



Staff Report

File #: 16-392A, **Version:** 1

Agenda Date: 3/29/2016

Subject:

Ordinance amending portions of Chapter 150, Impact Fees, of the Land Development Code.

Recommended Action:

Conduct a public hearing and adopt the proposed ordinance amending portions of Chapter 150, Impact Fees, of the Land Development Code.

Strategic Plan:

Foster Continual Economic Growth and Vitality

4.3 Catalyze redevelopment through planning and regulatory programs

4.4 Invest in infrastructure to meet current and future needs

4.5 Provide safe and effective transportation systems to support the efficient flow of motorists, commerce, and regional connectivity

Summary:

The proposed Ordinance includes amendments to Chapter 150, Impact Fees, of the Pinellas County Land Development Code. The amendments set forth the site plan requirements associated with the proposed Mobility Management System. Other proposed changes to Chapter 150 included in this Ordinance seek to change the name "transportation impact fee" to "multimodal impact fee"; modify the boundaries of the impact fee districts and downtown area districts to be consistent and better coordinated with current municipal development patterns; correct the fee schedule rate for adult congregate living facilities; and add a footnote regarding the unit of measure used for the general commercial category.

The Local Planning Agency (LPA) reviewed the proposed Ordinance at a public hearing on February 11, 2016 and determined that the proposed amendments are consistent with the Pinellas County Comprehensive Plan and recommended approval of the Ordinance by a vote of 6 to 0.

Background Information:

In response to the 2011 Community Planning Act, which removed State-mandated transportation concurrency management requirements, the Pinellas County Metropolitan Planning Organization (MPO) endorsed the Pinellas County Mobility Management System on September 11, 2013. The Mobility Management System provides a framework for a coordinated multimodal approach to managing the traffic impact of development projects as a replacement for local transportation concurrency systems. It calls for establishing a tiered development review approach requiring larger scale projects adding new trips on deficient roadways to implement transportation management plans (TMPs), which can be applied as credit toward their impact fee assessment. TMPs would include strategies such as trail, sidewalk, bus stop and intersection improvements or trip reduction programs such as vanpooling or telecommuting. Projects located on non-deficient roadways would only be required to pay an impact fee commensurate with the number of new trips they generate. The System is also intended to ensure consistency between County and municipal site plan review

processes as they pertain to reviewing and managing the traffic impacts of development projects while increasing mobility for all users of the transportation system.

Proposed Amendments to Chapter 134:

While the proposed amendments to Chapter 150 establish the Mobility Management System and multimodal impact fees and associated districts, a separate proposed Ordinance to Chapter 134, Article VI (Concurrency System) repeals transportation concurrency in support of the newly proposed Mobility Management System. Both Ordinances are being proposed concurrently and, if adopted, would take effect at the same time.

2014 Proposed Amendments to Chapter 150 and the Pinellas County Comprehensive Plan:

An initial public hearing by the Board on proposed amendments to Chapter 150 was held on October 21, 2014. At that same hearing, the Board considered an ordinance including proposed amendments to the Pinellas County Comprehensive Plan reflecting the replacement of transportation concurrency with the Mobility Management System and transmitted the proposed Plan amendments to the Florida Department of Economic Opportunity (DEO) for review and comment. It became evident, however, after the amendments were transmitted, that not all of the municipalities were quite ready to take action on their corresponding amendment packages. This was important as the multimodal impact fee, similar to the existing countywide impact fee, is a countywide fee and approach, requiring countywide agreement on both the policy and regulatory approach. Consequently, adoption of the County's original 2014 amendment package was postponed until each of the municipalities was ready to adopt their related amendment packages. At this time, with the municipalities now on a similar timeline, the County is proceeding with its amendments to Chapter 150 and the Comprehensive Plan.

Proposed Amendments to the Pinellas County Comprehensive Plan:

Most recently, the supporting Comprehensive Plan Ordinance was heard by the Board on November 24, 2015 and transmitted to the Florida DEO for review. The Planning Department received mostly minor comments from the Florida DEO and the other state and regional review agencies. In response to such comments, a few changes consisting almost entirely of minor grammatical corrections were incorporated into the proposed Ordinance amending the Pinellas County Comprehensive Plan. A second hearing for adoption of the Ordinance is included on the agenda of the March 29th meeting of the Board. The intent is to adopt the Comprehensive Plan amendments along with the supporting Land Development Code amendments to Chapter 134, Article VI (Concurrency System), and Chapter 150, Impact Fees, at this same meeting.

Scheduled Adoptions:

The adoption hearing for the Ordinance amending the Pinellas County Comprehensive Plan is scheduled to coincide with respective adoption public hearings on the proposed Ordinance amending Chapter 150 (per this staff report) and the proposed Ordinance amending Chapter 134 of the Pinellas County Land Development Code (per a separate agenda item and staff report).

Fiscal Impact:

No additional costs will be incurred by Pinellas County in the implementation of the Mobility Management System.

Staff Member Responsible:

Gordon Beardslee, Director, Planning

Partners:

Municipalities

Metropolitan Planning Organization

Attachments:

Ordinance (strike-through / underline)

Ordinance (approved as to form)

Staff Report and LPA Recommendation

Legal Notice

PowerPoint Summary of Proposed Amendments

ORDINANCE NO. 16-

AN ORDINANCE OF THE COUNTY OF PINELLAS ESTABLISHING A MOBILITY MANAGEMENT SYSTEM BY AMENDING CHAPTER 150, IMPACT FEES, OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE, BY CHANGING THE NAME OF ARTICLE II FROM TRANSPORTATION IMPACT FEES TO MULTIMODAL IMPACT FEES; REVISING SECTIONS 150-36 THROUGH 150-47 TO REPEAL LANGUAGE REFERRING TO TRANSPORTATION IMPACT FEES AND CONCURRENCY AND REPLACING WITH MULTIMODAL IMPACT FEES AND MOBILITY MANAGEMENT RESPECTIVELY; REVISING SECTION 150-40, COMPUTATION OF AMOUNT, TO CORRECT UNIT RATE FOR ADULT CONGREGATE LIVING FACILITY AND ADDING FOOTNOTE RELATED TO GENERAL COMMERCIAL CATEGORY; ADDING SECTION 150-48 TO ESTABLISH A MOBILITY MANAGEMENT SYSTEM; RENUMBERING AND AMENDING SECTIONS 150-48 AND 150-49; REVISING EXHIBITS "A" THROUGH "J" TO REFLECT ARTICLE II NAME CHANGE AND ADDING EXHIBIT "K", DEFICIENT ROADS; MODIFYING IMPACT FEE DISTRICTS BOUNDARIES; AND PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Pinellas County Board of County Commissioners has established that land development shall bear a proportionate cost of the provision of new or expanded capital facilities required by such development; and

WHEREAS, the Pinellas County Board of County Commissioners has determined that the transportation system in Pinellas County should be able to adequately provide for the movement of people and goods and promote and protect public health, safety, and welfare if new development is to be accommodated; and

WHEREAS, the Pinellas County Board of County Commissioners has previously provided for transportation impact fees and their administration through the adoption of Ordinance 86-43 and subsequent amendments and their inclusion in the Pinellas County Land Development Code; and

WHEREAS, Florida House Bill 7207, also known as the Community Planning Act, was signed into law in 2011; and

WHEREAS, the Community Planning Act removed State requirements for local government implementation of transportation concurrency management systems; and

WHEREAS, in the absence of State imposed transportation concurrency management requirements, the Pinellas County Metropolitan Planning Organization authorized a multi-jurisdictional task force to develop a countywide approach to manage the transportation impacts of development projects through local site plan review processes; and

WHEREAS, the Mobility Plan Task Force participated in the development of a countywide mobility plan through a coordinated effort involving the local governments of Pinellas County, and the Pinellas Suncoast Transit Authority, Pinellas Planning Council and Florida Department of Transportation; and

WHEREAS, the Pinellas County Mobility Plan was approved by the Pinellas County Metropolitan Planning Organization on September 11, 2013; and

WHEREAS, the Pinellas County Mobility Plan provides a more flexible and efficient alternative to the traditional form of concurrency management, which ties development approvals to maintaining adopted roadway level of service standards, while facilitating multimodal transportation solutions; and

WHEREAS, the Pinellas County Mobility Plan incorporates the assessment of impact fees as a central element in its implementation; and

WHEREAS, the Pinellas County Mobility Plan calls for renaming the Transportation Impact Fee Ordinance the Multimodal Impact Fee Ordinance to reflect the purpose of the Ordinance to improve the capacity of the countywide transportation system for all users; and

WHEREAS, amendments to Chapter 150 are needed to establish a mobility management system designed to implement the Pinellas County Mobility Plan; and

WHEREAS, changes to the multimodal impact fee district boundaries are needed to be consistent and better coordinated with development patterns; and

WHEREAS, the cities of Clearwater and Largo have requested modification to the boundaries of their downtown area districts, respectively; and

WHEREAS, the requested modifications to the Clearwater and Largo downtown districts are consistent with the terms of the Multimodal Impact Fee Ordinance regarding the application of fee schedule B; and

WHEREAS, revisions to Exhibits “A” through “J” are necessary to adjust the boundaries of the impact fee districts; and

WHEREAS, a new Exhibit “K” has been added to depict the location of deficient roadway facilities as referenced by the mobility management system; and

WHEREAS, changes are necessary to correct the unit rate for adult congregate living facility and to add a footnote to fee schedules A and B related to the unit of measure for the general commercial category.

NOW, THEREFORE, BE IT ORDAINED, ON THIS _____ DAY OF _____, 2016, BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY, FLORIDA THAT:

SECTION 1. CHAPTER 150 ARTICLE II OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS RENAMED MULTIMODAL IMPACT FEES.

SECTION 2. SECTION 150-36 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Note: Existing chapter text with ~~double strikethrough marking lines~~ indicate text that has been moved (i.e., cut) from one location within the chapter to another location. The relocated (i.e., pasted) text is indicated with double underline marking lines.

Sec. 150-36. Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

City manager means the chief administrative officer of the involved jurisdiction and/or his designee.

County administrator means the county administrator and/or his designee.

Credits means the impact fee deductions allowed a feepayer for eligible off-site transportation improvements funded by the feepayer.

Deficient facility means a road operating at peak hour level of service E or F, and/or a volume-to-capacity (v/c) ratio of 0.9 or higher with no mitigating improvements scheduled within three years.

Expansion of the capacity of a road applies to all road and intersection capacity enhancements and includes but is not limited to extensions, widening, intersection improvements, drainage improvements and upgrading signalization.

External trip means any trip which has either its origin or destination at the development site and which impacts the major road network system.

Fair share fee means the fee required to be paid in accordance with this article.

Feepayer means a person commencing a land development activity which generates traffic and which requires the issuance of a certificate of occupancy, land use permit or occupational license.

Independent fee calculation study means the traffic engineering and/or economic documentation prepared by a feepayer to allow the determination of the impact fee other than by the use of the table in Subsection 150-40(c) of this article.

Land development activity generating traffic means any construction or expansion of building(s) or structure(s), or any changes in the use of any structure(s) that attracts or produces additional vehicular trips.

Level of service is a qualitative measure that represents the collective factors of speed, travel, time, traffic interruption, freedom to maneuver, safety, driving comfort and convenience, and operating costs provided by a highway facility under a particular volume condition. Levels of service vary from A to F as described in the transportation elements of the local comprehensive plans, the Transportation Research Board's Highway Capacity Manual, and similar documents.

Mobility management system is the process utilized by Pinellas County to implement the Pinellas County Mobility Plan. This includes the process of managing the transportation impacts of development projects and the assessment, collection and expenditure of multimodal impact fees.

Transportation Multimodal impact fee district means areas from which impact fee monies are collected and expended. These districts are defined in exhibit A.

Transportation Mobility improvement means and includes construction projects and transportation demand and system management initiatives including but not limited to:

- (1) Construction of new through lanes;
- (2) Construction of new turn lanes;
- (3) Construction of new bridges or grade separations;
- (4) Construction of new or upgrading of existing drainage facilities in conjunction with new roadway construction;
- (5) Purchase and installation of traffic signalization, including new and upgraded signalization;
- (6) Construction of curbs, medians and shoulders;
- (7) Relocating utilities to accommodate new roadway construction;
- (8) Construction of intersection improvements;
- (9) Construction of sidewalks;
- (10) Installation of on-street bicycle lanes and construction of bicycle/pedestrian trails;
- (11) Construction of transit facilities such as shelters and pullout bays;
- (12) Construction of park and ride lots;
- (13) Intelligent transportation system (ITS) projects; and

(14) Commuter assistance programs.

New peak hour trip refers to a vehicle trip added to the major road network from and to a developed parcel of land during the weekday peak hour. This excludes “passer-by” or “diverted” trips, whereby the site is accessed as a secondary trip.

Off-site improvements means ~~road~~-transportation-related and/or -supportive improvements, other than those referenced in the definition of site-related improvements, located outside of the boundaries of the parcel proposed for development, which are required to serve the development's external trips.

Pinellas County Mobility Plan is a countywide approach to managing the transportation impacts of development projects and increasing mobility for pedestrians, bicyclists, transit users and motor vehicles utilizing the multimodal impact fee ordinance and local site plan review processes.

Pre-existing use refers to the land use that occupied a parcel of land prior to the submittal of a permit/site plan application. In accordance with Section 150-40, development projects are entitled to a credit equivalent to the impact fee assessment of any land use activity that existed on the property as of 1986, the original adoption year of this Ordinance. The applicant must provide the necessary documentation to verify a pre-existing use activity not reflected in the current records of the Pinellas County Property Appraiser’s Office.

Road means any public way for purposes of ~~vehicular traffic~~travel, including the entire area within the right-of-way.

Site-related improvements means capital improvements necessary for direct access/egress to the development in question. Direct access/egress site-related improvements include but are not limited to the following:

- (1) Site driveways and roads;
- (2) Right and left turn lanes leading to those driveways;
- (3) Traffic control measure for those driveways;
- (4) Acceleration/deceleration lanes;
- (5) Median openings/closing;
- (6) Frontage roads;~~and~~
- (7) Roads necessary to provide direct access to the development;~~;~~ and
- (8) Pedestrian and other non-motorized transportation improvements such as sidewalks, pathways and bicycle lanes to provide direct access to the development.

~~Transportation impact fee district means areas from which impact fee monies are collected and expended. These districts are defined in exhibit A.~~

~~Transportation improvement means and includes construction projects and transportation demand and system management initiatives including but not limited to:~~

- ~~(1) Construction of new through lanes;~~
- ~~(2) Construction of new turn lanes;~~
- ~~(3) Construction of new bridges or grade separations;~~
- ~~(4) Construction of new or upgrading of existing drainage facilities in conjunction with new roadway construction;~~
- ~~(5) Purchase and installation of traffic signalization, including new and upgraded signalization;~~
- ~~(6) Construction of curbs, medians and shoulders;~~
- ~~(7) Relocating utilities to accommodate new roadway construction;~~

- ~~(8) Construction of intersection improvements;~~
- ~~(9) Construction of sidewalks;~~
- ~~(10) Installation of on-street bicycle lanes and construction of bicycle/pedestrian trails;~~
- ~~(11) Construction of transit facilities such as shelters and pullout bays;~~
- ~~(12) Construction of park and ride lots;~~
- ~~(13) Intelligent transportation system (ITS) projects; and~~
- ~~(14) Commuter assistance programs.~~

Transportation management plan, as developed by an applicant representing a proposed development is submitted in conjunction with individual site plans seeking to utilize transportation management strategies to address their development impacts, improve the efficiency and safety of the mobility system, and increase the mobility for all users.

Transportation management plan strategies are intended to increase mobility while addressing the transportation impacts of development projects. They include, but are not limited to, density/intensity reductions, project phasing, access controls, capital improvements and/or initiatives encouraging mass transit, bicycle or pedestrian travel, ride-sharing or roadway improvements. They do not include standard requirements necessary for site plan approval or operational improvements.

Volume-to-capacity (v/c) ratio means the rate of traffic flow of an intersection approach or group of lanes during a specific time interval divided by the capacity of the approach or group of lanes.

SECTION 3. SECTION 150-37 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-37. Rules of construction.

- (a) The provisions of this article shall be liberally construed so as to effectively carry out its purpose in the interest of the public health, safety and welfare.
- (b) For the purpose of administration and enforcement of this article, unless otherwise stated in this article, the following rules of construction shall apply to the text of this article;
 - (1) Any road right-of-way used to define ~~transportation-multimodal~~ impact fee district boundaries, as identified in Exhibit A [following Section 150-49~~50~~], shall be considered to be within each district it bounds for purposes of using these funds.
 - (2) The land use types listed in Section 150-40 shall have the same meaning as under the land use element(s) of the local comprehensive plans.

SECTION 4. SECTION 150-38 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-38. Intent, ~~and purpose~~, and legislative findings.

- (a) This article is intended to implement and be consistent with the county comprehensive plan and the plans of the municipalities in the county adopted pursuant to F.S. Ch. 163.
- (b) The purpose of this article is to assure that new development ~~does not degrade existing levels of service and that new development~~ bears a proportionate share of the cost of capital expenditures necessary to meet ~~transportation-mobility~~ needs as established by the county comprehensive plan, the ~~Metropolitan~~ Metropolitan ~~Planning~~ Organization's long range transportation plan, and the comprehensive plans of the municipalities in the county.

(c) The legislative findings are as follows:

(1) Florida House Bill 7207, the Community Planning Act, was legislated in 2011. The Act eliminated state mandated concurrency management requirements related to transportation facilities for local governments;

(2) In 2013, the Pinellas County Metropolitan Organization approved the Pinellas County Mobility Plan. The intent of the Mobility Plan is to replace local transportation concurrency management programs with a system that provides local governments with the means to manage the traffic impacts of development projects;

(3) The transportation element of the comprehensive plan identifies a number of highway system facilities operating under deficient level of service conditions. These require the application of mobility plan provisions in order to manage transportation impacts and to increase mobility through the use of multimodal impact fees to fund mobility improvements;

(4) Local comprehensive plans provide data, analysis, and policies supporting the management of development impacts on major roads operating with deficient level of service conditions through the application of the Pinellas County Mobility Plan and supporting land use policies;

(5) Transportation management plan strategies are important tools for local governments to manage development impacts while maximizing mobility and accessibility consistent with the comprehensive plan and Fix America's Surface Transportation (FAST) Act; and

(6) The Community Planning Act encourages the coordination of planning and growth management activities among local governments, the Metropolitan Planning Organization and regional and state government agencies.

SECTION 5. SECTION 150-39 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-39. Fee required.

- (a) Any person who, seeks a certificate of occupancy for land development activity or seeks to change a use by applying for issuance of an occupational license, land use permit, or municipal equivalent thereof which will generate additional traffic shall be required to pay a ~~transportation~~ multimodal impact fee in the manner and amount set forth in this article.
- (b) No certificate of occupancy, use permit or occupational license for any activity requiring payment of an impact fee pursuant to Section 150-40 shall be issued unless and until the multimodal~~transportation~~ impact fee hereby required has been paid.
- (c) Any person who has submitted a site plan or building permit application in accordance with local land development codes prior to the effective date of this amendatory ordinance will be subject to the terms of the ordinance that was in effect at the time the site plan or building permit application was submitted.

SECTION 6. SECTION 150-40 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-40. Computation of amount.

