt Mobility Fee
3. Move beyond Concurrency
4. Plan for Moving People not Counting Cars
5. Cooperative Planning



HOUSE BILL 479: ADOPTED IN 2024

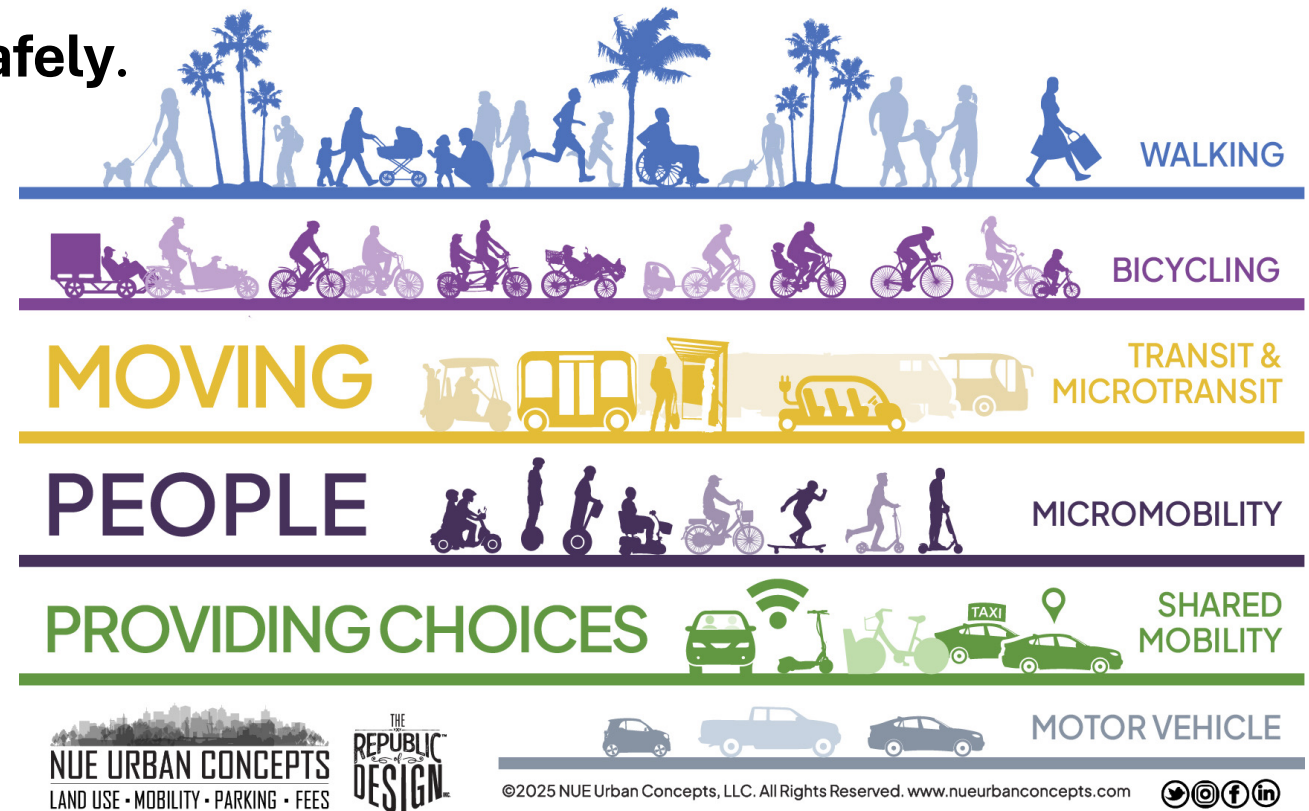
- Reiterated that any local government can adopt an alternative transportation system, such as a mobility plan & mobility fee, to replace transportation concurrency, proportionate share, and transportation mitigation fees.
- Only one mitigation fee may be collected, by the entity issuing building permits, from development in the City to mitigate transportation impacts.
- Mobility Fee must be based on Mobility Plan projects.
- Negotiate interlocal agreement with County based on Mobility Plan projects.

HOW ARE FEES CURRENTLY ASSESSED?

- **Palm Beach County assesses its full Road Impact Fee**
- **Palm Springs collects the County Road Impact Fee on behalf of the County**
- **Palm Springs remits the Road Impact Fee to the County**
- **Palm Beach County funds transportation projects with the Road Impact Fee**

WHAT IS A MOBILITY PLAN?

- Vision for the City's transportation system to transition from one focused on moving vehicles quickly to **moving people safely**.
- Required by Florida Statute to serve as basis for development of a **Mobility Fee**.
- **Long-term plan** (2045 horizon)
- Identifies project needs (high-level)

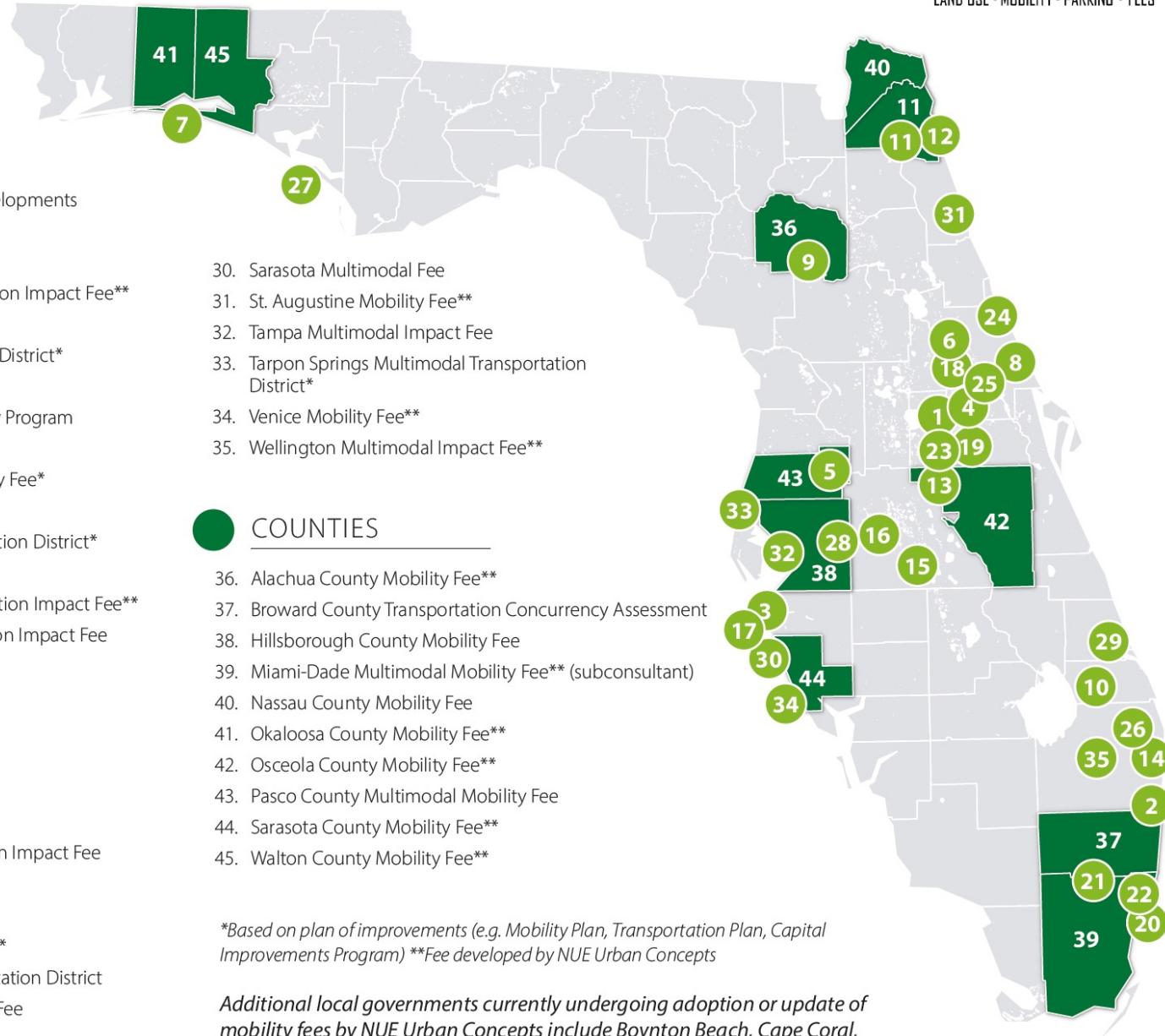


EXISTING MOBILITY FEES AND SIMILAR PROGRAMS IN FLORIDA



MUNICIPALITIES

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



COUNTIES

30. Sarasota Multimodal Fee
31. St. Augustine Mobility Fee**
32. Tampa Multimodal Impact Fee
33. Tarpon Springs Multimodal Transportation District*
34. Venice Mobility Fee**
35. Wellington Multimodal Impact Fee**
36. Alachua County Mobility Fee**
37. Broward County Transportation Concurrency Assessment
38. Hillsborough County Mobility Fee
39. Miami-Dade Multimodal Mobility Fee** (subconsultant)
40. Nassau County Mobility Fee
41. Okaloosa County Mobility Fee**
42. Osceola County Mobility Fee**
43. Pasco County Multimodal Mobility Fee
44. Sarasota County Mobility Fee**
45. Walton County Mobility Fee**

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

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

2045 MOBILITY PLAN

1. Roadway Plan
2. Multimodal Plan
3. Mobility Plan Programs



VILLAGE OF PALM SPRINGS

2045 MOBILITY PLAN
February 2025 DRAFT



ROADWAY PLAN

COMPLETE STREET PROJECTS

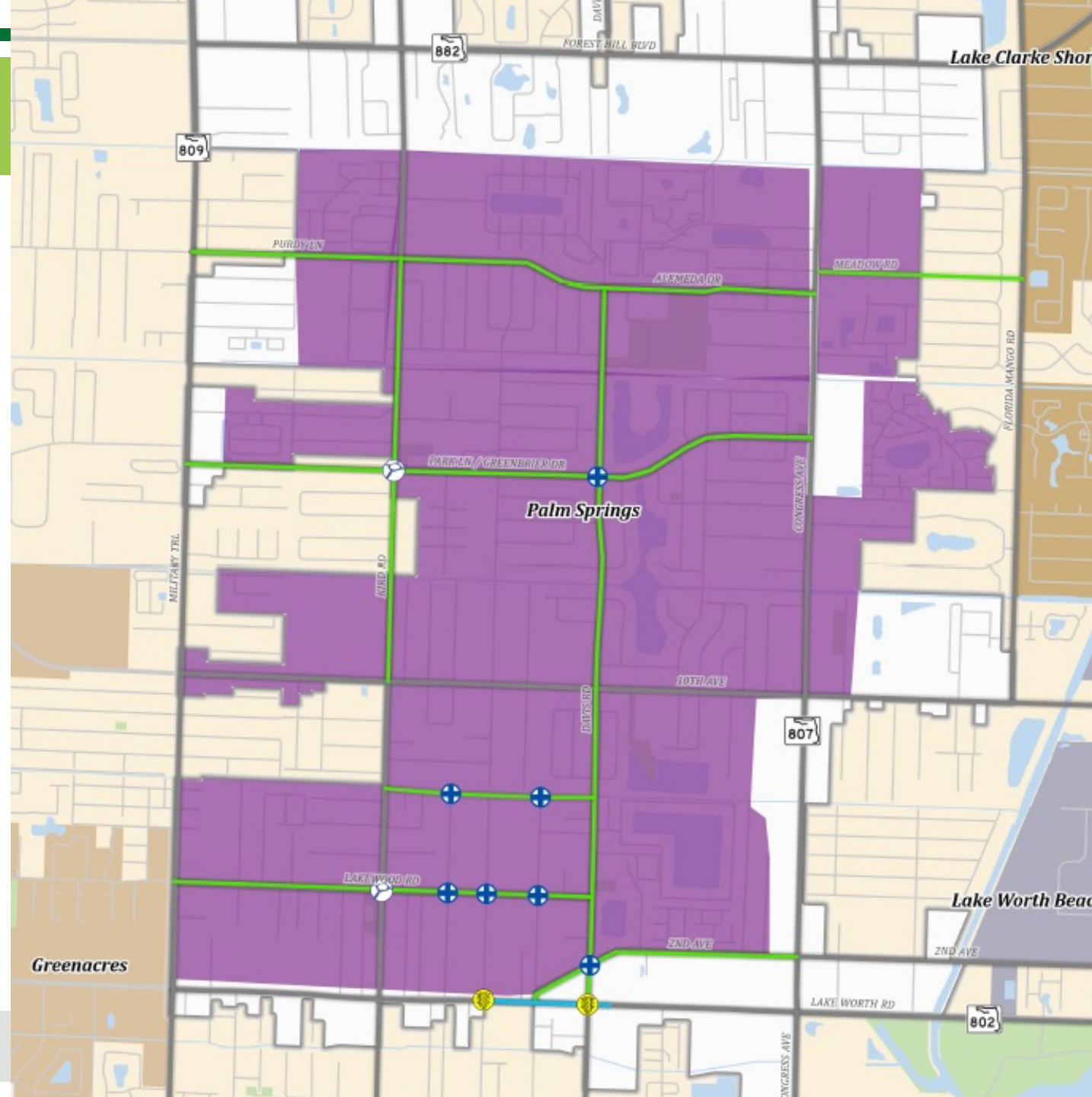
ROAD CAPACITY IMPROVEMENTS

NEW TRAFFIC SIGNAL

NEW ROUNDABOUTS

NEW RAISED INTERSECTIONS

TRAFFIC CALMING



MULTIMODAL PLAN

LANE REPURPOSING

MULTI-USE TRAILS

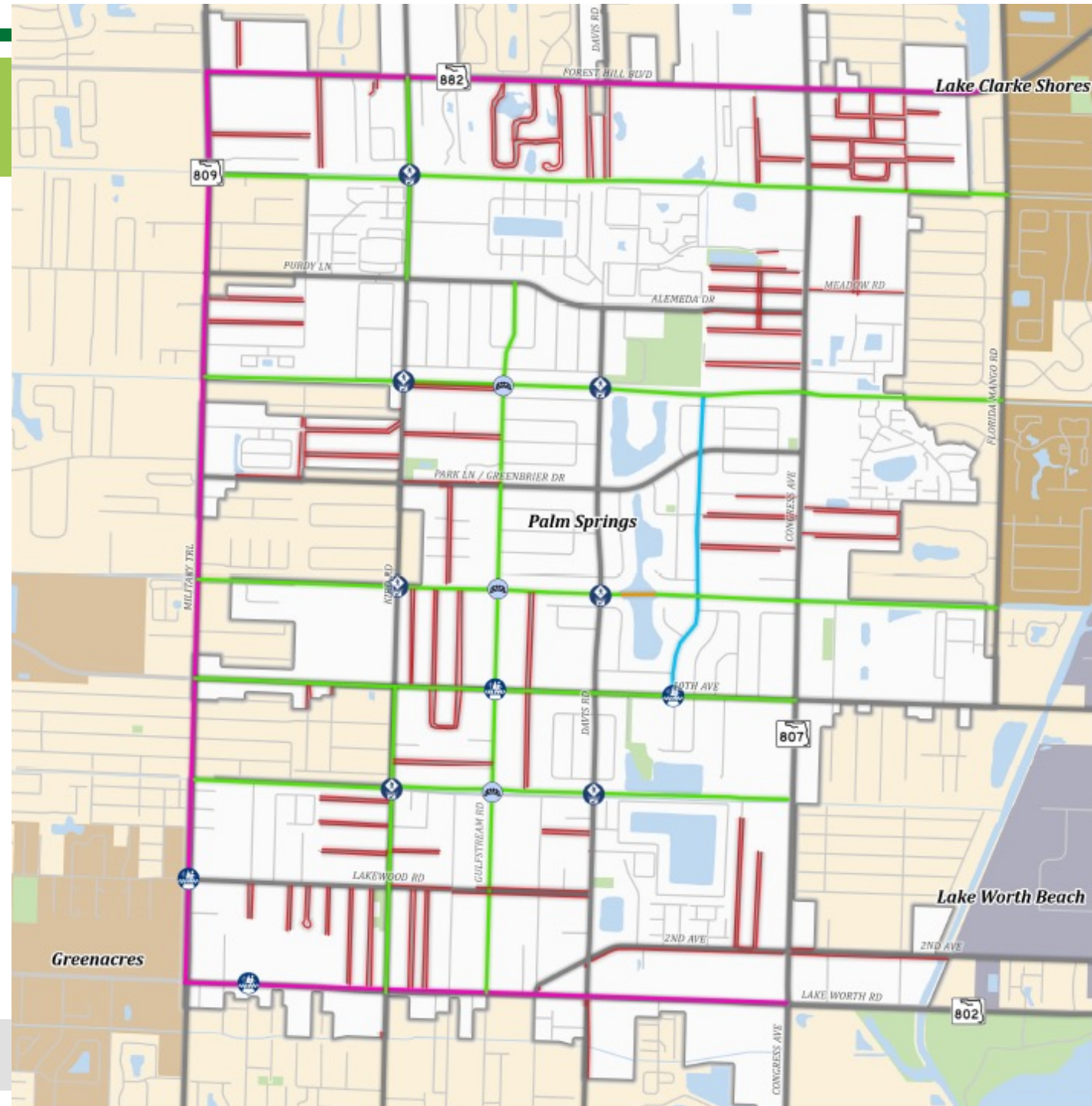
SIDEWALKS

BOARDWALKS

HIGH VISIBILITY CROSSWALKS

BICYCLE BLVD

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LAND USE • MOBILITY • PARKING • FEES

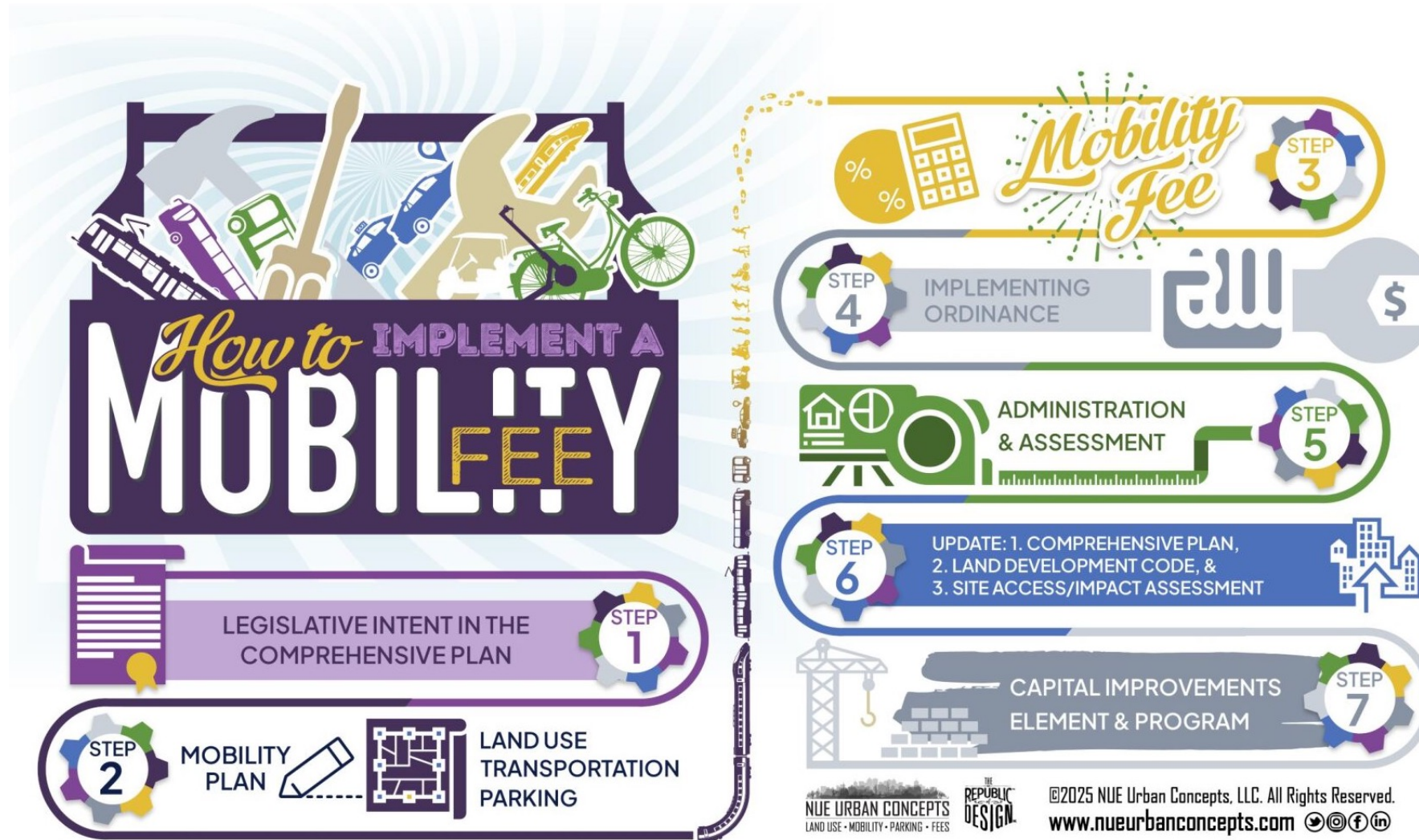


WHAT IS A MOBILITY FEE?

- Intended to replace the County Mobility Fee
- One-time fee paid by (re)development
- Intended to mitigate transportation impact
- Funding source for Mobility Projects
- Funds variety of Multimodal Infrastructure
- Funds policies, programs and services



HOW TO IMPLEMENT A MOBILITY FEE



VILLAGE OF PALM SPRINGS

MOBILITY FEE TECHNICAL REPORT

JUNE 2025



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

futureplan

DD=EC

THE
REPUBLIC
DESIGN



DEVELOPMENT OF A MOBILITY PLAN & FEE

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MOBILITY FEE CALCULATIONS

Person Miles of Capacity rate (PMCr)

$$\begin{aligned}\sum \text{PLC} &= (\sum \text{RPc} + \sum \text{MPc} + \sum \text{MPPc}) \\ \sum \text{AF} &= (\sum \text{RPf} + \sum \text{MPf} + \sum \text{MPPf} + \sum \text{OSf}) \\ \text{PLCa} &= (\sum \text{PLC} - \sum \text{AF}) \\ \text{MPCa} &= ((\text{PLCa} \times \text{ECEf}) \times \text{NGEf}) \\ \text{PMCr} &= (\text{MPCa} / \text{PMCi})\end{aligned}$$

Where:

PLC = Planning Level Cost (Table 6)
AF = Anticipated Funding (Table 7)
c = Cost
f = Funding
RP = Roadway Plan (Appendix G)
MP = Multimodal Plan (Appendix H)
MPP = Mobility Programs Plan (Appendix I)
OS = Other Sources (Table 7)
PLCa = Attributable Cost of Mobility Plan Projects (Table 9)
ECEf = Existing Conditions Evaluation factor of 1.00 (Table 5)
NGEf = New Growth Evaluation factor of 0.99 (Table 8)
MPCa = Assignable Cost of Mobility Plan Projects (Table 9)
PMCi = Person Miles of Capacity increase (Table 6)
PMCr = Person Miles of Capacity Rate (Table 9)

Prepared by NUE Urban Concepts, LLC

Person Miles of Travel increase (PMTi)

$$\begin{aligned}\sum \text{VMTtp} &= (\sum \text{VTtp} \times \text{VTLtp}) \\ \sum \text{PMTtp} &= (\sum \text{PTtp} \times \text{PTLtp}) \\ \text{PMTf} &= (\sum \text{of PMTtp} / \sum \text{of VMTtp}) \\ \text{VMTi} &= (2045 \text{ VMT} - 2025 \text{ VMT}) \\ \text{PMTi} &= (\text{VMTi} \times \text{PMTf})\end{aligned}$$

Where:

$\sum \text{VTtp}$ = Sum of Vehicle Trips by trip purpose (Appendix E)
 $\sum \text{PTtp}$ = Sum of Person Trips by trip purpose (Appendix E)
VTLtp = Average Vehicle Trip Length by trip purpose (Appendix E)
PTLtp = Average Person Trip Length by trip purpose (Appendix E)
VMT = Vehicle Miles of Travel
PMT = Person Miles of Travel
 $\sum \text{VMTtp}$ = Sum of Vehicle Miles of Travel by trip purpose (Appendix E)
 $\sum \text{PMTtp}$ = Sum of Person Miles of Travel by trip purpose (Appendix E)
PMTf = Person Miles of Travel factor of 1.54 (Appendix E)
VMTi = Vehicle Miles of Travel Increase (Table 2)
PMTi = Person Miles of Travel increase (Table 3)

Prepared by NUE Urban Concepts, LLC

PERSON TRAVEL DEMAND PER USE (PTDu)

Person Travel Demand per use (PTDu)

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

$$\text{PTDu} = (\text{VMTu} \times \text{PMTfu})$$

Where:

VMTu = Vehicle Miles of Travel per use (Appendix K)

TG = Trip Generation (Appendix J)

%NEW = Percent of Trips that are Primary Trips (Appendix K)

VTI = Vehicle Trip Length by Trip Purpose (Appendix K)

LAEf = Limited Access Evaluation factor of 0.754 (Table 10)

ODf = Origin and Destination Factor of 0.50 (Appendix K)

PTDu = Person Travel Demand per use (Appendix K)

PMTfu = Person Miles Travel factor per use (Appendix K)

Prepared by NUE Urban Concepts, LLC

Trip Generation (TG): 5.62

% New Trips (%NT): 1.00

Vehicle Trip Length (VTI): 3.86

Limited Access Adjustment factor (LAEF): 0.754

Origin & Destination Factor (ODf): 0.50

Vehicle Miles of Travel (VMT): 8.18

Person Miles of Travel factor (PMTF): 1.61

Person Travel Demand (PTD): 13.17

$$(((\text{TG} \times \% \text{NT}) \times \text{VTI}) \times \text{LAEf}) \times \text{ODf}) = \text{VMT}; (\text{VMT} \times \text{PMTf}) = \text{PTDu}$$
$$(((5.62 \times 1.00) \times 3.86) \times 0.754) \times 0.50 = 8.18; (8.18 \times 1.61) = 13.17$$

MOBILITY FEE SCHEDULE

Mobility Fee per use (MFu)

$$MFu = (PTDu \times PMCr)$$

$$MFau = (MFu \times UMu)$$

Where:

