



**CITY OF WESTLAKE**  
**Engineering Department**  
4001 Seminole Pratt Whitney Road  
Westlake, Florida 33470  
Phone: (561) 530-5880  
[www.westlakegov.com](http://www.westlakegov.com)

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## **STAFF MEMORANDUM**

**DATE:** 9/14/2021

**DESCRIPTION:** Chapter 7 Mobility, Land Development Regulations

### I. Introduction

The purpose of the Mobility chapter is to present the City's standards for mobility and provide procedures for traffic analysis required for development applications. The following information was presented to Council at a workshop on 8/23/2021, Local Planning Agency on 9/13/2021 and City Council for first reading on 9/13/2021. Council had no comments.

### II. Applicability

The provisions of this chapter apply to all land development in the City with the following exceptions:

- A. City initiated changes to future land use and zoning
- B. City sponsored events
- C. Development orders issued prior to incorporation of the City

### III. Traffic Studies

Traffic studies are required for development applications to address the standards in this Chapter and the County Traffic Performance Standards (TPS), as applicable.

- A. Traffic studies are not required for projects with fewer than 20 peak hour trips.
- B. Traffic studies shall address:
  - a. County TPS and applicability
  - b. Vested project traffic
  - c. Applicable standards
    - i. Level of Service (LOS) D established in the Comprehensive Plan
    - ii. Radius of Development Influence – based on the new external two-way peak hour trip generation
  - d. Peak hour traffic (AM and PM)
  - e. Seasonal factors
  - f. Peak hour turning movements
  - g. Total traffic at the buildout period (traffic volume and trip generation)

#### IV. Project Buildout Standards

- A. The comprehensive plan establishes a LOS D for City roads and intersections.
- B. Intersections are analyzed using the Highway Capacity Manual (HCM) methodology.
- C. Links are analyzed according to Table 7-3 in the Chapter.

**Table 7-3: LOS D Link Service Volumes**

Facility Type				Peak Hour Directional	
				Class I	Class II
2 lanes undivided <sup>(1)</sup>	2L			792	675
2 lanes divided	2LD			832	709
4 lanes undivided <sup>(1)</sup>	4L			1,710	1,394
4 lanes divided	4LD			1,800	1,467

#### V. Site Related Improvements

Developers may be required to provide improvements to accommodate their site. This is based on the analysis of the peak hour volumes at points where the project’s traffic meets the public roads. The following site-related improvements may be required:

- Traffic signal
- Turn lanes
- Roundabouts
- Stop signs

Cost of construction of the site-related improvements shall be the responsibility of the applicant.

#### VI. Mobility Fee

Within one-year of adoption of this Ordinance, the City shall undertake a mobility fee study consistent with the requirements of the Florida Statutes. The mobility fee is a mechanism for the City to acquire funds to maintain the desired level of service for the City’s roads, parking lots, shared use paths, public transportation, bicycle lanes, and sidewalks. The mobility fee study will come to the City Council for approval and adoption.

#### VII. Conclusion

Chapter 7 Mobility provides the Engineering Department with the standards at which to review traffic impacts from development in the City. Adherence to these standards is critical to ensure the City can maintain adequate level of service of the transportation network. The City Engineering Department recommends approval of this Chapter as written.