- (a) The amount of the ~~transportation~~ multimodal impact fees imposed under this article will depend on a number of factors, including the type of land development activity, and several fixed elements, such as the average cost to construct one lane-mile of roadway (\$2,216,466.00) and the average capacity of one lane-mile of roadway (6,900 vehicles per day).
- (b) The following formula shall be used by the county administrator, city manager or functional equivalent to determine the impact fee per unit of development:

$$\frac{TGR \times \%NT \times TL \times CST (RF)}{CAP \times 2}$$

WHERE:

TGR	=	Trip generation rate, as per fee schedule
%NT	=	Percent new trips
TL	=	Average trip length, varies by land use
CST	=	The cost to construct one-lane mile of roadway (\$2,216,466.00)
CAP	=	The capacity of one-lane mile of roadway (6,900 vehicles per lane, per day)
2	=	Allocation of one-half the impact to the origin and one-half to the destination
RF	=	Reduction factor (.268)

- (c) At the option of the fee payer, the amount of the ~~transportation~~ multimodal impact fee may be determined by the following fee schedules (Schedule A contains the impact fee rates for uses outside of designated downtown/~~redevelopment~~ areas; Schedule B contains rates for downtown/~~redevelopment~~ areas):

Schedule A. General Fee Schedule

Land Use Type	Unit	Trip Rate	Avg. Trip Length	Percent New Trips	Fee Per Unit
Residential:					
Single-family	du	9.6	5.0	1.00	\$2,066
Multi-family	du	6.6	5.0	1.00	\$1,420
Condominium/Townhome	du	5.8	5.0	1.00	\$1,248
Efficiency apt./hotel	room	5.0	3.3	0.59	\$419
Mobile home	du	5.0	5.0	1.00	\$1,076
Licensed ACLF	bed	2.7	2.8	.74	\$250 241
General Office:					
0—49,999 sq. ft.	1000 sf	16.3	5.1	0.92	\$3,292
50,000—149,999 sq. ft.	1000 sf	13.7	5.1	0.92	\$2,767
150,000—299,999 sq. ft.	1000 sf	11.5	5.1	0.92	\$2,323
300,000—599,999 sq. ft.	1000 sf	10.4	5.1	0.92	\$2,100
600,000—799,999 sq. ft.	1000 sf	8.4	5.1	0.92	\$1,697
Over 800,000 sq. ft.	1000 sf	8.2	5.1	0.92	\$1,656
Research Center:					
Research center	1000 sf	6.1	5.1	0.92	\$1,232
Industrial:					
General industrial	1000 sf	7.0	5.1	0.92	\$1,414
Industrial park	1000 sf	7.0	5.1	0.92	\$1,414

Manufacturing	1000 sf	3.8	5.1	0.92	\$767
Warehousing	1000 sf	3.6	5.1	0.92	\$727
Mini-warehousing	1000 sf	2.5	3.1	0.92	\$307
Medical:					
Hospital	bed	11.8	6.4	0.77	\$2,503
Nursing home	bed	2.4	2.8	0.75	\$217
Clinic/Medical office	1000 sf	35.2	4.9	0.85	\$6,311
Veterinary clinic	1000 sf	32.8	1.9	0.70	\$1,878
Lodging:					
Hotel	room	8.2	6.4	0.71	\$1,604
Motel (budget style)	room	5.6	6.4	0.59	\$910
Resort hotel	room	18.4	5.4	0.75	\$3,208
Recreation:					
General recreation	pkg sp	3.4	6.4	0.90	\$843
Marina	boat berth	3.0	7.0	0.90	\$814
Dry dock marina	boat slip	2.1	3.6	0.90	\$293
Racquet club	1000 sf	14	3.0	0.75	\$1,356
Golf course	acre	5.0	7.1	0.90	\$1,375
Fitness center	1000 sf	27.0	4.0	0.84	\$3,905
Retail:					
Quality restaurant	1000 sf	90.0	2.5	0.82	\$7,942
Sit-down restaurant	1000 sf	127.0	1.9	0.79	\$8,205
Drive-in restaurant	1000 sf	496.0	1.7	0.54	\$19,599
Quality drive-in restaurant	1000 sf	279.7	1.7	0.75	\$15,350
Discount store (ind.)	1000 sf	56.0	1.8	0.61	\$2,647
Building materials store	1000 sf	45.2	1.7	0.61	\$2,018
Home Improvement Superstore	1000 sf	29.8	2.2	0.83	\$2,342
New and used car sales	1000 sf	33.3	2.4	0.79	\$2,718
Service station w/ conven. Market <800 sf	pump	162.8	1.9	0.23	\$3,062
Car wash	1000 sf	151.2	1.6	0.67	\$6,977
Supermarket	1000 sf	102.0	1.7	0.53	\$3,956
Convenience market (under 3,000 sf)	store	1762.9	1.5	0.25	\$28,456
Convenience market (3,000 sf or over)	1000 sf	887.1	1.5	0.25	\$14,319
Movie theater w/ matinee	screen	132.0	2.3	0.85	\$11,108
Auto repair/detailing	1000 sf	28.4	2.2	0.83	\$2,232

Furniture store	1000 sf	5.1	2.4	0.79	\$351
Retail nursery (garden ctr.)	1000 sf	36.0	1.8	0.61	\$1,701
Discount club store	1000 sf	41.8	4.0	0.89	\$6,405
Discount superstore	1000 sf	65.3	2.2	0.83	\$5,133
Video rental store (free standing)	1000 sf	13.6	2.3	0.85	\$1,144
General Commercial:					
Under 100,000 sq. ft.	1000 sf gla	94.7	1.7	0.49	\$3,396
100,000—199,999 sq. ft.	1000 sf gla	74.3	1.8	0.63	\$3,627
200,000—299,999 sq. ft.	1000 sf gla	58.9	2.0	0.75	\$3,803
300,000—399,999 sq. ft.	1000 sf gla	48.3	2.3	0.79	\$3,778
400,000—499,999 sq. ft.	1000 sf gla	43.0	2.5	0.80	\$3,702
500,000—999,999 sq. ft.	1000 sf gla	37.7	3.0	0.81	\$3,943
Over 1,000,000 sq. ft.	1000 sf gla	33.4	3.6	0.81	\$4,192
Services:					
Bank	1000 sf	144.0	1.6	0.30	\$2,975
Institutional:					
Church	1000 sf	9.1	3.9	0.90	\$1,375
Library (private)	1000 sf	56.0	3.9	0.90	\$8,461
Day care center	1000 sf	79.0	2.0	0.74	\$5,033
Elementary school	student	1.3	4.3	0.80	\$192
High school	student	1.7	4.3	0.90	\$283
Junior/community college	student	1.2	7.3	0.90	\$339
University	student	2.4	7.3	0.90	\$679
Airport	flights	2.0	6.0	0.90	\$465
Park	acres	36.5	6.4	0.90	\$9,050

Note: General commercial unit is gross leasable area.

Schedule B. Downtown ~~Redevelopment Area~~ Fee Schedule

Land Use Type	Unit	Trip Rate	Avg. Trip Length	Percent New Trips	Fee Per Unit
Residential:					
Single-family	du	9.6	5.0	0.74	\$1,529
Multi-family	du	6.6	5.0	0.74	\$972
Condominium/Townhome	du	5.8	5.0	0.74	\$924
Efficiency apt./hotel	room	5.0	3.3	0.59	

Mobile home	du	5.0	5.0	0.74	\$796
Licensed ACLF	bed	2.7	2.8	0.74	\$250 \$241
General Office:					
0—49,999 sq. ft.	1000 sf	16.3	5.1	0.74	\$2,648
50,000—149,999 sq. ft.	1000 sf	13.7	5.1	0.74	\$2,226
150,000—299,999 sq. ft.	1000 sf	11.5	5.1	0.74	\$1,868
300,000—599,999 sq. ft.	1000 sf	10.4	5.1	0.74	\$1,689
600,000—799,999 sq. ft.	1000 sf	8.4	5.1	0.74	\$1,365
Over 800,000 sq. ft.	1000 sf	8.2	5.1	0.74	\$1,332
Research Center:					
Research center	1000 sf	6.1	5.1	0.74	\$991
Industrial:					
General industrial	1000 sf	7.0	5.1	0.74	\$1,137
Industrial park	1000 sf	7.0	5.1	0.74	\$1,137
Manufacturing	1000 sf	3.8	5.1	0.74	\$617
Warehousing	1000 sf	3.6	5.1	0.74	\$585
Mini-warehousing	1000 sf	2.5	3.1	0.74	\$247
Medical:					
Hospital	bed	11.8	6.4	0.62	\$2,015
Nursing home	bed	2.4	2.8	0.60	\$174
Clinic/Medical office	1000 sf	35.2	4.9	0.70	\$5,197
Veterinary clinic	1000 sf	32.8	1.9	0.70	\$1,878
Lodging:					
Hotel	room	8.2	6.4	0.61	\$1,378
Motel (budget style)	room	5.6	4.0	0.61	\$588
Resort hotel	room	18.4	5.4	0.61	\$2,609
Recreation:					
General recreation	pkg sp	3.4	6.4	0.32	\$300
Marina	boat berth	3.0	7.0	0.32	\$289
Dry dock marina	boat slip	2.1	3.6	0.32	\$104
Racquet club	1000 sf	14	3.0	0.32	\$579
Fitness center	1000 sf	27.0	4.0	0.36	\$1,674
Retail:					
Quality restaurant	1000 sf	90.0	2.5	0.21	\$2,034
Sit-down restaurant	1000 sf	127.0	1.9	0.21	\$2,181

Drive-in restaurant	1000 sf	496.0	1.7	0.21	\$7,622
Quality drive-in restaurant	1000 sf	279.7	1.7	0.21	\$4,298
Discount store (ind.)	1000 sf	56.0	1.8	0.34	\$1,475
Building materials store	1000 sf	45.2	1.7	0.34	\$1,125
Home Improvement Superstore	1000 sf	29.8	2.2	0.34	\$959
New and used car sales	1000 sf	33.3	2.4	0.52	\$1,789
Service station w/ conven. market <800 sf	pump	162.8	1.9	0.23	\$3,062
Car wash	1000 sf	151.2	1.6	0.40	\$4,165
Supermarket	1000 sf	102.0	1.7	0.53	\$3,956
Convenience market (under 3,000 sf)	store	1762.9	1.5	0.25	\$28,456
Convenience market (3,000 sf or over)	1000 sf	887.1	1.5	0.25	\$14,319
Movie theater w/ matinee	screen	132.0	2.3	0.58	\$7,580
Auto repair/detailing	1000 sf	28.4	2.2	0.56	\$1,506
Furniture store	1000 sf	5.1	2.4	0.52	\$231
Retail nursery (garden ctr.)	1000 sf	36.0	1.8	0.34	\$948
Discount club store	1000 sf	41.8	4.0	0.30	\$2,159
Discount superstore	1000 sf	65.3	2.2	0.30	\$1,855
Video rental store (free standing)	1000 sf	13.6	2.3	0.32	\$431
General Commercial:					
Under 100,000 sq. ft.	1000 sf gla	94.7	1.7	0.30	\$2,079
100,000—199,999 sq. ft.	1000 sf gla	74.3	1.8	0.35	\$2,015
200,000—299,999 sq. ft.	1000 sf gla	58.9	2.0	0.47	\$2,383
300,000—399,999 sq. ft.	1000 sf gla	48.3	2.3	0.51	\$2,439
400,000—499,999 sq. ft.	1000 sf gla	43.0	2.5	0.53	\$2,452
500,000—999,999 sq. ft.	1000 sf gla	37.7	3.0	0.54	\$2,629
Over 1,000,000 sq. ft.	1000 sf gla	33.4	3.6	0.54	\$2,795
Services:					
Bank	1000 sf	144.0	1.6	0.30	\$2,975
Institutional:					
Church	1000 sf	9.1	3.9	0.35	\$535
Library (private)	1000 sf	56.0	3.9	0.63	\$5,923
Day care center	1000 sf	79.0	2.0	0.47	\$3,196
Elementary school	student	1.3	4.3	0.53	\$128
High school	student	1.7	4.3	0.63	\$198
Junior/community college	student	1.2	7.3	0.63	\$238

University	student	2.4	7.3	0.63	\$475
Park	acre	36.5	6.4	0.63	\$6,335

Note: General commercial unit is gross leasable area.

The ~~downtown-Downtown area-Area~~ fee schedule applies to existing downtown areas geographically depicted in the attached maps including ~~eExhibit A,; Multimodal Impact Fee Districts; exhibit-Exhibit B,; St. PetersburgTarpon Springs Downtown Area District 11A1A; exhibit-Exhibit C,; Safety Harbor East Lake/Oldsmar Downtown Area District 5A2A; exhibit-Exhibit D,; Pinellas ParkPalm Harbor Downtown Area District 10A3A; exhibit Exhibit E,; ClearwaterDunedin- Downtown Area District 6A4A; exhibit-Exhibit F,; Dunedin-Safety Harbor Downtown Area District 4A5A; exhibit-Exhibit G,; Largo-Clearwater Downtown Area District 7A6A; exhibit-Exhibit H,; Oldsmar-Largo Downtown Area District 2A7A; and exhibit-Exhibit I,; Old Palm HarborPinellas Park Downtown Area District 3A10A; and Exhibit J: St. Petersburg Downtown Area District 11A.~~ The 1990 MPO Pinellas County Transportation Impact Fee Study contains technical data indicating there are significantly fewer new vehicle trips generated for each unit of development in these areas as compared to similar land uses outside them. These areas are delineated in locally adopted redevelopment or comprehensive plans with supporting policies designed to encourage infill and redevelopment activity. New areas with similar trip generation characteristics, as described in the 1990 MPO Pinellas County Transportation Impact Fee Study, may be added to the attached exhibits through the amendment of the ordinance pursuant to the submittal of a detailed map and documentation that such areas meet the criteria in the 1990 Pinellas County MPO Transportation Impact Fee Study.

In the case of a change of use, redevelopment, or modification of an existing use, the impact fee shall be based upon the net increase in the impact fee for the new use as compared to the impact fee for the highest previous use in existence on or after the effective date of the ordinance from which this section derives. The county administrator or city manager shall be guided in this determination by the county's transportation impact fee study (February 1990), independent study trip generation data or the Institute of Transportation Engineers' Trip Generation, sixth (or successor) edition.

(d) If a feepayer shall opt not to have the impact fee determined according to Subsections (b) and (c) of this section, then the feepayer shall prepare and submit to the county administrator, city manager or functional equivalent for approval of an independent fee calculation study for the land development activity for which a certificate of occupancy, land use permit or occupational license is sought. The traffic engineering and/or economic documentation submitted, which will require a pre-application meeting with the county administrator, city manager or functional equivalent, shall show the basis upon which the independent fee calculation was made, including but not limited to the following:

(1) Trip generation studies:

- a. Documentation of trip generation rates appropriate for the proposed land development activity.
- b. Documentation of trip length appropriate for the proposed land development activity.
- c. Documentation of trip data appropriate for the proposed land development activity.

(2) Economic documentation studies:

- a. Documentation of the cost per lane per mile for roadway construction for the proposed land development activity.
- b. Documentation of credits attributable to the proposed land development activity which the feepayer will make available to replace the portion of the service volume used by the traffic generated by the proposed land development activity.

(e) Trip generation data. Trip generation documentation other than traffic engineering or economic documentation described in Subsection 150-40(d)(1) and (2) may be submitted by the applicant in consideration of an independent fee calculation.

SECTION 7. SECTION 150-41 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-41. Payment of fee and credits.

- (a) The person applying for the issuance of a certificate of occupancy, land use permit or occupational license shall pay the ~~transportation-multimodal~~ impact fee to the county administrator, the city manager, their functional equivalent or their respective designees prior to the issuance of such permit. Fees for mobile homes shall be payable prior to the issuance of the permits which allow the mobile home to move on to a lot. The county administrator, city manager, their functional equivalent or their respective designees will have full collection authority as well as full discretion for approval of alternative methods for calculation of impact fees on a case-by-case basis. Fees shall be collected as part of the normal permitting process of each local jurisdiction.
- (b) All funds collected under this article shall be properly identified by the ~~transportation-multimodal~~ impact fee district, as identified in Exhibit A, and promptly transferred for deposit into the appropriate ~~transportation-multimodal~~ impact fee trust account to be held in separate accounts as determined in Section 150-42 and used solely for the purposes specified in this article.
- (c) In lieu of all or part of the ~~transportation-multimodal~~ impact fee imposed under this article, the county administrator, city manager or functional equivalent may accept the offer by a feepayer to implement all or part of a ~~transportation-mobility~~ improvement project consistent with the local government comprehensive plan or plans, or the metropolitan planning organization's long range transportation plan. The project(s) may be for any mode of transportation, including rail, transit, pedestrian or bicycle travel, providing that it serves to add to the capacity of the surrounding transportation circulation system or to increase mobility and reduce the dependence on automobile travel. This offer shall not include site-related improvements. These ~~transportation~~ improvements must be in accordance with city, county and state requirements, whichever are applicable. The feepayer shall submit an offer to make improvements in lieu of a fee payment. The offer shall include a letter detailing the improvements to be made, improvement plans and a construction cost estimate in sufficient detail to allow the county administrator, city manager or functional equivalent to determine consistency with local requirements. If the county administrator, city manager, functional equivalent or their respective designees accept such an offer, the cost of the improvement project, except for the improvements identified in Subsections 150-41(h), (i) and (j), shall be credited against the ~~transportation-multimodal~~ impact fee assessed on the proposed development. Upon satisfactory completion and construction approval of the transportation improvement made in lieu of all or a portion of the impact fee due, the improvement shall be accepted by the appropriate jurisdiction for future maintenance. If the certificate of occupancy is requested prior to the completion of the approved project, then a performance bond shall be provided to the county administrator, city manager or functional equivalent to cover the balance of all work required following issuance of the certificate of occupancy.
- (d) Construction of on-site trail, pedestrian or bicycle facility if part of trail, bicycle or pedestrian network identified in MPO Long Range Transportation Plan or local comprehensive plan is eligible for credit against impact fee assessment. No credit shall be given for other site-related improvements or land dedicated for related right-of-way.
- (e) All transportation improvements required under a county or city approved development order issued for a new development of regional impact approved prior to the effective date of this ordinance, except for those improvements deemed as site-related or on-site, shall be credited against ~~transportation-multimodal~~ impact fees up to the total amount of the impact fee.
- (f) Mixed-use developments consisting of complementary land uses that are designed with connectivity to allow for a reduction in trip lengths and/or percent new trips are eligible for an impact fee rate adjustment based on trip generation data for similar uses.

- (g) Commuter assistance programs with long-term contract facilitating ride sharing activity are eligible for an impact fee rate reduction based on the reduction in the number of single-occupant vehicle trips that would otherwise be associated with the project.
- (h) Bus stop shelters, including pads, are eligible for a credit against the impact fee assessment in an amount equal to the cost of the improvement or one percent of the fee, whichever is greater.
- (i) Construction of shared driveway(s) between adjacent properties is eligible for a credit against the impact fee assessment in an amount that is 50 percent of the construction cost for the portion of the driveway that is located off-site.
- (j) Construction of shared inter-connecting parking lots is eligible for a credit against the impact fee assessment in an amount that is 50 percent of the construction cost for the portion of the parking area located off-site.
- (k) Sidewalks constructed for credit against impact fee assessment must provide connection between the site and surrounding sidewalk network and/or major destination point such as a park, shopping center, school, community center, etc.
- (l) Pedestrian and bicycle facilities connecting neighboring properties may be eligible for credit against impact fees for the portion of the construction that is off-site.
- (m) Construction of service roads for vehicular traffic connecting adjacent developments are eligible for credit against impact fee assessment.
- (n) Off-site crosswalk enhancements, including curb bulb-out at intersection, pavement marking, raised crossing are eligible for credit against impact fee assessment.
- (o) Sections 150-41(c) through (f) do not apply to development projects that are subject to the requirements of Sections 150-48(c), (d) and (f).

SECTION 8. SECTION 150-42 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-42. Trust accounts established.

- (a) Each municipality which collects and administers ~~transportation-multimodal~~ impact fee funds shall establish a trust account which shall be used exclusively for funds collected under the terms of this article. Monies collected by or forwarded to the county shall be maintained in ~~132~~ separate impact fee trust accounts consistent with the districts shown in Exhibit A.
- (b) Funds deposited to the trust accounts established under this section must be used in accordance with the provisions of Section 150-43.

SECTION 9. SECTION 150-43 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-43. Disposition of funds.

- (a) Funds collected from ~~transportation-multimodal~~ impact fees shall be used ~~exclusively~~ for the purpose of preparing and implementing plans and projects that improve the capacity of the surrounding traffic circulation/mobility system, including bicycle, pedestrian, transit and automobile uses. Such improvements may be in the form of plans. These and projects that may involve improvements to transportation modes such as transit, pedestrian and bicycle travel as well as roadway expansion or modifications. Such improvements shall be of the type as are made necessary by the new development to support the area mobility network. Plans which are funded from multimodal impact fees shall be prepared by or for a local government and for the purpose of defining appropriate and relevant mobility projects for implementation. A plan must identify at least one project to be included in the local government capital improvement program

within three years of completion of the plan, or the funds used for the plan must be returned to the appropriate trust account. Specific projects to receive funds from impact fees collected shall be determined by the elected officials of the jurisdiction from where the funds were collected in accordance with Subsection 150-43(e). Priorities for impact fee funded mobility improvements shall be established by the administering jurisdictions' elected officials in compliance with the adopted plans and transportation improvement program of the metropolitan planning organization or local jurisdictions.

- (b) No funds collected under this article shall be used for periodic maintenance, as defined in F.S. ch. 334, as amended.
- (c) Except as provided in Subsection (e) of this section, funds shall be used exclusively for ~~transportation~~ mobility improvements or expansions within the ~~transportation-multimodal~~ impact fee district from which funds were collected. Funds may also be used for projects located outside the district where they were collected provided the county has notified and received concurrence from all jurisdictions located within the ~~multimodal-transportation~~ impact fee district where the funds were collected. Funds shall be deemed expended in the order in which they are collected.
- (d) Fees, both county and municipal share, collected within a community redevelopment or tax increment financing district shall be expended within such district. Parking garages for general public purposes shall be considered eligible transportation improvements within such districts. With the concurrence of the county administrator, appropriate city manager or functional equivalent, the funds collected within a community redevelopment or tax increment financing district may be spent within the primary district.
- (e) ~~Multimodal-Transportation~~ impact fees collected at the local level shall be held by the collecting jurisdiction until the end of the fiscal year in which collected. At the beginning of each new fiscal year (October 1), one-half of all fees collected, and the accrued interest thereon, less the four percent retained from the total fee collected for administrative costs, shall be forwarded to the board of county commissioners for placement in the appropriate trust account. The remaining one-half shall be deposited in the municipality's ~~multimodal-transportation~~ impact fee trust account. All fees must be disbursed, encumbered or refunded by each jurisdiction receiving the fees in a manner consistent with this article.
- (f) ~~Multimodal-Transportation~~ impact fees collected within each district may be made available for construction of improvements on the state road network in the district.
- (g) ~~Multimodal-Transportation~~ impact fee funds shall be administered as an independent component of the capital improvement element of the comprehensive plan, as required by F.S. ch. 163. Each fiscal year, the county administrator, respective city managers or functional equivalents shall present to their governing boards the district improvement programs for transportation expenditures. These programs shall assign ~~mobility-transportation~~ improvements costs and related expenses to the trust account for specific transportation improvement projects. Monies, including any accrued interest not assigned in any fiscal year, shall be retained in the same ~~multimodal-transportation~~ impact fee trust accounts until the next fiscal year, except as provided by the refund provisions of this article. The collecting jurisdiction (either a municipality or the county) shall retain four percent of the fees collected for administrative costs.

SECTION 10. SECTION 150-44 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-44. Refund of fee paid.

Any funds not expended or encumbered by the end of the calendar quarter immediately following ten years from the date the ~~transportation-multimodal~~ impact fee was paid shall, upon application of the feepayer within 180 days of that date, be returned to the feepayer with interest at a yearly rate to be determined by the Consumer Price Index effective January 1, which is to be applied to the preceding year for each year the deposit is held.

SECTION 11. SECTION 150-45 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS

FOLLOWS:

Sec. 150-45. Exemptions.

- (a) The following shall be exempted from payment of the ~~transportation-multimodal~~ impact fee:
- (1) Alteration or expansion of an existing building where no additional units or floor area are created, use is not changed, and where no additional vehicular trips will be produced over and above that produced by the existing use.
 - (2) The construction of accessory buildings or structures which will not produce additional vehicular trips over and above that produced by the principal building or use of the land.
 - (3) The replacement of a building or structure with a new building or structure of the same use provided that no additional trips will be produced over and above those produced by the original building or structure.
 - (4) The construction of publicly-owned facilities used primarily for traditional government uses.

SECTION 12. SECTION 150-46 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-46. Review committee.

It is the intention of the board of county commissioners to ensure consistency in administration of the ~~transportation-multimodal~~ impact fee ordinance. Therefore, a review committee composed of locally designated administrative officials is created to review matters which may be subject to differing interpretations arising from the administration of the article, and which are not clearly addressed by the provisions of this article. The Metropolitan Planning Organization Technical Coordinating Committee (TCC) shall serve as the review committee. The TCC shall make advisory recommendations to the administering jurisdiction on issues brought before the committee. The county metropolitan planning organization shall maintain the records of the committee and a listing of its membership. The metropolitan planning organization shall also provide staff services to the committee.

SECTION 13. SECTION 150-47 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-47. Review of fee structure.

The ~~transportation-multimodal~~ impact fee schedule shall be reviewed every two years by the board of county commissioners and the metropolitan planning organization. The review shall consider trip generation rates and the actual construction costs for work contracted by the county and the state department of transportation within the county. The purpose of this review is to analyze the effects of inflation on the actual costs of ~~transportation~~ mobility improvement projects and to ensure the fee charged new land development activity generating traffic will not exceed its fair share.