MFu = Mobility Fee per use (Appendix N)

PTDu = Person Travel Demand per use (Appendix K)

PMCr = Person Miles of Capacity Rate (Table 9)

MFau = Mobility Fee assessed per use

UMu = Unit of Measure per Use (Appendix N)

Prepared by NUE Urban Concepts, LLC

Mobility Fee Schedule

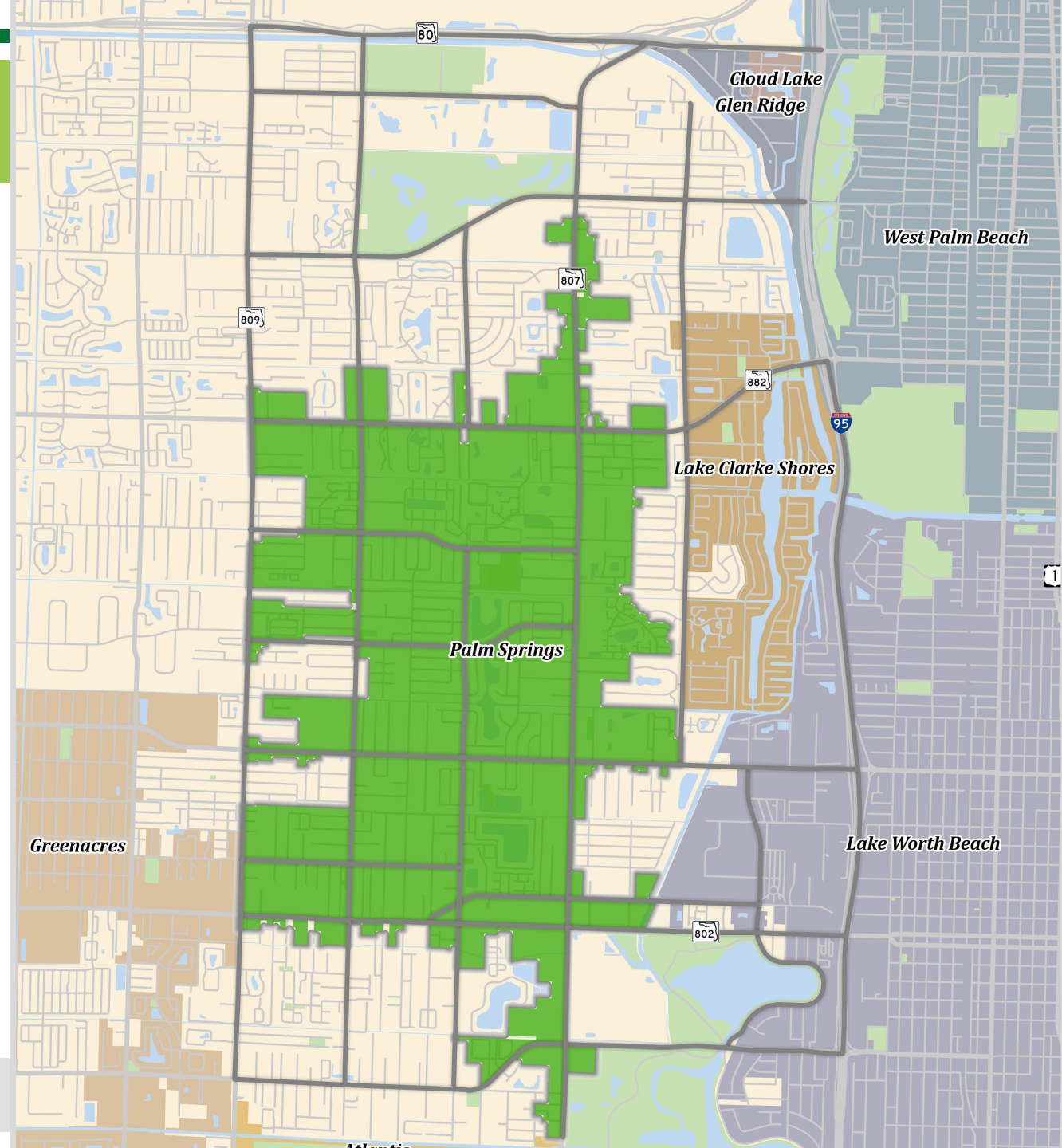
(for reference only: details to follow)

VILLAGE OF PALM SPRINGS MOBILITY FEE		
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	2025 MOBILITY FEE
Residential Uses		
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	\$4,437
Institutional Uses		
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	\$2,450
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	\$3,472
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	\$4,573
Commercial Recreation Facility Uses		
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	\$23,029
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	\$14,610
Industrial Uses		
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	\$2,408
Office Uses		
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	\$6,045
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	\$14,089
Retail Sales and Service Uses		
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	\$9,134
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	\$19,884
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	\$37,851
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	\$49,438
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)		
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	\$7,733
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	\$23,424
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	\$23,836
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	\$4,213
Quick Service Restaurant Drive Thru	per Lane	\$53,077
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	\$3,529
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	\$16,196
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	\$27,919
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ASSESSMENT AREA



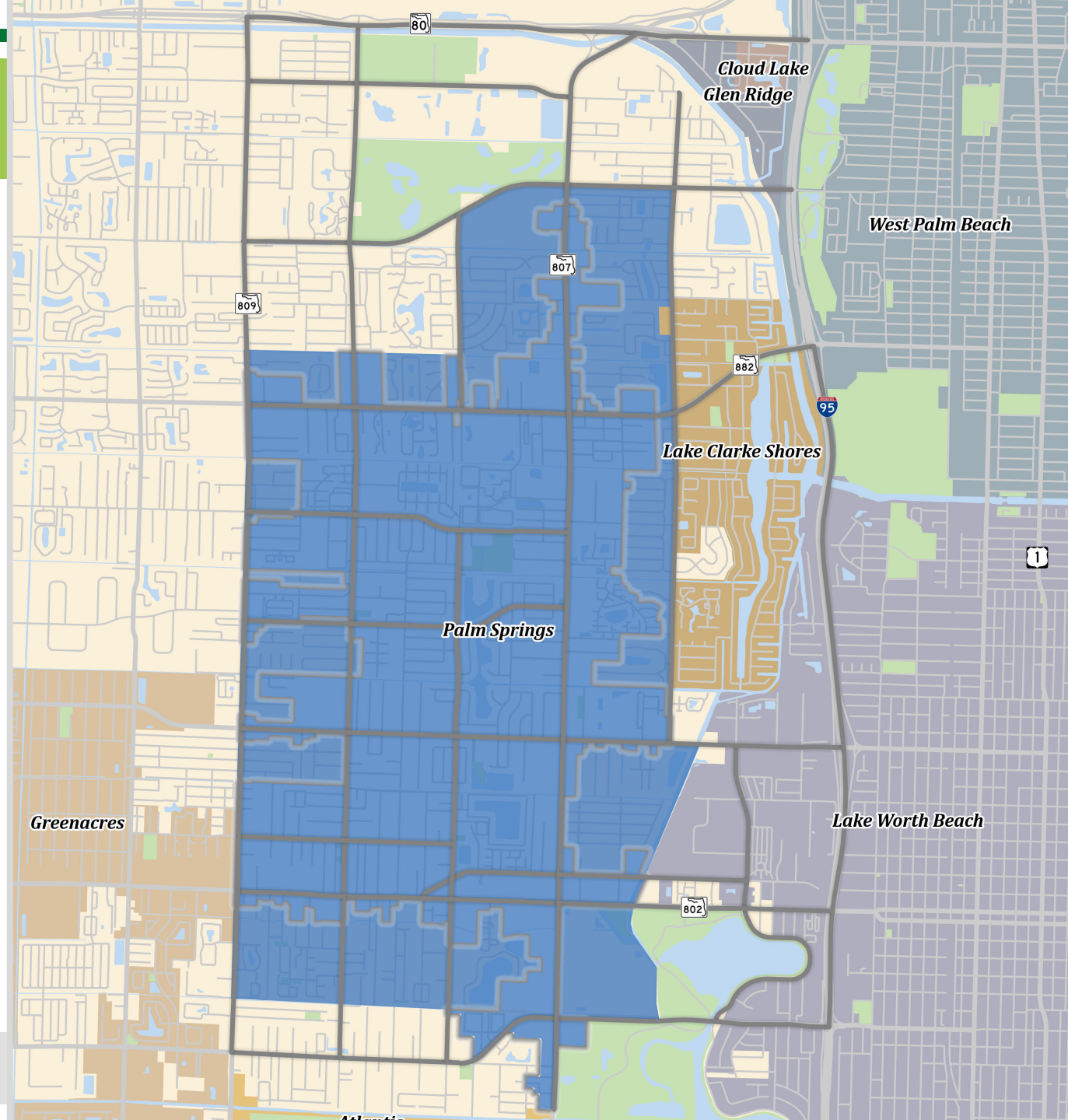
VILLAGE OF PALM SPRINGS



BENEFIT DISTRICT



VILLAGE OF PALM SPRINGS



MOBILITY FEE SCHEDULE - RESIDENTIAL

RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	\$3,659	\$5,597.40	-34.6%
Single Family Detached Example (1,500 sq. ft.)	per 1,000 Sq. Ft.	\$5,489	\$5,597.40	-1.9%
Mult-Family Residential Apartment Example (900 sq. ft.)	per 1,000 Sq. Ft.	\$3,293	\$3,537.80	-6.9%

MOBILITY FEE SCHEDULE - INSTITUTIONAL

INSTITUTIONAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	\$2,598	\$2,673.60	-2.8%
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft. Per Bed (PBC)	\$2,863	\$677.02	322.9%
Assisted Living Facility - EXAMPLE Example (County conversion to per 1,000 sq. ft. based on 4 beds per 1,000 sq. ft.)	per 1,000 Sq. Ft.	\$3,771	\$2,708.08	11.4%
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft. Per Student (PBC)	\$3,771	\$530.10	611.4%
Private Education - EXAMPLE Example (County conversion to per 1,000 sq. ft. based on 7 students per 1,000 sq. ft.)	per 1,000 Sq. Ft.	\$3,771	\$3,710.70	1.6%

MOBILITY FEE SCHEDULE - COMMERCIAL

COMMERCIAL RECREATION FACILITY USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	\$18,992	\$12,196.40	55.7%
Outdoor Recreation Example (County conversion to acres based on 2 courts per acre)	per Acre per Court (PBC)	\$18,992	\$24,392.80	-22.1%
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	\$13,770	\$14,425.75	-4.5%

MOBILITY FEE SCHEDULE - INDUSTRIAL

INDUSTRIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	\$1,986	\$1,987.75	-0.1%

MOBILITY FEE SCHEDULE - OFFICE

OFFICE USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	\$4,362	\$4,464.26	-2.3%
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	\$9,960	\$10,308.45	-3.4%

MOBILITY FEE SCHEDULE - RETAIL

RETAIL SALES AND SERVICE USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	\$7,533	\$7,906.85	-4.7%
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	\$13,666	\$14,836.87	-7.9%
Convenience Retail Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	\$43,449	\$48,334.10	-10.1%
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	\$40,773	\$40,105.46	1.7%

MOBILITY FEE SCHEDULE – NON-RESIDENTIAL

NON-RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	\$6,378	\$6,340.97	0.6%
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	\$16,099	--	
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	\$19,658	--	
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	\$3,040	\$2,329.67	30.5%

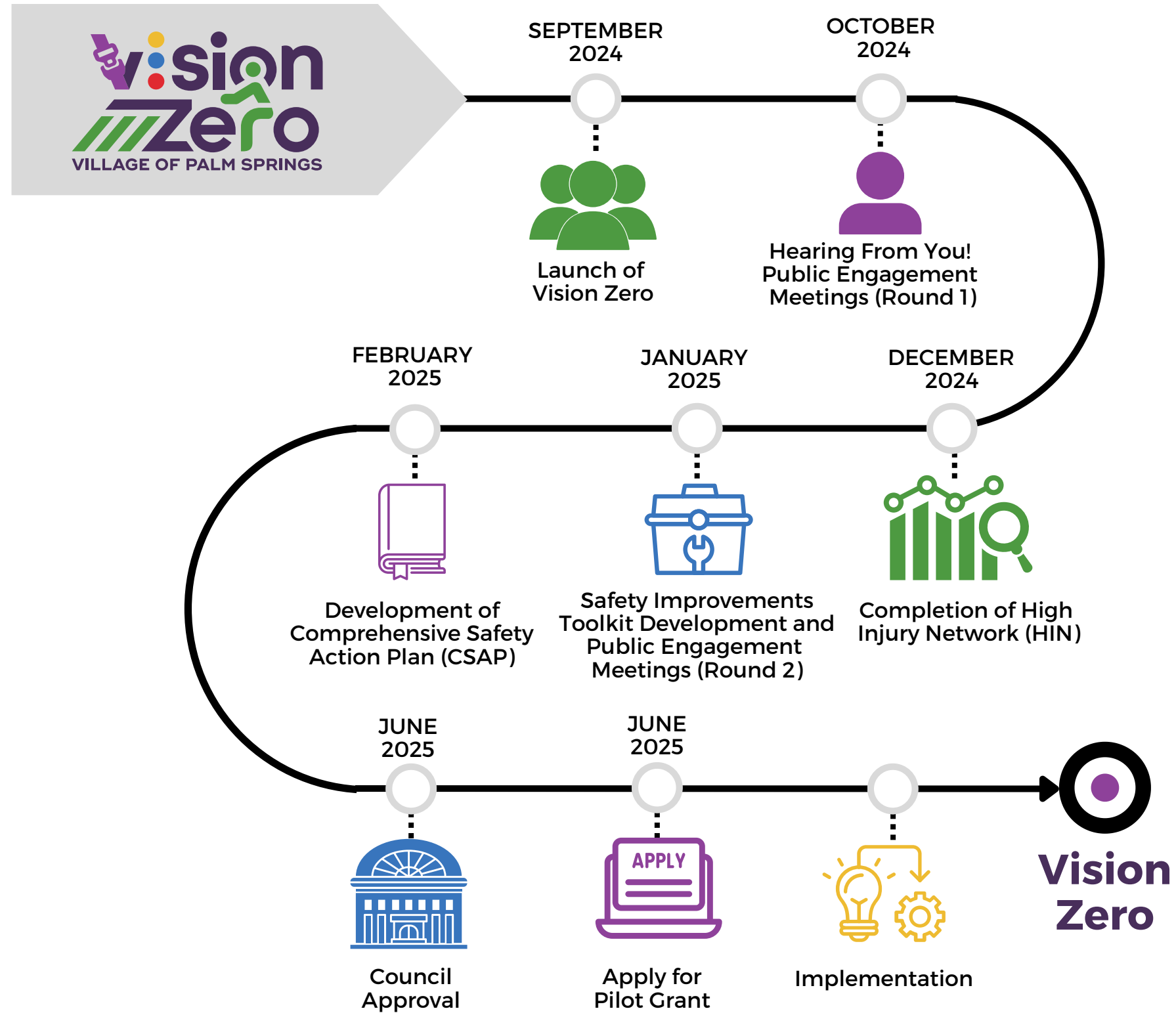
MOBILITY FEE SCHEDULE – NON-RESIDENTIAL

NON-RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Quick Service Restaurant Drive Thru	per Lane	\$43,774	--	
Mobile Residence Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	\$2,037	\$1,970.30	3.4%
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	\$9,736	\$7,954.35	22.4%
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	\$15,351	\$6,913.15	122.1%

NEXT STEPS

- **Consider Comprehensive Plan Amendment (Adoption)**
 - **1st Reading of the Mobility Plan & Fee Ordinance (Provide Any Direction)**
 - **2nd Reading of the Ordinance (Adoption) – Schedule for July 10**
 - **Best efforts to negotiate an Interlocal Agreement with the County**
- (Interlocal will be ongoing effort with County)**

Vision Zero Action Plan



2025 DRAFT
VISION ZERO
ACTION PLAN
VILLAGE OF PALM SPRINGS

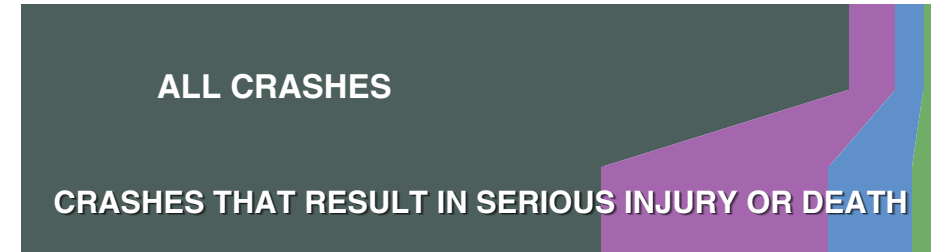


Vulnerable Roadway Users (VRU)

18,101
Total
Crashes

94.4%
Motor Vehicle

2.4% Pedestrian
1.2% Motorcycle
2.0% Bicyclist



48.1%
Motor Vehicle

22.9% Pedestrian
18.7% Motorcycle
10.3% Bicyclist

A total **18,101**
crashes occurred on the Village of
Palm Spring Streets **between 2014**
and 2024

37 
Killed

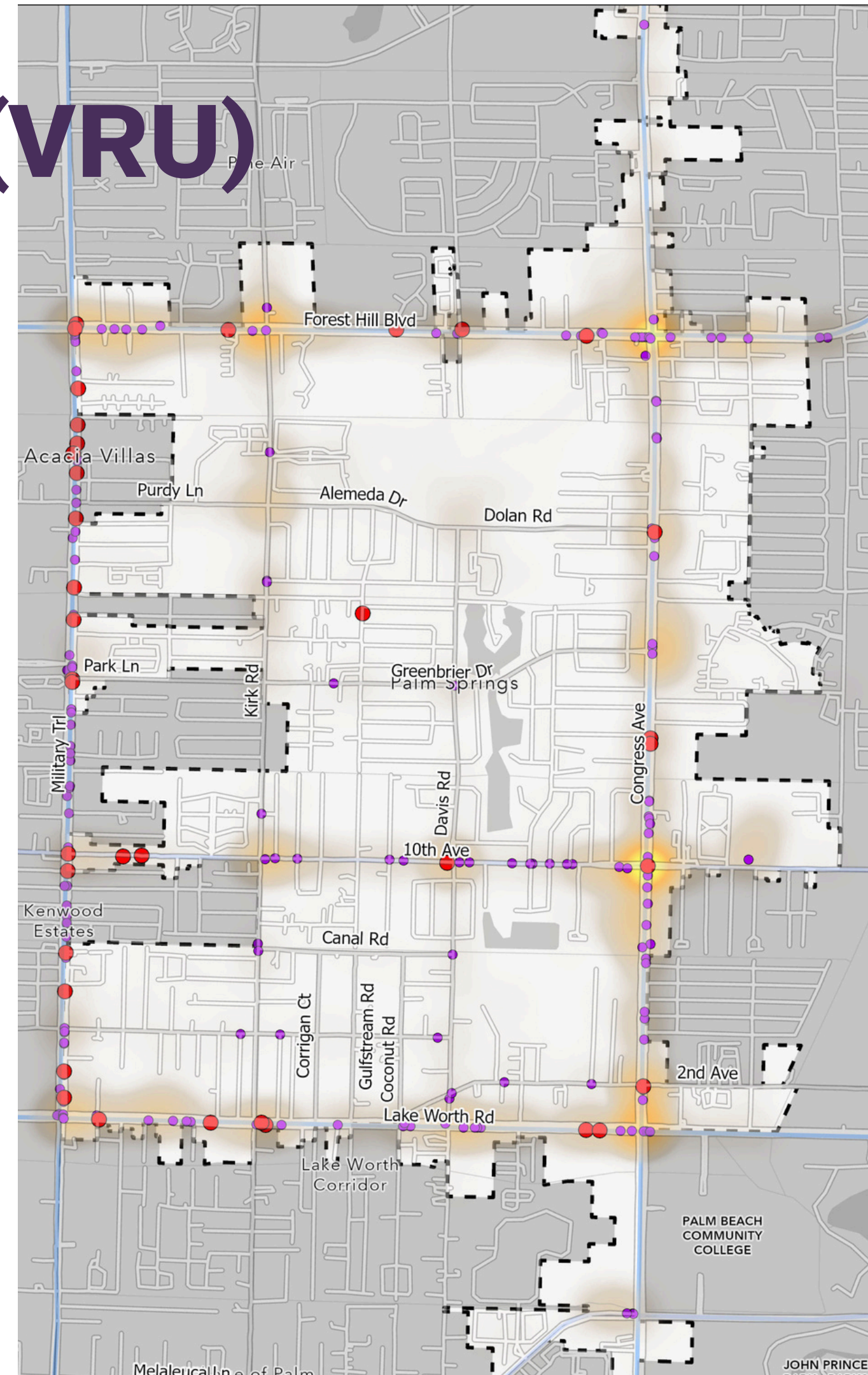
254 
Seriously Injured

 **17,070**
Motor Vehicles

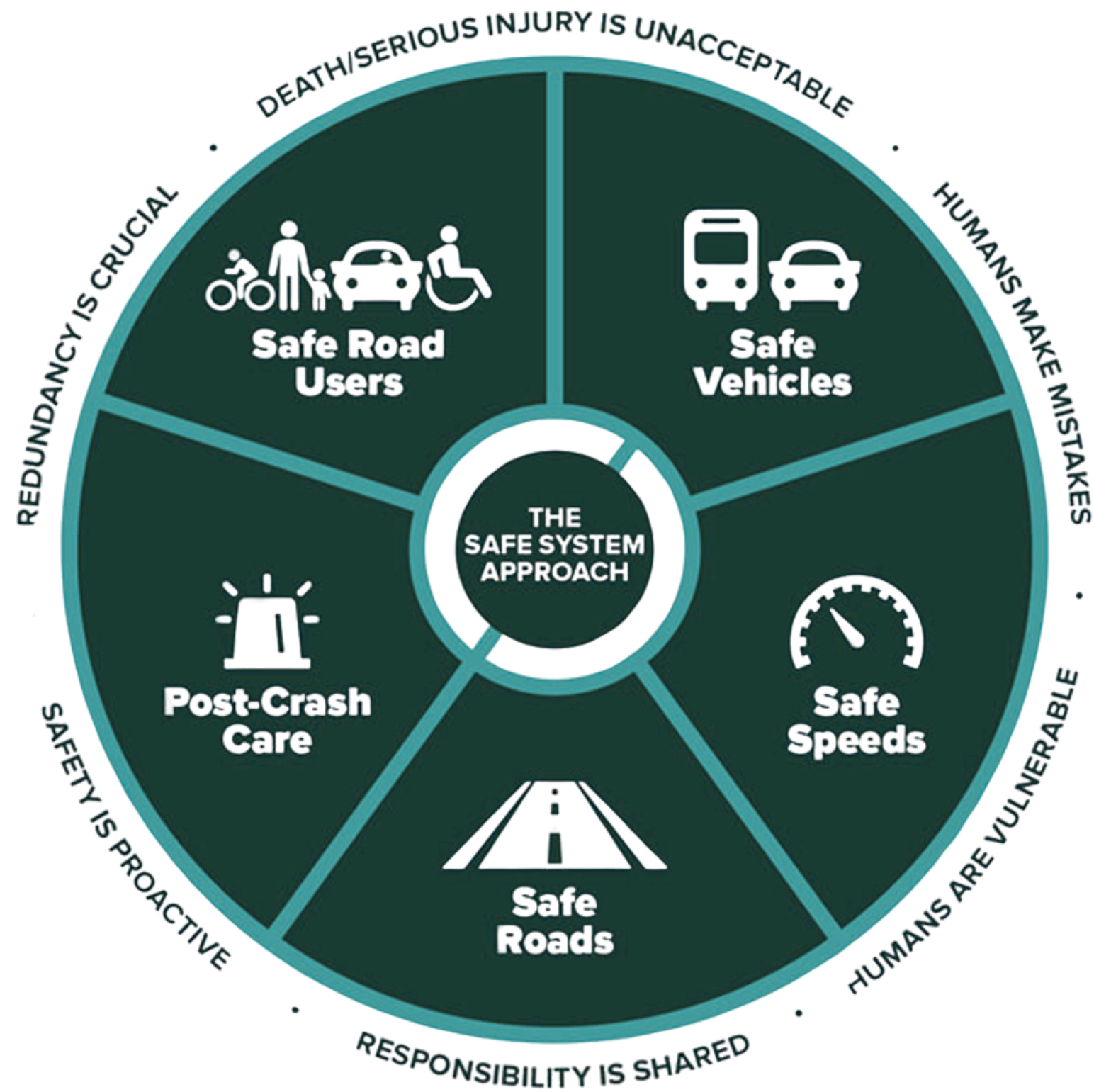
 **438**
Pedestrians

 **368**
Cyclists

 **225**
Motorcycles

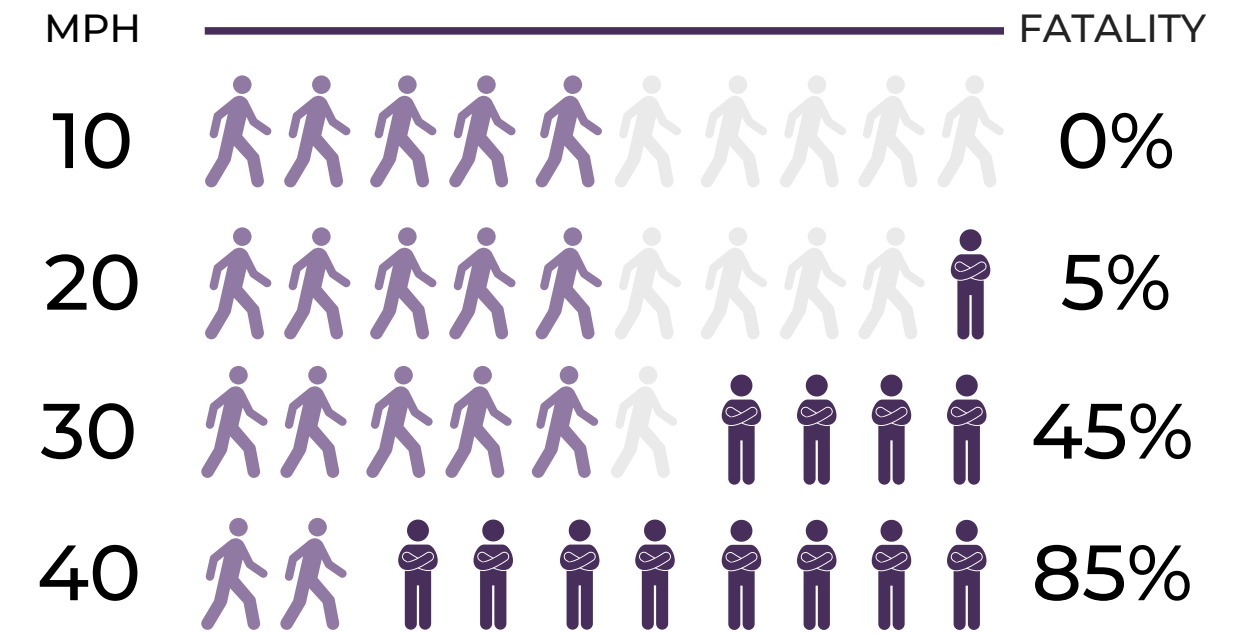


Safe Systems Element



Source: FHWA.

Exhibit A: Crash Fatalities at Higher Speeds



Higher speeds reduce not only the sight distance but also the reaction time a driver needs to avoid collision.

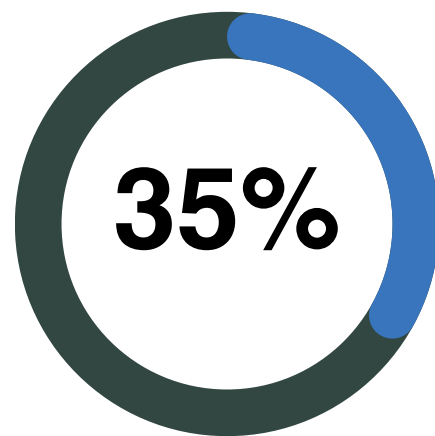
Exhibit B: Field of View at Different Speeds



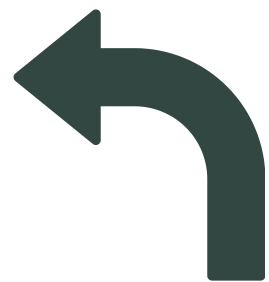
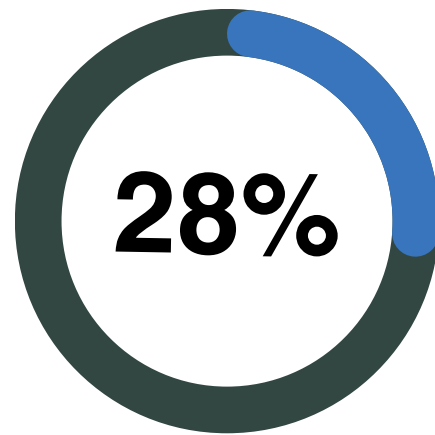
Impact of Vehicle Speed on Safety & Driver Visibility

Data Analysis and Comparison

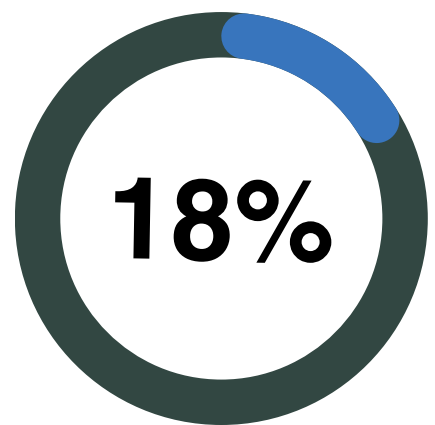
Common Fatal and Serious Injury Crash Types



Rear End

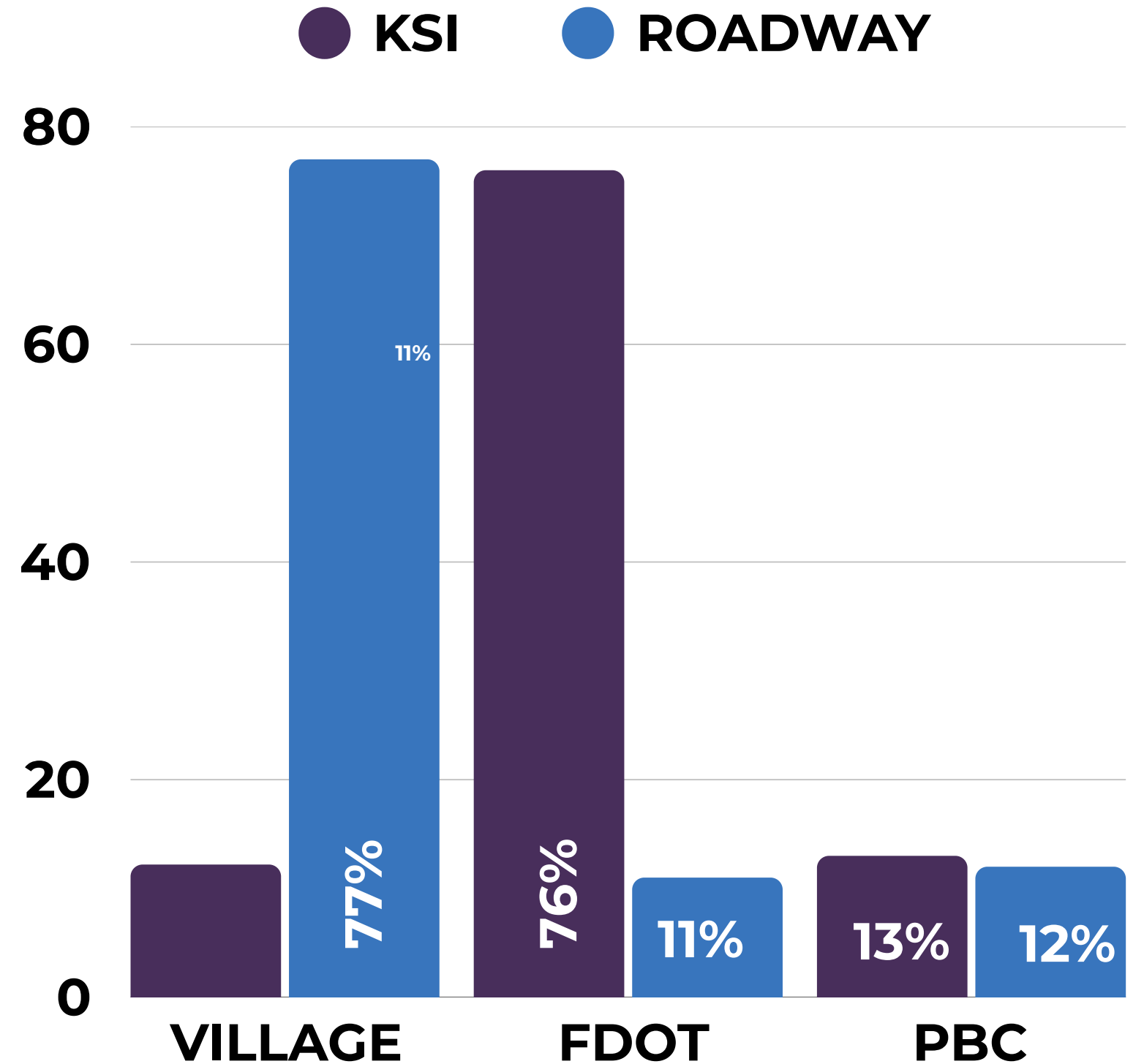


Left Turn



Right Angle

Exhibit K: Crash Rate Table



Community Engagement

Hispanic Heritage Festival



9/21/2024

Spooky Springs Halloween Trunk or Treat



10/19/2024

Senior Citizen Health Expo



10/30/2024

Village Tree Lighting Event



12/7/2024



81.6% travel
by **driving**



34% travel
by **walking**

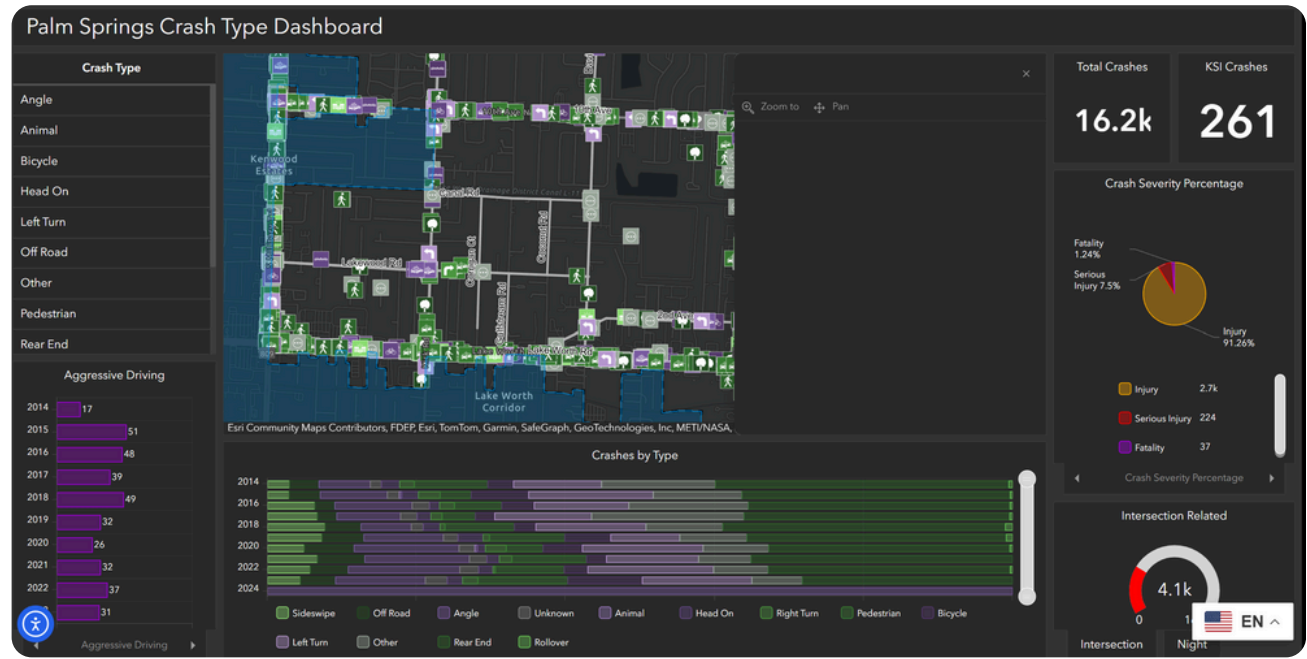
31%

Insufficient
Transportation
Options

- **Safety Perceptions -**
 - Distraction (59% high/very high)
 - Speeding (53% high/very high)
 - Motorists (42% high/very high)
- **Respondents felt safest driving, least safe biking**

Public Information

VILLAGE OF PALM SPRINGS VISION ZERO



The Benefits of Multimodal Elements

Mobility is more than roads—it's about connections. From improved accessibility to safer routes, multimodal elements enhance quality of life and reduce congestion. Let's move forward together!

[LEARN MORE](https://vzfla.com/palmsprings/)

Villagewide Bicycle Network

Biking is more than just exercise—it's a way to boost local economies, reduce congestion, and protect the environment. Let's pedal toward a greener future!

[LEARN MORE](https://mobilitycohort.com/village-of-palm-springs/)

Vision Zero: Safe Streets for All

Imagine a world with zero traffic fatalities and severe injuries. Vision Zero is a commitment to safe, healthy, and equitable mobility for everyone in Palm Springs. Join us in making this vision a reality!

[LEARN MORE](https://vzfla.com/palmsprings/)

STOP

AT ALL CROSSINGS

LISTEN

FOR WHAT YOU CAN'T SEE

THINK

BEFORE YOU SPEED

20

IS PLENTY

Safety Trends 55+ COMMUNITY

What is VISION ZERO?
Vision Zero is a strategy to **eliminate all traffic fatalities and severe injuries**, while increasing safe, healthy, equitable mobility for all.

Take Action!
We are creating a comprehensive Vision Zero Action Plan for the Village of Palm Springs!

GET INVOLVED
[SCAN ME](https://vzfla.com/palmsprings/)

RISK LEVEL

Seniors (55+) make up 27% of total killed and serious injury rates

● Under 54
● Age 55+

SURVIVAL RATE

Seniors (55+) make up 38% of total Fatalities

● Under 54
● Age 55+

18,101

Crashes in the Village

17,070

Motor Vehicles

37

Killed

438

Pedestrians

254

Seriously Injured

368

Cyclists

225

Motorcycles

62%

Fatality

74%

Serious Injury

65%

NIGHTTIME

of fatal crashes occur at night

88%

PEDESTRIAN

of pedestrian crashes are fatal

95%

SPEED

of fatal crashes on 35MPH+ roads

Exhibit F: 55+ Safe Trends Handout



At the Tree Lighting events on December 9, 2024, the project team collected a total of 118 signatures for the safety pledge. Additionally, a digital pledge is available on the VZFLA website.

Exhibit H: Vision Zero Pledge

YOUR SAFETY IS IMPORTANT TO US!
Please take a moment to complete this Safety Pledge!

VILLAGE OF PALM SPRINGS VISION ZERO PLEDGE

I pledge to support Vision Zero in the Village of Palm Springs, where, on average, we lose more than three (3) lives each year. Every life lost is one too many, and it could just as easily be someone I cherish.

I pledge to...

- ☐ Follow all of the rules all of the time.
- ☐ Obey the speed limit.
- ☐ Watch for pedestrians and cyclists.
- ☐ Pay attention to the road.

Name: _____
Phone #: _____
E-Mail: _____

Vision Zero Action Plan Overview



SAFER ROADS

Update Roadway Engineering and Design Standards and Land Development Code

Pursue Safe Routes to Schools Funding, especially for Palm Springs Elementary School and C.O. Taylor/Kirklane Elementary School



SAFER SPEEDS

Work with Palm Beach County and FDOT to reduce target speeds on Military Trl, Congress Ave, 10th Ave, Kirk Rd, Lake Worth Rd, Forest Hill Blvd

Evaluate the Feasibility of Deploying “Twenty is Plenty” Speed Limit Strategy



SAFER ROAD USERS

Evaluate Implementation of “Crosswalks to Classrooms” Program

Conduct High Visibility Enforcement Operation/ Educational Traffic Stop Program



SAFER VEHICLES

Consider Emerging Vehicle Safety and Connected Vehicle Technology When Purchasing New Fleet Vehicles

Publicize The Availability Of The “SaferCar” Phone Application For Recall Notifications



POST CRASH CARE

Promote CPR / Emergency First Aid Training to Village Staff, Volunteers, and Coaches

Promote Connected Smart Intersections for Dispatching First Responders in collaboration with Palm Beach County

Priority Projects Identified

- High-crash corridors and intersections
- Nighttime and pedestrian-focused improvements
- Engineering strategies:
 - Speed tables, curb extensions, lighting upgrades
 - RRFBs and high-visibility crosswalks

40+ MPH road



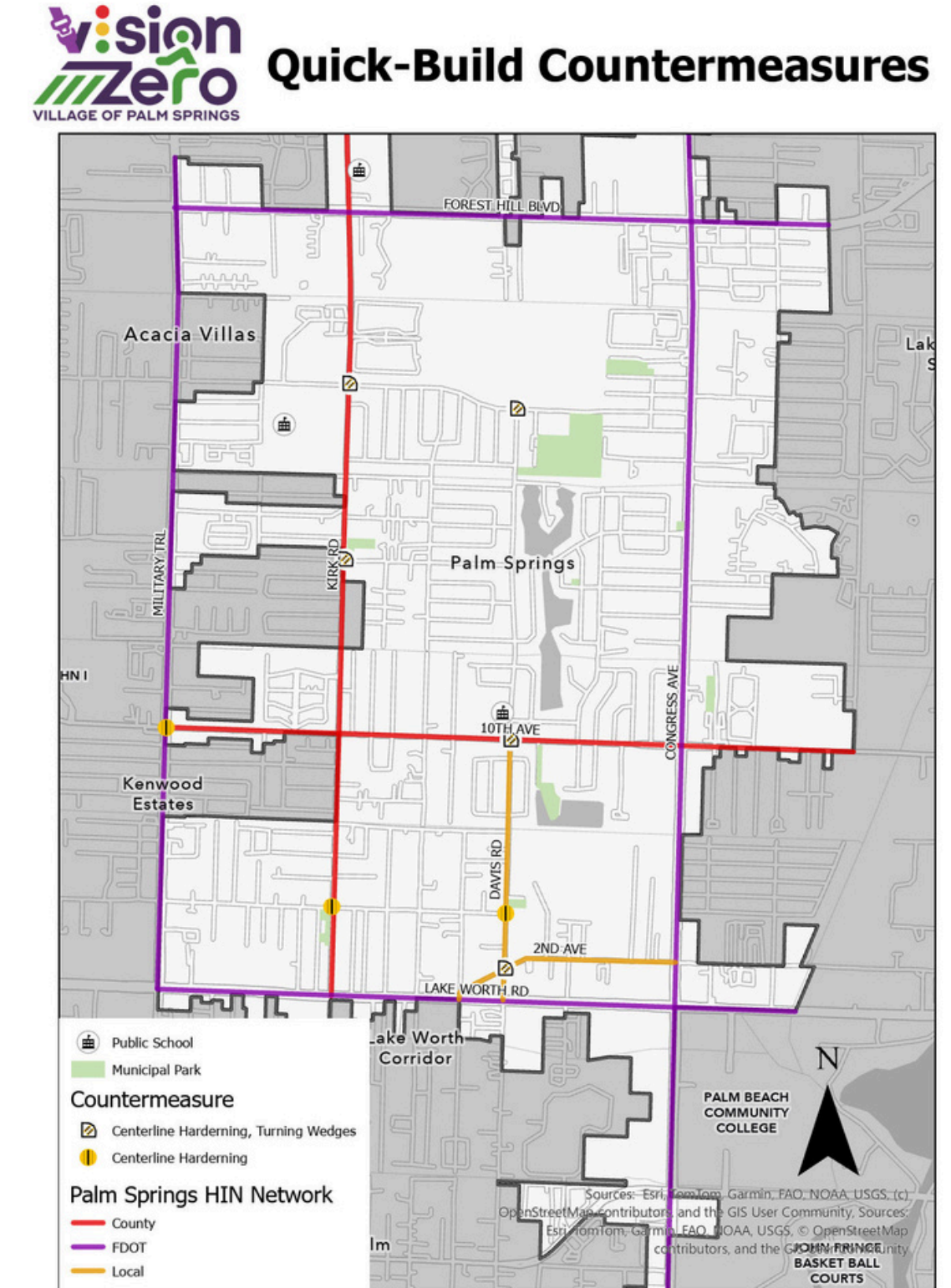
SS4A Demonstration Grant Overview

The Village is seeking \$464,000 through the Vision Zero Planning and Demonstration Grant, with a local match of \$116,000

- Goal: Implement and evaluate quick-build traffic calming measures at schools, parks, and along the Village's High Injury Network
- Treatments include MUTCD-compliant sidewalk extensions, centerline hardening, and turning wedges
- Project will support development of replicable engineering standards for Palm Beach County
- Community engagement and interagency coordination will be central to implementation

Next Steps for Grant Submission

- Finalize scope and locations for quick-build pilot projects
- Gather letters of support from stakeholders
- Submit full SS4A application by summer 2025 deadline
- If awarded, pilot installation and evaluation will take place in 2026 to inform Vision Zero Plan update



COMMENTS & QUESTIONS



Jonathan B. Paul, AICP | Principal

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MOBILITY PLAN & MOBILITY FEE



VILLAGE OF PALM SPRINGS

1ST Reading of Ordinance

June 12th, 2025

Jonathan B. Paul, AICP



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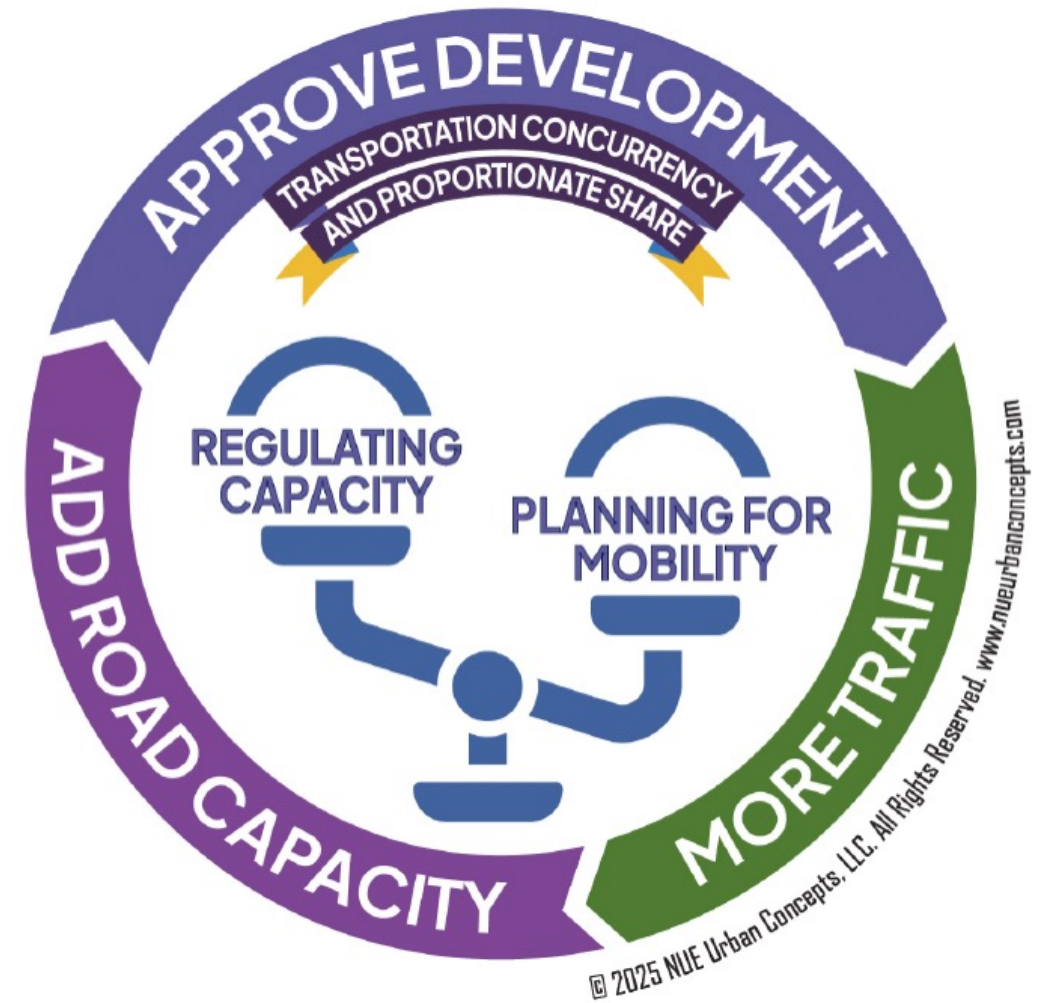
MOVING BEYOND TRANSPORTATION CONCURRENCY

House Bill 479:

Alternative Transportation System

to replace:

- Transportation concurrency
- Proportionate share
- Road impact fees



HOW ARE FEES CURRENTLY ASSESSED?

- **Palm Beach County assesses its full Road Impact Fee**
- **Palm Springs collects the County Road Impact Fee on behalf of the County**
- **Palm Springs remits the Road Impact Fee to the County**
- **Palm Beach County funds transportation projects with the Road Impact Fee**

HOUSE BILL 479: ADOPTED IN 2024

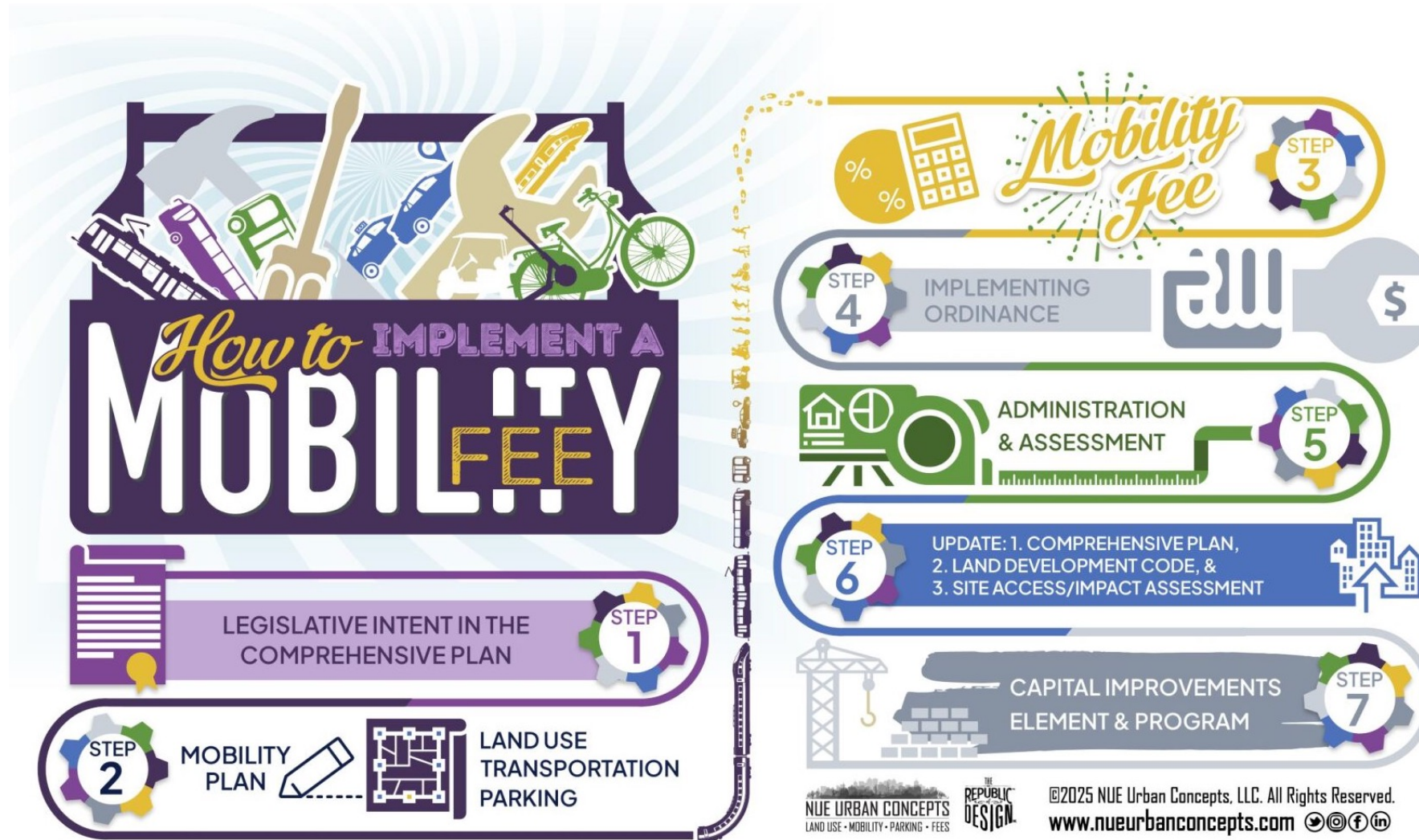
- Reiterated that any local government can adopt an alternative transportation system, such as a mobility plan & mobility fee, to replace transportation concurrency, proportionate share, and transportation mitigation fees.
- Only one mitigation fee may be collected, by the entity issuing building permits, from development in the City to mitigate transportation impacts.
- Mobility Fee must be based on Mobility Plan projects.
- Negotiate interlocal agreement with County based on Mobility Plan projects.