SECTION 14. SECTION 150-48, MOBILITY MANAGEMENT, OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS ADDED TO READ AS FOLLOWS:

Sec. 150-48. Mobility management.

- (a) Transportation management plans are required for development applications subject to the provisions in Subsections 150-48(c), (d) and (f) utilizing transportation management strategies/improvements included in an approved transportation management plan in terms of the scale of the project(s) and roadway capacity and/or mobility benefits provided shall be based

primarily on the projected impact of the development project on the surrounding traffic circulation system. Specific conditions of the deficient road corridor impacted by the development shall also be considered.

Transportation management plan strategies/improvements required in accordance with Subsections 150-48(c), (d) and (f) will be determined at the time of site plan review. Transportation management plans must be developed by the applicant and accepted by the applicable local government. If the project impacts a State Road, the applicant must also submit the transportation management plan to the Florida Department of Transportation District 7 Office. Transportation management plan strategies/improvements include, but are not limited to, those listed below. Transportation management plans seeking to implement strategies that do not involve structural improvements, such as ride-sharing and transit incentive programs, must include a monitoring program to ensure the strategies are carried out in accordance with the plan. Site-related improvements are not eligible for inclusion in transportation management plans.

- (1) *Intensity reduction.* The intensity of the proposal may be reduced through an across-the-board reduction of the permitted floor area ratio, as it would otherwise normally apply to the proposal. Other such corrective actions that would reduce the intensity of the proposal may also apply.
- (2) *Density reduction.* The density of the proposal may be decreased by a reduction in the number of units per acre below that which would otherwise normally apply to the proposal.
- (3) *Project phasing.* A project may be divided into logical phases of development by area, with later phases of the development proposal's approval withheld until the needed facilities are available.
- (4) *Outparcel deletion.* Those portions of the proposal characterized as outparcels that create separate and unique impacts may be deleted from the total proposal.
- (5) *Physical highway improvements.* A project may construct link capacity improvements, acceleration/deceleration lanes, intersection improvements or frontage roads.
- (6) *Operational improvements (signal).* This includes efforts involving signal removal or signal timing improvements.
- (7) *Access management strategies.* These include access management controls such as the preclusion of a direct connection to an LOS deficient facility, right-in/right-out driveways, alternative driveway locations, reduction of a driveway, single point access, shared access or the implementation of median controls.
- (8) *Mass transit initiatives.* A project may implement a plan to encourage transit (e.g., employer-issued bus passes). Other mass transit initiatives may include, but are not limited to the construction of bus stop amenities, bus pull-off areas and dedication of park and ride parking spaces.
- (9) *Demand management/commuter assistance.* These include efforts to encourage ride-sharing (e.g., designated parking spaces for carpools, employer-sponsored carpool program, participation in transportation management organization/initiative programs), and implementation of flexible work hours and telecommuting programs.
- (10) *Bicycle/pedestrian improvements.* These would involve structural improvements or construction of a bikeway or sidewalk connecting an existing bikeway/sidewalk network or providing access to a school, park, shopping center, etc. These improvements may also include pedestrian treatments in parking area, sidewalks connecting developments with adjacent land uses, trail improvements and bicycle rack and on-street bicycle lane installations, and the planting of trees to provide shade canopy along sidewalks.
- (11) *Intelligent transportation system improvements.* This includes improvements pertaining to computerized traffic signal systems that automatically adjust to maximize traffic flow and to permit emergency vehicles to pass through intersections quickly. It also includes freeway

- management systems, such as electronic message signs, and electronic fare payment on public buses that reduce passenger boarding time.
- (12) Livable community site design features. These include, but are not limited to, implementation of pedestrian friendly site design features such as orienting buildings toward the street and parking lots to the side or rear of buildings.
- (b) Deficient road corridors include parcels, all or a portion of which lie within a corridor as defined below.
- (1) Sole direct access. A condition where the only means of site ingress/egress is directly onto the road facility, regardless of the distance of that site from the facility;
- (2) Direct access. A condition in which one or more existing or potential site ingress/egress points makes a direct connection to the road facility and the site is within one-half mile of the road facility; and
- (3) Sole indirect access. A condition where the only point of site ingress/egress is onto a public non-arterial roadway which makes its first and shortest arterial level connection onto a road facility regardless of the distance of that site from the facility.
- (c) Development projects that generate between 51 and 300 new peak hour trips are designated as Tier 1.
- (1) Developers of Tier 1 projects located within deficient road corridors are required to submit a transportation management plan designed to address their impacts while increasing mobility and reducing the demand for single occupant vehicle travel.
- (2) The cost of transportation management strategies implemented for Tier 1 projects are creditable toward their multimodal impact fee assessment. If the cost of the improvement exceeds the assessment, the development project would not be subject to the payment of the a multimodal impact fee per Section 150-39 and 40.
- (d) Development projects that generate more than 300 new peak hour trips are designated as Tier 2.
- (1) Developers of Tier 2 projects within deficient road corridors are required to conduct a traffic study and submit an accompanying report. The report shall include the results of the traffic study and a transportation management plan identifying improvements necessary to address the impacts of the project.
- (2) The cost of transportation management strategies implemented for Tier 2 projects may be applied as credit toward the project's multimodal impact fee assessment or payment of the fee could be included as part of a transportation management plan.
- (e) Development projects that generate less than 51 new peak hour trips are required to pay a multimodal impact fee in accordance with Chapter 150. Such development projects are not required to submit a transportation management plan or traffic study, unless otherwise warranted.
- (f) Development projects that generate more than 50 new peak hour trips on non-deficient roads shall be reviewed by Pinellas County or municipal staffs to determine if the impacts to the project adversely affect the level of service of the surrounding road network. If it is determined that approval of the development project would diminish the level of service of the adjacent road(s) to peak hour level of service E or F or would cause the volume-to-capacity ratio to reach or exceed 0.9, a transportation management plan would be required. The applicant may submit a traffic study to verify whether their project would affect the level of service of the adjacent road(s). A transportation management plan would be required if the results of the study confirm the findings of the City or County staff. The transportation management plan for such developments shall comply with the requirements of Tier 1 or Tier 2 projects described in Sections 150-48(c) and (d) as appropriate and as determined by the presiding local government.

(g) Determination of trip generation associated with an application for development shall be based on impact fee Schedule A or B in Section 150-40 or the latest edition of the Institute of Transportation Engineers Trip Generation Manual. As an alternative to the fee schedule and Trip Generation Manual, the applicant may submit a trip generation study in accordance with Section 150-40(d) and (e).

(h) Deficient road corridors are identified in the following table and in Exhibit K. The table and Exhibit K do not include deficient roads with mitigating improvements scheduled within the next three years.

Deficient Road Corridors include the following:

<u>Road Segment</u>	<u>From</u>	<u>To</u>
<u>102nd Avenue (CR 296)</u>	<u>Ridge Road</u>	<u>131st Street</u>
<u>22nd Avenue North</u>	<u>34th Street (SR 55)</u>	<u>22nd St</u>
<u>38th Avenue North (CR 184)</u>	<u>49th Street North (CR 611)</u>	<u>34th Street North</u>
<u>Alternate US 19 (SR 595)</u>	<u>Main Street (SR 580)</u>	<u>Pinellas/Pasco County Line</u>
<u>Bay Drive (SR 686)</u>	<u>Clwtr Largo Road (CR 321)</u>	<u>US 19 (SR 55)</u>
<u>Bay Pines Blvd (SR 595)</u>	<u>Park Street (CR 1)</u>	<u>East of 94th Street</u>
<u>Belcher Road (CR 501)</u>	<u>Gulf to Bay Blvd. (SR 60)</u>	<u>Belleair Road (CR 464)</u>
<u>Belleair Road (CR 464)</u>	<u>MLK Jr. Avenue</u>	<u>US 19 (SR 55)</u>
<u>Belleair Beach Causeway (SR 686)</u>	<u>Indian Rocks Road</u>	<u>Gulf Boulevard</u>
<u>Bryan Dairy Road (CR 296)</u>	<u>Seminole Blvd. (SR 595)</u>	<u>98th Street</u>
<u>Court Street (SR 60)</u>	<u>Missouri Avenue (SR 651)</u>	<u>Highland Avenue</u>
<u>Drew Street (CR 528)</u>	<u>US 19 (SR 55)</u>	<u>NE Coachman Road (SR 590)</u>
<u>East Lake Road (CR 611)</u>	<u>Woodlands Parkway</u>	<u>Keystone Road (CR 582)</u>
<u>Forest Lakes Blvd (CR 667)</u>	<u>SR 580</u>	<u>Tampa Road</u>
<u>Ft. Harrison Avenue</u>	<u>Belleair Road (CR 464)</u>	<u>Drew St (SR 590)</u>
<u>Gandy Blvd. (SR 694)</u>	<u>US 19 (SR 55)</u>	<u>Interstate 275 (SR 93)</u>
<u>Gandy Blvd. (SR 694)</u>	<u>4th Street (SR 687)</u>	<u>Brighton Bay Boulevard NE</u>
<u>Gulf-To-Bay Blvd./Courtney Campbell Cswy. (SR 60)</u>	<u>Keene Road (CR 1)</u>	<u>Pinellas/Hillsborough CL</u>
<u>Gulf Blvd.</u>	<u>Belleair Cswy.</u>	<u>Walsingham Rd.</u>
<u>Interstate 275 (SR 93)</u>	<u>Gandy Blvd (SR 694)</u>	<u>Interstate 175</u>
<u>Indian Rocks Road (CR 233)</u>	<u>West Bay Drive (CR 416)</u>	<u>Walsingham Road (CR 330)</u>
<u>Keene Road (CR 1)</u>	<u>Druid Road</u>	<u>Belleair Road (CR 464)</u>
<u>Keene Road (CR 1)</u>	<u>Sunset Point Road (CR</u>	<u>SR 580</u>

	<u>576)</u>	
<u>McMullen-Booth Road (CR 611)</u>	<u>Curlew Road (SR 586)</u>	<u>Gulf-To-Bay Blvd (SR 60)</u>
<u>Memorial Causeway (SR 60)</u>	<u>Coronado Drive</u>	<u>Island Way</u>
<u>Park Blvd (CR/SR 694)</u>	<u>US 19 (SR 55)</u>	<u>49th Street North</u>
<u>Park Blvd (CR/SR 694)</u>	<u>66th Street North</u>	<u>Duhme Road/113th Street North (CR 321)</u>
<u>Roosevelt Blvd (SR 686)</u>	<u>49th Street North (CR 611)</u>	<u>Ulmerton Road (SR 688)</u>
<u>SR 580</u>	<u>Phillipe Parkway (CR 590)</u>	<u>Forest Lakes Blvd. (CR 667)</u>
<u>Starkey Road (CR 1)</u>	<u>East Bay Drive (SR 686)</u>	<u>Largo Lakes Blvd.</u>
<u>Tampa Road (SR 584)</u>	<u>Curlew Road (SR 586)</u>	<u>SR 580</u>
<u>Tarpon Avenue (SR 582)</u>	<u>Alternate US 19 (SR 595)</u>	<u>US 19 (SR 55)</u>
<u>Ulmerton Road (SR 688)</u>	<u>40th Street</u>	<u>E. Roosevelt Blvd. (SR 686)</u>
<u>US 19 (SR 55)</u>	<u>SR 580</u>	<u>Beckett Way</u>
<u>US 19 (SR 55)</u>	<u>Mainlands Boulevard</u>	<u>54th Avenue North (CR 202)</u>
<u>Walsingham Road</u>	<u>Ulmerton Road (SR 688)</u>	<u>Seminole Blvd (SR 595)</u>

- (i) Existing levels of service (LOS) used to identify deficient road corridors are based on the annual Metropolitan Planning Organizations Level of Service Report.

SECTION 15. SECTION 150-48 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS RENUMBERED AND AMENDED TO READ AS FOLLOWS:

Sec. 150-~~48~~49. Territory embraced.

This article shall apply to the unincorporated area of the county and to the incorporated areas of the county to the extent permitted by article VIII, section 1(g) of the State Constitution and the County Charter.

SECTION 16. SECTION 150-49 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS RENUMBERED AND AMENDED TO READ AS FOLLOWS:

Sec. 150-~~49~~50. Repeal of article.

After final adoption of this article by the board of county commissioners, this article shall be transmitted to all municipalities within the county. In the event any one municipality or group of municipalities representing ten percent or more of the total countywide population, based upon the latest population figures published by the county planning department, shall elect to exempt itself or themselves from this article, this article shall be deemed automatically repealed.

SECTION 17. EXHIBITS A-K OF CHAPTER 150 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE ARE HEREBY AMENDED AND REPLACED OR ADDED WITH THE FOLLOWING EXHIBITS:

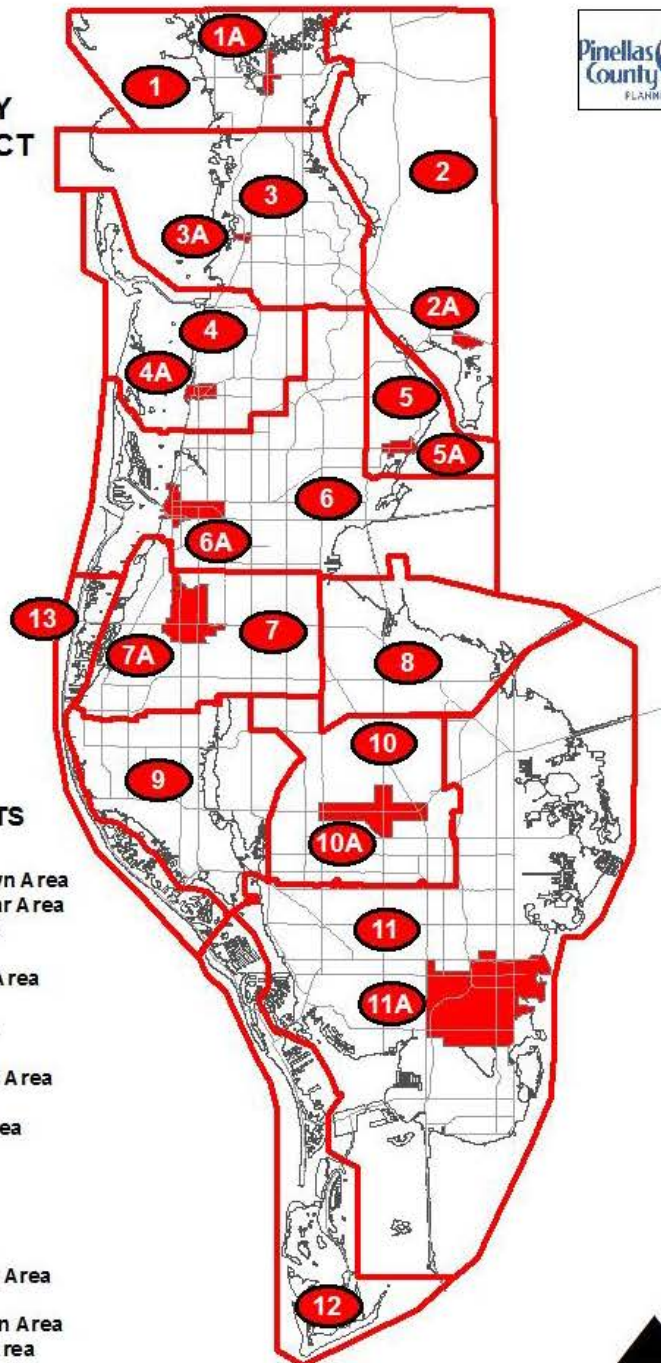
EXHIBIT A

PINELLAS COUNTY MULTIMODAL IMPACT FEE DISTRICTS



IMPACT FEE DISTRICTS

1. Tarpon Springs Area
- 1A. Tarpon Springs Downtown Area
2. East Lake Tarpon/Oldsmar Area
- 2A. Oldsmar Downtown Area
3. Palm Harbor Area
- 3A. Palm Harbor Downtown Area
4. Dunedin Area
- 4A. Dunedin Downtown Area
5. Safety Harbor Area
- 5A. Safety Harbor Downtown Area
6. Clearwater Area
- 6A. Clearwater Downtown Area
7. Largo Area
- 7A. Largo Downtown Area
8. Highpoint Area
9. Seminole Area
10. Pinellas Park Area
- 10A. Pinellas Park Downtown Area
11. St. Petersburg Area
- 11A. St. Petersburg Downtown Area
12. South County Beaches Area
13. Mid County Beaches Area



[illegible]

[illegible]