WHAT IS A MOBILITY FEE?

- Intended to replace the County Mobility Fee
- One-time fee paid by (re)development
- Intended to mitigate transportation impact
- Funding source for Mobility Projects
- Funds variety of Multimodal Infrastructure
- Funds policies, programs and services



HOW TO IMPLEMENT A MOBILITY FEE



VILLAGE OF PALM SPRINGS

MOBILITY FEE TECHNICAL REPORT

JUNE 2025



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futureplan

DD=CC

THE
REPUBLIC
DESIGN



DEVELOPMENT OF A MOBILITY PLAN & FEE

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- 1 REVIEW ADOPTED PLANS**
Comprehensive Plan, Long Range Transportation Plan, Special Plans, & Studies
- 2 ESTABLISH STUDY AREA**
Identify Limits of Study Area & Roads to Evaluate
- 3 UNDERTAKE DATA COLLECTION**
Existing Traffic Characteristics, Infrastructure, & Mobility Services
- 4 PROJECT FUTURE GROWTH**
Existing & Future Demographics, Vehicle Miles of Travel & Person Miles of Travel
(Legal Test: The first component of the dual rational nexus test is to demonstrate need)
- 5 IDENTIFY MOBILITY PROJECTS**
Improvements, Programs & Services such as: Sidewalks, multi-use trails, cycle tracks, traffic calming, pedestrian safety and intersection improvements, multimodal crossings, pedestrian bridges, raised intersections, roundabouts, wider roads, and microtransit
- 6 PREPARE MOBILITY PROJECT COST**
Planning Level Cost Estimates
- 7 DEVELOP MOBILITY PLAN**
Mobility Projects, Planning Level Cost, & Person Miles of Capacity
(Florida Statute Requirement: Mobility Fees required to be based on a Mobility Plan)
- 8 EVALUATE EXISTING CONDITIONS**
Calculate Vehicle Miles of Travel & Capacity
(Legal Test: Demonstrate growth is not paying for existing backlog / deficiency)
- 9 IDENTIFY FUNDING**
Existing, Programmed & Reasonably Anticipated Funding Sources

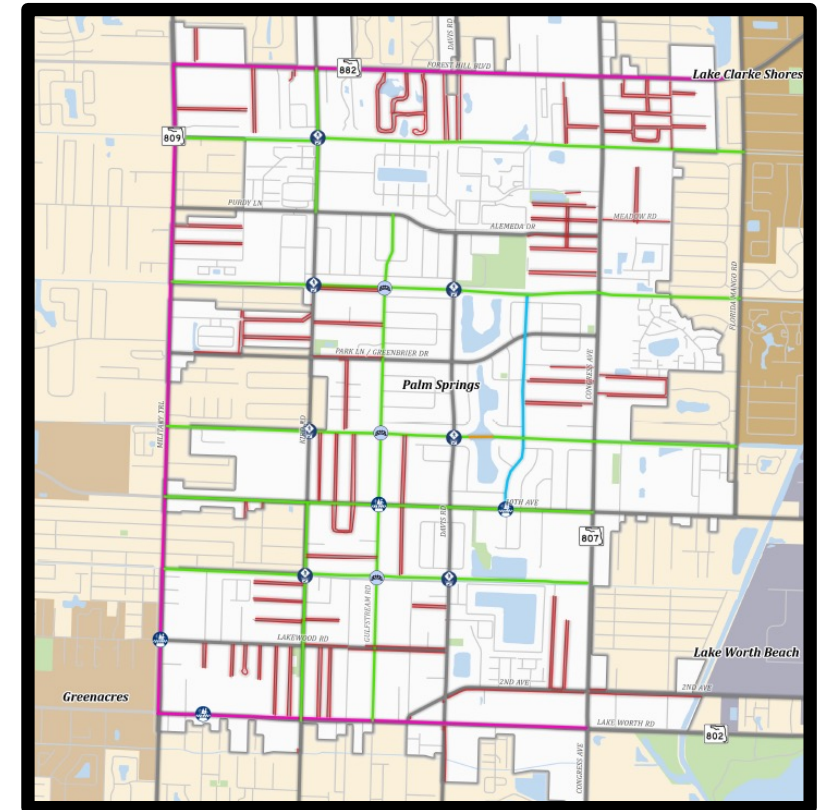
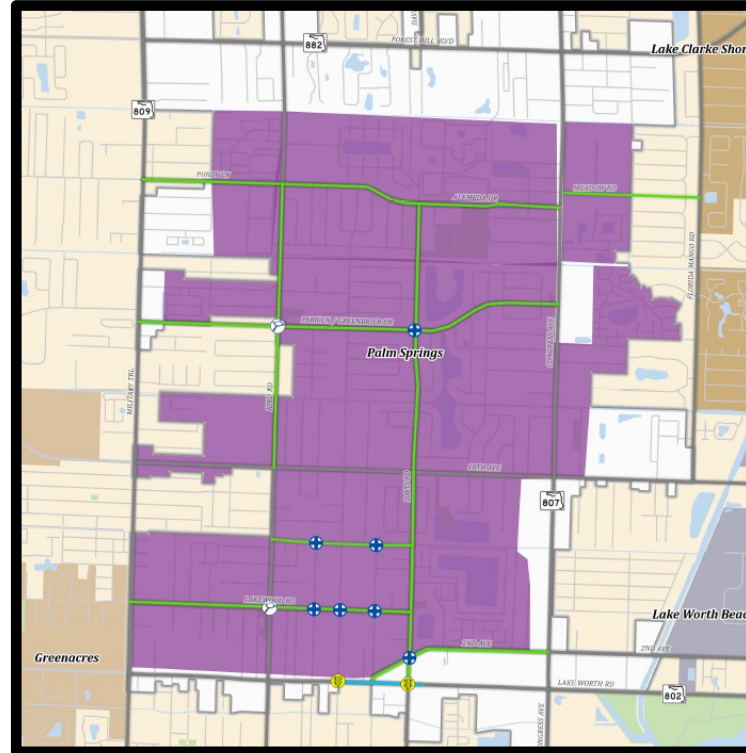
- 10 CONDUCT NEW GROWTH EVALUATION**
Mobility Plan Cost Attributable to New Growth
(Legal Test: Demonstrate new growth is not paying more than its attributable share of mobility plan project cost)
- 11 CALCULATE PERSON MILES OF CAPACITY RATE**
PMC Rate Attributable to New Growth
(Legal Test: Demonstrate that the cost of mobility projects is attributable and assignable to new growth)
- 12 ESTABLISH MOBILITY FEE SCHEDULE OF USES**
Palm Springs Specific Schedule of Uses
- 13 ESTABLISH ASSESSMENT AREA**
Defined Area for Mobility Fee Assessment
- 14 CALCULATE PERSON TRAVEL DEMAND**
Trip Generation, % New Trips, Vehicle Trip Length, Limited Access, Origin/Destination, and Person Miles of Travel Factors
(Legal Test: Demonstrate that the fee is roughly proportional to the impact of new growth)
- 15 CALCULATE MOBILITY FEE PER USE**
Mobility Fee per Specific Use
- 16 ESTABLISH BENEFIT DISTRICT**
Defined Area for Mobility Fee Expenditure
(Legal Test: The second component of the dual rational nexus test is to demonstrate benefit)
- 17 DEVELOP TECHNICAL REPORT**
Document Data Sources and Methodology
(Demonstrate that the Mobility Plan & calculated Mobility Fee meet legal and statutory requirements)
- 18 DEVELOP IMPLEMENTING ORDINANCE**
Establish Findings, Specify Assessments, Exemptions, Credits, Off-Sets, Independent & Special Studies, Collection, Expenditure, Refunds, Annual Reporting, & Updates
(Demonstrate legal & statutory compliance)

2045 MOBILITY PLAN – BASIS FOR MOBILITY FEE



VILLAGE OF PALM SPRINGS

2045 MOBILITY PLAN
DRAFT
February 2025



MOBILITY FEE CALCULATIONS

Person Miles of Capacity rate (PMCr)

$$\begin{aligned}\sum \text{PLC} &= (\sum \text{RPc} + \sum \text{MPc} + \sum \text{MPPc}) \\ \sum \text{AF} &= (\sum \text{RPf} + \sum \text{MPf} + \sum \text{MPPf} + \sum \text{OSf}) \\ \text{PLCa} &= (\sum \text{PLC} - \sum \text{AF}) \\ \text{MPCa} &= ((\text{PLCa} \times \text{ECEf}) \times \text{NGEf}) \\ \text{PMCr} &= (\text{MPCa} / \text{PMCi})\end{aligned}$$

Where:

PLC = Planning Level Cost (Table 6)
AF = Anticipated Funding (Table 7)
c = Cost
f = Funding
RP = Roadway Plan (Appendix G)
MP = Multimodal Plan (Appendix H)
MPP = Mobility Programs Plan (Appendix I)
OS = Other Sources (Table 7)
PLCa = Attributable Cost of Mobility Plan Projects (Table 9)
ECEf = Existing Conditions Evaluation factor of 1.00 (Table 5)
NGEf = New Growth Evaluation factor of 0.99 (Table 8)
MPCa = Assignable Cost of Mobility Plan Projects (Table 9)
PMCi = Person Miles of Capacity increase (Table 6)
PMCr = Person Miles of Capacity Rate (Table 9)

Prepared by NUE Urban Concepts, LLC

Person Miles of Travel increase (PMTi)

$$\begin{aligned}\sum \text{VMTtp} &= (\sum \text{VTtp} \times \text{VTLtp}) \\ \sum \text{PMTtp} &= (\sum \text{PTtp} \times \text{PTLtp}) \\ \text{PMTf} &= (\sum \text{of PMTtp} / \sum \text{of VMTtp}) \\ \text{VMTi} &= (2045 \text{ VMT} - 2025 \text{ VMT}) \\ \text{PMTi} &= (\text{VMTi} \times \text{PMTf})\end{aligned}$$

Where:

$\sum \text{VTtp}$ = Sum of Vehicle Trips by trip purpose (Appendix E)
 $\sum \text{PTtp}$ = Sum of Person Trips by trip purpose (Appendix E)
VTLtp = Average Vehicle Trip Length by trip purpose (Appendix E)
PTLtp = Average Person Trip Length by trip purpose (Appendix E)
VMT = Vehicle Miles of Travel
PMT = Person Miles of Travel
 $\sum \text{VMTtp}$ = Sum of Vehicle Miles of Travel by trip purpose (Appendix E)
 $\sum \text{PMTtp}$ = Sum of Person Miles of Travel by trip purpose (Appendix E)
PMTf = Person Miles of Travel factor of 1.54 (Appendix E)
VMTi = Vehicle Miles of Travel Increase (Table 2)
PMTi = Person Miles of Travel increase (Table 3)

Prepared by NUE Urban Concepts, LLC

PERSON TRAVEL DEMAND PER USE (PTDu)

Person Travel Demand per use (PTDu)

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

$$\text{PTDu} = (\text{VMTu} \times \text{PMTfu})$$

Where:

VMTu = Vehicle Miles of Travel per use (Appendix K)

TG = Trip Generation (Appendix J)

%NEW = Percent of Trips that are Primary Trips (Appendix K)

VTI = Vehicle Trip Length by Trip Purpose (Appendix K)

LAEf = Limited Access Evaluation factor of 0.754 (Table 10)

ODf = Origin and Destination Factor of 0.50 (Appendix K)

PTDu = Person Travel Demand per use (Appendix K)

PMTfu = Person Miles Travel factor per use (Appendix K)

Prepared by NUE Urban Concepts, LLC

Trip Generation (TG): 5.62

% New Trips (%NT): 1.00

Vehicle Trip Length (VTI): 3.86

Limited Access Adjustment factor (LAEF): 0.754

Origin & Destination Factor (ODf): 0.50

Vehicle Miles of Travel (VMT): 8.18

Person Miles of Travel factor (PMTF): 1.61

Person Travel Demand (PTD): 13.17

$$(((\text{TG} \times \% \text{NT}) \times \text{VTI}) \times \text{LAEf}) \times \text{ODf}) = \text{VMT}; (\text{VMT} \times \text{PMTf}) = \text{PTDu}$$
$$(((5.62 \times 1.00) \times 3.86) \times 0.754) \times 0.50 = 8.18; (8.18 \times 1.61) = 13.17$$

MOBILITY FEE SCHEDULE

Mobility Fee per use (MFu)

$$MFu = (PTDu \times PMCr)$$

$$MFau = (MFu \times UMu)$$

Where:

MFu = Mobility Fee per use (Appendix N)

PTDu = Person Travel Demand per use (Appendix K)

PMCr = Person Miles of Capacity Rate (Table 9)

MFau = Mobility Fee assessed per use

UMu = Unit of Measure per Use (Appendix N)

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Mobility Fee Schedule

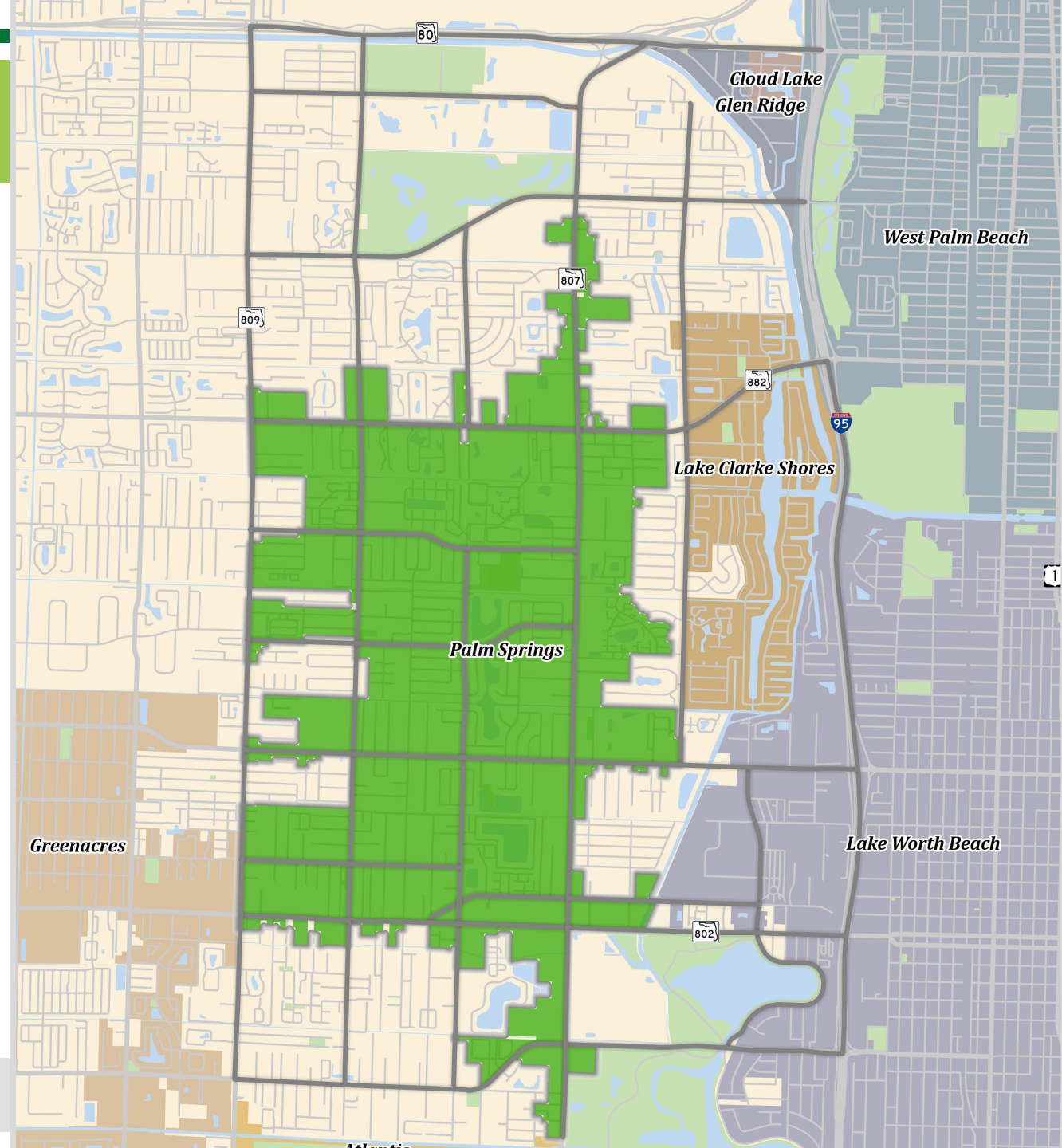
(for reference only: details to follow)

VILLAGE OF PALM SPRINGS MOBILITY FEE		
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	2025 MOBILITY FEE
Residential Uses		
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	\$4,437
Institutional Uses		
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	\$2,450
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	\$3,472
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	\$4,573
Commercial Recreation Facility Uses		
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	\$23,029
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	\$14,610
Industrial Uses		
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	\$2,408
Office Uses		
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	\$6,045
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	\$14,089
Retail Sales and Service Uses		
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	\$9,134
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	\$19,884
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	\$37,851
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	\$49,438
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)		
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	\$7,733
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	\$23,424
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	\$23,836
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	\$4,213
Quick Service Restaurant Drive Thru	per Lane	\$53,077
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	\$3,529
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	\$16,196
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	\$27,919
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ASSESSMENT AREA



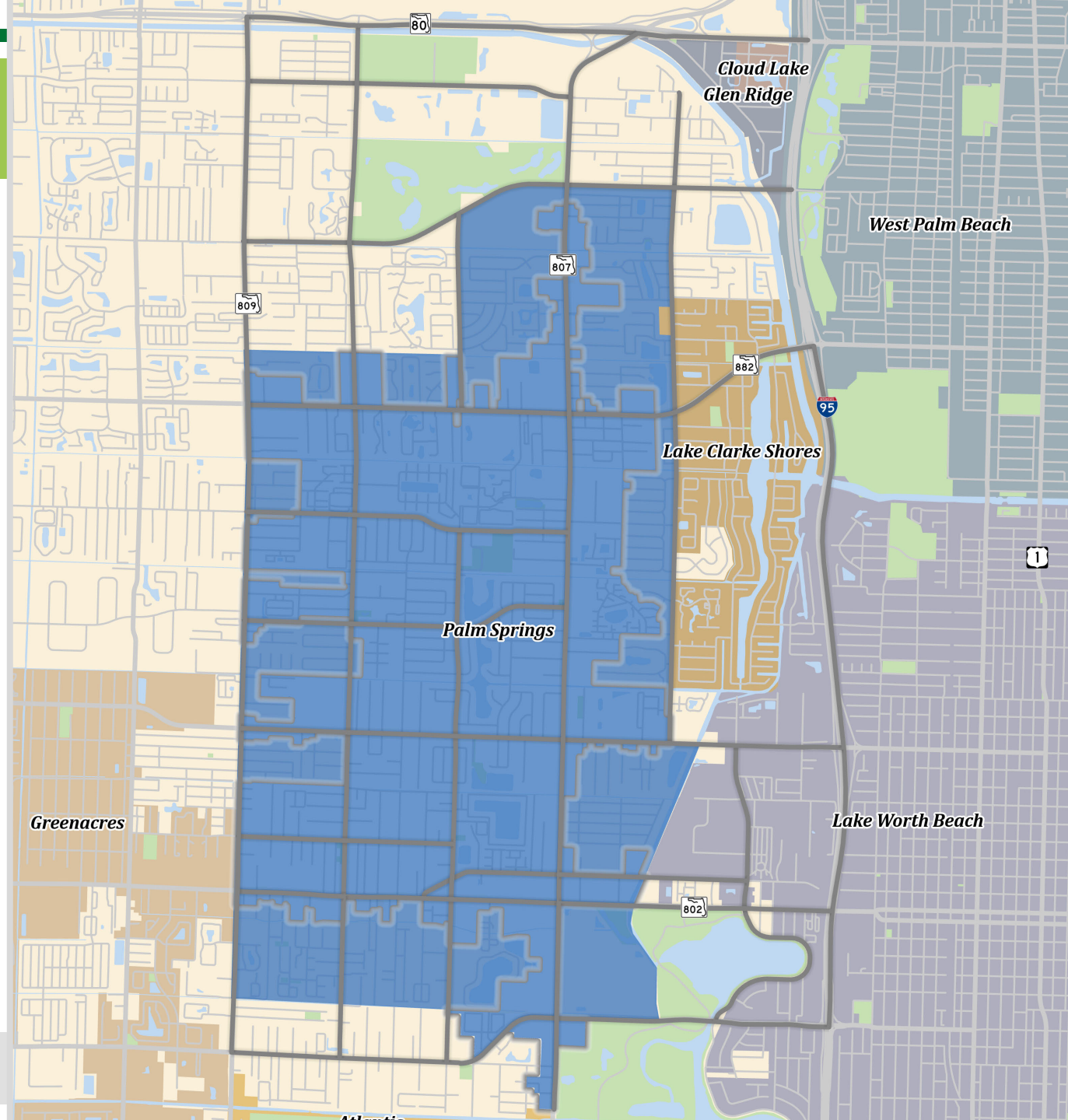
VILLAGE OF PALM SPRINGS



BENEFIT DISTRICT



VILLAGE OF PALM SPRINGS



MOBILITY FEE SCHEDULE - RESIDENTIAL

RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	\$3,659	\$5,597.40	-34.6%
Single Family Detached Example (1,500 sq. ft.)	per 1,000 Sq. Ft.	\$5,489	\$5,597.40	-1.9%
Mult-Family Residential Apartment Example (900 sq. ft.)	per 1,000 Sq. Ft.	\$3,293	\$3,537.80	-6.9%

MOBILITY FEE SCHEDULE - INSTITUTIONAL

INSTITUTIONAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	\$2,598	\$2,673.60	-2.8%
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft. Per Bed (PBC)	\$2,863	\$677.02	322.9%
Assisted Living Facility - EXAMPLE Example (County conversion to per 1,000 sq. ft. based on 4 beds per 1,000 sq. ft.)	per 1,000 Sq. Ft.	\$3,771	\$2,708.08	11.4%
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft. Per Student (PBC)	\$3,771	\$530.10	611.4%
Private Education - EXAMPLE Example (County conversion to per 1,000 sq. ft. based on 7 students per 1,000 sq. ft.)	per 1,000 Sq. Ft.	\$3,771	\$3,710.70	1.6%

MOBILITY FEE SCHEDULE - COMMERCIAL

COMMERCIAL RECREATION FACILITY USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	\$18,992	\$12,196.40	55.7%
Outdoor Recreation Example (County conversion to acres based on 2 courts per acre)	per Acre per Court (PBC)	\$18,992	\$24,392.80	-22.1%
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	\$13,770	\$14,425.75	-4.5%

MOBILITY FEE SCHEDULE - INDUSTRIAL

INDUSTRIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	\$1,986	\$1,987.75	-0.1%

MOBILITY FEE SCHEDULE - OFFICE

OFFICE USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	\$4,362	\$4,464.26	-2.3%
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	\$9,960	\$10,308.45	-3.4%

MOBILITY FEE SCHEDULE - RETAIL

RETAIL SALES AND SERVICE USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	\$7,533	\$7,906.85	-4.7%
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	\$13,666	\$14,836.87	-7.9%
Convenience Retail Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	\$43,449	\$48,334.10	-10.1%
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	\$40,773	\$40,105.46	1.7%

MOBILITY FEE SCHEDULE – NON-RESIDENTIAL

NON-RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	\$6,378	\$6,340.97	0.6%
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	\$16,099	--	
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	\$19,658	--	
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	\$3,040	\$2,329.67	30.5%

MOBILITY FEE SCHEDULE – NON-RESIDENTIAL

NON-RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Quick Service Restaurant Drive Thru	per Lane	\$43,774	--	
Mobile Residence Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	\$2,037	\$1,970.30	3.4%
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	\$9,736	\$7,954.35	22.4%
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	\$15,351	\$6,913.15	122.1%

NEXT STEPS

- **Consider Comprehensive Plan Amendment (Adoption)**
 - **1st Reading of the Mobility Plan & Fee Ordinance (Provide Any Direction)**
 - **2nd Reading of the Ordinance (Adoption) – Schedule for July 10**
 - **Best efforts to negotiate an Interlocal Agreement with the County**
- (Interlocal will be ongoing effort with County)**

COMMENTS & QUESTIONS



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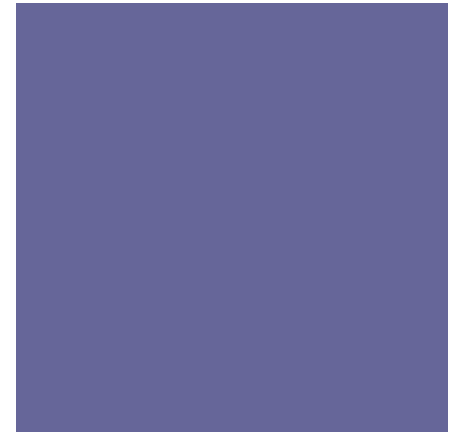


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BONNIE  **LANDRY**
& ASSOCIATES Professional Planning Services



Village of Palm Springs
Ordinance 2025-03 Public Hearing (2nd Reading)
Updates to the Village's Land Development Code (LDC)

June 12, 2025

+ Comp Plan and LDC

Per Florida Statutes:

Within one year of Comprehensive Plan amendments, the Village must update the Land Development Code to correspond to the new plan.

+ LDC Project Timeline

- **September 10, 2024** – TAC Kickoff Meeting
- **November 14, 2024** – Adoption Hearing of the Comprehensive Plan
- **November 2024** – Matrix of LDC Updates Drafted
- **November 26, 2024**– TAC Meeting # 1
- **December 2024** – Draft LDC (Strikethrough and Underline)
- **January 13, 2025** – TAC Meeting # 2
- **January/February 2025** – Village Staff/Legal Review Draft LDC
- **February 13, 2025** – Joint LDC Workshop (Council, PZB and CRA)
- **March 11, 2025** – P&Z Public Hearing
- **April 10, 2025** –Village Council Public Hearing (1st Reading)
- **April 29, 2025** – LIVE Property Owners Workshop
- **April 30, 2025** – Virtual Property Owners Workshop
- **May 8, 2025** – Village Council Public Hearing (1st Reading, Continuance)
- ➡ ■ **June 12, 2025** – Village Council Adoption Hearing (2nd Reading)

+ April, Council requested Outreach to owners slated for rezoning

- 
- **April 10, 2025** –Village Council Public Hearing (1st Reading, Continued to May 8)
 - **April 29, 2025** – LIVE Property Owners Workshop
 - **April 30, 2025** – Virtual Property Owners Workshop
 - **May 8, 2025** – Village Council Public Hearing (1st Reading, Continuance)
 - **June 12, 2025** – Village Council Adoption Hearing (2nd Reading)



Property Owner Outreach

All materials were double sided with English on one side and Spanish on the other side.



Approximately 200 properties slated for rezone to Commercial Renewal



Letters with bullet points about the new Zoning District



Flier: Two ways to participate

+ Property Owner Outreach

LIVE Meeting April 29

- Held at Village Hall
- 22 attendees



VIRTUAL MEETING APRIL 30

- Accessed via a QR Code
- 5 attendees





Updates presented
at May 8th Meeting,
approved with no
changes

Refined regulations for new
Zoning District (CR)
including prohibited and
special exception uses

Removed Sections related to
College-Hospital Overlay

Refined submittal
requirements for Littoral
Planting Plans

+ Recommended Motion

Move to adopt Ordinance 2025-03 on second reading.





BONNIE LANDRY

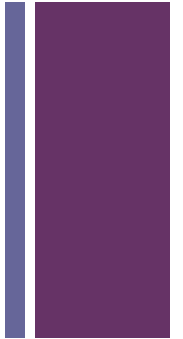
& ASSOCIATES Professional Planning Services

Bonnie C. Landry, AICP
bonnie@bclandry.com
(772) 266-9427



SB180 Impacts

- Bill passed both chambers but **not yet signed into law**.
Chance of veto is low with nearly unanimous passage.
- Prevents local governments from adopting **more restrictive or burdensome** policies, code, or procedures for site plan or development order review until until October 1, 2027
- Retroactive to August 1, 2024: any amendments null and void.
- A resident or local business owner may bring civil action for violation and may be entitled to attorney fees and damages.

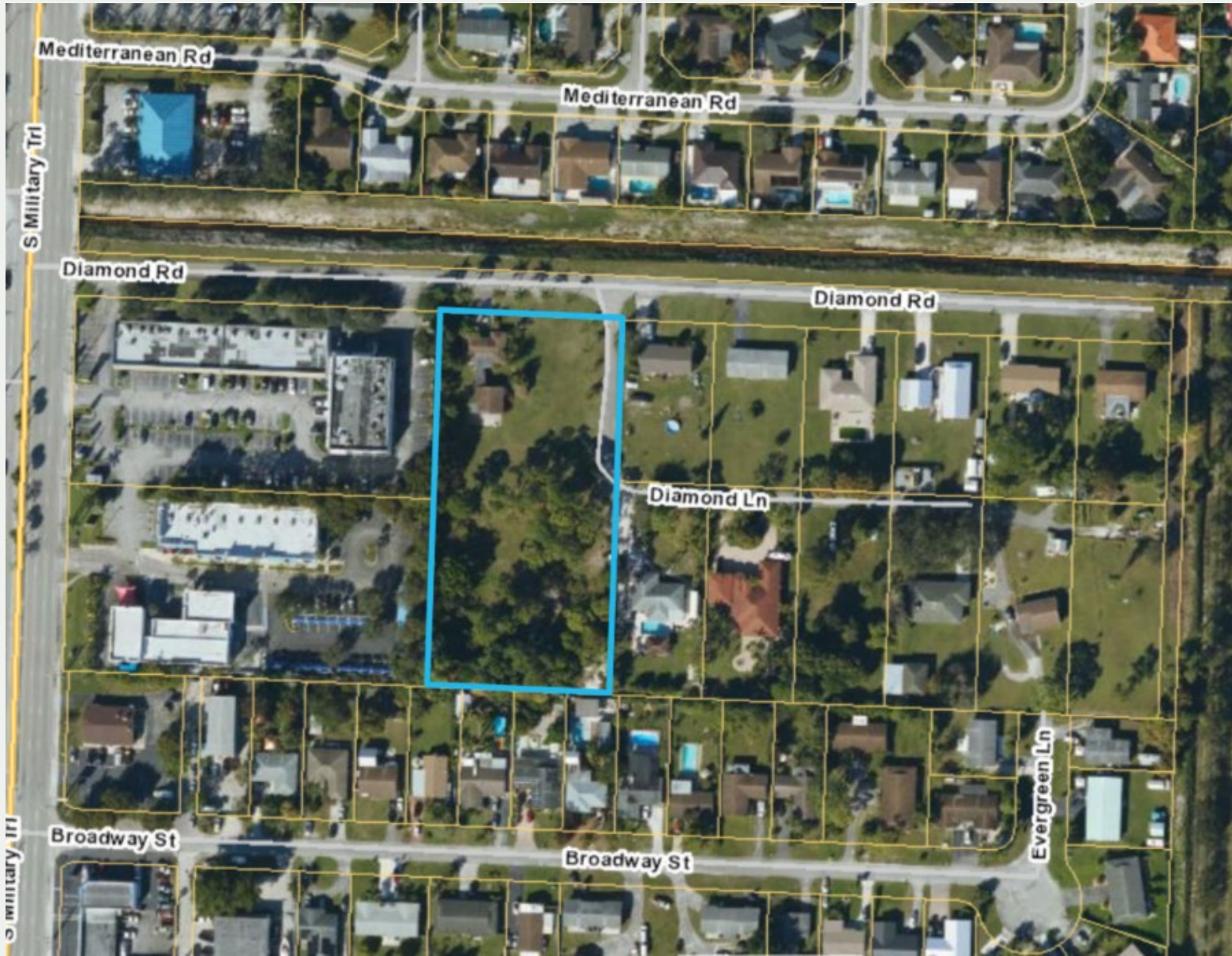




INGLESIA CRISTO MISIONERA

4340 DIAMOND ROAD
VILLAGE OF PALM SPRINGS, FL

LOCATION MAP

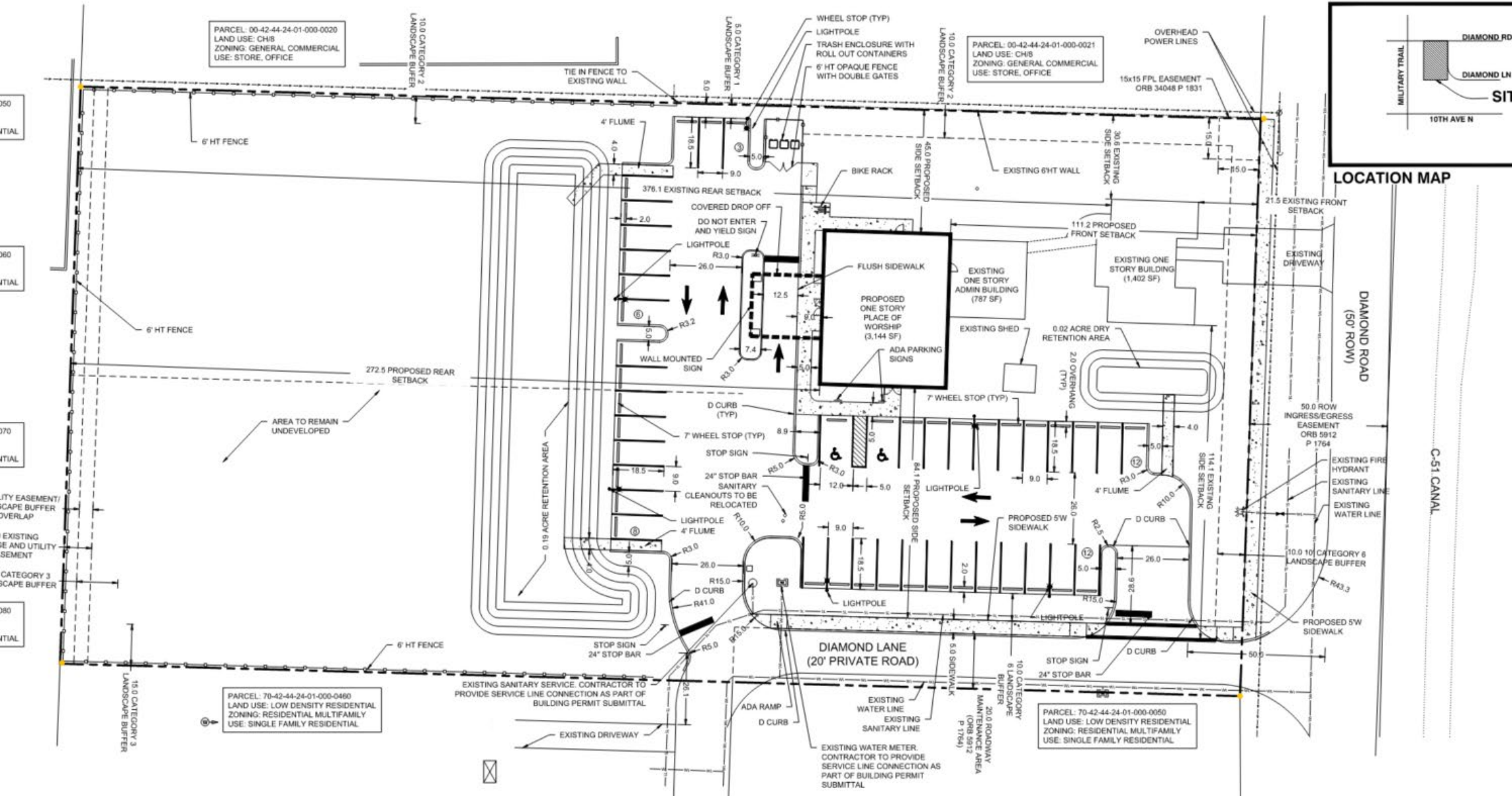


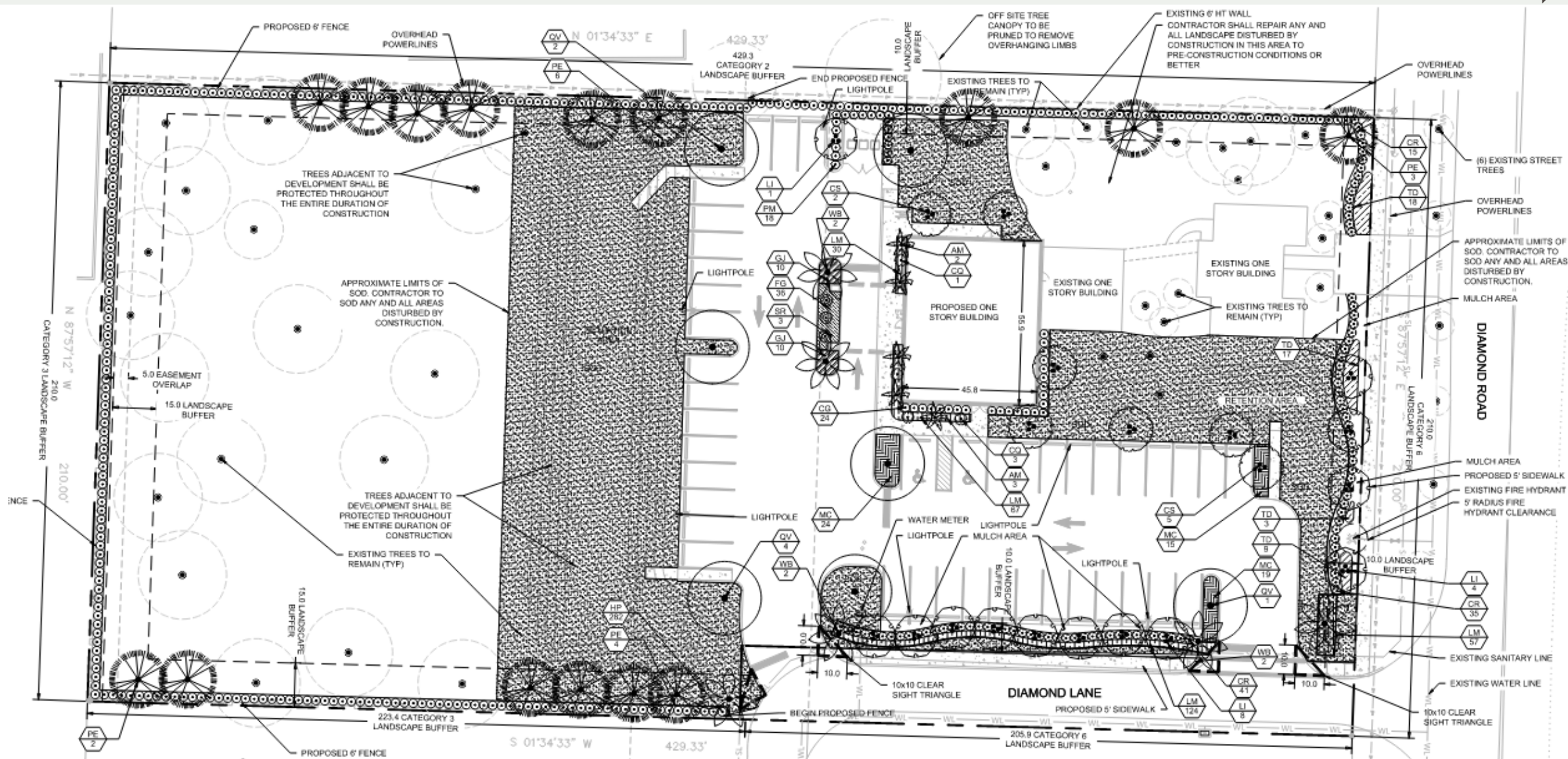
- 2.07 ACRE SITE LOCATED AT THE INTERSECTION OF DIAMOND ROAD AND DIAMOND LANE APPROXIMATELY 420' EAST OF MILITARY TRAIL

SITE PHOTOS



PROPOSED SITE PLAN





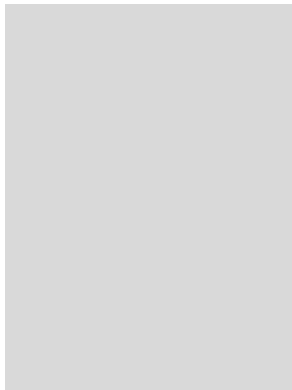
CONCLUSION

- **PLACE OF WORSHIP IS A PERMITTED SPECIAL EXEMPTION USE IN THE RS ZONING DISTRICT AND IS GENERALLY COMPATIBLE WITH SURROUNDING RESIDENTIAL USES**
- **SITE PLAN CONFORMS TO ALL VILLAGE OF PALM SPRINGS DEVELOPMENT STANDARDS**
- **SITE PLAN PROVIDES ENHANCEMENTS TO THE LANDSCAPE BUFFERS, NEW PARKING LOT, A NEWLY PAVED DRIVEWAY, DRAINAGE IMPROVEMENTS, AND PEDESTRIAN CONNECTIONS**
- **TRAFFIC GENERATION IS 'INSIGNFIANT' PER PALM BEACH COUNTY TRAFFIC PERFORMANCE STANDARDS (LESS THAN 21 PEAK HOUR TRIPS)**
- **NO ENVIRONMENTAL ISSUES**
- **STAFF RECOMMENDS CONDITIONAL APPROVAL**

QUESTIONS



GO Palm Springs
MOBILITY
Plan and Fee



6/25

Village of Palm Springs

**MOBILITY PLAN AND FEE
VISION ZERO ACTION PLAN**

Council Workshop



MOBILITY COHORT



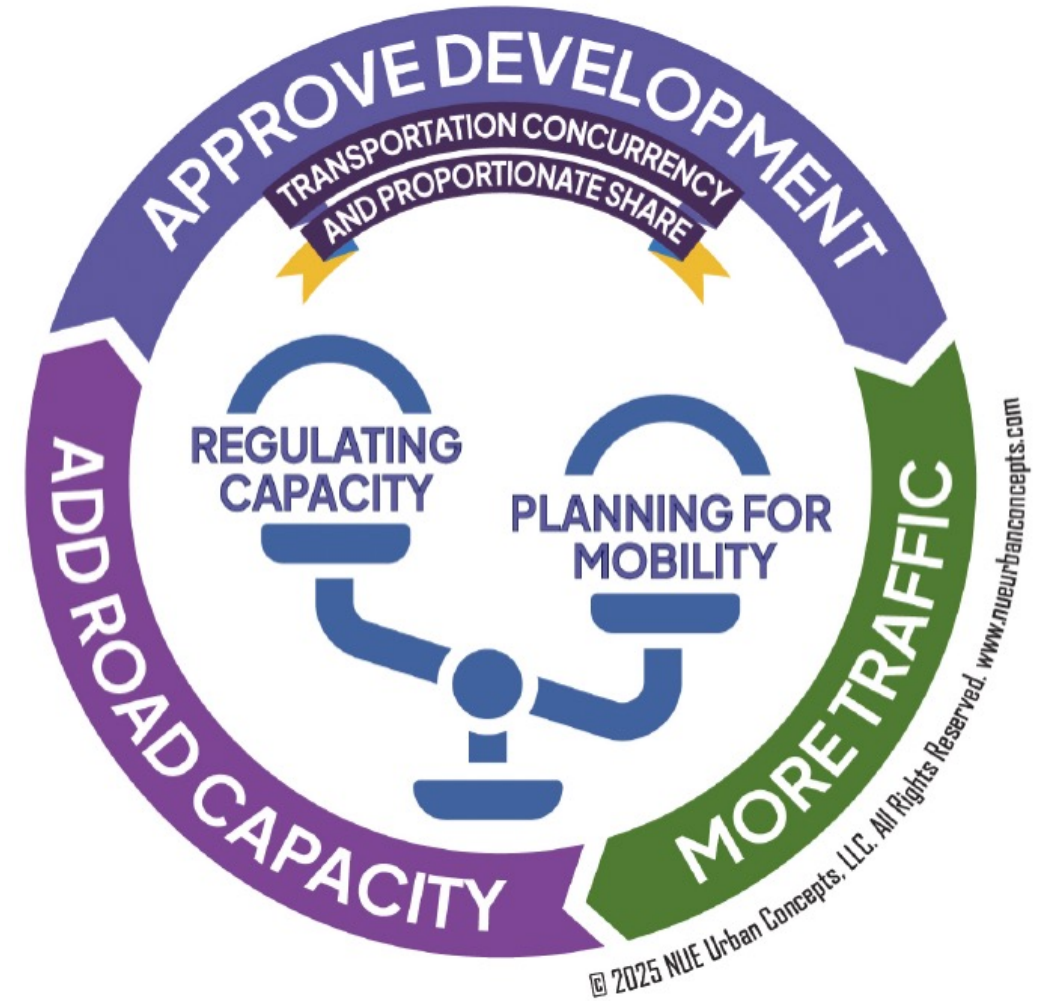
MOVING BEYOND TRANSPORTATION CONCURRENCY

House Bill 479:

Alternative Transportation System

to replace:

- Transportation concurrency
- Proportionate share
- Road impact fees



COMPREHENSIVE PLAN AMENDMENT

1. Incorporate Mobility Plan
2. Intent to adopt Mobility Fee
3. Move beyond Concurrency
4. Plan for Moving People not Counting Cars
5. Cooperative Planning



HOUSE BILL 479: ADOPTED IN 2024

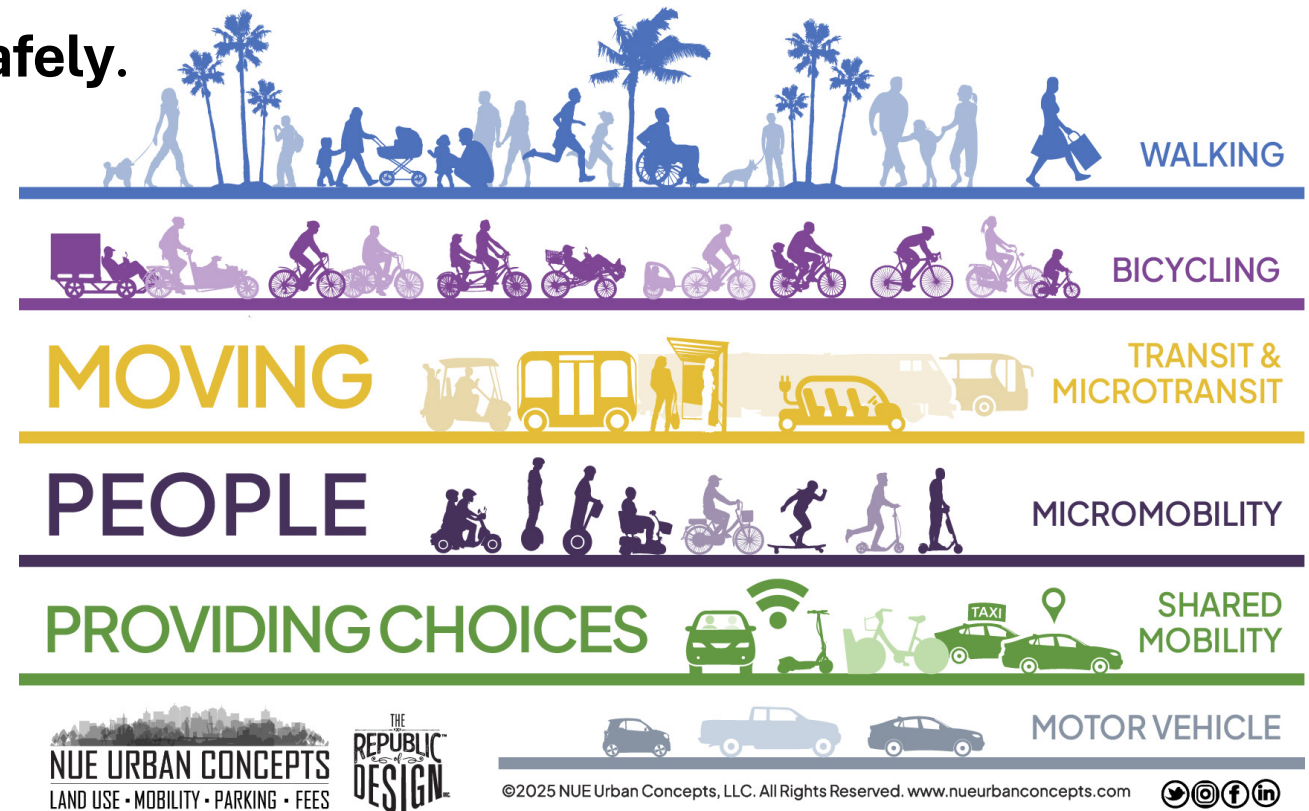
- Reiterated that any local government can adopt an alternative transportation system, such as a mobility plan & mobility fee, to replace transportation concurrency, proportionate share, and transportation mitigation fees.
- Only one mitigation fee may be collected, by the entity issuing building permits, from development in the City to mitigate transportation impacts.
- Mobility Fee must be based on Mobility Plan projects.
- Negotiate interlocal agreement with County based on Mobility Plan projects.

HOW ARE FEES CURRENTLY ASSESSED?

- **Palm Beach County assesses its full Road Impact Fee**
- **Palm Springs collects the County Road Impact Fee on behalf of the County**
- **Palm Springs remits the Road Impact Fee to the County**
- **Palm Beach County funds transportation projects with the Road Impact Fee**

WHAT IS A MOBILITY PLAN?