**PALM HARBOR DOWNTOWN AREA
DISTRICT 3A**

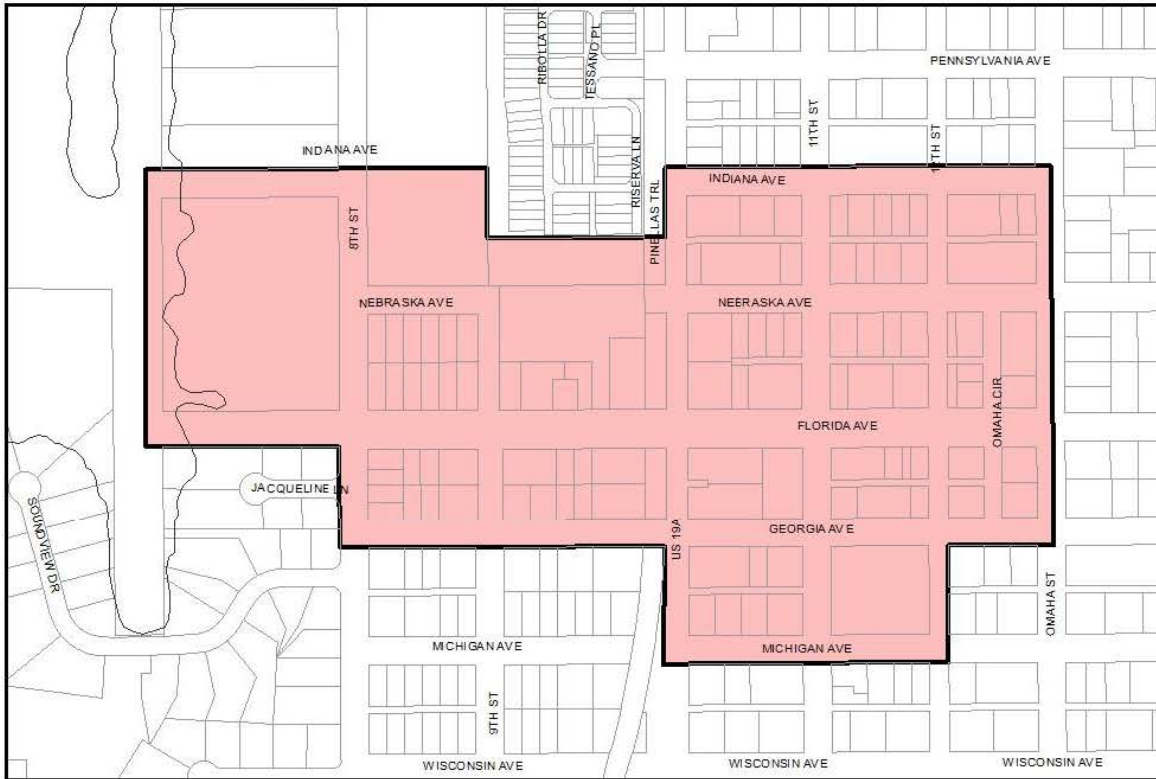


EXHIBIT D



DUNEDIN DOWNTOWN AREA DISTRICT 4A

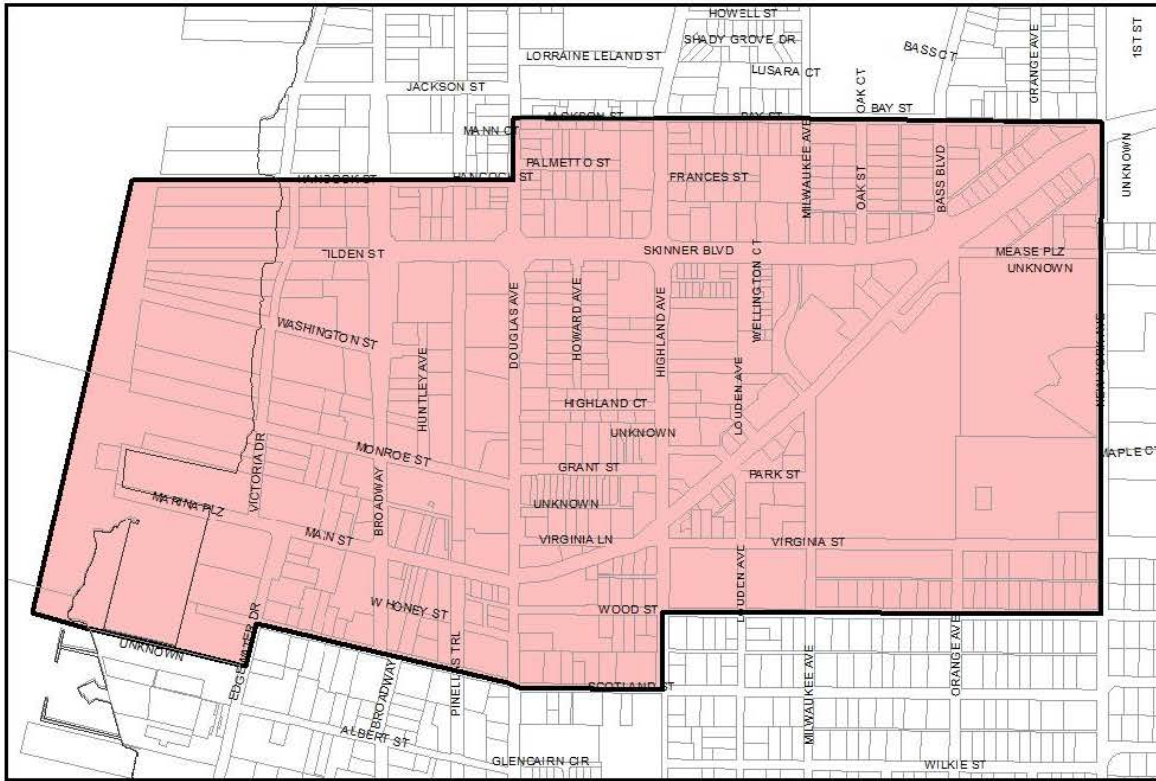


EXHIBIT E







LARGO DOWNTOWN AREA DISTRICT 7A

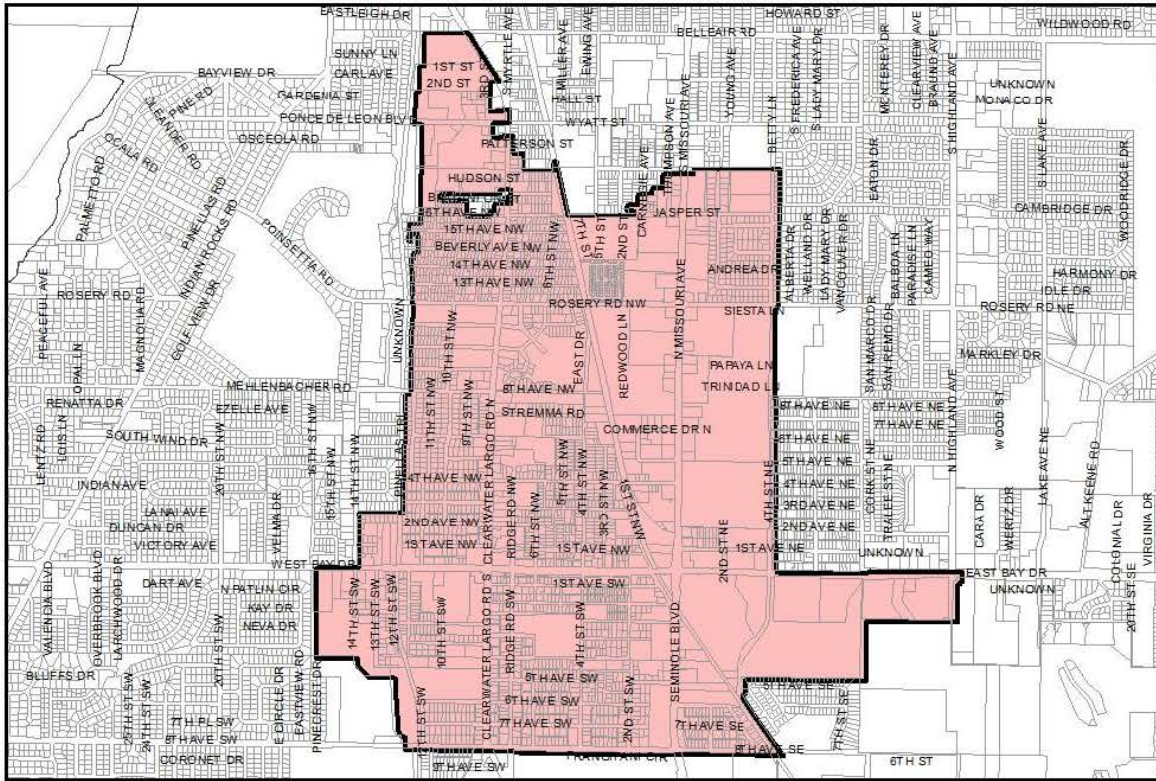


EXHIBIT H



PINELLAS PARK DOWNTOWN AREA DISTRICT 10A

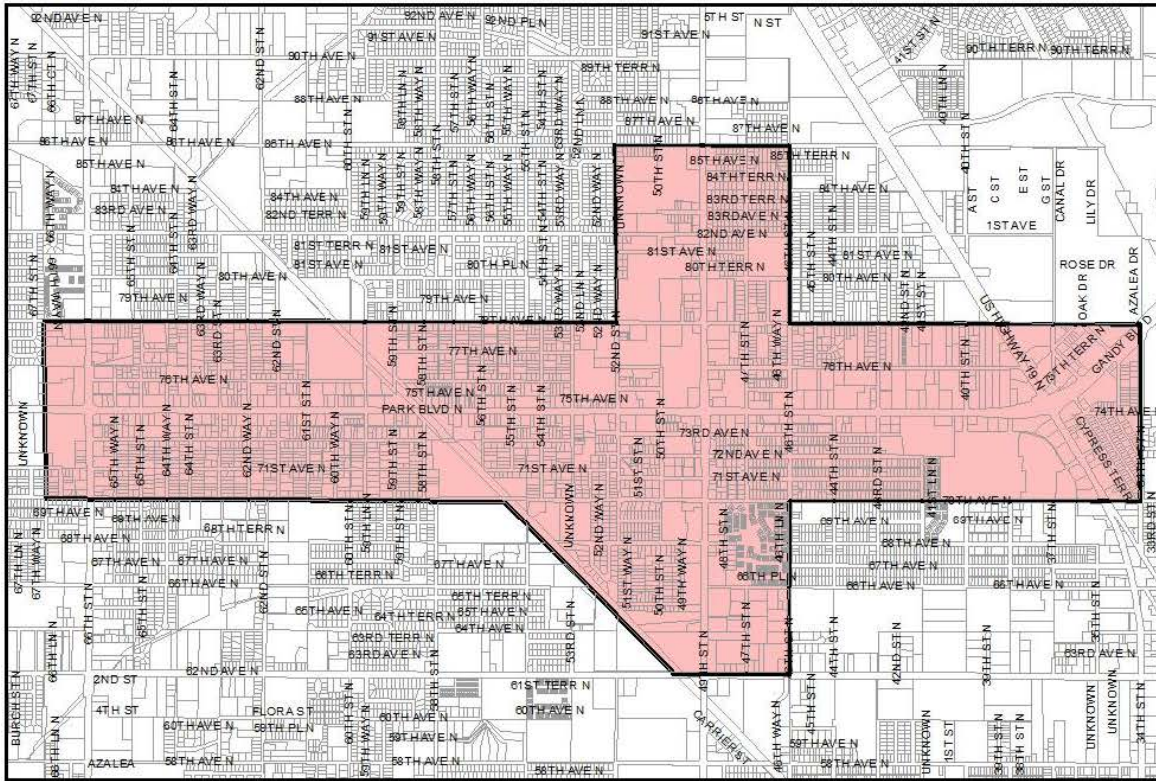


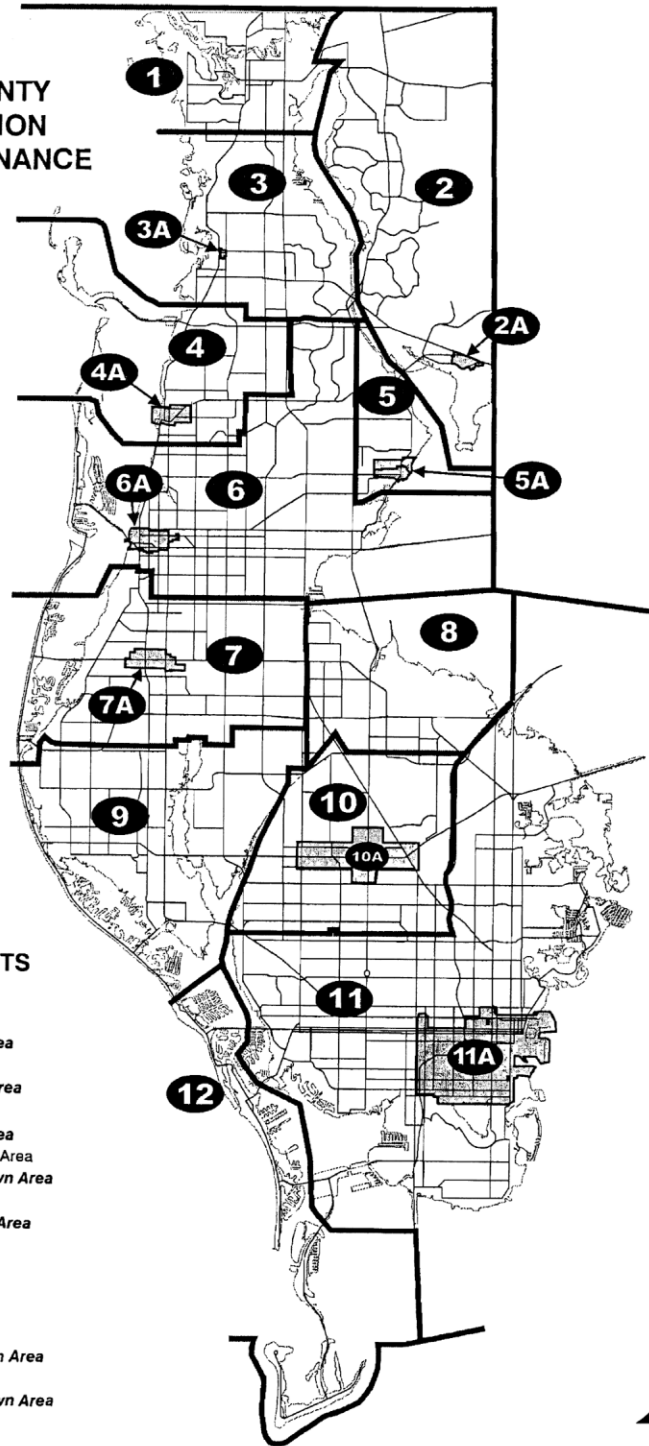
EXHIBIT I



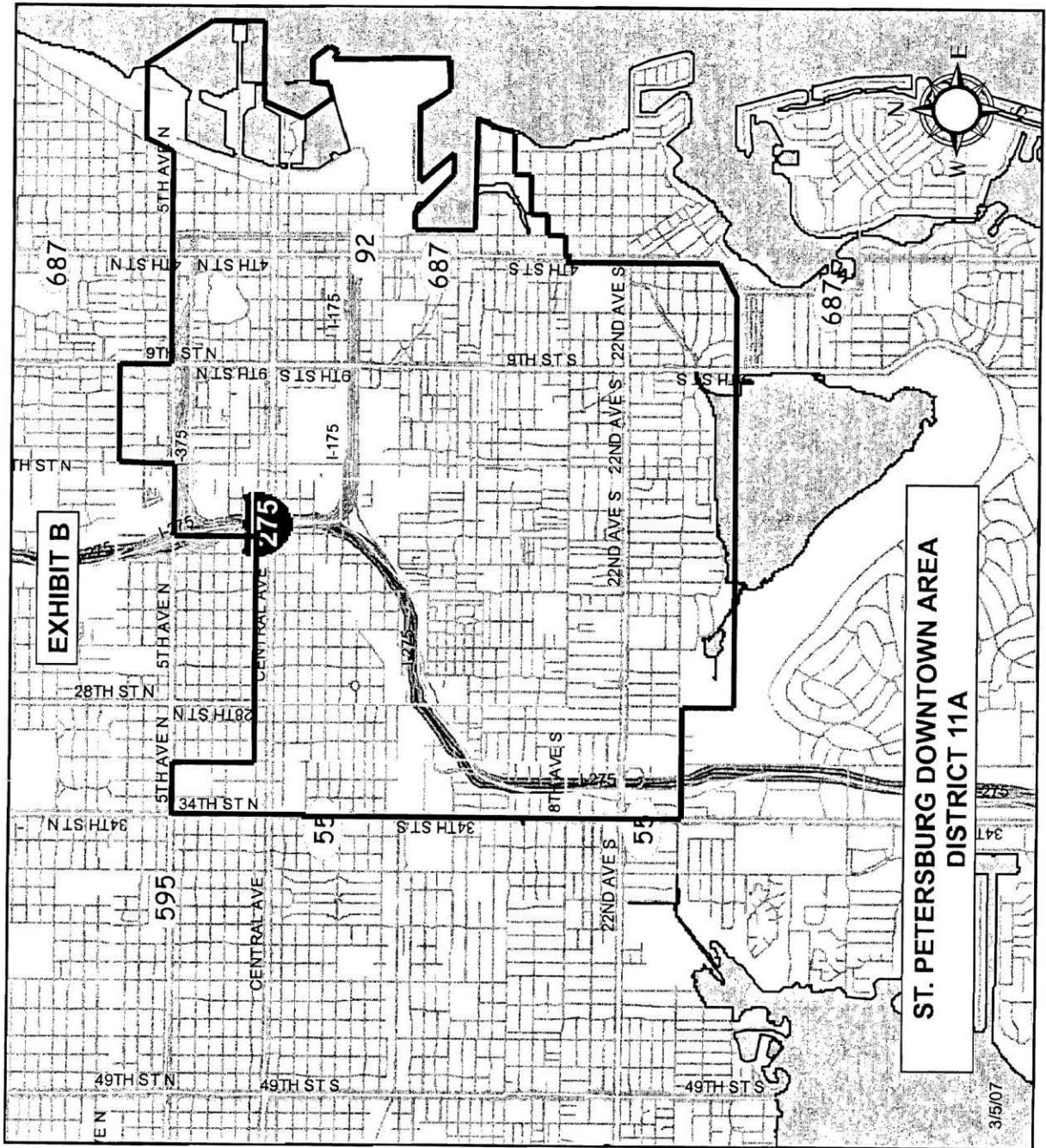


Exhibit A
PINELLAS COUNTY
TRANSPORTATION
IMPACT FEE ORDINANCE

- IMPACT FEE DISTRICTS**
- 1. Greater Tarpon Springs
 - 2. East Lake Tarpon Area
 - 2A. *City of Oldsmar Downtown Area*
 - 3. Palm Harbor Area
 - 3A. *Old Palm Harbor Downtown Area*
 - 4. Greater Dunedin
 - 4A. *City of Dunedin Downtown Area*
 - 5. Greater Safety Harbor/Oldsmar Area
 - 5A. *City of Safety Harbor Downtown Area*
 - 6. Greater Clearwater Area
 - 6A. *City of Clearwater Downtown Area*
 - 7. Greater Largo Area
 - 7A. *City of Largo Downtown Area*
 - 8. Highpoint Area
 - 9. Greater Seminole Area
 - 10. Greater Pinellas Park Area
 - 10A. *City of Pinellas Park Downtown Area*
 - 11. Greater St. Petersburg Area
 - 11A. *City of St. Petersburg Downtown Area*
 - 12. South County Beaches Area