- Vision for the City's transportation system to transition from one focused on moving vehicles quickly to **moving people safely**.
- Required by Florida Statute to serve as basis for development of a **Mobility Fee**.
- **Long-term plan** (2045 horizon)
- Identifies project needs (high-level)

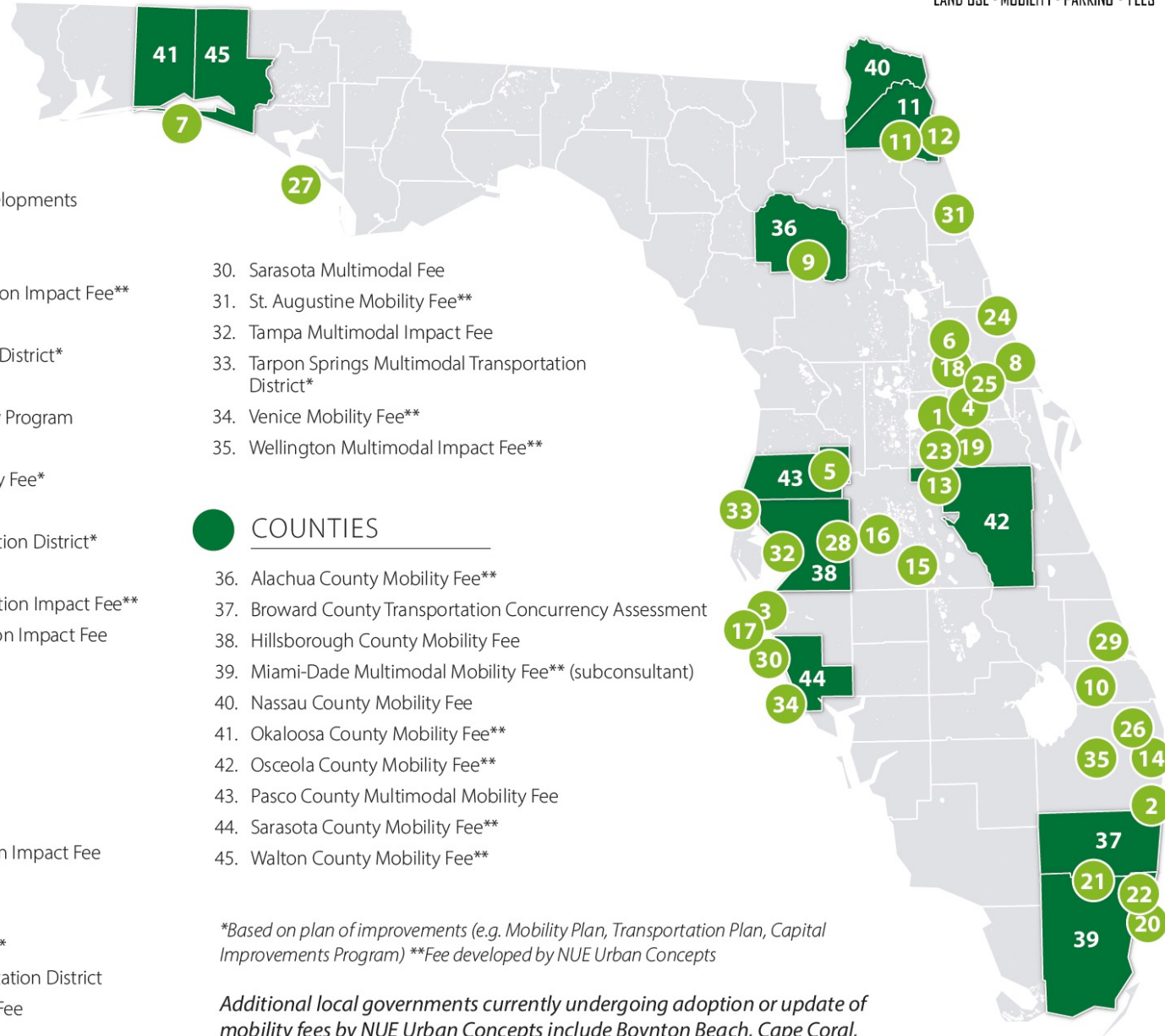


EXISTING MOBILITY FEES AND SIMILAR PROGRAMS IN FLORIDA



MUNICIPALITIES

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



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



COUNTIES

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

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

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

2045 MOBILITY PLAN

1. Roadway Plan
2. Multimodal Plan
3. Mobility Plan Programs



VILLAGE OF PALM SPRINGS

2045 MOBILITY PLAN
February 2025 DRAFT



ROADWAY PLAN

COMPLETE STREET PROJECTS

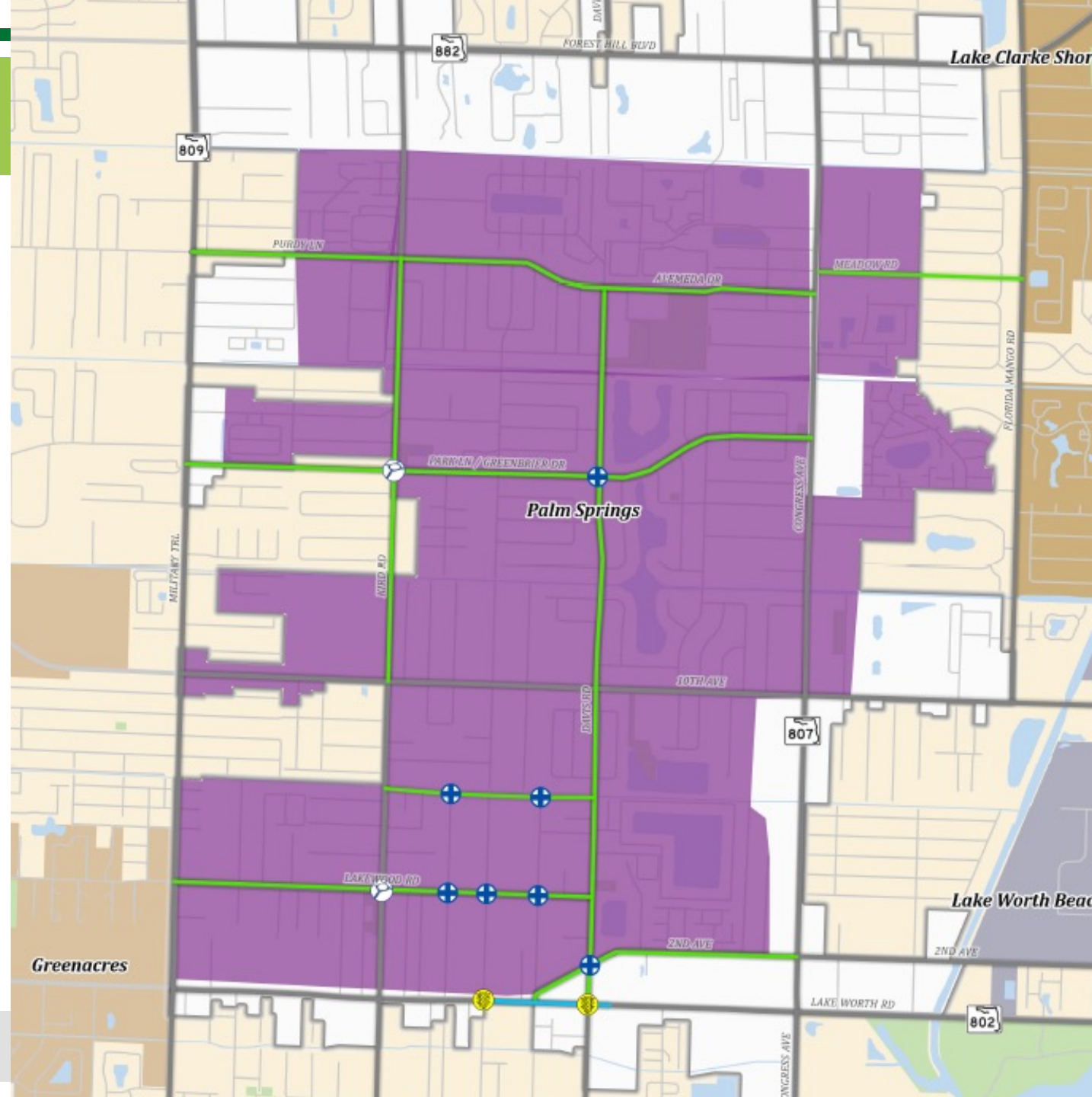
ROAD CAPACITY IMPROVEMENTS

NEW TRAFFIC SIGNAL

NEW ROUNDABOUTS

NEW RAISED INTERSECTIONS

TRAFFIC CALMING



MULTIMODAL PLAN

LANE REPURPOSING

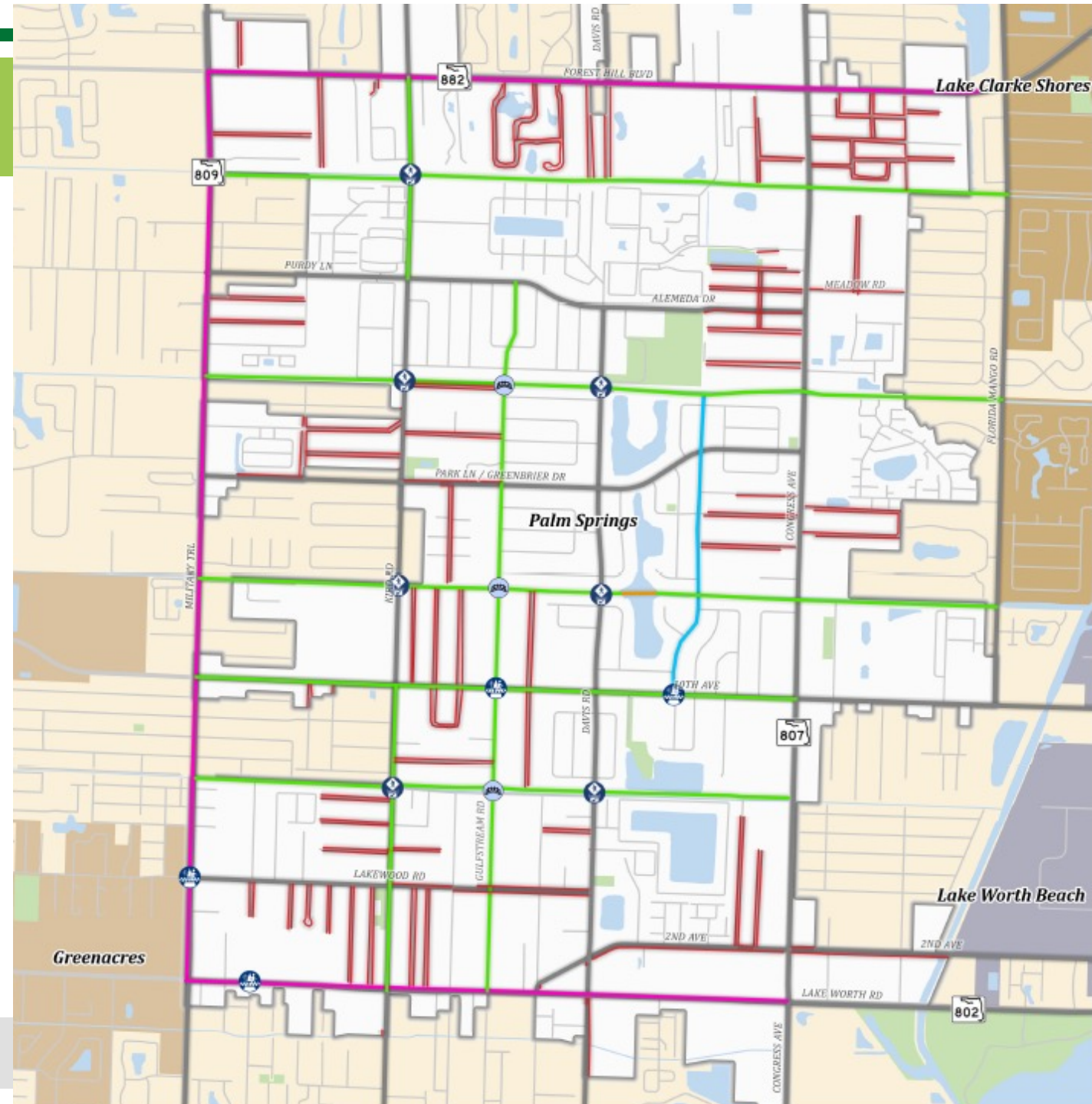
MULTI-USE TRAILS

SIDEWALKS

BOARDWALKS

HIGH VISIBILITY CROSSWALKS

BICYCLE BLVD

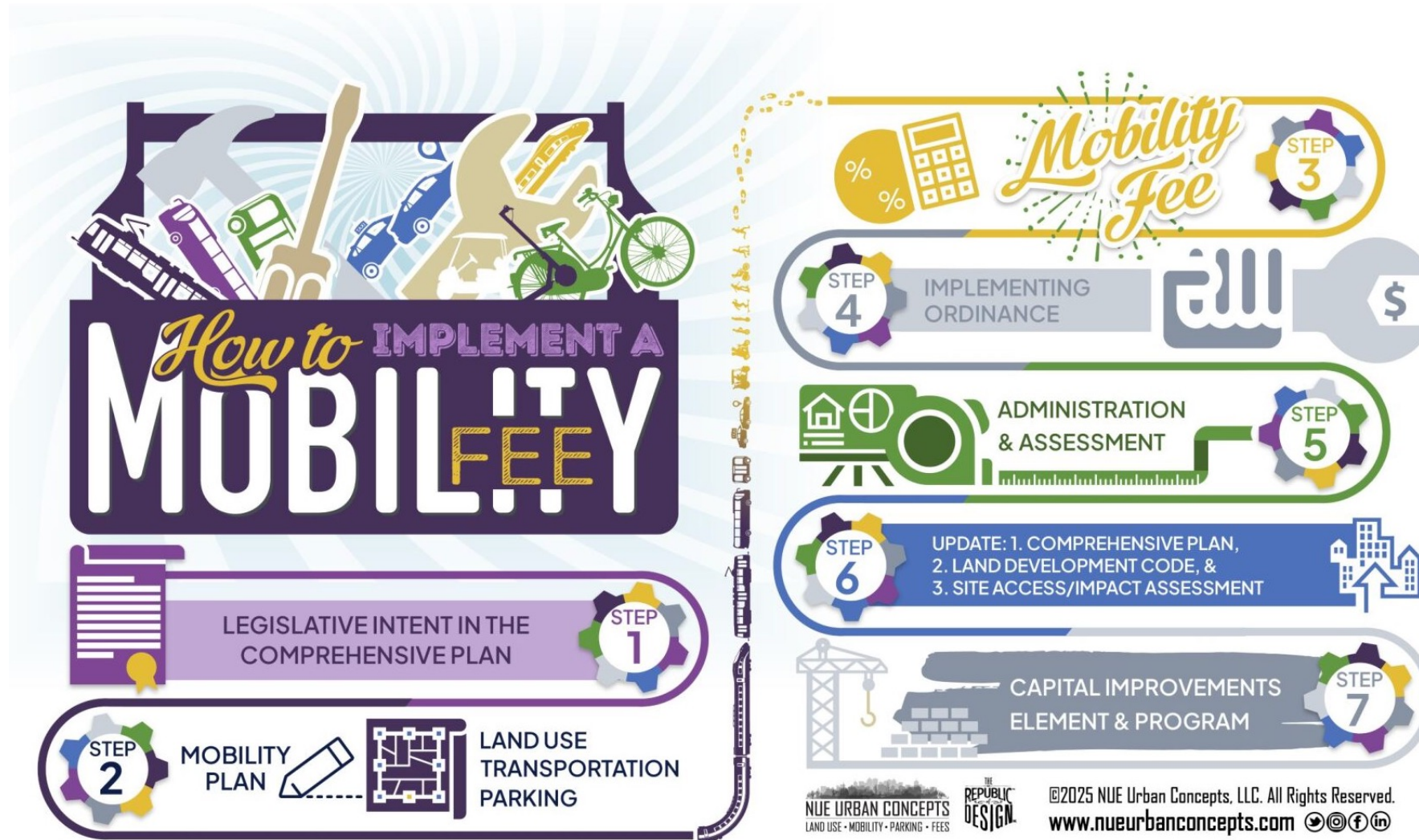


WHAT IS A MOBILITY FEE?

- Intended to replace the County Mobility Fee
- One-time fee paid by (re)development
- Intended to mitigate transportation impact
- Funding source for Mobility Projects
- Funds variety of Multimodal Infrastructure
- Funds policies, programs and services



HOW TO IMPLEMENT A MOBILITY FEE



VILLAGE OF PALM SPRINGS

MOBILITY FEE TECHNICAL REPORT

JUNE 2025



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

futureplan

DD=EC

THE
REPUBLIC
DESIGN



DEVELOPMENT OF A MOBILITY PLAN & FEE

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NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES



- 1 REVIEW ADOPTED PLANS**
Comprehensive Plan, Long Range Transportation Plan, Special Plans, & Studies
- 2 ESTABLISH STUDY AREA**
Identify Limits of Study Area & Roads to Evaluate
- 3 UNDERTAKE DATA COLLECTION**
Existing Traffic Characteristics, Infrastructure, & Mobility Services
- 4 PROJECT FUTURE GROWTH**
Existing & Future Demographics, Vehicle Miles of Travel & Person Miles of Travel
(Legal Test: The first component of the dual rational nexus test is to demonstrate need)
- 5 IDENTIFY MOBILITY PROJECTS**
Improvements, Programs & Services such as: Sidewalks, multi-use trails, cycle tracks, traffic calming, pedestrian safety and intersection improvements, multimodal crossings, pedestrian bridges, raised intersections, roundabouts, wider roads, and microtransit
- 6 PREPARE MOBILITY PROJECT COST**
Planning Level Cost Estimates
- 7 DEVELOP MOBILITY PLAN**
Mobility Projects, Planning Level Cost, & Person Miles of Capacity
(Florida Statute Requirement: Mobility Fees required to be based on a Mobility Plan)
- 8 EVALUATE EXISTING CONDITIONS**
Calculate Vehicle Miles of Travel & Capacity
(Legal Test: Demonstrate growth is not paying for existing backlog / deficiency)
- 9 IDENTIFY FUNDING**
Existing, Programmed & Reasonably Anticipated Funding Sources
- 10 CONDUCT NEW GROWTH EVALUATION**
Mobility Plan Cost Attributable to New Growth
(Legal Test: Demonstrate new growth is not paying more than its attributable share of mobility plan project cost)
- 11 CALCULATE PERSON MILES OF CAPACITY RATE**
PMC Rate Attributable to New Growth
(Legal Test: Demonstrate that the cost of mobility projects is attributable and assignable to new growth)
- 12 ESTABLISH MOBILITY FEE SCHEDULE OF USES**
Palm Springs Specific Schedule of Uses
- 13 ESTABLISH ASSESSMENT AREA**
Defined Area for Mobility Fee Assessment
- 14 CALCULATE PERSON TRAVEL DEMAND**
Trip Generation, % New Trips, Vehicle Trip Length, Limited Access, Origin/Destination, and Person Miles of Travel Factors
(Legal Test: Demonstrate that the fee is roughly proportional to the impact of new growth)
- 15 CALCULATE MOBILITY FEE PER USE**
Mobility Fee per Specific Use
- 16 ESTABLISH BENEFIT DISTRICT**
Defined Area for Mobility Fee Expenditure
(Legal Test: The second component of the dual rational nexus test is to demonstrate benefit)
- 17 DEVELOP TECHNICAL REPORT**
Document Data Sources and Methodology
(Demonstrate that the Mobility Plan & calculated Mobility Fee meet legal and statutory requirements)
- 18 DEVELOP IMPLEMENTING ORDINANCE**
Establish Findings, Specify Assessments, Exemptions, Credits, Off-Sets, Independent & Special Studies, Collection, Expenditure, Refunds, Annual Reporting, & Updates
(Demonstrate legal & statutory compliance)

MOBILITY FEE CALCULATIONS

Person Miles of Capacity rate (PMCr)

$$\begin{aligned}\sum \text{PLC} &= (\sum \text{RPc} + \sum \text{MPc} + \sum \text{MPPc}) \\ \sum \text{AF} &= (\sum \text{RPf} + \sum \text{MPf} + \sum \text{MPPf} + \sum \text{OSf}) \\ \text{PLCa} &= (\sum \text{PLC} - \sum \text{AF}) \\ \text{MPCa} &= ((\text{PLCa} \times \text{ECEf}) \times \text{NGEf}) \\ \text{PMCr} &= (\text{MPCa} / \text{PMCi})\end{aligned}$$

Where:

PLC = Planning Level Cost (Table 6)
AF = Anticipated Funding (Table 7)
c = Cost
f = Funding
RP = Roadway Plan (Appendix G)
MP = Multimodal Plan (Appendix H)
MPP = Mobility Programs Plan (Appendix I)
OS = Other Sources (Table 7)
PLCa = Attributable Cost of Mobility Plan Projects (Table 9)
ECEf = Existing Conditions Evaluation factor of 1.00 (Table 5)
NGEf = New Growth Evaluation factor of 0.99 (Table 8)
MPCa = Assignable Cost of Mobility Plan Projects (Table 9)
PMCi = Person Miles of Capacity increase (Table 6)
PMCr = Person Miles of Capacity Rate (Table 9)

Prepared by NUE Urban Concepts, LLC

Person Miles of Travel increase (PMTi)

$$\begin{aligned}\sum \text{VMTtp} &= (\sum \text{VTtp} \times \text{VTLtp}) \\ \sum \text{PMTtp} &= (\sum \text{PTtp} \times \text{PTLtp}) \\ \text{PMTf} &= (\sum \text{of PMTtp} / \sum \text{of VMTtp}) \\ \text{VMTi} &= (2045 \text{ VMT} - 2025 \text{ VMT}) \\ \text{PMTi} &= (\text{VMTi} \times \text{PMTf})\end{aligned}$$

Where:

$\sum \text{VTtp}$ = Sum of Vehicle Trips by trip purpose (Appendix E)
 $\sum \text{PTtp}$ = Sum of Person Trips by trip purpose (Appendix E)
VTLtp = Average Vehicle Trip Length by trip purpose (Appendix E)
PTLtp = Average Person Trip Length by trip purpose (Appendix E)
VMT = Vehicle Miles of Travel
PMT = Person Miles of Travel
 $\sum \text{VMTtp}$ = Sum of Vehicle Miles of Travel by trip purpose (Appendix E)
 $\sum \text{PMTtp}$ = Sum of Person Miles of Travel by trip purpose (Appendix E)
PMTf = Person Miles of Travel factor of 1.54 (Appendix E)
VMTi = Vehicle Miles of Travel Increase (Table 2)
PMTi = Person Miles of Travel increase (Table 3)

Prepared by NUE Urban Concepts, LLC

PERSON TRAVEL DEMAND PER USE (PTDu)

Person Travel Demand per use (PTDu)

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

$$\text{PTDu} = (\text{VMTu} \times \text{PMTfu})$$

Where:

VMTu = Vehicle Miles of Travel per use (Appendix K)

TG = Trip Generation (Appendix J)

%NEW = Percent of Trips that are Primary Trips (Appendix K)

VTI = Vehicle Trip Length by Trip Purpose (Appendix K)

LAEf = Limited Access Evaluation factor of 0.754 (Table 10)

ODf = Origin and Destination Factor of 0.50 (Appendix K)

PTDu = Person Travel Demand per use (Appendix K)

PMTfu = Person Miles Travel factor per use (Appendix K)

Prepared by NUE Urban Concepts, LLC

Trip Generation (TG): 5.62

% New Trips (%NT): 1.00

Vehicle Trip Length (VTI): 3.86

Limited Access Adjustment factor (LAEF): 0.754

Origin & Destination Factor (ODf): 0.50

Vehicle Miles of Travel (VMT): 8.18

Person Miles of Travel factor (PMTF): 1.61

Person Travel Demand (PTD): 13.17

$$(((\text{TG} \times \% \text{NT}) \times \text{VTI}) \times \text{LAEf}) \times \text{ODf}) = \text{VMT}; (\text{VMT} \times \text{PMTf}) = \text{PTDu}$$
$$(((5.62 \times 1.00) \times 3.86) \times 0.754) \times 0.50 = 8.18; (8.18 \times 1.61) = 13.17$$

MOBILITY FEE SCHEDULE

Mobility Fee per use (MFu)

$$MFu = (PTDu \times PMCr)$$

$$MFau = (MFu \times UMu)$$

Where:

MFu = Mobility Fee per use (Appendix N)

PTDu = Person Travel Demand per use (Appendix K)

PMCr = Person Miles of Capacity Rate (Table 9)

MFau = Mobility Fee assessed per use

UMu = Unit of Measure per Use (Appendix N)

Prepared by NUE Urban Concepts, LLC

Mobility Fee Schedule

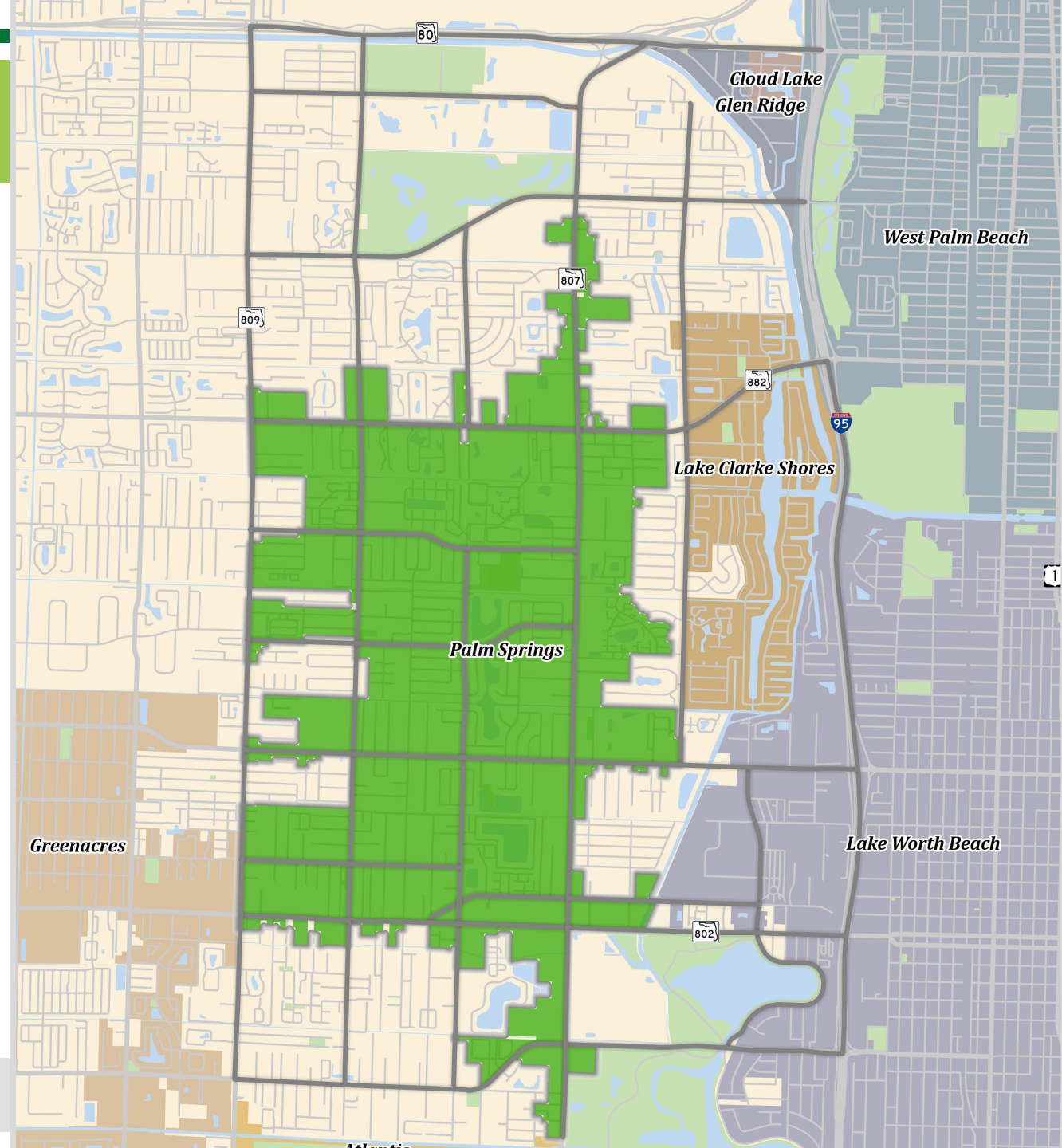
(for reference only: details to follow)