May 24, 2007



**SAFETY HARBOR NO-FEE TRANSPORTATION ZONE
DISTRICT 5A**



EXHIBIT C

**PINELLAS PARK NO-FEE TRANSPORTATION ZONE
DISTRICT 10A**

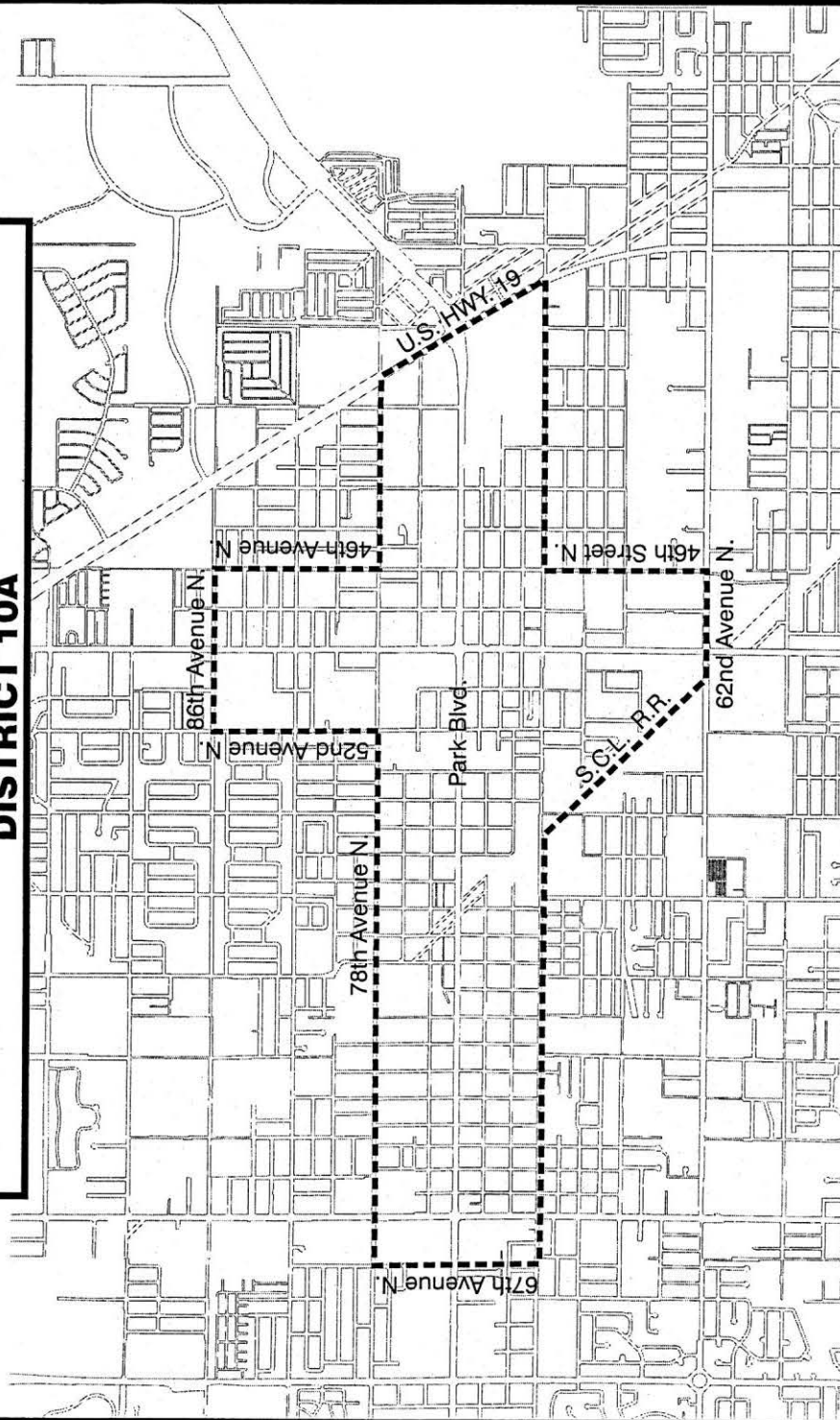


EXHIBIT D

**CLEARWATER DOWNTOWN AREA
DISTRICT 6A**



EXHIBIT E

**DUNEDIN DOWNTOWN AREA
DISTRICT 4A**



EXHIBIT F

**LARGO DOWNTOWN AREA
DISTRICT 7A**

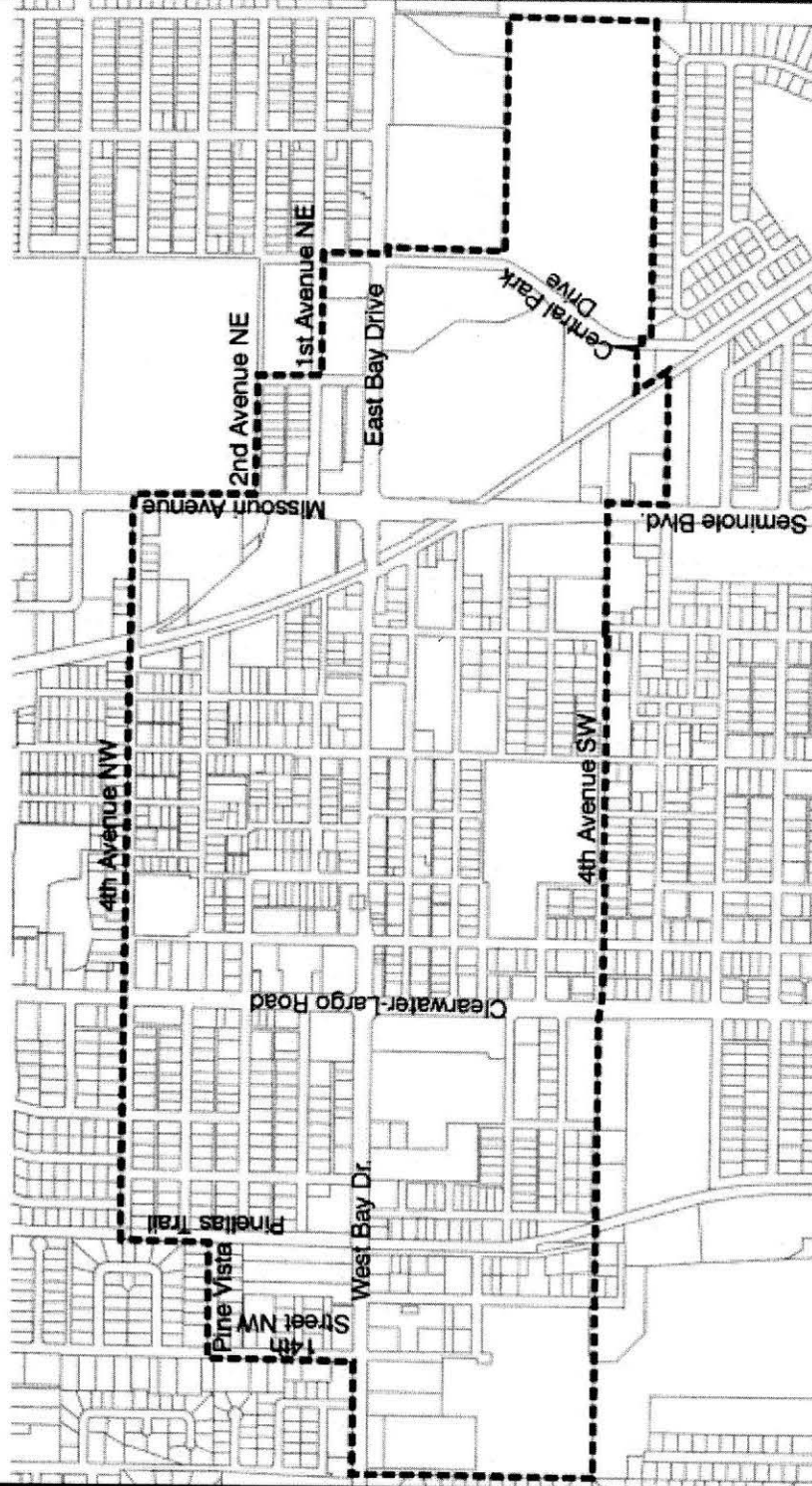


EXHIBIT G

**OLDSMAR DOWNTOWN AREA
DISTRICT 2A**

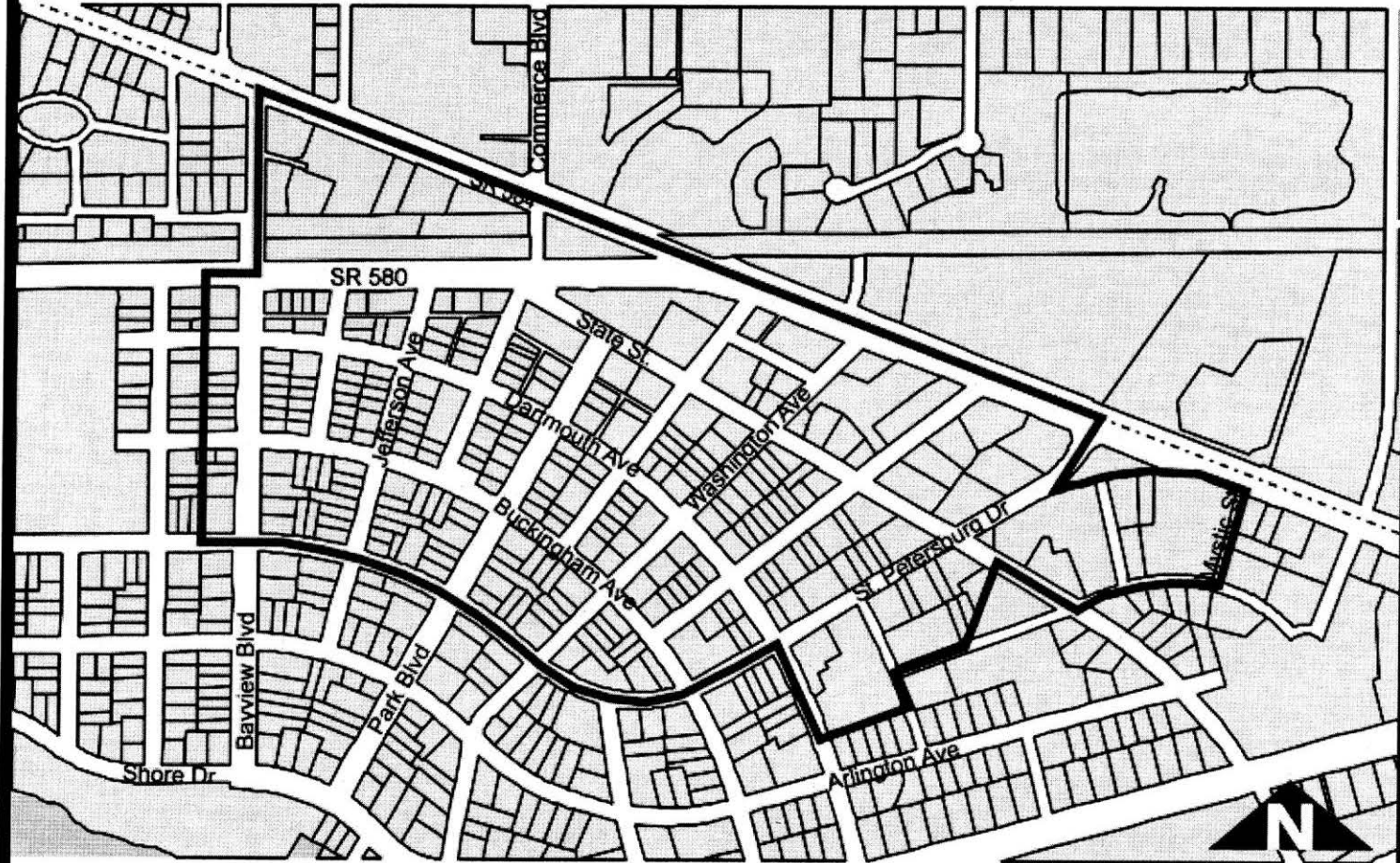
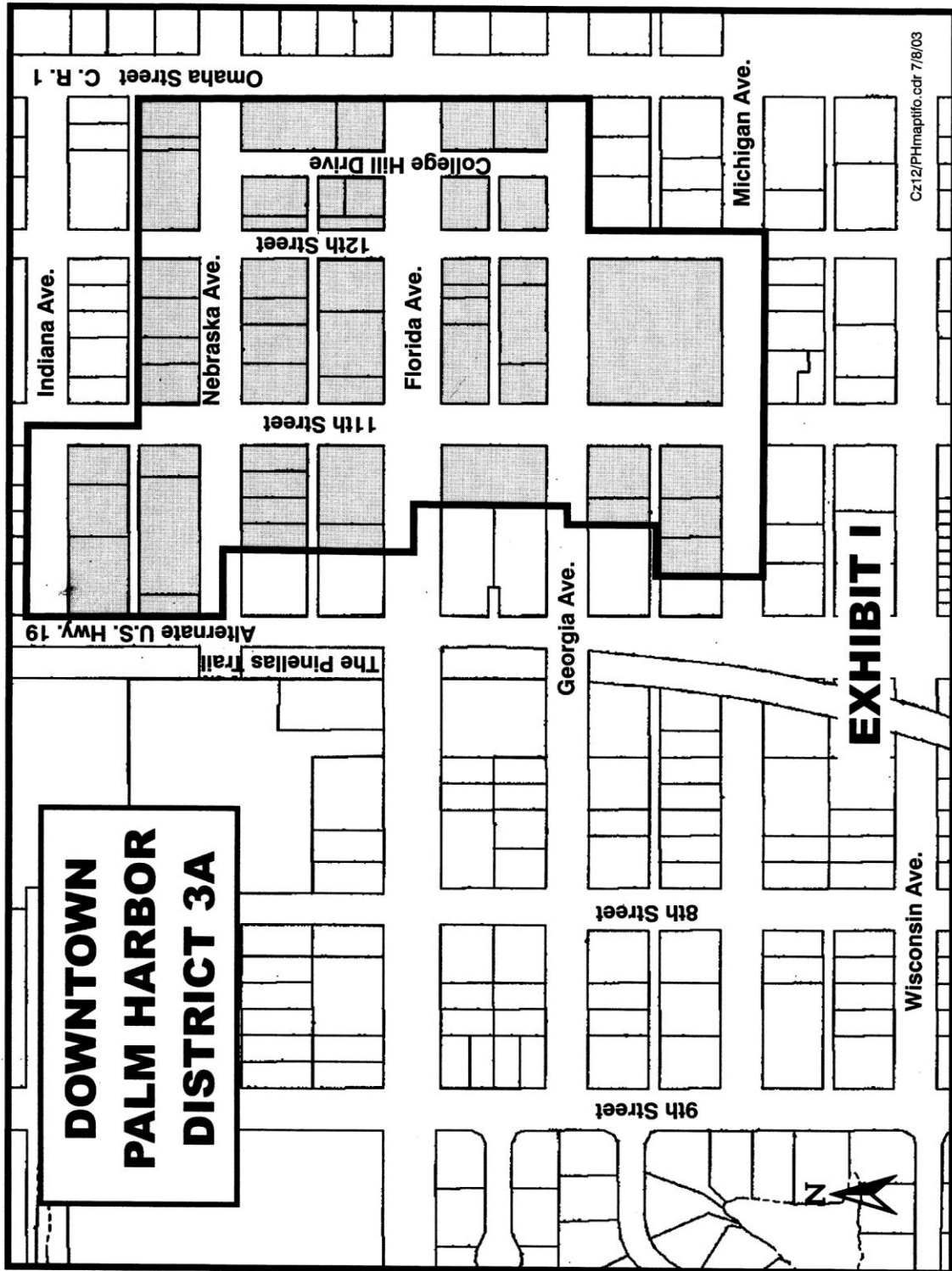


EXHIBIT H



Pinellas County Multi-modal Impact Fee Ordinance

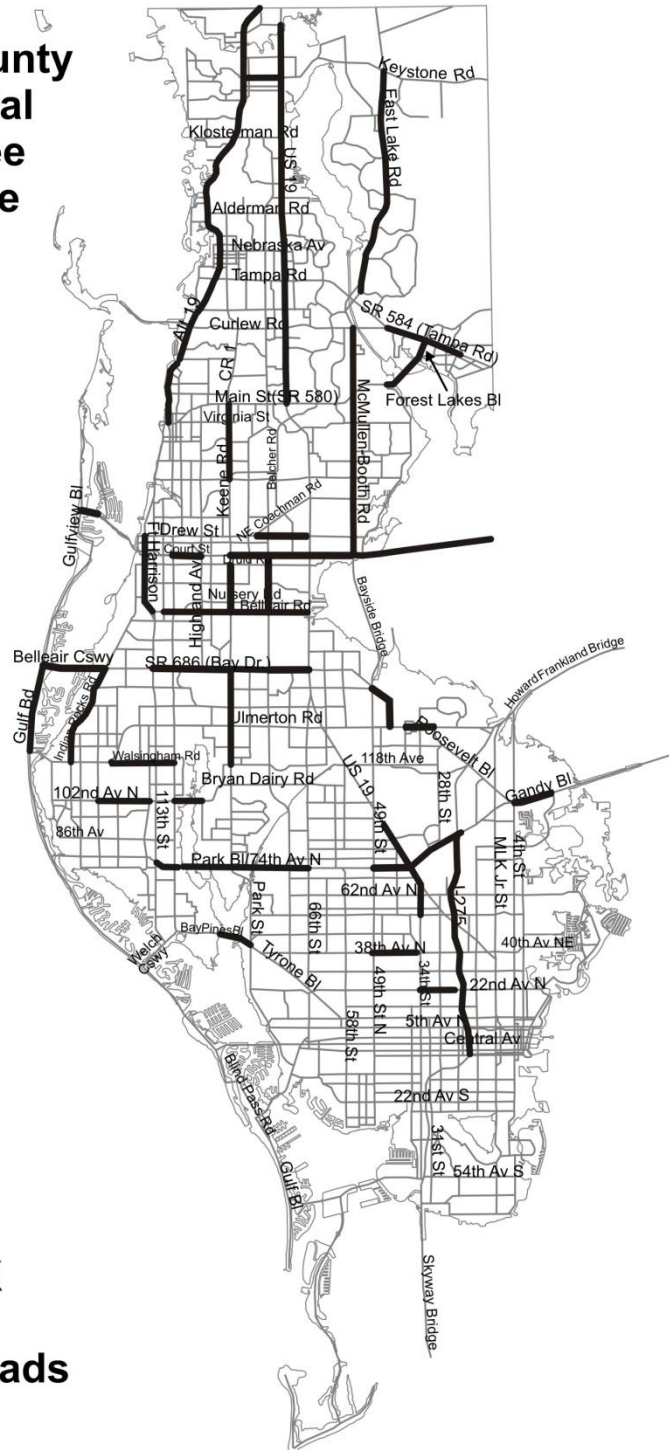


Exhibit K
Deficient Roads

DefRds15.pdf
1/4/16

SECTION 18. Severability

If any section, paragraph, subdivision, clause, sentence, or provision of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate, or nullify the remainder of the Ordinance, but the effect thereof shall be confined to the section, paragraph, subdivision, clause, sentence or provision immediately involved in the controversy in which such judgment or decree shall be rendered.

SECTION 19. Inclusion in the Code

The provision of this Ordinance shall be included and incorporated in the Pinellas County Land Development Code, as an amendment thereto, and shall be appropriately renumbered to conform to the uniform numbering system of the Pinellas County Land Development Code.

SECTION 20. Filing of Ordinances; Effective Date

Pursuant to Section 125.66, F.S., a certified copy of this Ordinance shall be filed with the Department of State by the Clerk of the Board of County Commissioners within ten (10) days after enactment by the Board of County Commissioners. This Ordinance shall become effective upon notice of filing of the Ordinance with the Department of State or May 1st, 2016, whichever is later.

ORDINANCE NO. 16-

AN ORDINANCE OF THE COUNTY OF PINELLAS ESTABLISHING A MOBILITY MANAGEMENT SYSTEM BY AMENDING CHAPTER 150, IMPACT FEES, OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE, BY CHANGING THE NAME OF ARTICLE II FROM TRANSPORTATION IMPACT FEES TO MULTIMODAL IMPACT FEES; REVISING SECTIONS 150-36 THROUGH 150-47 TO REPEAL LANGUAGE REFERRING TO TRANSPORTATION IMPACT FEES AND CONCURRENCY AND REPLACING WITH MULTIMODAL IMPACT FEES AND MOBILITY MANAGEMENT RESPECTIVELY; REVISING SECTION 150-40, COMPUTATION OF AMOUNT, TO CORRECT UNIT RATE FOR ADULT CONGREGATE LIVING FACILITY AND ADDING FOOTNOTE RELATED TO GENERAL COMMERCIAL CATEGORY; ADDING SECTION 150-48 TO ESTABLISH A MOBILITY MANAGEMENT SYSTEM; RENUMBERING AND AMENDING SECTIONS 150-48 AND 150-49; REVISING EXHIBITS "A" THROUGH "J" TO REFLECT ARTICLE II NAME CHANGE AND ADDING EXHIBIT "K", DEFICIENT ROADS; MODIFYING IMPACT FEE DISTRICTS BOUNDARIES; AND PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Pinellas County Board of County Commissioners has established that land development shall bear a proportionate cost of the provision of new or expanded capital facilities required by such development; and

WHEREAS, the Pinellas County Board of County Commissioners has determined that the transportation system in Pinellas County should be able to adequately provide for the movement of people and goods and promote and protect public health, safety, and welfare if new development is to be accommodated; and

WHEREAS, the Pinellas County Board of County Commissioners has previously provided for transportation impact fees and their administration through the adoption of Ordinance 86-43 and subsequent amendments and their inclusion in the Pinellas County Land Development Code; and

WHEREAS, Florida House Bill 7207, also known as the Community Planning Act, was signed into law in 2011; and

WHEREAS, the Community Planning Act removed State requirements for local government implementation of transportation concurrency management systems; and

WHEREAS, in the absence of State imposed transportation concurrency management requirements, the Pinellas County Metropolitan Planning Organization authorized a multi-jurisdictional task force to develop a countywide approach to manage the transportation impacts of development projects through local site plan review processes; and

WHEREAS, the Mobility Plan Task Force participated in the development of a countywide mobility plan through a coordinated effort involving the local governments of Pinellas County, and the Pinellas Suncoast Transit Authority, Pinellas Planning Council and Florida Department of Transportation; and

WHEREAS, the Pinellas County Mobility Plan was approved by the Pinellas County Metropolitan Planning Organization on September 11, 2013; and

WHEREAS, the Pinellas County Mobility Plan provides a more flexible and efficient alternative to the traditional form of concurrency management, which ties development approvals to maintaining adopted roadway level of service standards, while facilitating multimodal transportation solutions; and

WHEREAS, the Pinellas County Mobility Plan incorporates the assessment of impact fees as a central element in its implementation; and

WHEREAS, the Pinellas County Mobility Plan calls for renaming the Transportation Impact Fee Ordinance the Multimodal Impact Fee Ordinance to reflect the purpose of the Ordinance to improve the capacity of the countywide transportation system for all users; and

WHEREAS, amendments to Chapter 150 are needed to establish a mobility management system designed to implement the Pinellas County Mobility Plan; and

WHEREAS, changes to the multimodal impact fee district boundaries are needed to be consistent and better coordinated with development patterns; and

WHEREAS, the cities of Clearwater and Largo have requested modification to the boundaries of their downtown area districts, respectively; and

WHEREAS, the requested modifications to the Clearwater and Largo downtown districts are consistent with the terms of the Multimodal Impact Fee Ordinance regarding the application of fee schedule B; and

WHEREAS, revisions to Exhibits "A" through "J" are necessary to adjust the boundaries of the impact fee districts; and

WHEREAS, a new Exhibit "K" has been added to depict the location of deficient roadway facilities as referenced by the mobility management system; and

WHEREAS, changes are necessary to correct the unit rate for adult congregate living facility and to add a footnote to fee schedules A and B related to the unit of measure for the general commercial category.

NOW, THEREFORE, BE IT ORDAINED, ON THIS _____ DAY OF _____, 2016, BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY, FLORIDA THAT:

SECTION 1. CHAPTER 150 ARTICLE II OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS RENAMED MULTIMODAL IMPACT FEES.

SECTION 2. SECTION 150-36 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-36. Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

City manager means the chief administrative officer of the involved jurisdiction and/or his designee.

County administrator means the county administrator and/or his designee.

Credits means the impact fee deductions allowed a feepayer for eligible off-site transportation improvements funded by the feepayer.

Deficient facility means a road operating at peak hour level of service E or F, and/or a volume-to-capacity (v/c) ratio of 0.9 or higher with no mitigating improvements scheduled within three years.

Expansion of the capacity of a road applies to all road and intersection capacity enhancements and includes but is not limited to extensions, widening, intersection improvements, drainage improvements and upgrading signalization.

External trip means any trip which has either its origin or destination at the development site and which impacts the major road network system.

Fair share fee means the fee required to be paid in accordance with this article.

Feepayer means a person commencing a land development activity which generates traffic and which requires the issuance of a certificate of occupancy, land use permit or occupational license.

Independent fee calculation study means the traffic engineering and/or economic documentation prepared by a feepayer to allow the determination of the impact fee other than by the use of the table in Subsection 150-40(c) of this article.

Land development activity generating traffic means any construction or expansion of building(s) or structure(s), or any changes in the use of any structure(s) that attracts or produces additional vehicular trips.

Level of service is a qualitative measure that represents the collective factors of speed, travel, time, traffic interruption, freedom to maneuver, safety, driving comfort and convenience, and operating costs provided by a highway facility under a particular volume condition. Levels of service vary from A to F as described in the transportation elements of the local comprehensive plans, the Transportation Research Board's Highway Capacity Manual, and similar documents.

Mobility management system is the process utilized by Pinellas County to implement the Pinellas County Mobility Plan. This includes the process of managing the transportation impacts of development projects and the assessment, collection and expenditure of multimodal impact fees.

Multimodal impact fee district means areas from which impact fee monies are collected and expended. These districts are defined in exhibit A.

Mobility improvement means and includes construction projects and transportation demand and system management initiatives including but not limited to:

- (1) Construction of new through lanes;
- (2) Construction of new turn lanes;
- (3) Construction of new bridges or grade separations;
- (4) Construction of new or upgrading of existing drainage facilities in conjunction with new roadway construction;
- (5) Purchase and installation of traffic signalization, including new and upgraded signalization;
- (6) Construction of curbs, medians and shoulders;
- (7) Relocating utilities to accommodate new roadway construction;
- (8) Construction of intersection improvements;
- (9) Construction of sidewalks;
- (10) Installation of on-street bicycle lanes and construction of bicycle/pedestrian trails;
- (11) Construction of transit facilities such as shelters and pullout bays;
- (12) Construction of park and ride lots;
- (13) Intelligent transportation system (ITS) projects; and
- (14) Commuter assistance programs.

New peak hour trip refers to a vehicle trip added to the major road network from and to a developed parcel of land during the weekday peak hour. This excludes “passer-by” or “diverted” trips, whereby the site is accessed as a secondary trip.

Off-site improvements means transportation-related and/or -supportive improvements, other than those referenced in the definition of site-related improvements, located outside of the boundaries of the parcel proposed for development, which are required to serve the development's external trips.

Pinellas County Mobility Plan is a countywide approach to managing the transportation impacts of development projects and increasing mobility for pedestrians, bicyclists, transit users and motor vehicles utilizing the multimodal impact fee ordinance and local site plan review processes.

Pre-existing use refers to the land use that occupied a parcel of land prior to the submittal of a permit/site plan application. In accordance with Section 150-40, development projects are entitled to a credit equivalent to the impact fee assessment of any land use activity that existed on the property as of 1986, the original adoption year of this Ordinance. The applicant must provide the necessary documentation to verify a pre-existing use activity not reflected in the current records of the Pinellas County Property Appraiser's Office.

Road means any public way for purposes of travel, including the entire area within the right-of-way.

Site-related improvements means capital improvements necessary for direct access/egress to the development in question. Direct access/egress site-related improvements include but are not limited to the following:

- (1) Site driveways and roads;
- (2) Right and left turn lanes leading to those driveways;
- (3) Traffic control measure for those driveways;
- (4) Acceleration/deceleration lanes;
- (5) Median openings/closing;
- (6) Frontage roads;
- (7) Roads necessary to provide direct access to the development; and
- (8) Pedestrian and other non-motorized transportation improvements such as sidewalks, pathways and bicycle lanes to provide direct access to the development.

Transportation management plan, as developed by an applicant representing a proposed development is submitted in conjunction with individual site plans seeking to utilize transportation management strategies to address their development impacts, improve the efficiency and safety of the mobility system, and increase the mobility for all users.

Transportation management plan strategies are intended to increase mobility while addressing the transportation impacts of development projects. They include, but are not limited to, density/intensity reductions, project phasing, access controls, capital improvements and/or initiatives encouraging mass transit, bicycle or pedestrian travel, ride-sharing or roadway improvements. They do not include standard requirements necessary for site plan approval or operational improvements.

Volume-to-capacity (v/c) ratio means the rate of traffic flow of an intersection approach or group of lanes during a specific time interval divided by the capacity of the approach or group of lanes.

SECTION 3. SECTION 150-37 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-37. Rules of construction.

- (a) The provisions of this article shall be liberally construed so as to effectively carry out its purpose in the interest of the public health, safety and welfare.
- (b) For the purpose of administration and enforcement of this article, unless otherwise stated in this article, the following rules of construction shall apply to the text of this article;
 - (1) Any road right-of-way used to define multimodal impact fee district boundaries, as identified in Exhibit A [following Section 150-50], shall be considered to be within each district it bounds for purposes of using these funds.
 - (2) The land use types listed in Section 150-40 shall have the same meaning as under the land use element(s) of the local comprehensive plans.

SECTION 4. SECTION 150-38 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-38. Intent, purpose, and legislative findings.

- (a) This article is intended to implement and be consistent with the county comprehensive plan and the plans of the municipalities in the county adopted pursuant to F.S. Ch. 163.
- (b) The purpose of this article is to assure that new development bears a proportionate share of the cost of capital expenditures necessary to meet mobility needs as established by the county comprehensive plan, the Metropolitan Planning Organization's long range transportation plan, and the comprehensive plans of the municipalities in the county.
- (c) The legislative findings are as follows:
 - (1) Florida House Bill 7207, the Community Planning Act, was legislated in 2011. The Act eliminated state mandated concurrency management requirements related to transportation facilities for local governments;
 - (2) In 2013, the Pinellas County Metropolitan Organization approved the Pinellas County Mobility Plan. The intent of the Mobility Plan is to replace local transportation concurrency management programs with a system that provides local governments with the means to manage the traffic impacts of development projects;
 - (3) The transportation element of the comprehensive plan identifies a number of highway system facilities operating under deficient level of service conditions. These require the application of mobility plan provisions in order to manage transportation impacts and to increase mobility through the use of multimodal impact fees to fund mobility improvements;
 - (4) Local comprehensive plans provide data, analysis, and policies supporting the management of development impacts on major roads operating with deficient level of service conditions through the application of the Pinellas County Mobility Plan and supporting land use policies;
 - (5) Transportation management plan strategies are important tools for local governments to manage development impacts while maximizing mobility and accessibility consistent with the comprehensive plan and Fix America's Surface Transportation (FAST) Act; and
 - (6) The Community Planning Act encourages the coordination of planning and growth management activities among local governments, the Metropolitan Planning Organization and regional and state government agencies.