VILLAGE OF PALM SPRINGS MOBILITY FEE		
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	2025 MOBILITY FEE
Residential Uses		
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	\$4,437
Institutional Uses		
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	\$2,450
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	\$3,472
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	\$4,573
Commercial Recreation Facility Uses		
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	\$23,029
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	\$14,610
Industrial Uses		
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	\$2,408
Office Uses		
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	\$6,045
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	\$14,089
Retail Sales and Service Uses		
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	\$9,134
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	\$19,884
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	\$37,851
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	\$49,438
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)		
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	\$7,733
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	\$23,424
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	\$23,836
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	\$4,213
Quick Service Restaurant Drive Thru	per Lane	\$53,077
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	\$3,529
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	\$16,196
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	\$27,919
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ASSESSMENT AREA



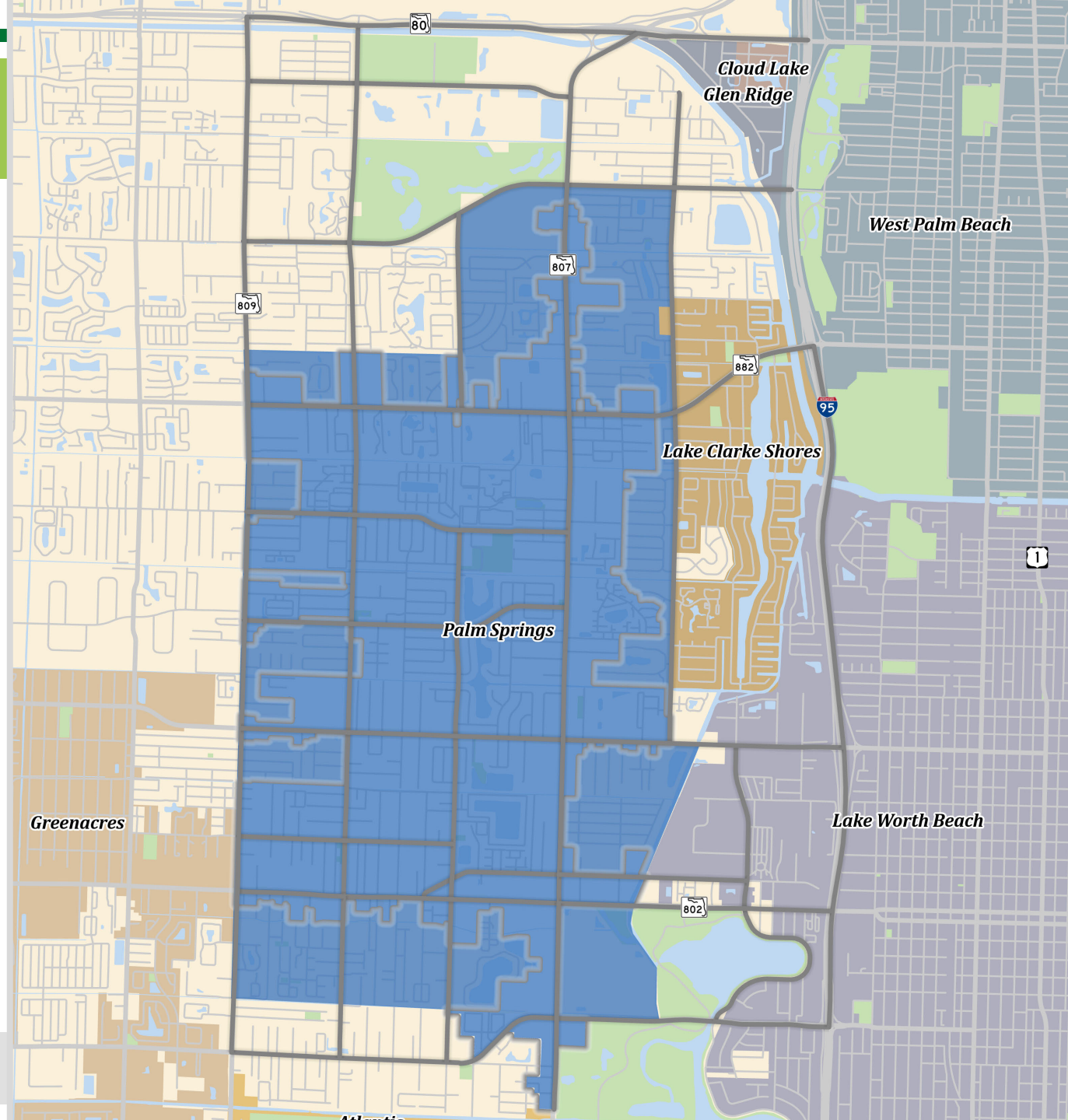
VILLAGE OF PALM SPRINGS



BENEFIT DISTRICT



VILLAGE OF PALM SPRINGS



MOBILITY FEE SCHEDULE - RESIDENTIAL

RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	\$3,659	\$5,597.40	-34.6%
Single Family Detached Example (1,500 sq. ft.)	per 1,000 Sq. Ft.	\$5,489	\$5,597.40	-1.9%
Mult-Family Residential Apartment Example (900 sq. ft.)	per 1,000 Sq. Ft.	\$3,293	\$3,537.80	-6.9%

MOBILITY FEE SCHEDULE - INSTITUTIONAL

INSTITUTIONAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	\$2,598	\$2,673.60	-2.8%
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft. Per Bed (PBC)	\$2,863	\$677.02	322.9%
Assisted Living Facility - EXAMPLE Example (County conversion to per 1,000 sq. ft. based on 4 beds per 1,000 sq. ft.)	per 1,000 Sq. Ft.	\$3,771	\$2,708.08	11.4%
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft. Per Student (PBC)	\$3,771	\$530.10	611.4%
Private Education - EXAMPLE Example (County conversion to per 1,000 sq. ft. based on 7 students per 1,000 sq. ft.)	per 1,000 Sq. Ft.	\$3,771	\$3,710.70	1.6%

MOBILITY FEE SCHEDULE - COMMERCIAL

COMMERCIAL RECREATION FACILITY USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	\$18,992	\$12,196.40	55.7%
Outdoor Recreation Example (County conversion to acres based on 2 courts per acre)	per Acre per Court (PBC)	\$18,992	\$24,392.80	-22.1%
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	\$13,770	\$14,425.75	-4.5%

MOBILITY FEE SCHEDULE - INDUSTRIAL

INDUSTRIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	\$1,986	\$1,987.75	-0.1%

MOBILITY FEE SCHEDULE - OFFICE

OFFICE USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	\$4,362	\$4,464.26	-2.3%
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	\$9,960	\$10,308.45	-3.4%

MOBILITY FEE SCHEDULE - RETAIL

RETAIL SALES AND SERVICE USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	\$7,533	\$7,906.85	-4.7%
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	\$13,666	\$14,836.87	-7.9%
Convenience Retail Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	\$43,449	\$48,334.10	-10.1%
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	\$40,773	\$40,105.46	1.7%

MOBILITY FEE SCHEDULE – NON-RESIDENTIAL

NON-RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	\$6,378	\$6,340.97	0.6%
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	\$16,099	--	
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	\$19,658	--	
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	\$3,040	\$2,329.67	30.5%

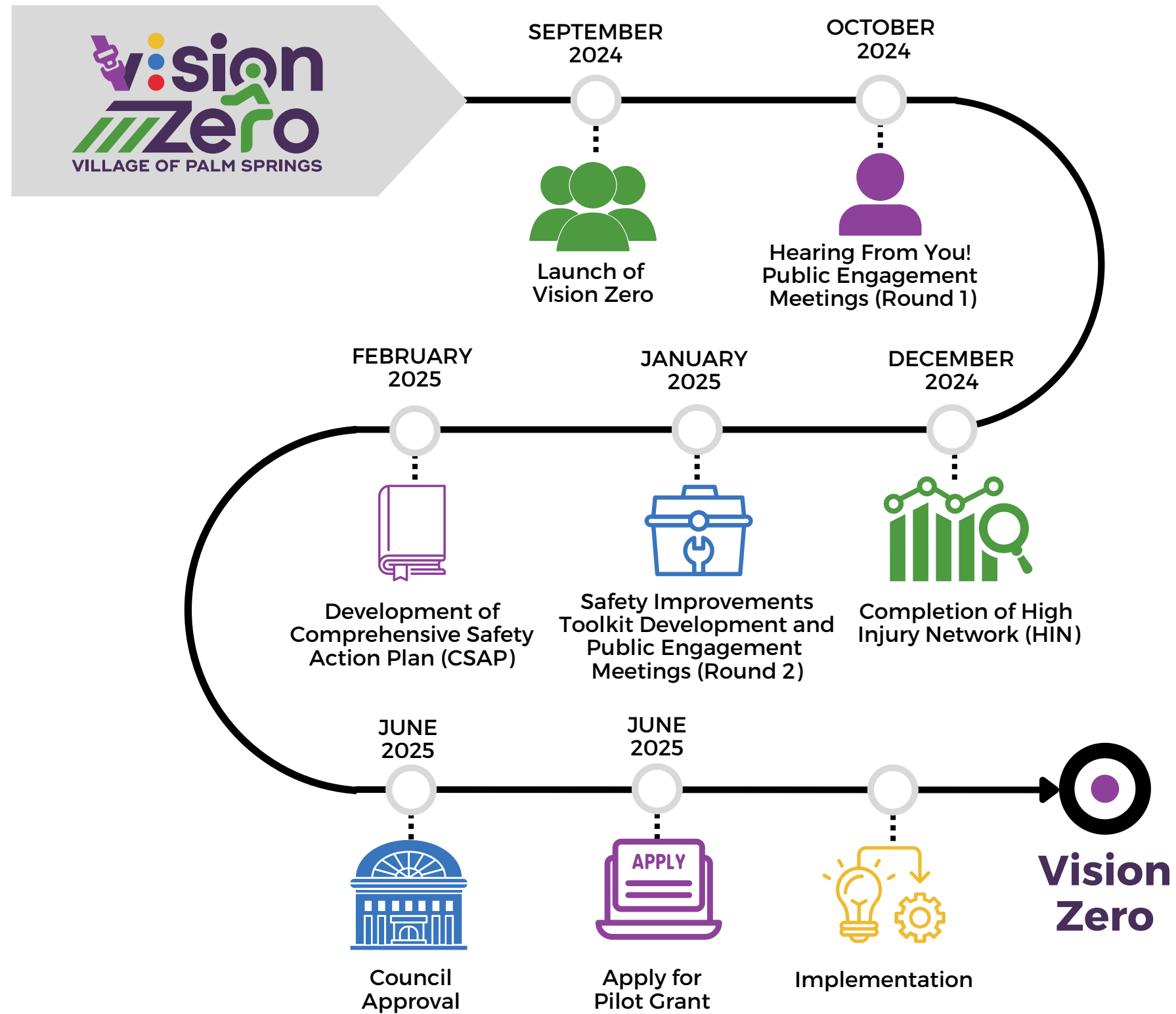
MOBILITY FEE SCHEDULE – NON-RESIDENTIAL

NON-RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Quick Service Restaurant Drive Thru	per Lane	\$43,774	--	
Mobile Residence Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	\$2,037	\$1,970.30	3.4%
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	\$9,736	\$7,954.35	22.4%
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	\$15,351	\$6,913.15	122.1%

NEXT STEPS

- **Consider Comprehensive Plan Amendment (Adoption)**
 - **1st Reading of the Mobility Plan & Fee Ordinance (Provide Any Direction)**
 - **2nd Reading of the Ordinance (Adoption) – Schedule for July 10**
 - **Best efforts to negotiate an Interlocal Agreement with the County**
- (Interlocal will be ongoing effort with County)**

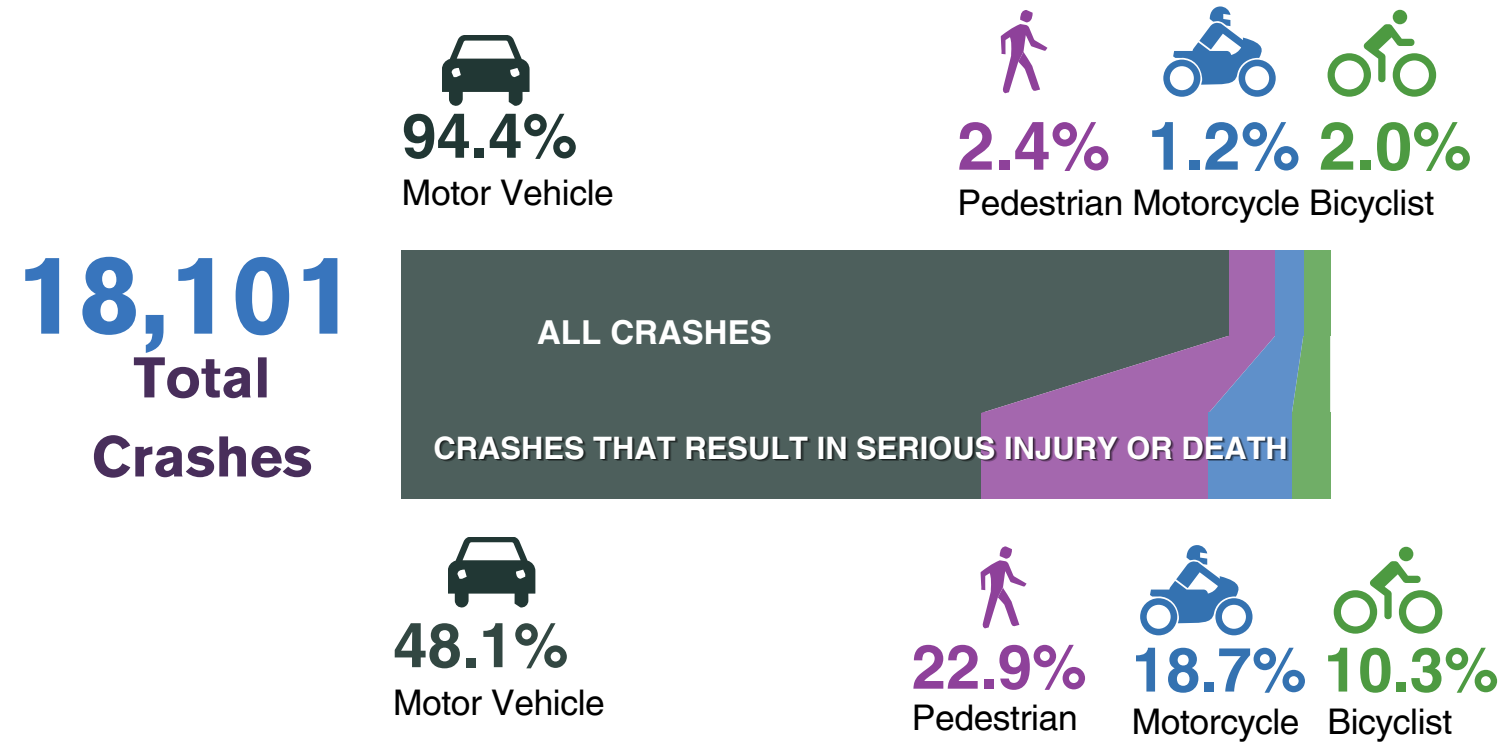
Vision Zero Action Plan



2025 DRAFT
VISION ZERO
ACTION PLAN
VILLAGE OF PALM SPRINGS



Vulnerable Roadway Users (VRU)



A total **18,101** crashes occurred on the Village of Palm Spring Streets **between 2014 and 2024**

37 
Killed

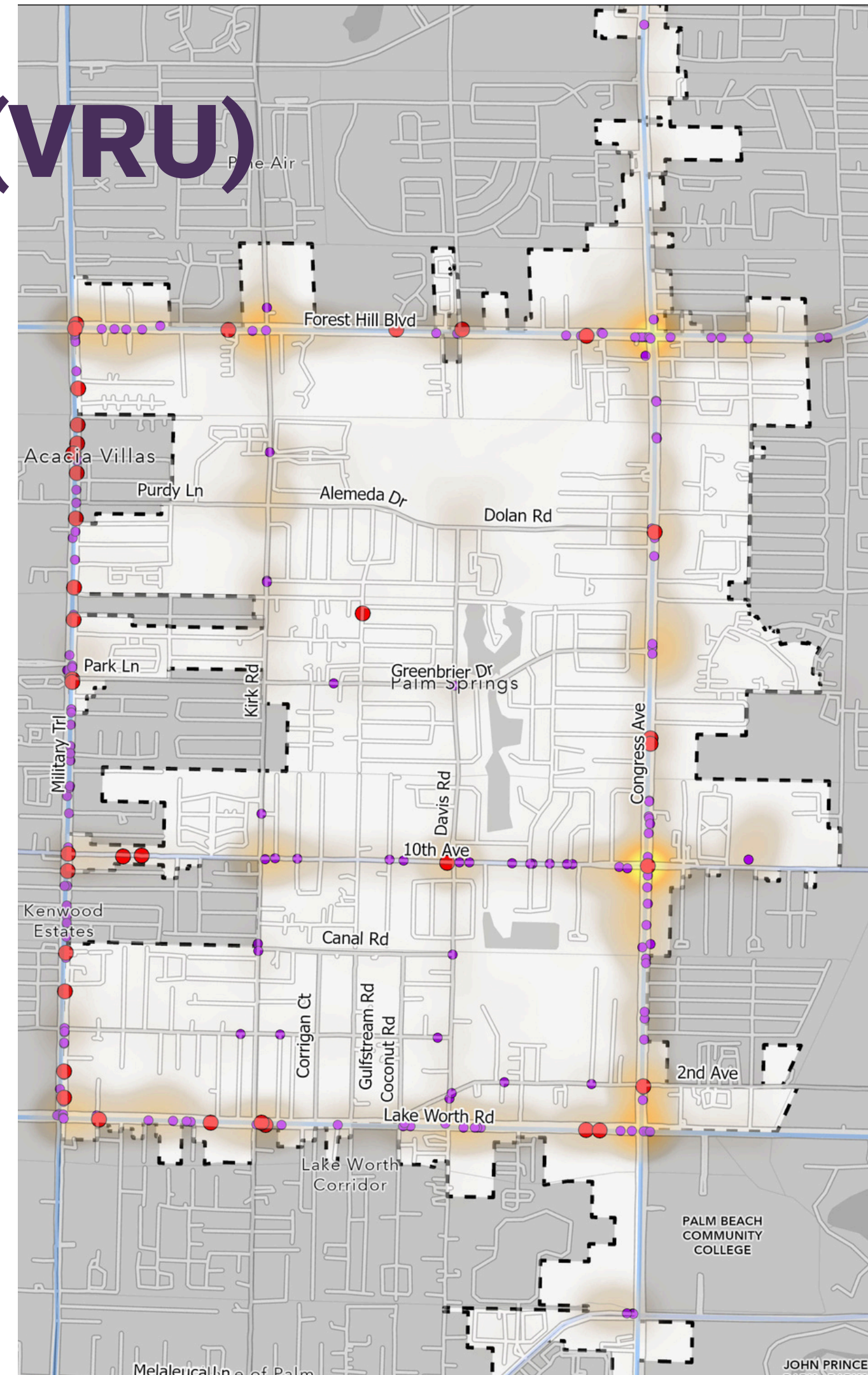
254 
Seriously Injured

 **17,070** Motor Vehicles

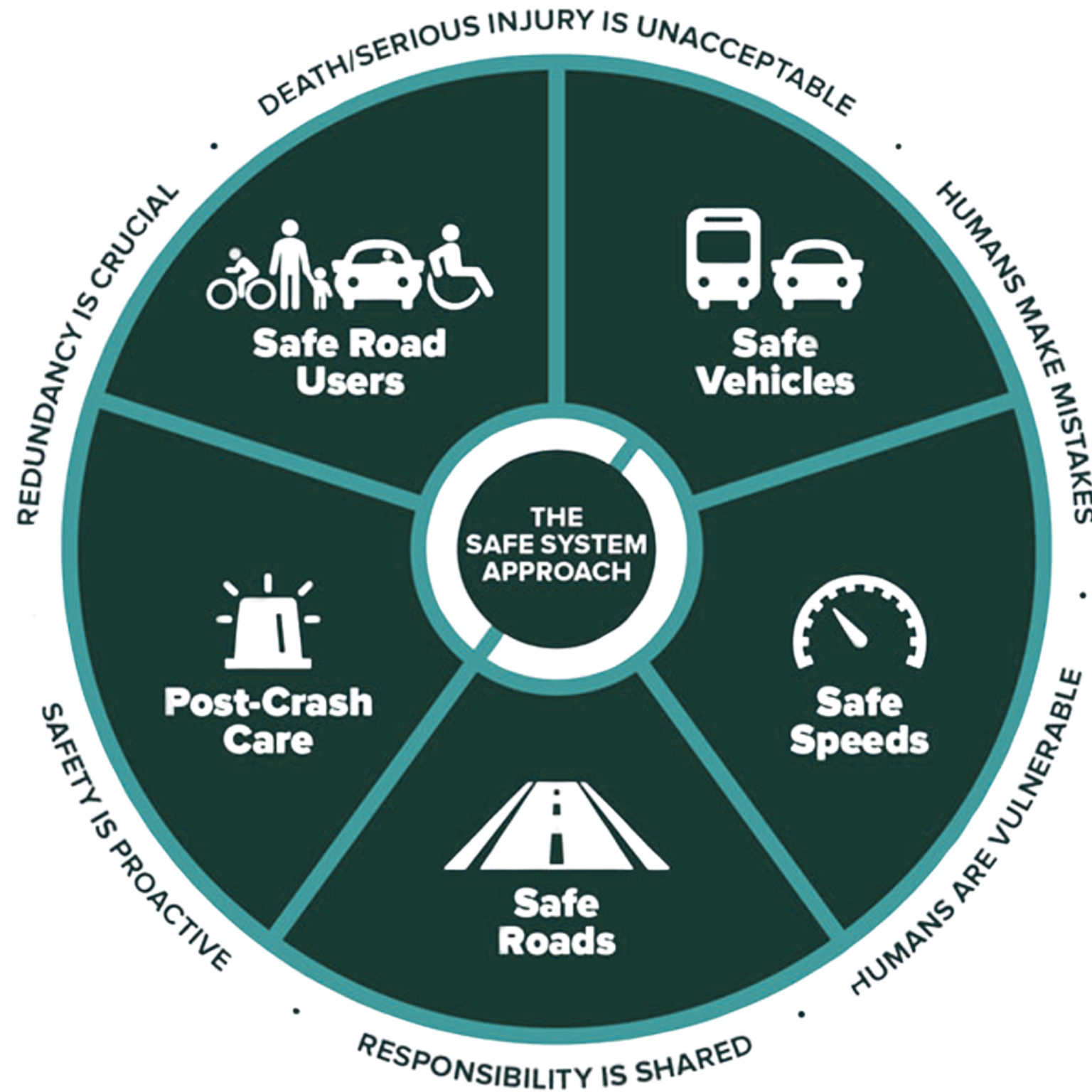
 **438** Pedestrians

 **368** Cyclists

 **225** Motorcycles

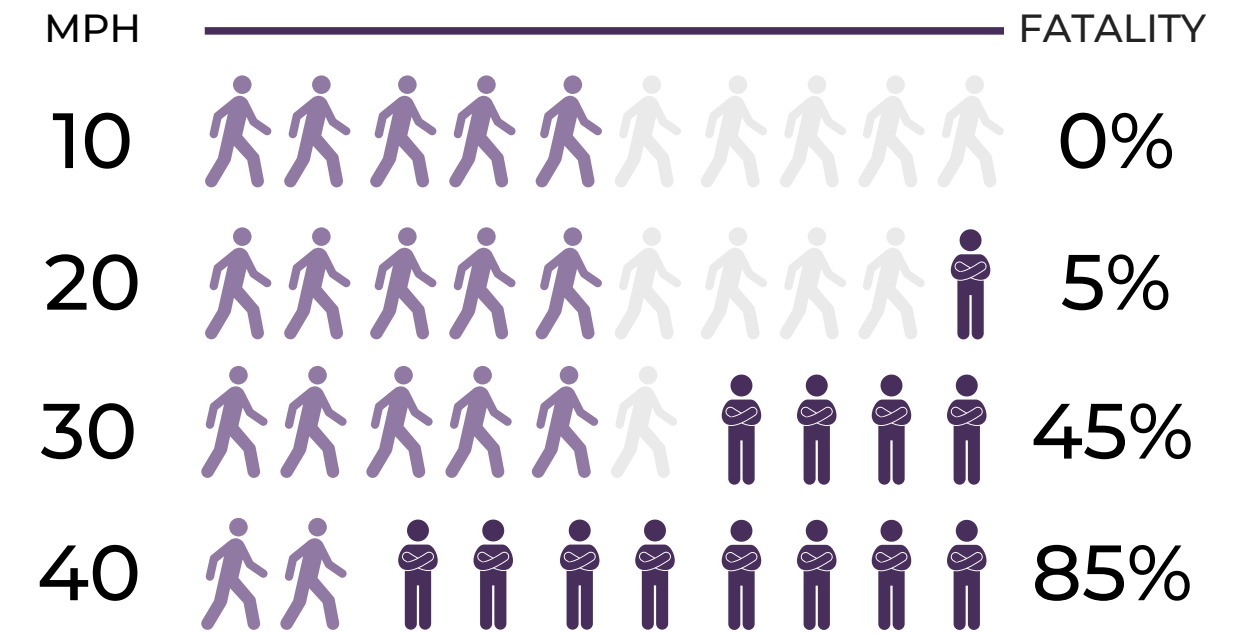


Safe Systems Element



Source: FHWA.

Exhibit A: Crash Fatalities at Higher Speeds



Higher speeds reduce not only the sight distance but also the reaction time a driver needs to avoid collision.