SECTION 5. SECTION 150-39 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-39. Fee required.

- (a) Any person who, seeks a certificate of occupancy for land development activity or seeks to change a use by applying for issuance of an occupational license, land use permit, or municipal equivalent thereof which will generate additional traffic shall be required to pay a multimodal impact fee in the manner and amount set forth in this article.
- (b) No certificate of occupancy, use permit or occupational license for any activity requiring payment of an impact fee pursuant to Section 150-40 shall be issued unless and until the multimodal impact fee hereby required has been paid.
- (c) Any person who has submitted a site plan or building permit application in accordance with local land development codes prior to the effective date of this amendatory ordinance will be subject to the terms of the ordinance that was in effect at the time the site plan or building permit application was submitted.

SECTION 6. SECTION 150-40 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-40. Computation of amount.

- (a) The amount of the multimodal impact fees imposed under this article will depend on a number of factors, including the type of land development activity, and several fixed elements, such as the average cost to construct one lane-mile of roadway (\$2,216,466.00) and the average capacity of one lane-mile of roadway (6,900 vehicles per day).
- (b) The following formula shall be used by the county administrator, city manager or functional equivalent to determine the impact fee per unit of development:

$$\frac{TGR \times \%NT \times TL \times CST (RF)}{CAP \times 2}$$

WHERE:

TGR	=	Trip generation rate, as per fee schedule
%NT	=	Percent new trips
TL	=	Average trip length, varies by land use
CST	=	The cost to construct one-lane mile of roadway (\$2,216,466.00)
CAP	=	The capacity of one-lane mile of roadway (6,900 vehicles per lane, per day)
2	=	Allocation of one-half the impact to the origin and one-half to the destination
RF	=	Reduction factor (.268)

- (c) At the option of the feepayer, the amount of the multimodal impact fee may be determined by the following fee schedules (Schedule A contains the impact fee rates for uses outside of designated downtown areas; Schedule B contains rates for downtown areas):

Schedule A. General Fee Schedule

Land Use Type	Unit	Trip Rate	Avg. Trip Length	Percent New Trips	Fee Per Unit
Residential:					
Single-family	du	9.6	5.0	1.00	\$2,066
Multi-family	du	6.6	5.0	1.00	\$1,420

Condominium/Townhome	du	5.8	5.0	1.00	\$1,248
Efficiency apt./hotel	room	5.0	3.3	0.59	\$419
Mobile home	du	5.0	5.0	1.00	\$1,076
Licensed ACLF	bed	2.7	2.8	.74	\$241
General Office:					
0—49,999 sq. ft.	1000 sf	16.3	5.1	0.92	\$3,292
50,000—149,999 sq. ft.	1000 sf	13.7	5.1	0.92	\$2,767
150,000—299,999 sq. ft.	1000 sf	11.5	5.1	0.92	\$2,323
300,000—599,999 sq. ft.	1000 sf	10.4	5.1	0.92	\$2,100
600,000—799,999 sq. ft.	1000 sf	8.4	5.1	0.92	\$1,697
Over 800,000 sq. ft.	1000 sf	8.2	5.1	0.92	\$1,656
Research Center:					
Research center	1000 sf	6.1	5.1	0.92	\$1,232
Industrial:					
General industrial	1000 sf	7.0	5.1	0.92	\$1,414
Industrial park	1000 sf	7.0	5.1	0.92	\$1,414
Manufacturing	1000 sf	3.8	5.1	0.92	\$767
Warehousing	1000 sf	3.6	5.1	0.92	\$727
Mini-warehousing	1000 sf	2.5	3.1	0.92	\$307
Medical:					
Hospital	bed	11.8	6.4	0.77	\$2,503
Nursing home	bed	2.4	2.8	0.75	\$217
Clinic/Medical office	1000 sf	35.2	4.9	0.85	\$6,311
Veterinary clinic	1000 sf	32.8	1.9	0.70	\$1,878
Lodging:					
Hotel	room	8.2	6.4	0.71	\$1,604
Motel (budget style)	room	5.6	6.4	0.59	\$910
Resort hotel	room	18.4	5.4	0.75	\$3,208
Recreation:					
General recreation	pkg sp	3.4	6.4	0.90	\$843
Marina	boat berth	3.0	7.0	0.90	\$814
Dry dock marina	boat slip	2.1	3.6	0.90	\$293
Racquet club	1000 sf	14	3.0	0.75	\$1,356
Golf course	acre	5.0	7.1	0.90	\$1,375
Fitness center	1000 sf	27.0	4.0	0.84	\$3,905

Retail:					
Quality restaurant	1000 sf	90.0	2.5	0.82	\$7,942
Sit-down restaurant	1000 sf	127.0	1.9	0.79	\$8,205
Drive-in restaurant	1000 sf	496.0	1.7	0.54	\$19,599
Quality drive-in restaurant	1000 sf	279.7	1.7	0.75	\$15,350
Discount store (ind.)	1000 sf	56.0	1.8	0.61	\$2,647
Building materials store	1000 sf	45.2	1.7	0.61	\$2,018
Home Improvement Superstore	1000 sf	29.8	2.2	0.83	\$2,342
New and used car sales	1000 sf	33.3	2.4	0.79	\$2,718
Service station w/ conven. Market <800 sf	pump	162.8	1.9	0.23	\$3,062
Car wash	1000 sf	151.2	1.6	0.67	\$6,977
Supermarket	1000 sf	102.0	1.7	0.53	\$3,956
Convenience market (under 3,000 sf)	store	1762.9	1.5	0.25	\$28,456
Convenience market (3,000 sf or over)	1000 sf	887.1	1.5	0.25	\$14,319
Movie theater w/ matinee	screen	132.0	2.3	0.85	\$11,108
Auto repair/detailing	1000 sf	28.4	2.2	0.83	\$2,232
Furniture store	1000 sf	5.1	2.4	0.79	\$351
Retail nursery (garden ctr.)	1000 sf	36.0	1.8	0.61	\$1,701
Discount club store	1000 sf	41.8	4.0	0.89	\$6,405
Discount superstore	1000 sf	65.3	2.2	0.83	\$5,133
Video rental store (free standing)	1000 sf	13.6	2.3	0.85	\$1,144
General Commercial:					
Under 100,000 sq. ft.	1000 sf	94.7	1.7	0.49	\$3,396
100,000—199,999 sq. ft.	1000 sf	74.3	1.8	0.63	\$3,627
200,000—299,999 sq. ft.	1000 sf	58.9	2.0	0.75	\$3,803
300,000—399,999 sq. ft.	1000 sf	48.3	2.3	0.79	\$3,778
400,000—499,999 sq. ft.	1000 sf	43.0	2.5	0.80	\$3,702
500,000—999,999 sq. ft.	1000 sf	37.7	3.0	0.81	\$3,943
Over 1,000,000 sq. ft.	1000 sf	33.4	3.6	0.81	\$4,192
Services:					
Bank	1000 sf	144.0	1.6	0.30	\$2,975
Institutional:					
Church	1000 sf	9.1	3.9	0.90	\$1,375
Library (private)	1000 sf	56.0	3.9	0.90	\$8,461
Day care center	1000 sf	79.0	2.0	0.74	\$5,033

Elementary school	student	1.3	4.3	0.80	\$192
High school	student	1.7	4.3	0.90	\$283
Junior/community college	student	1.2	7.3	0.90	\$339
University	student	2.4	7.3	0.90	\$679
Airport	flights	2.0	6.0	0.90	\$465
Park	acres	36.5	6.4	0.90	\$9,050

Note: General commercial unit is gross leasable area.

Schedule B. Downtown Area Fee Schedule

Land Use Type	Unit	Trip Rate	Avg. Trip Length	Percent New Trips	Fee Per Unit
Residential:					
Single-family	du	9.6	5.0	0.74	\$1,529
Multi-family	du	6.6	5.0	0.74	\$972
Condominium/Townhome	du	5.8	5.0	0.74	\$924
Efficiency apt./hotel	room	5.0	3.3	0.59	
Mobile home	du	5.0	5.0	0.74	\$796
Licensed ACLF	bed	2.7	2.8	0.74	\$241
General Office:					
0—49,999 sq. ft.	1000 sf	16.3	5.1	0.74	\$2,648
50,000—149,999 sq. ft.	1000 sf	13.7	5.1	0.74	\$2,226
150,000—299,999 sq. ft.	1000 sf	11.5	5.1	0.74	\$1,868
300,000—599,999 sq. ft.	1000 sf	10.4	5.1	0.74	\$1,689
600,000—799,999 sq. ft.	1000 sf	8.4	5.1	0.74	\$1,365
Over 800,000 sq. ft.	1000 sf	8.2	5.1	0.74	\$1,332
Research Center:					
Research center	1000 sf	6.1	5.1	0.74	\$991
Industrial:					
General industrial	1000 sf	7.0	5.1	0.74	\$1,137
Industrial park	1000 sf	7.0	5.1	0.74	\$1,137
Manufacturing	1000 sf	3.8	5.1	0.74	\$617
Warehousing	1000 sf	3.6	5.1	0.74	\$585
Mini-warehousing	1000 sf	2.5	3.1	0.74	\$247
Medical:					
Hospital	bed	11.8	6.4	0.62	\$2,015

Nursing home	bed	2.4	2.8	0.60	\$174
Clinic/Medical office	1000 sf	35.2	4.9	0.70	\$5,197
Veterinary clinic	1000 sf	32.8	1.9	0.70	\$1,878
Lodging:					
Hotel	room	8.2	6.4	0.61	\$1,378
Motel (budget style)	room	5.6	4.0	0.61	\$588
Resort hotel	room	18.4	5.4	0.61	\$2,609
Recreation:					
General recreation	pkg sp	3.4	6.4	0.32	\$300
Marina	boat berth	3.0	7.0	0.32	\$289
Dry dock marina	boat slip	2.1	3.6	0.32	\$104
Racquet club	1000 sf	14	3.0	0.32	\$579
Fitness center	1000 sf	27.0	4.0	0.36	\$1,674
Retail:					
Quality restaurant	1000 sf	90.0	2.5	0.21	\$2,034
Sit-down restaurant	1000 sf	127.0	1.9	0.21	\$2,181
Drive-in restaurant	1000 sf	496.0	1.7	0.21	\$7,622
Quality drive-in restaurant	1000 sf	279.7	1.7	0.21	\$4,298
Discount store (ind.)	1000 sf	56.0	1.8	0.34	\$1,475
Building materials store	1000 sf	45.2	1.7	0.34	\$1,125
Home Improvement Superstore	1000 sf	29.8	2.2	0.34	\$959
New and used car sales	1000 sf	33.3	2.4	0.52	\$1,789
Service station w/ conven. market <800 sf	pump	162.8	1.9	0.23	\$3,062
Car wash	1000 sf	151.2	1.6	0.40	\$4,165
Supermarket	1000 sf	102.0	1.7	0.53	\$3,956
Convenience market (under 3,000 sf)	store	1762.9	1.5	0.25	\$28,456
Convenience market (3,000 sf or over)	1000 sf	887.1	1.5	0.25	\$14,319
Movie theater w/ matinee	screen	132.0	2.3	0.58	\$7,580
Auto repair/detailing	1000 sf	28.4	2.2	0.56	\$1,506
Furniture store	1000 sf	5.1	2.4	0.52	\$231
Retail nursery (garden ctr.)	1000 sf	36.0	1.8	0.34	\$948
Discount club store	1000 sf	41.8	4.0	0.30	\$2,159
Discount superstore	1000 sf	65.3	2.2	0.30	\$1,855
Video rental store (free standing)	1000 sf	13.6	2.3	0.32	\$431
General Commercial:					

Under 100,000 sq. ft.	1000 sf	94.7	1.7	0.30	\$2,079
100,000—199,999 sq. ft.	1000 sf	74.3	1.8	0.35	\$2,015
200,000—299,999 sq. ft.	1000 sf	58.9	2.0	0.47	\$2,383
300,000—399,999 sq. ft.	1000 sf	48.3	2.3	0.51	\$2,439
400,000—499,999 sq. ft.	1000 sf	43.0	2.5	0.53	\$2,452
500,000—999,999 sq. ft.	1000 sf	37.7	3.0	0.54	\$2,629
Over 1,000,000 sq. ft.	1000 sf	33.4	3.6	0.54	\$2,795
Services:					
Bank	1000 sf	144.0	1.6	0.30	\$2,975
Institutional:					
Church	1000 sf	9.1	3.9	0.35	\$535
Library (private)	1000 sf	56.0	3.9	0.63	\$5,923
Day care center	1000 sf	79.0	2.0	0.47	\$3,196
Elementary school	student	1.3	4.3	0.53	\$128
High school	student	1.7	4.3	0.63	\$198
Junior/community college	student	1.2	7.3	0.63	\$238
University	student	2.4	7.3	0.63	\$475
Park	acre	36.5	6.4	0.63	\$6,335

Note: General commercial unit is gross leasable area.

The Downtown Area fee schedule applies to existing downtown areas geographically depicted in the attached maps including Exhibit A: Multimodal Impact Fee Districts; Exhibit B: Tarpon Springs Downtown Area District 1A; Exhibit C: Oldsmar Downtown Area District 2A; Exhibit D: Palm Harbor Downtown Area District 3A; Exhibit E: Dunedin Downtown Area District 4A; Exhibit F: Safety Harbor Downtown Area District 5A; Exhibit G: Clearwater Downtown Area District 6A; Exhibit H: Largo Downtown Area District 7A; Exhibit I: Pinellas Park Downtown Area District 10A; and Exhibit J: St. Petersburg Downtown Area District 11A. The 1990 MPO Pinellas County Transportation Impact Fee Study contains technical data indicating there are significantly fewer new vehicle trips generated for each unit of development in these areas as compared to similar land uses outside them. These areas are delineated in locally adopted redevelopment or comprehensive plans with supporting policies designed to encourage infill and redevelopment activity. New areas with similar trip generation characteristics, as described in the 1990 MPO Pinellas County Transportation Impact Fee Study, may be added to the attached exhibits through the amendment of the ordinance pursuant to the submittal of a detailed map and documentation that such areas meet the criteria in the 1990 Pinellas County MPO Transportation Impact Fee Study.

In the case of a change of use, redevelopment, or modification of an existing use, the impact fee shall be based upon the net increase in the impact fee for the new use as compared to the impact fee for the highest previous use in existence on or after the effective date of the ordinance from which this section derives. The county administrator or city manager shall be guided in this determination by the county's transportation impact fee study (February 1990), independent study trip generation data or the Institute of Transportation Engineers' Trip Generation, sixth (or successor) edition.

- (d) If a feepayer shall opt not to have the impact fee determined according to Subsections (b) and (c) of this section, then the feepayer shall prepare and submit to the county administrator, city manager or functional

equivalent for approval of an independent fee calculation study for the land development activity for which a certificate of occupancy, land use permit or occupational license is sought. The traffic engineering and/or economic documentation submitted, which will require a pre-application meeting with the county administrator, city manager or functional equivalent, shall show the basis upon which the independent fee calculation was made, including but not limited to the following:

(1) Trip generation studies:

- a. Documentation of trip generation rates appropriate for the proposed land development activity.
- b. Documentation of trip length appropriate for the proposed land development activity.
- c. Documentation of trip data appropriate for the proposed land development activity.

(2) Economic documentation studies:

- a. Documentation of the cost per lane per mile for roadway construction for the proposed land development activity.
- b. Documentation of credits attributable to the proposed land development activity which the feepayer will make available to replace the portion of the service volume used by the traffic generated by the proposed land development activity.

- (e) Trip generation data. Trip generation documentation other than traffic engineering or economic documentation described in Subsection 150-40(d)(1) and (2) may be submitted by the applicant in consideration of an independent fee calculation.

SECTION 7. SECTION 150-41 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-41. Payment of fee and credits.

- (a) The person applying for the issuance of a certificate of occupancy, land use permit or occupational license shall pay the multimodal impact fee to the county administrator, the city manager, their functional equivalent or their respective designees prior to the issuance of such permit. Fees for mobile homes shall be payable prior to the issuance of the permits which allow the mobile home to move on to a lot. The county administrator, city manager, their functional equivalent or their respective designees will have full collection authority as well as full discretion for approval of alternative methods for calculation of impact fees on a case-by-case basis. Fees shall be collected as part of the normal permitting process of each local jurisdiction.
- (b) All funds collected under this article shall be properly identified by the multimodal impact fee district, as identified in Exhibit A, and promptly transferred for deposit into the appropriate multimodal impact fee trust account to be held in separate accounts as determined in Section 150-42 and used solely for the purposes specified in this article.
- (c) In lieu of all or part of the multimodal impact fee imposed under this article, the county administrator, city manager or functional equivalent may accept the offer by a feepayer to implement all or part of a mobility improvement project consistent with the local government comprehensive plan or plans, or the metropolitan planning organization's long range transportation plan. The project(s) may be for any mode of transportation, including rail, transit, pedestrian or bicycle travel, providing that it serves to add to the capacity of the surrounding transportation circulation system or to increase mobility and reduce the dependence on automobile travel. This offer shall not include site-related improvements. These improvements must be in accordance with city, county and state requirements, whichever are applicable. The feepayer shall submit an offer to make improvements in lieu of a fee payment. The offer shall include a letter detailing the improvements to be made, improvement plans and a construction cost estimate in sufficient detail to allow the county administrator, city manager or functional equivalent to determine consistency with local requirements. If the county administrator, city manager, functional equivalent or their respective designees accept such an offer, the cost of the improvement project, except for the improvements identified in

Subsections 150-41(h), (i) and (j), shall be credited against the multimodal impact fee assessed on the proposed development. Upon satisfactory completion and construction approval of the transportation improvement made in lieu of all or a portion of the impact fee due, the improvement shall be accepted by the appropriate jurisdiction for future maintenance. If the certificate of occupancy is requested prior to the completion of the approved project, then a performance bond shall be provided to the county administrator, city manager or functional equivalent to cover the balance of all work required following issuance of the certificate of occupancy.

- (d) Construction of on-site trail, pedestrian or bicycle facility if part of trail, bicycle or pedestrian network identified in MPO Long Range Transportation Plan or local comprehensive plan is eligible for credit against impact fee assessment. No credit shall be given for other site-related improvements or land dedicated for related right-of-way.
- (e) All transportation improvements required under a county or city approved development order issued for a new development of regional impact approved prior to the effective date of this ordinance, except for those improvements deemed as site-related or on-site, shall be credited against multimodal impact fees up to the total amount of the impact fee.
- (f) Mixed-use developments consisting of complementary land uses that are designed with connectivity to allow for a reduction in trip lengths and/or percent new trips are eligible for an impact fee rate adjustment based on trip generation data for similar uses.
- (g) Commuter assistance programs with long-term contract facilitating ride sharing activity are eligible for an impact fee rate reduction based on the reduction in the number of single-occupant vehicle trips that would otherwise be associated with the project.
- (h) Bus stop shelters, including pads, are eligible for a credit against the impact fee assessment in an amount equal to the cost of the improvement or one percent of the fee, whichever is greater.
- (i) Construction of shared driveway(s) between adjacent properties is eligible for a credit against the impact fee assessment in an amount that is 50 percent of the construction cost for the portion of the driveway that is located off-site.
- (j) Construction of shared inter-connecting parking lots is eligible for a credit against the impact fee assessment in an amount that is 50 percent of the construction cost for the portion of the parking area located off-site.
- (k) Sidewalks constructed for credit against impact fee assessment must provide connection between the site and surrounding sidewalk network and/or major destination point such as a park, shopping center, school, community center, etc.
- (l) Pedestrian and bicycle facilities connecting neighboring properties may be eligible for credit against impact fees for the portion of the construction that is off-site.
- (m) Construction of service roads for vehicular traffic connecting adjacent developments are eligible for credit against impact fee assessment.
- (n) Off-site crosswalk enhancements, including curb bulb-out at intersection, pavement marking, raised crossing are eligible for credit against impact fee assessment.
- (o) Sections 150-41(c) through (f) do not apply to development projects that are subject to the requirements of Sections 150-48(c), (d) and (f).

SECTION 8. SECTION 150-42 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-42. Trust accounts established.

- (a) Each municipality which collects and administers multimodal impact fee funds shall establish a trust account which shall be used exclusively for funds collected under the terms of this article. Monies collected by or forwarded to the county shall be maintained in 13 separate impact fee trust accounts consistent with the districts shown in Exhibit A.
- (b) Funds deposited to the trust accounts established under this section must be used in accordance with the provisions of Section 150-43.

SECTION 9. SECTION 150-43 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-43. Disposition of funds.

- (a) Funds collected from multimodal impact fees shall be used for the purpose of preparing and implementing plans and projects that improve the capacity of the surrounding mobility system, including bicycle, pedestrian, transit and automobile uses. Such improvements may be in the form of plans and projects that involve improvements to transportation modes such as transit, pedestrian and bicycle travel as well as roadway expansion or modifications. Such improvements shall be of the type as are made necessary by the new development to support the area mobility network. Plans which are funded from multimodal impact fees shall be prepared by or for a local government and for the purpose of defining appropriate and relevant mobility projects for implementation. A plan must identify at least one project to be included in the local government capital improvement program within three years of completion of the plan, or the funds used for the plan must be returned to the appropriate trust account. Specific projects to receive funds from impact fees collected shall be determined by the elected officials of the jurisdiction from where the funds were collected in accordance with Subsection 150-43(e). Priorities for impact fee funded mobility improvements shall be established by the administering jurisdictions' elected officials in compliance with the adopted plans and transportation improvement program of the metropolitan planning organization or local jurisdictions.
- (b) No funds collected under this article shall be used for periodic maintenance, as defined in F.S. ch. 334, as amended.
- (c) Except as provided in Subsection (e) of this section, funds shall be used exclusively for mobility improvements or expansions within the multimodal impact fee district from which funds were collected. Funds may also be used for projects located outside the district where they were collected provided the county has notified and received concurrence from all jurisdictions located within the multimodal impact fee district where the funds were collected. Funds shall be deemed expended in the order in which they are collected.
- (d) Fees, both county and municipal share, collected within a community redevelopment or tax increment financing district shall be expended within such district. Parking garages for general public purposes shall be considered eligible transportation improvements within such districts. With the concurrence of the county administrator, appropriate city manager or functional equivalent, the funds collected within a community redevelopment or tax increment financing district may be spent within the primary district.
- (e) Multimodal impact fees collected at the local level shall be held by the collecting jurisdiction until the end of the fiscal year in which collected. At the beginning of each new fiscal year (October 1), one-half of all fees collected, and the accrued interest thereon, less the four percent retained from the total fee collected for administrative costs, shall be forwarded to the board of county commissioners for placement in the appropriate trust account. The remaining one-half shall be deposited in the municipality's multimodal impact fee trust account. All fees must be disbursed, encumbered or refunded by each jurisdiction receiving the fees in a manner consistent with this article.
- (f) Multimodal impact fees collected within each district may be made available for construction of improvements on the state road network in the district.
- (g) Multimodal impact fee funds shall be administered as an independent component of the capital improvement element of the comprehensive plan, as required by F.S. ch. 163. Each fiscal year, the county administrator, respective city managers or functional equivalents shall present to their governing boards the

district improvement programs for transportation expenditures. These programs shall assign mobility improvements costs and related expenses to the trust account for specific transportation improvement projects. Monies, including any accrued interest not assigned in any fiscal year, shall be retained in the same multimodal impact fee trust accounts until the next fiscal year, except as provided by the refund provisions of this article. The collecting jurisdiction (either a municipality or the county) shall retain four percent of the fees collected for administrative costs.