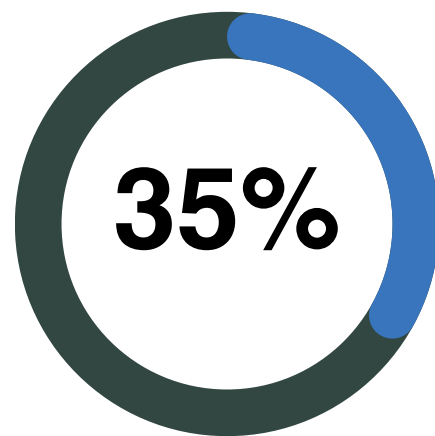
Exhibit B: Field of View at Different Speeds



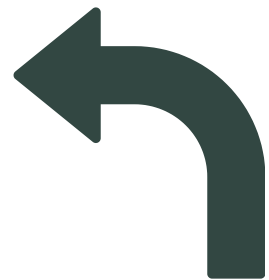
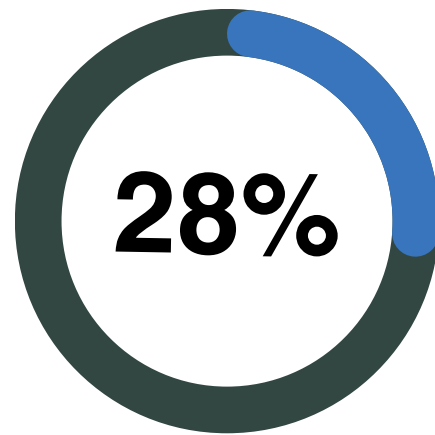
Impact of Vehicle Speed on Safety & Driver Visibility

Data Analysis and Comparison

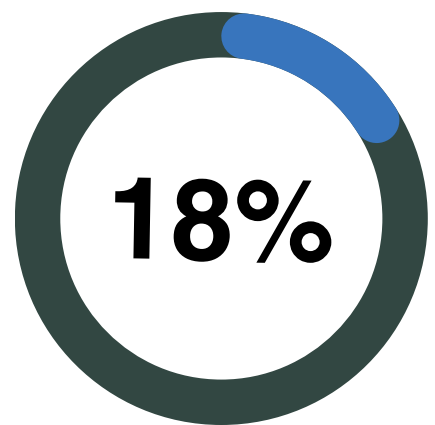
Common Fatal and Serious Injury Crash Types



Rear End

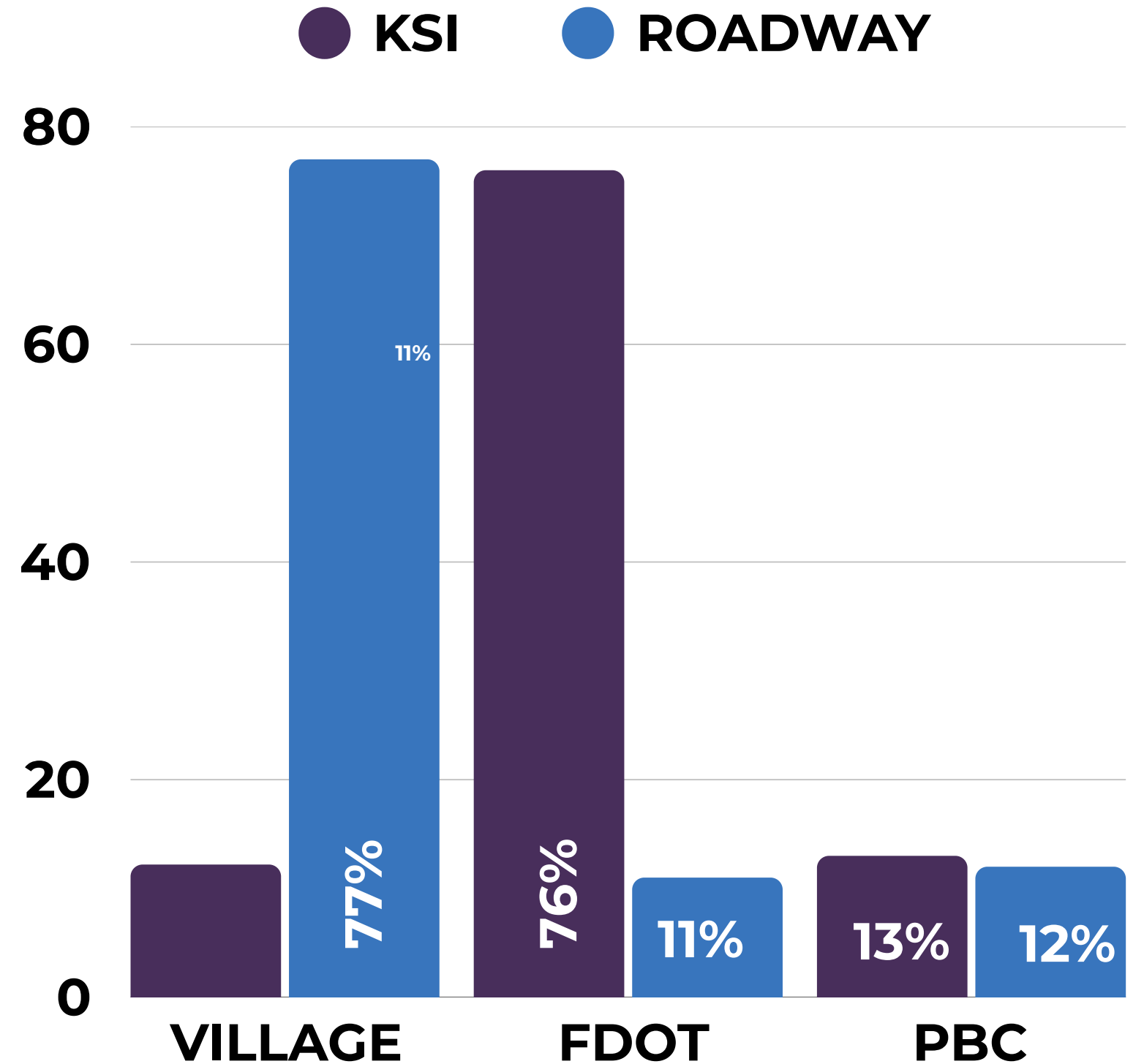


Left Turn



Right Angle

Exhibit K: Crash Rate Table



Community Engagement

Hispanic Heritage Festival



9/21/2024

Spooky Springs Halloween Trunk or Treat



10/19/2024

Senior Citizen Health Expo



10/30/2024

Village Tree Lighting Event



12/7/2024



81.6% travel
by **driving**



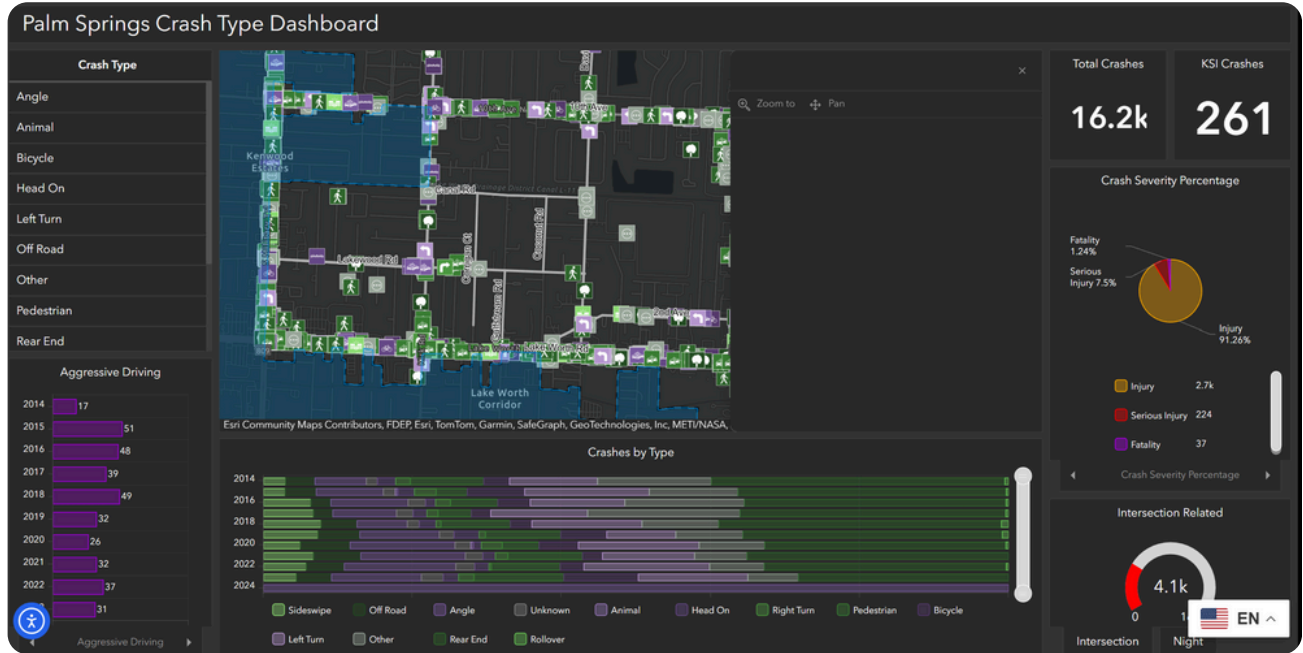
34% travel
by **walking**

31%

Insufficient
Transportation
Options

- **Safety Perceptions -**
 - Distraction (59% high/very high)
 - Speeding (53% high/very high)
 - Motorists (42% high/very high)
- **Respondents felt safest driving, least safe biking**

Public Information



The Benefits of Multimodal Elements

Mobility is more than roads—it's about connections. From improved accessibility to safer routes, multimodal elements enhance quality of life and reduce congestion. Let's move forward together!

[LEARN MORE](https://vzfla.com/palmsprings/)

Villagewide Bicycle Network

Biking is more than just exercise—it's a way to boost local economies, reduce congestion, and protect the environment. Let's pedal toward a greener future!

[LEARN MORE](https://mobilitycohort.com/village-of-palm-springs/)

Vision Zero: Safe Streets for All

Imagine a world with zero traffic fatalities and severe injuries. Vision Zero is a commitment to safe, healthy, and equitable mobility for everyone in Palm Springs. Join us in making this vision a reality!

[LEARN MORE](https://vzfla.com/palmsprings/)

STOP

AT ALL CROSSINGS

LISTEN

FOR WHAT YOU CAN'T SEE

THINK

BEFORE YOU SPEED

20

IS PLENTY

Safety Trends 55+ COMMUNITY



What is VISION ZERO?

Vision Zero is a strategy to **eliminate all traffic fatalities and severe injuries**, while increasing safe, healthy, equitable mobility for all.

Take Action!

We are creating a comprehensive Vision Zero Action Plan for the Village of Palm Springs!

GET INVOLVED



RISK LEVEL

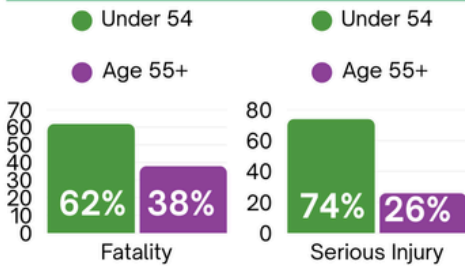


Seniors (55+) make up 27% of total killed and serious injury rates

SURVIVAL RATE



Seniors (55+) make up 38% of total Fatalities



18,101

Crashes in the Village

17,070

Motor Vehicles

37

Killed

438

Pedestrians

254

Seriously Injured

368

Cyclists

225

Motorcycles

NIGHTTIME

65%

of fatal crashes occur at night

PEDESTRIAN

88%

of pedestrian crashes are fatal

SPEED

95%

of fatal crashes on 35MPH+ roads

Exhibit F: 55+ Safe Trends Handout



At the Tree Lighting events on December 9, 2024, the project team collected a total of 118 signatures for the safety pledge. Additionally, a digital pledge is available on the VZFLA website.

Exhibit H: Vision Zero Pledge

Your Safety is important to us!
Please take a moment to complete this Safety Pledge!

VILLAGE OF PALM SPRINGS VISION ZERO PLEDGE

I pledge to support Vision Zero in the Village of Palm Springs, where, on average, we lose more than three (3) lives each year. Every life lost is one too many, and it could just as easily be someone I cherish.

I pledge to...

☐ Follow all of the rules all of the time.

☐ Obey the speed limit.

☐ Watch for pedestrians and cyclists.

☐ Pay attention to the road.

Name: _____

Phone #: _____

E-Mail: _____

Exhibit H: Vision Zero Pledge

Vision Zero Action Plan Overview



SAFER ROADS

Update Roadway Engineering and Design Standards and Land Development Code

Pursue Safe Routes to Schools Funding, especially for Palm Springs Elementary School and C.O. Taylor/Kirklane Elementary School



SAFER SPEEDS

Work with Palm Beach County and FDOT to reduce target speeds on Military Trl, Congress Ave, 10th Ave, Kirk Rd, Lake Worth Rd, Forest Hill Blvd

Evaluate the Feasibility of Deploying “Twenty is Plenty” Speed Limit Strategy



SAFER ROAD USERS

Evaluate Implementation of “Crosswalks to Classrooms” Program

Conduct High Visibility Enforcement Operation/ Educational Traffic Stop Program



SAFER VEHICLES

Consider Emerging Vehicle Safety and Connected Vehicle Technology When Purchasing New Fleet Vehicles

Publicize The Availability Of The “SaferCar” Phone Application For Recall Notifications



POST CRASH CARE

Promote CPR / Emergency First Aid Training to Village Staff, Volunteers, and Coaches

Promote Connected Smart Intersections for Dispatching First Responders in collaboration with Palm Beach County

Priority Projects Identified

- High-crash corridors and intersections
- Nighttime and pedestrian-focused improvements
- Engineering strategies:
 - Speed tables, curb extensions, lighting upgrades
 - RRFBs and high-visibility crosswalks

40+ MPH road



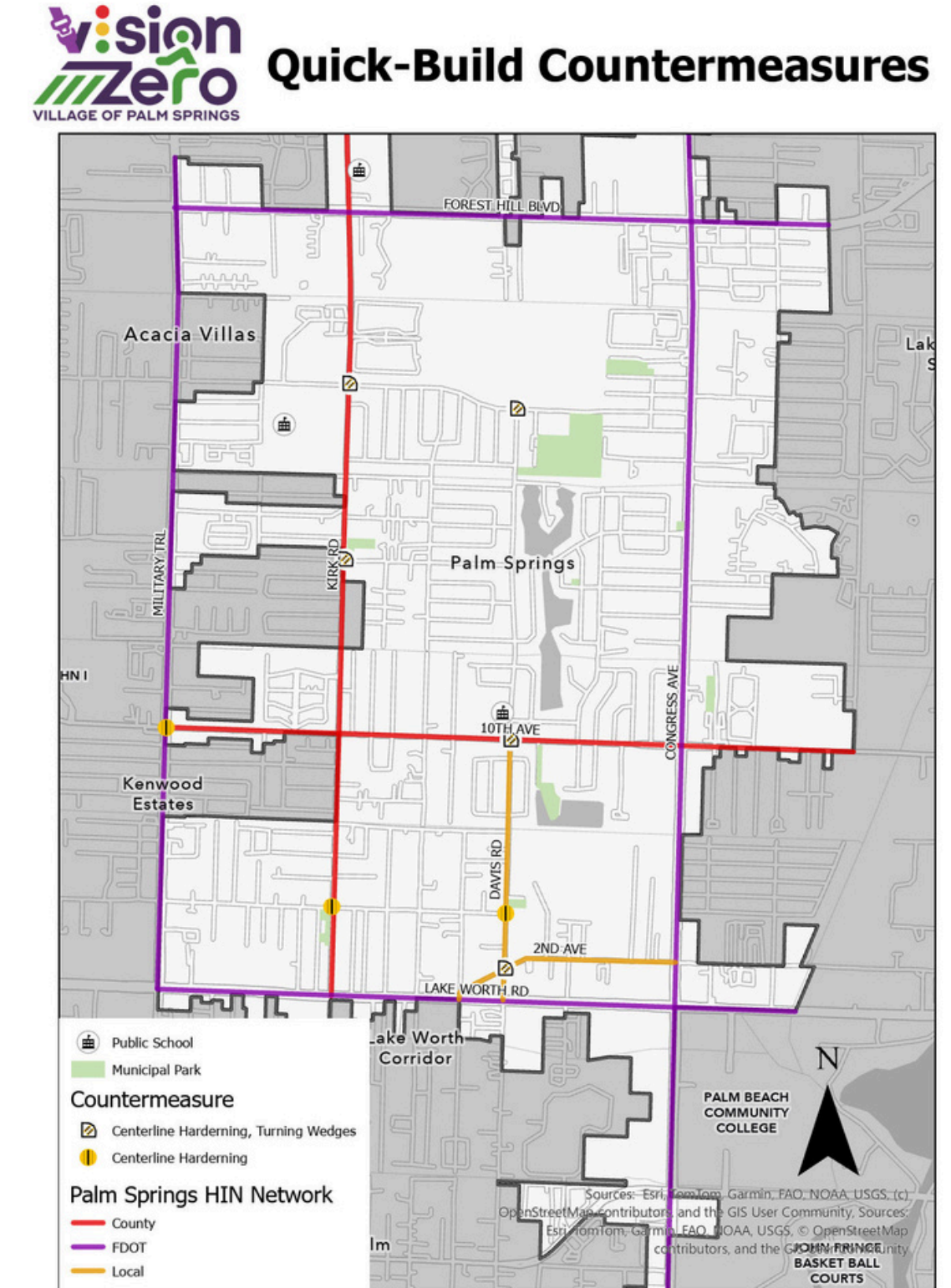
SS4A Demonstration Grant Overview

The Village is seeking \$464,000 through the Vision Zero Planning and Demonstration Grant, with a local match of \$116,000

- Goal: Implement and evaluate quick-build traffic calming measures at schools, parks, and along the Village's High Injury Network
- Treatments include MUTCD-compliant sidewalk extensions, centerline hardening, and turning wedges
- Project will support development of replicable engineering standards for Palm Beach County
- Community engagement and interagency coordination will be central to implementation

Next Steps for Grant Submission

- Finalize scope and locations for quick-build pilot projects
- Gather letters of support from stakeholders
- Submit full SS4A application by summer 2025 deadline
- If awarded, pilot installation and evaluation will take place in 2026 to inform Vision Zero Plan update



COMMENTS & QUESTIONS



Jonathan B. Paul, AICP | Principal

nueurbanconcepts@gmail.com

www.nueurbanconcepts.com



NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES





**Planning, Zoning
& Building Department**

2300 North Jog Road
West Palm Beach, FL 33411-2741
(561) 233-5000

Planning Division 233-5300
Zoning Division 233-5200
Building Division 233-5100
Code Compliance 233-5500
Contractor Regulations 233-5525
Administration Office 233-5005
Executive Office 233-5228
www.pbc.gov/pzb



**Palm Beach County
Board of County
Commissioners**

Maria G. Marino, Mayor
Sara Baxter, Vice Mayor

Gregg K. Weiss

Joel G. Flores

Marci Woodward

Maria Sachs

Bobby Powell Jr.

County Administrator

Verdenia C. Baker

*"An Equal Opportunity
Affirmative Action Employer"*



printed on sustainable
and recycled paper

Emailed on March 13, 2025

March 13, 2025

Mr. Michael Bornstein
Village of Palm Springs
226 Cypress Lane
Palm Springs FL 33461

**RE: Village of Palm Springs Transportation and Mobility Fee
Amendments – PSP 222**

Dear Mr. Bornstein,

Palm Beach County staff submits this letter pursuant to Chapter 163.3184(3)(b)3, Florida Statutes (F.S.), as formal comments to the proposed Transportation Element amendments to the Village of Palm Springs' (Village) Comprehensive Plan, repealing the countywide road impact fee, transportation concurrency, and proportionate share and replacing them with the Village's mobility fee within the Village's jurisdiction. Please note that a municipality cannot unilaterally repeal these laws and corresponding fees by amending its comprehensive plan in a charter county, according to Florida Constitution, Article VIII(1)(d)(g).

"Counties operating under county charters shall have all powers of local self-government not inconsistent with general law, or with special law approved by vote of the electors. The governing body of a county operating under a charter may enact county ordinances not inconsistent with general law. The charter shall provide which shall prevail in the event of conflict between county and municipal ordinances."

According to this Article, the Constitution requires a county charter to have provisions explaining the circumstances under which a county ordinance will trump a conflicting municipal ordinance. Palm Beach County Charter, Section 1.3 (2), provides that county ordinances prevail in matters associated with impact fees relating to county road programs; Section 1.3(4), does the same for traffic concurrency as it relates to all collector and arterial roads that are not the responsibility of any municipality.

The Palm Beach County Charter is found in its entirety at the link below:
<http://discover.pbcgov.org/pdf/publications/charter.pdf>

A close on-going coordination between the Village and the County, therefore, must take place to develop a mobility plan and fee that does not replace but supplements the countywide systems. Such coordination is required, as Traffic Performance Standards and Impact Fee regulations apply in all cities pursuant to Palm Beach County's Charter, including the Village of Palm Springs. Please also note that any attempt by the Village to repeal and replace County road impact fees, transportation concurrency, and proportionate share directly contradicts Section 163.3180, Florida Statutes, which provides that the Village and County *must* create and execute an interlocal agreement to coordinate the mitigation of our respective impacts. In the near future, the County will be providing an interlocal agreement in accordance with the state statutes.

The County has provided a "Notice of Intent to Object" through the



Intergovernmental Plan Amendment Review Committee (IPARC). Subsequently, the County and the Village staff have met (via Zoom) on February 21, 2025 pursuant to IPARC procedures and the County staff proposed modifications to reflect that the Village's proposed Mobility Fees be in addition to the current countywide impact fees.

Please note that per s. 163.3184(3)(b)3, F.S., the City's proposed amendment is inconsistent with several of the County's Comprehensive Plan policies (attached) including, but not limited to, Transportation Element policies 1.1-a, 1.1-b, 1.3-i, 1.12-b, 1.12-d, 1.13-a, 1.13-d, 1.13-e, and 1.13-f, and Capital Improvement Element Policy 1.6-e.3

We request that the Village continue in its ongoing coordination and support with the County as the upcoming Countywide Transportation Master Plan (CTMP) is developed to ensure that all transportation needs are met to best serve all Palm Beach County residents and visitors. In light of the upcoming CTMP, any action on the above referenced ordinance is premature.

Please let me know if you have any questions or need more information regarding this important matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Thuy Shult".

Thuy Shult,

Director Planning Division

c: PBC Board of County Commissioners
Palm Springs Village Council Members
Verdenia C. Baker, County Administrator
Patrick Rutter, Deputy County Administrator
Whitney Carroll, Esq, PZB Executive Director
Darren Leiser, Assistant County Attorney
Ryan Maher, Assistant County Attorney
David Ricks, County Engineer

Motasem Al-Turk, Director Traffic Division
Khurshid Mohyuddin, Planning Division
Derrek Moore, Impact Fee Manager
Kim Glas-Castro, Assistant Village Manager
Glenn Torcivia, Village Attorney
Iramis Cabrera, Director Palm Springs PZB

TRANSPORTATION ELEMENT

OBJECTIVE 1.1 Level of Service Standards

By 2035, the Countywide transportation system shall operate at the adopted Level of Service standard (as defined below):

Policy 1.1-a: Development Orders issued by the County and municipalities shall be consistent with the level of service standards of this Element and the Countywide Traffic Performance Standard Ordinance. Roadway capacity shall be provided to accommodate development-related impacts at the adopted Level of Service (LOS) standard, except where otherwise indicated in Objective 1.2 of this Element or in other Goals, Objectives, and Policies of the Palm Beach County Comprehensive Plan. The implementing ordinance may effect a partial exercise in municipalities by the authority established by Section 1.3(4) of the Palm Beach County Charter.

Policy 1.1-b: No development order shall be issued by the County or a municipality for any project that adds traffic to a thoroughfare network street or intersection as defined herein and in the Unified Land Development Code (ULDC) Traffic Performance Standard that causes a LOS in Test One or Test Two to deteriorate below adopted standards. Traffic shall be measured by application of Test One and Test Two as described below and set forth with greater specificity in the ULDC. Exceptions are limited to those Specific Exceptions as provided for in this Element.

Policy 1.3-i (Management of Transportation System): The County will maintain policies and programs which ensure that the overall transportation system meets the County's level of service criteria in order to provide viable alternatives to the Florida Intrastate Highway System & the Strategic Intermodal System, and to protect their interregional and intrastate functions.

Policy 1.12-b (Transportation Funding): New development shall be assessed an appropriate impact fee to help provide funding for roadway improvements to serve the development.

Policy 1.12-d: The Five Year Road Improvement Program shall be consistent with the 1990 Countywide Traffic Performance Standards Ordinance and serve as input to the Capital Improvement Element's Five Year Road Improvement Schedule.

Policy 1.13-a (General Plan Coordination): The County shall utilize intergovernmental programs identified in the Intergovernmental Coordination Element, such as the Intergovernmental Plan Amendment Review Committee (IPARC), to implement the Goal, Objectives, and Policies of the County's Transportation Element.

Policy 1.13-d: To ensure the availability of adequate transportation facilities, the County's transportation system shall be coordinated with local comprehensive plans to reflect the demand created by anticipated development.

Policy 1.13-e: The Palm Beach County Planning Division and Engineering Department shall establish a coordinated review process that will ensure that the Palm Beach County Six Year Road Improvement Schedule is consistent with Goals, Objectives, and Policies of the Comprehensive Plan.

1.13-f: The County shall continue to work with jurisdictions in adjacent counties and municipalities within Palm Beach County to coordinate transportation related issues, such as 1) the locations and dimensions of thoroughfare rights-of-way and to address multi-jurisdictional traffic impacts to assure maintenance of acceptable Level of Service on the traffic circulation network, 2) the future transit needs and delivery services, and 3) the provisions and operations of non-vehicular modes as they relate to intercounty travel.

CAPITAL IMPROVEMENT ELEMENT

Policy 1.6-d.e-3 (Renewal and Replacement): Fair-Share Road Impact Fees, pursuant to Ordinance 89-19, shall continue to be assessed to residential and non-residential development Countywide, for County roads.