SECTION 10. SECTION 150-44 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-44. Refund of fee paid.

Any funds not expended or encumbered by the end of the calendar quarter immediately following ten years from the date the multimodal impact fee was paid shall, upon application of the feepayer within 180 days of that date, be returned to the feepayer with interest at a yearly rate to be determined by the Consumer Price Index effective January 1, which is to be applied to the preceding year for each year the deposit is held.

SECTION 11. SECTION 150-45 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-45. Exemptions.

(a) The following shall be exempted from payment of the multimodal impact fee:

- (1) Alteration or expansion of an existing building where no additional units or floor area are created, use is not changed, and where no additional vehicular trips will be produced over and above that produced by the existing use.
- (2) The construction of accessory buildings or structures which will not produce additional vehicular trips over and above that produced by the principal building or use of the land.
- (3) The replacement of a building or structure with a new building or structure of the same use provided that no additional trips will be produced over and above those produced by the original building or structure.
- (4) The construction of publicly-owned facilities used primarily for traditional government uses.

SECTION 12. SECTION 150-46 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-46. Review committee.

It is the intention of the board of county commissioners to ensure consistency in administration of the multimodal impact fee ordinance. Therefore, a review committee composed of locally designated administrative officials is created to review matters which may be subject to differing interpretations arising from the administration of the article, and which are not clearly addressed by the provisions of this article. The Metropolitan Planning Organization Technical Coordinating Committee (TCC) shall serve as the review committee. The TCC shall make advisory recommendations to the administering jurisdiction on issues brought before the committee. The county metropolitan planning organization shall maintain the records of the committee and a listing of its membership. The metropolitan planning organization shall also provide staff services to the committee.

SECTION 13. SECTION 150-47 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS AMENDED TO READ AS FOLLOWS:

Sec. 150-47. Review of fee structure.

The multimodal impact fee schedule shall be reviewed every two years by the board of county commissioners and the metropolitan planning organization. The review shall consider trip generation rates and the actual construction costs for work contracted by the county and the state department of transportation within the county. The purpose of this review is to analyze the effects of inflation on the actual costs of mobility improvement projects and to ensure the fee charged new land development activity generating traffic will not exceed its fair share.

SECTION 14. SECTION 150-48, MOBILITY MANAGEMENT, OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS ADDED TO READ AS FOLLOWS:

Sec. 150-48. Mobility management.

- (a) Transportation management plans are required for development applications subject to the provisions in Subsections 150-48(c), (d) and (f) utilizing transportation management strategies/improvements included in an approved transportation management plan in terms of the scale of the project(s) and roadway capacity and/or mobility benefits provided shall be based primarily on the projected impact of the development project on the surrounding traffic circulation system. Specific conditions of the deficient road corridor impacted by the development shall also be considered.

Transportation management plan strategies/improvements required in accordance with Subsections 150-48(c), (d) and (f) will be determined at the time of site plan review. Transportation management plans must be developed by the applicant and accepted by the applicable local government. If the project impacts a State Road, the applicant must also submit the transportation management plan to the Florida Department of Transportation District 7 Office. Transportation management plan strategies/improvements include, but are not limited to, those listed below. Transportation management plans seeking to implement strategies that do not involve structural improvements, such as ride-sharing and transit incentive programs, must include a monitoring program to ensure the strategies are carried out in accordance with the plan. Site-related improvements are not eligible for inclusion in transportation management plans.

- (1) *Intensity reduction.* The intensity of the proposal may be reduced through an across-the-board reduction of the permitted floor area ratio, as it would otherwise normally apply to the proposal. Other such corrective actions that would reduce the intensity of the proposal may also apply.
- (2) *Density reduction.* The density of the proposal may be decreased by a reduction in the number of units per acre below that which would otherwise normally apply to the proposal.
- (3) *Project phasing.* A project may be divided into logical phases of development by area, with later phases of the development proposal's approval withheld until the needed facilities are available.
- (4) *Outparcel deletion.* Those portions of the proposal characterized as outparcels that create separate and unique impacts may be deleted from the total proposal.
- (5) *Physical highway improvements.* A project may construct link capacity improvements, acceleration/deceleration lanes, intersection improvements or frontage roads.
- (6) *Operational improvements (signal).* This includes efforts involving signal removal or signal timing improvements.
- (7) *Access management strategies.* These include access management controls such as the preclusion of a direct connection to an LOS deficient facility, right-in/right-out driveways, alternative driveway locations, reduction of a driveway, single point access, shared access or

the implementation of median controls.

- (8) *Mass transit initiatives.* A project may implement a plan to encourage transit (e.g., employer-issued bus passes). Other mass transit initiatives may include, but are not limited to the construction of bus stop amenities, bus pull-off areas and dedication of park and ride parking spaces.
 - (9) *Demand management/commuter assistance.* These include efforts to encourage ride-sharing (e.g., designated parking spaces for carpools, employer-sponsored carpool program, participation in transportation management organization/initiative programs), and implementation of flexible work hours and telecommuting programs.
 - (10) *Bicycle/pedestrian improvements.* These would involve structural improvements or construction of a bikeway or sidewalk connecting an existing bikeway/sidewalk network or providing access to a school, park, shopping center, etc. These improvements may also include pedestrian treatments in parking area, sidewalks connecting developments with adjacent land uses, trail improvements and bicycle rack and on-street bicycle lane installations, and the planting of trees to provide shade canopy along sidewalks.
 - (11) *Intelligent transportation system improvements.* This includes improvements pertaining to computerized traffic signal systems that automatically adjust to maximize traffic flow and to permit emergency vehicles to pass through intersections quickly. It also includes freeway management systems, such as electronic message signs, and electronic fare payment on public buses that reduce passenger boarding time.
 - (12) *Livable community site design features.* These include, but are not limited to, implementation of pedestrian friendly site design features such as orienting buildings toward the street and parking lots to the side or rear of buildings.
- (b) Deficient road corridors include parcels, all or a portion of which lie within a corridor as defined below.
- (1) *Sole direct access.* A condition where the only means of site ingress/egress is directly onto the road facility, regardless of the distance of that site from the facility;
 - (2) *Direct access.* A condition in which one or more existing or potential site ingress/egress points makes a direct connection to the road facility and the site is within one-half mile of the road facility; and
 - (3) *Sole indirect access.* A condition where the only point of site ingress/egress is onto a public non-arterial roadway which makes its first and shortest arterial level connection onto a road facility regardless of the distance of that site from the facility.
- (c) Development projects that generate between 51 and 300 new peak hour trips are designated as Tier 1.
- (1) Developers of Tier 1 projects located within deficient road corridors are required to submit a transportation management plan designed to address their impacts while increasing mobility and reducing the demand for single occupant vehicle travel.
 - (2) The cost of transportation management strategies implemented for Tier 1 projects are creditable toward their multimodal impact fee assessment. If the cost of the improvement exceeds the assessment, the development project would not be subject to the payment of a multimodal impact fee per Section 150-39 and 40.
- (d) Development projects that generate more than 300 new peak hour trips are designated as Tier 2.
- (1) Developers of Tier 2 projects within deficient road corridors are required to conduct a traffic study and submit an accompanying report. The report shall include the results of the traffic study and a transportation management plan identifying improvements necessary to address the impacts of the project.
 - (2) The cost of transportation management strategies implemented for Tier 2 projects may be

applied as credit toward the project's multimodal impact fee assessment or payment of the fee could be included as part of a transportation management plan.

- (e) Development projects that generate less than 51 new peak hour trips are required to pay a multimodal impact fee in accordance with Chapter 150. Such development projects are not required to submit a transportation management plan or traffic study, unless otherwise warranted.
- (f) Development projects that generate more than 50 new peak hour trips on non-deficient roads shall be reviewed by Pinellas County or municipal staffs to determine if the impacts to the project adversely affect the level of service of the surrounding road network. If it is determined that approval of the development project would diminish the level of service of the adjacent road(s) to peak hour level of service E or F or would cause the volume-to-capacity ratio to reach or exceed 0.9, a transportation management plan would be required. The applicant may submit a traffic study to verify whether their project would affect the level of service of the adjacent road(s). A transportation management plan would be required if the results of the study confirm the findings of the City or County staff. The transportation management plan for such developments shall comply with the requirements of Tier 1 or Tier 2 projects described in Sections 150-48(c) and (d) as appropriate and as determined by the presiding local government.
- (g) Determination of trip generation associated with an application for development shall be based on impact fee Schedule A or B in Section 150-40 or the latest edition of the Institute of Transportation Engineers Trip Generation Manual. As an alternative to the fee schedule and Trip Generation Manual, the applicant may submit a trip generation study in accordance with Section 150-40(d) and (e).
- (h) Deficient road corridors are identified in the following table and in Exhibit K. The table and Exhibit K do not include deficient roads with mitigating improvements scheduled within the next three years.

Deficient Road Corridors include the following:

Road Segment	From	To
102nd Avenue (CR 296)	Ridge Road	131st Street
22nd Avenue North	34th Street (SR 55)	22nd St
38th Avenue North (CR 184)	49th Street North (CR 611)	34th Street North
Alternate US 19 (SR 595)	Main Street (SR 580)	Pinellas/Pasco County Line
Bay Drive (SR 686)	Clwtr Largo Road (CR 321)	US 19 (SR 55)
Bay Pines Blvd (SR 595)	Park Street (CR 1)	East of 94th Street
Belcher Road (CR 501)	Gulf to Bay Blvd. (SR 60)	Belleair Road (CR 464)
Belleair Road (CR 464)	MLK Jr. Avenue	US 19 (SR 55)
Belleair Beach Causeway (SR 686)	Indian Rocks Road	Gulf Boulevard
Bryan Dairy Road (CR 296)	Seminole Blvd. (SR 595)	98 th Street
Court Street (SR 60)	Missouri Avenue (SR 651)	Highland Avenue

Drew Street (CR 528)	US 19 (SR 55)	NE Coachman Road (SR 590)
East Lake Road (CR 611)	Woodlands Parkway	Keystone Road (CR 582)
Forest Lakes Blvd (CR 667)	SR 580	Tampa Road
Ft. Harrison Avenue	Belleair Road (CR 464)	Drew St (SR 590)
Gandy Blvd. (SR 694)	US 19 (SR 55)	Interstate 275 (SR 93)
Gandy Blvd. (SR 694)	4 th Street (SR 687)	Brighton Bay Boulevard NE
Gulf-To-Bay Blvd./Courtney Campbell Cswy. (SR 60)	Keene Road (CR 1)	Pinellas/Hillsborough CL
Gulf Blvd.	Belleair Cswy.	Walsingham Rd.
Interstate 275 (SR 93)	Gandy Blvd (SR 694)	Interstate 175
Indian Rocks Road (CR 233)	West Bay Drive (CR 416)	Walsingham Road (CR 330)
Keene Road (CR 1)	Druid Road	Belleair Road (CR 464)
Keene Road (CR 1)	Sunset Point Road (CR 576)	SR 580
McMullen-Booth Road (CR 611)	Curlew Road (SR 586)	Gulf-To-Bay Blvd (SR 60)
Memorial Causeway (SR 60)	Coronado Drive	Island Way
Park Blvd (CR/SR 694)	US 19 (SR 55)	49th Street North
Park Blvd (CR/SR 694)	66th Street North	Duhme Road/113th Street North (CR 321)
Roosevelt Blvd (SR 686)	49 th Street North (CR 611)	Ulmerton Road (SR 688)
SR 580	Phillipe Parkway (CR 590)	Forest Lakes Blvd. (CR 667)
Starkey Road (CR 1)	East Bay Drive (SR 686)	Largo Lakes Blvd.
Tampa Road (SR 584)	Curlew Road (SR 586)	SR 580
Tarpon Avenue (SR 582)	Alternate US 19 (SR 595)	US 19 (SR 55)
Ulmerton Road (SR 688)	40 th Street	E. Roosevelt Blvd. (SR 686)
US 19 (SR 55)	SR 580	Beckett Way
US 19 (SR 55)	Mainlands Boulevard	54 th Avenue North (CR 202)
Walsingham Road	Ulmerton Road (SR 688)	Seminole Blvd (SR 595)

- (i) Existing levels of service (LOS) used to identify deficient road corridors are based on the annual Metropolitan Planning Organizations Level of Service Report.

SECTION 15. SECTION 150-48 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS RENUMBERED AND AMENDED TO READ AS FOLLOWS:

Sec. 150-49. Territory embraced.

This article shall apply to the unincorporated area of the county and to the incorporated areas of the county to the extent permitted by article VIII, section 1(g) of the State Constitution and the County Charter.

SECTION 16. SECTION 150-49 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE IS RENUMBERED AND AMENDED TO READ AS FOLLOWS:

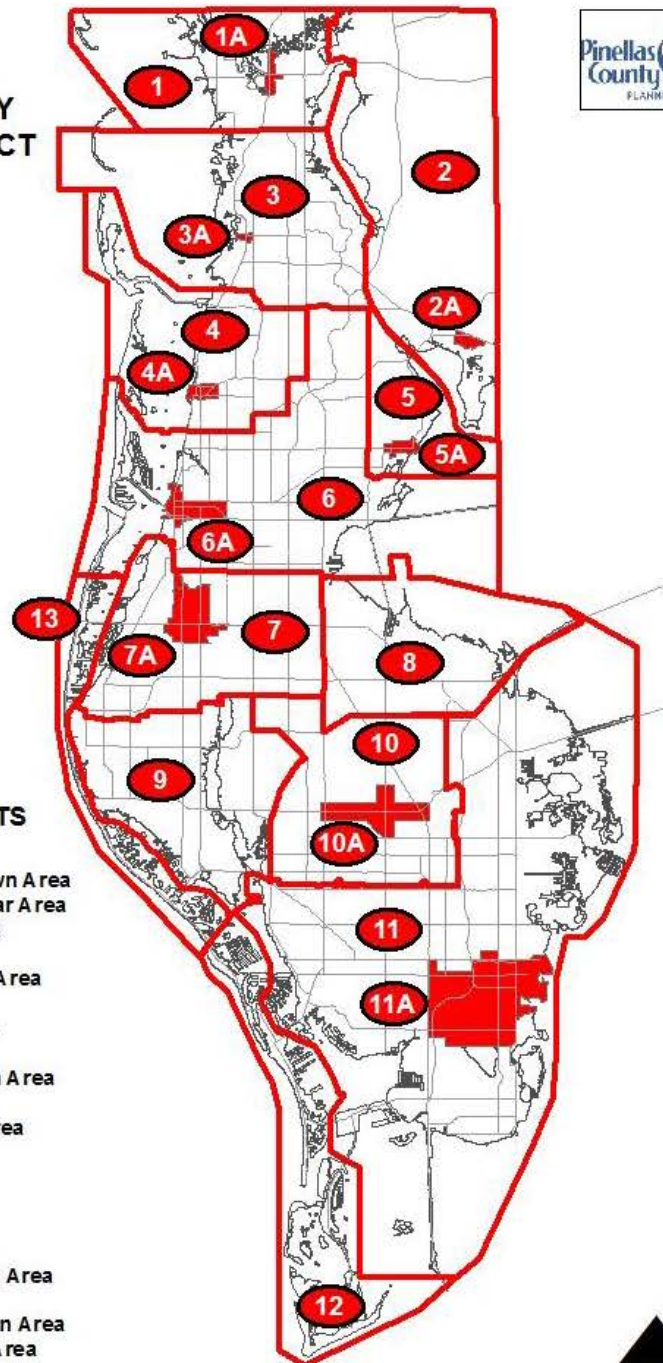
Sec. 150-50. Repeal of article.

After final adoption of this article by the board of county commissioners, this article shall be transmitted to all municipalities within the county. In the event any one municipality or group of municipalities representing ten percent or more of the total countywide population, based upon the latest population figures published by the county planning department, shall elect to exempt itself or themselves from this article, this article shall be deemed automatically repealed.

SECTION 17. EXHIBITS A-K OF CHAPTER 150 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE ARE HEREBY AMENDED AND REPLACED OR ADDED WITH THE FOLLOWING EXHIBITS:

EXHIBIT A

PINELLAS COUNTY MULTIMODAL IMPACT FEE DISTRICTS



IMPACT FEE DISTRICTS

1. Tarpon Springs Area
- 1A. Tarpon Springs Downtown Area
2. East Lake Tarpon/Oldsmar Area
- 2A. Oldsmar Downtown Area
3. Palm Harbor Area
- 3A. Palm Harbor Downtown Area
4. Dunedin Area
- 4A. Dunedin Downtown Area
5. Safety Harbor Area
- 5A. Safety Harbor Downtown Area
6. Clearwater Area
- 6A. Clearwater Downtown Area
7. Largo Area
- 7A. Largo Downtown Area
8. Highpoint Area
9. Seminole Area
10. Pinellas Park Area
- 10A. Pinellas Park Downtown Area
11. St. Petersburg Area
- 11A. St. Petersburg Downtown Area
12. South County Beaches Area
13. Mid County Beaches Area





[illegible]

**PALM HARBOR DOWNTOWN AREA
DISTRICT 3A**

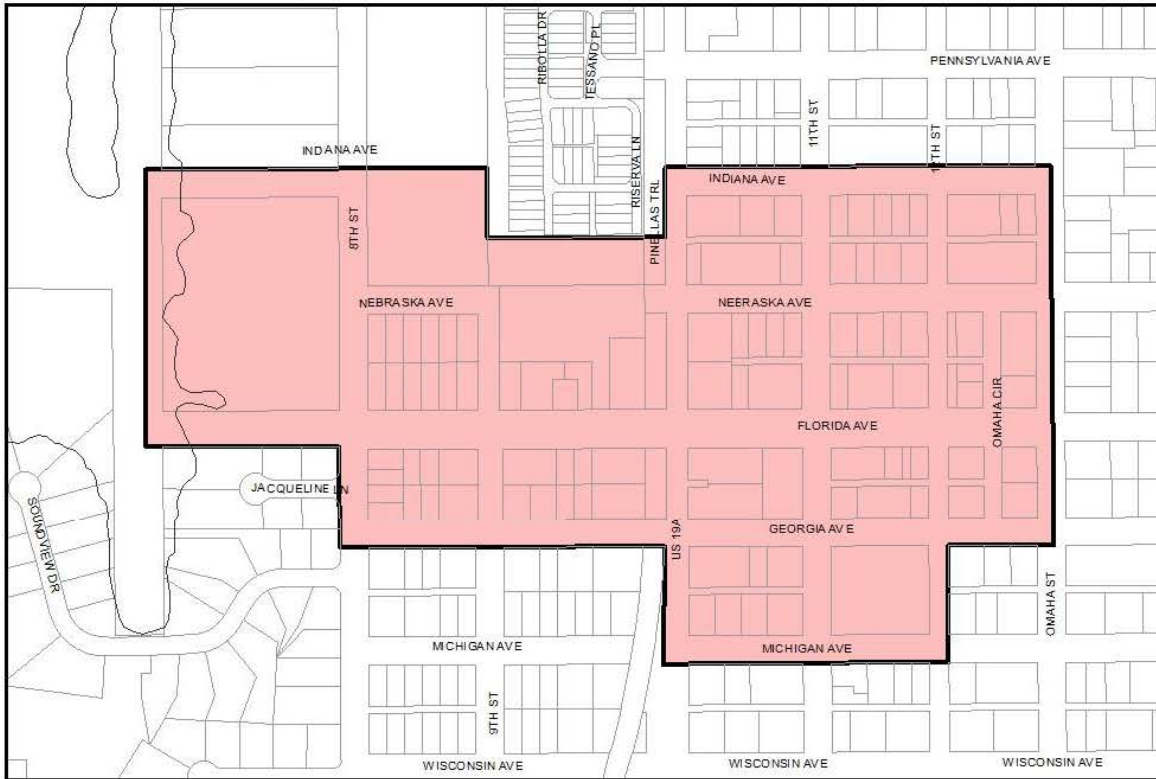


EXHIBIT D



**DUNEDIN DOWNTOWN AREA
DISTRICT 4A**

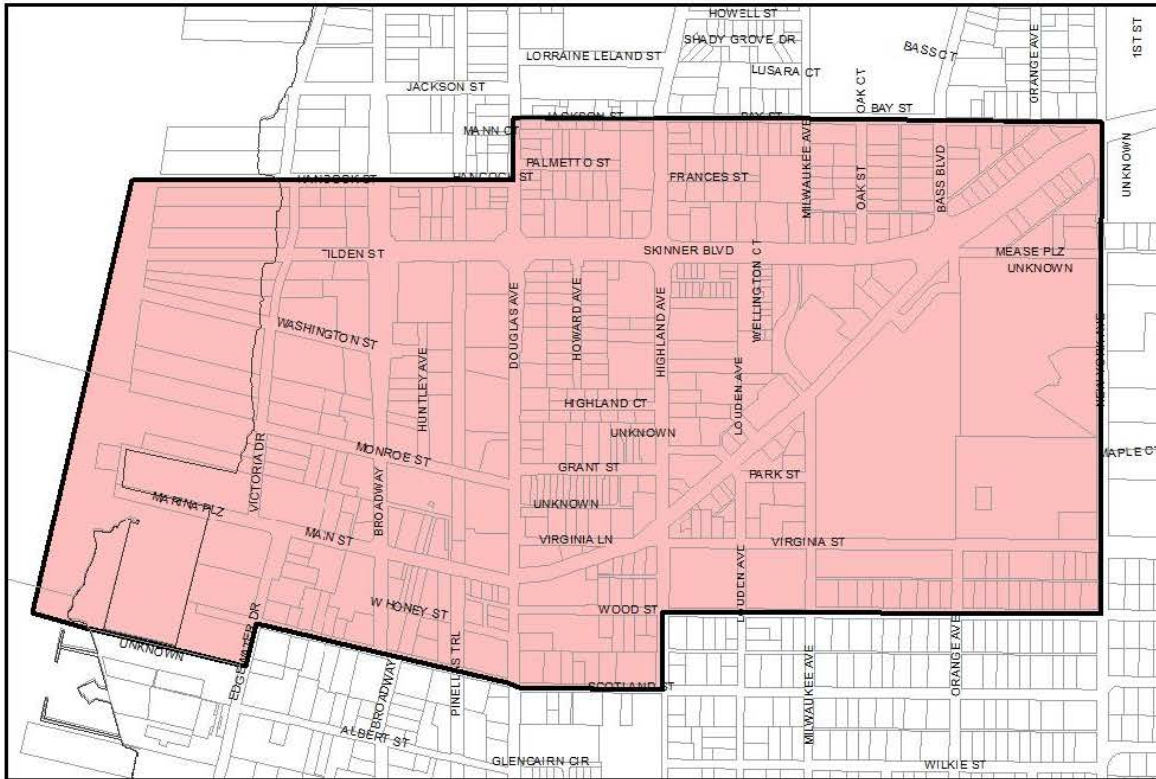


EXHIBIT E



The map displays the City of St. Louis, Missouri, with a red-shaded area indicating the proposed new stadium site. This site is situated in the central business district, specifically between the Mississippi River and the downtown skyline. The red area is bounded by the river to the west, the downtown skyline to the north, and the city limits to the south and east. Major streets shown include Market Street, Main Street, and the Mississippi River. The map also shows various other streets and landmarks within the city, providing a clear context for the proposed stadium location.



This is a detailed street map of the Central Business District (CBD) in St. Louis, Missouri. The CBD area is highlighted in red, while the surrounding urban areas are shown in white. The map includes a grid of streets with names labeled in all caps. Key streets include Market St, Main St, Olive St, and others. The map is oriented with North at the top. The text 'ST. LOUIS, MISSOURI' is printed in the upper left, and 'CENTRAL BUSINESS DISTRICT' is printed in the upper right. The map shows the dense network of streets typical of a city center, with many streets running parallel to each other and intersecting at right angles. The red-shaded area covers a significant portion of the city's core, indicating the primary commercial and financial district.



LARGO DOWNTOWN AREA DISTRICT 7A

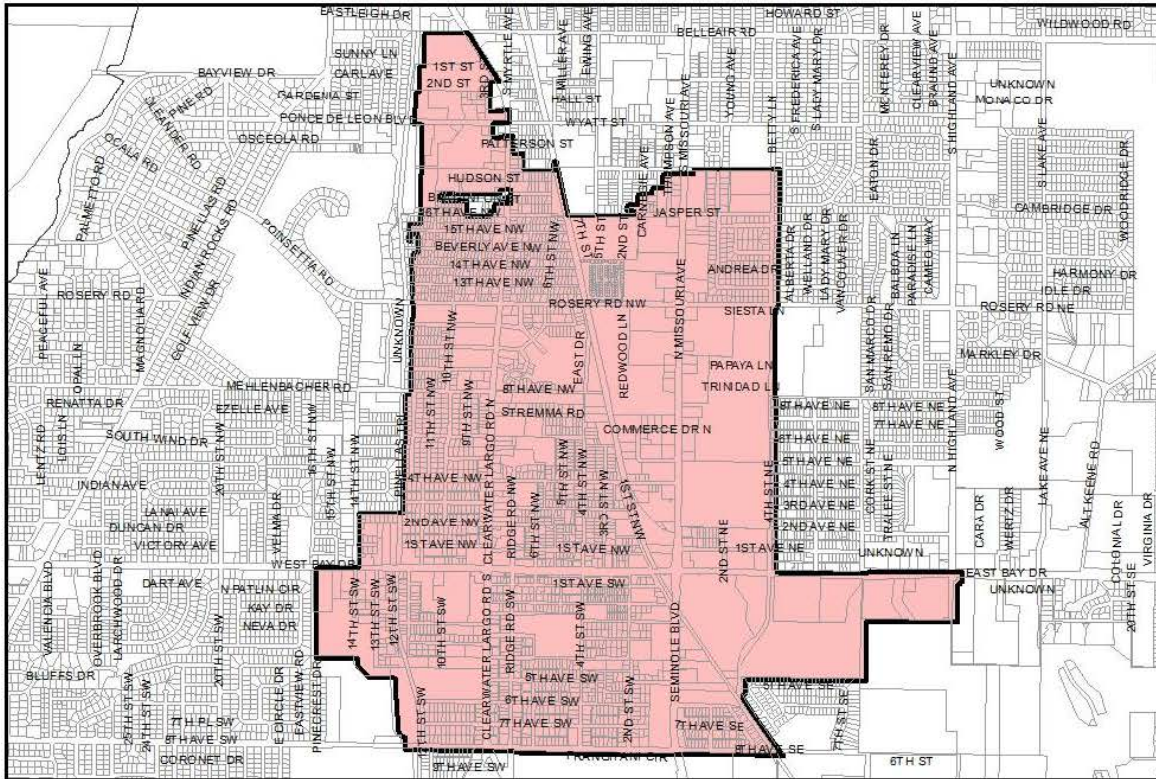


EXHIBIT H



PINELLAS PARK DOWNTOWN AREA DISTRICT 10A

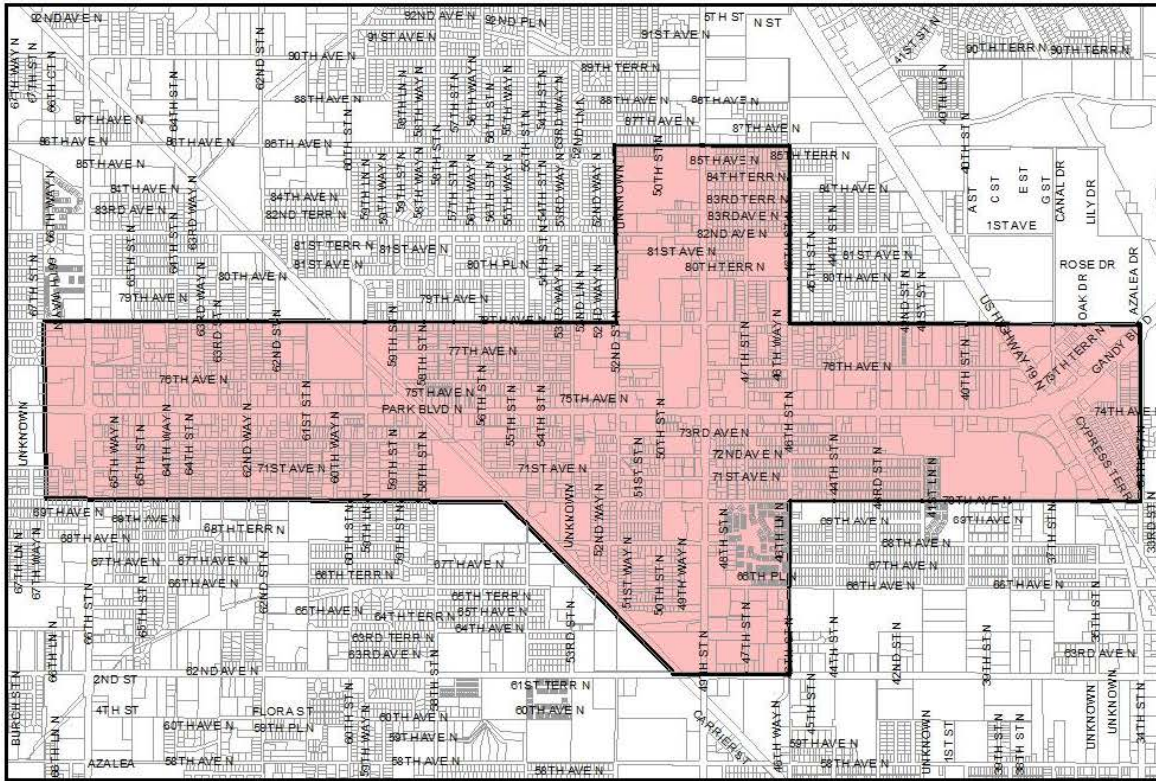


EXHIBIT I



ST. PETERSBURG DOWNTOWN AREA DISTRICT 11A

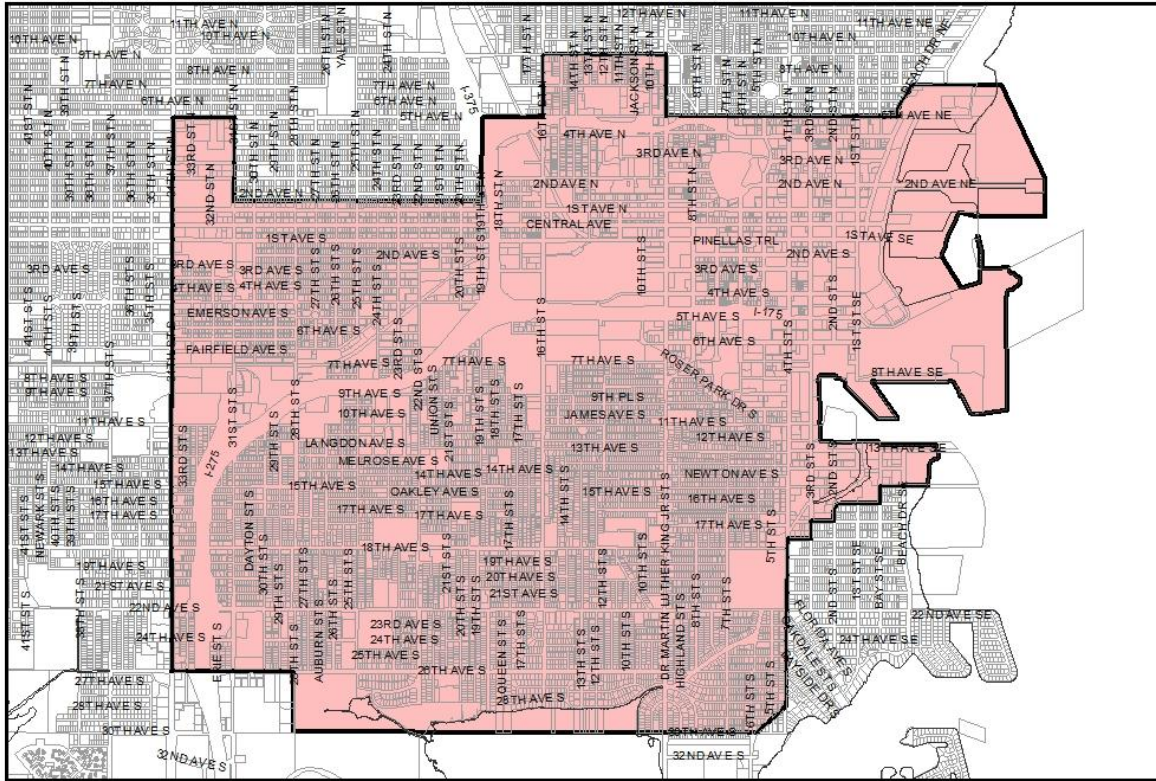


EXHIBIT J



Exhibit K

Deficient Roads

SECTION 18. Severability

If any section, paragraph, subdivision, clause, sentence, or provision of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate, or nullify the remainder of the Ordinance, but the effect thereof shall be confined to the section, paragraph, subdivision, clause, sentence or provision immediately involved in the controversy in which such judgment or decree shall be rendered.

SECTION 19. Inclusion in the Code

The provision of this Ordinance shall be included and incorporated in the Pinellas County Land Development Code, as an amendment thereto, and shall be appropriately renumbered to conform to the uniform numbering system of the Pinellas County Land Development Code.

SECTION 20. Filing of Ordinances; Effective Date

Pursuant to Section 125.66, F.S., a certified copy of this Ordinance shall be filed with the Department of State by the Clerk of the Board of County Commissioners within ten (10) days after enactment by the Board of County Commissioners. This Ordinance shall become effective upon notice of filing of the Ordinance with the Department of State or May 1st, 2016, whichever is later.

APPROVED AS TO FORM

By: 

Office of the County Attorney

LOCAL PLANNING AGENCY (LPA) RECOMMENDATION to the Board of County Commissioners



Regarding: A Proposed Ordinance Amending Chapter 150, Impact Fees, of the Pinellas County Land Development Code, Establishing the Mobility Management System and Replacing Transportation Impact Fees with Multimodal Impact Fees.

LPA Recommendation: The LPA finds that the proposed Ordinance amending Chapter 150, Impact Fees, is consistent with the Pinellas County Comprehensive Plan and recommends the amendments be adopted by the Board of County Commissioners. (The vote was 6-0, in favor.)

LPA Report No. LDR 9-2-16

LPA Public Hearing Date: February 11, 2016

PLANNING STAFF RECOMMENDATION:

- Staff recommends that the LPA find the proposed amendments to Chapter 150, Impact Fees, of the Pinellas County Land Development Code to be consistent with the Pinellas County Comprehensive Plan.
- Further, staff recommends that the LPA recommend adoption of the proposed amendments to the Pinellas County Board of County Commissioners (BCC).

OVERVIEW:

The proposed amendments to Chapter 150 of the Pinellas County Land Development Code set forth the site plan requirements associated with the proposed Mobility Management System. Other proposed changes to Chapter 150 included in this Ordinance seek to change the name “transportation impact fee” to “multimodal impact fee,” modify the boundaries of the impact fee districts and downtown area districts to be consistent and better coordinated with current development patterns, correct the fee schedule rate for adult congregate living facilities, and add a footnote regarding the unit of measure used for the general commercial category to calculate the multimodal impact fee.

BACKGROUND INFORMATION:

In response to the 2011 Community Planning Act, which removed State-mandated transportation concurrency management requirements, the Pinellas County Metropolitan Planning Organization (MPO) endorsed the Pinellas County Mobility

Management System on September 11, 2013. The Mobility Management System provides a framework for a coordinated multimodal approach to managing the traffic impact of development projects as a replacement for local transportation concurrency systems. It calls for establishing a tiered development review approach for projects on deficient road corridors, requiring larger scale projects adding new trips to the surrounding road network to implement transportation management plans (TMPs).

The cost of implementing a TMP can be applied as credit toward a project's multimodal impact fee assessment. (The Transportation Impact Fee is being renamed Multimodal Impact Fee to more accurately describe the range of mobility improvements that can be funded with the fee.) TMPs would include strategies such as trail, sidewalk, bus stop and intersection improvements or trip reduction programs such as vanpooling or telecommuting. Smaller scale projects with limited impact on the transportation system would only be required to pay a multimodal impact fee commensurate with the number of new trips they generate. The System is also intended to ensure consistency between County and municipal site plan review processes as they pertain to reviewing and managing the traffic impacts of development projects while increasing mobility for all users of the transportation system.

These proposed amendments were originally heard by the Local Planning Agency (LPA) in September 2014 and by the Board in October 2014. The related policy amendments in the Comprehensive Plan supporting these changes to Chapter 150 of the Land Development Code were heard by the LPA and the Board at the same time and transmitted to the State Department of Economic Opportunity (DEO) for review and comment. It became evident, however, after the amendments were transmitted that all of the municipalities were not quite ready to take action on their corresponding amendment packages. This was important because the multimodal impact fee, similar to the existing countywide transportation impact fee, is a countywide fee and approach requiring agreement among local governments throughout Pinellas County on both the policy and regulatory approach. Consequently, adoption of the County's original amendment package was postponed until each of the municipalities was ready to adopt their related amendment packages. At this time, with the municipalities now on a similar timeline, the County is proceeding with its amendments.

Land Development Code Chapter 134, Article VI (Concurrency System), Amendments

While the proposed amendments to Chapter 150 establish the Mobility Management System and multimodal impact fees and associated impact fee districts, a separate proposed Ordinance amending Chapter 134, Article VI (Concurrency System) of the Pinellas County Land Development Code repeals transportation concurrency in the unincorporated areas in support of the proposed Mobility Management System. (Both Ordinances are being proposed concurrently and, if adopted, would take effect at the same time.)

Pinellas County Comprehensive Plan Amendments

An Ordinance including proposed amendments to the Pinellas County Comprehensive Plan providing policy support for replacing transportation concurrency with the Mobility Management System was heard at a public hearing and recommended for adoption by the LPA on September 10, 2015. The BCC held a subsequent public hearing and transmitted the proposed Plan amendments to the DEO for review on November 24, 2015. Following receipt of DEO comments, a second hearing for adoption of the Ordinance amending the Comprehensive Plan is anticipated to go before the Board in March 2016. (The public hearings held by the Board to consider the proposed amendments to Chapters 150 and 134 of the Pinellas County Land Development Code would be scheduled to coincide with the public hearing on the proposed amendments to the Comprehensive Plan.)

SUMMARY:

A public hearing by the BCC to adopt this Ordinance amending Chapter 150, Impact Fees, is anticipated in March 2016. In addition, public hearings to adopt related Ordinances amending Land Development Code Chapter 134, Concurrency System, and various Elements of the Pinellas County Comprehensive Plan, both in support of the new Mobility Management System, will be conducted at a regularly scheduled meeting of the BCC in March 2016.

IMPLEMENTATION OF THE PINELLAS COUNTY COMPREHENSIVE PLAN

Staff finds that the proposed amendments to the Land Development Code, at a minimum, are consistent with the following principles, goal, objectives and policies of the Comprehensive Plan:

PLANNING TO STAY ELEMENT – Governing Principles to Guide Decisions on Buildout

Sustain a Quality Urban Community and Promote Strong Neighborhoods and Diverse housing Opportunities.

Principle 14: The transportation system must fit into and support the overall goals of the community, whether they are historic and/or community preservation, the revitalization of downtown, providing a safe, pedestrian-friendly neighborhood, or preserving the natural environments. The movement of people and goods as quickly and efficiently as possible will not be the sole criterion for planning and designing transportation projects.

Provide Realistic Mobility and Transportation Choices

Principle 1: Viable transportation alternatives will reduce dependence upon the automobile for moving people about the County and region. These transportation alternatives include transit, pedestrian, and bicycle systems and will be effectively integrated into the overall transportation network to maximize access and use by residents and visitors for all types of trips.

Principle 4: Transportation improvements will support pedestrian enhancements and alternative modes of travel such as bicycle use. Streets should be safe, comfortable, and interesting to the pedestrian and bicyclist.

TRANSPORTATION ELEMENT:

GOAL 1: PROVIDE FOR A SAFE, CONVENIENT, AND ENERGY EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM THAT SERVES TO INCREASE MOBILITY, REDUCE THE INCIDENCE OF SINGLE-OCCUPANT VEHICLES, PROTECT ROADWAY CAPACITY, REDUCE THE CONTRIBUTION TO AIR POLLUTION FROM MOTORIZED VEHICLES AND IMPROVE THE QUALITY OF LIFE FOR THE CITIZENS OF PINELLAS COUNTY.

1.3. Objective: The Transportation Element shall be coordinated with the goals, objectives and policies of the Future Land Use and Quality Communities elements in guiding population distribution, economic growth, and the overall pattern of urban development.

1.6. Objective: Encourage bicycle use and pedestrian activity throughout Pinellas County for recreational and non-recreational purposes.

1.8. Objective: Pinellas County's transportation system should provide for safety and efficiency in the movement of people and goods.

1.9. Objective: Pinellas County shall coordinate its transportation planning with transportation planning at the local regional and state level.

FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT:

GOAL 1: IMPROVE THE QUALITY OF LIFE IN PINELLAS COUNTY BY CREATING DIVERSE AND WELL-DESIGNED WALKABLE DESTINATIONS THAT PROVIDE CHOICES IN HOUSING, SERVICES, WORKPLACES, AND TRAVEL MODES.

2.1. Objective: Create livable streets that are designed and oriented towards a multimodal transportation system.

INTERGOVERNMENTAL COORDINATION ELEMENT:

GOAL 1: PINELLAS COUNTY MAINTAINS AN INNOVATIVE AND PROACTIVE PROGRAM OF INTERGOVERNMENTAL AND INTERAGENCY COORDINATION, COOPERATION AND PARTNERSHIP IN ORDER TO PROVIDE THE MOST EFFICIENT AND EFFECTIVE OPERATIONS AND SERVICES, TO IDENTIFY AND RESOLVE MUTUAL ISSUES AND CONCERNS, TO PROTECT, PRESERVE, AND ENHANCE SIGNIFICANT NATURAL RESOURCES, AND TO PROTECT AND IMPROVE THE QUALITY OF LIFE FOR EXISTING AND FUTURE PINELLAS COUNTY RESIDENTS AND VISITORS.

ATTACHMENT A

Proposed Ordinance

**NOTICE OF PUBLIC HEARING:
PROPOSED ORDINANCES AND RESOLUTIONS
AMENDING THE PINELLAS COUNTY COMPREHENSIVE
PLAN, FUTURE LAND USE MAP, ZONING ATLAS, AND
LAND DEVELOPMENT CODE, AND MODIFYING A
DEVELOPMENT AGREEMENT**

The Pinellas County Board of County Commissioners proposes to adopt the following Ordinances and Resolutions amending the Pinellas County Comprehensive Plan, Future Land Use Map, Zoning Atlas, and the Land Development Code, and modifying a development agreement. A public hearing on the Resolutions and Ordinances will be held on Tuesday **March 29, 2016 at 6:00 p.m.** in the County Commission Assembly Room, Fifth Floor, Pinellas County Courthouse, 315 Court Street, Clearwater, FL 33756.

Interested parties may appear at the hearing and be heard regarding the proposed Resolutions and Ordinances:

A. PROPOSED RESOLUTIONS AND ORDINANCE AMENDING THE FUTURE LAND USE MAP AND ZONING ATLAS AND MODIFYING A DEVELOPMENT AGREEMENT

1. (Q) DA-4-2-16

Resolution for a modification of an existing Development Agreement for an assisted living facility by increasing the maximum number of beds from 39 to 58, allowing for the enlargement of the existing building, limiting the building height to 16 feet and one story, prohibiting the use of DeLong Way by commercial or delivery vehicles and removing the parking variance for a parcel of land containing approximately 1.56 acres located at 7770 128th Street in the unincorporated area of Seminole; page 282 of the Zoning Atlas, as being in Section 29, Township 30, Range 15; upon application of GIB Properties, LLC through Todd Pressman, Pressman & Associates, Inc., Representative.

2. (Q) Z/LU-5-2-16

Resolution changing the Zoning classification of approximately 0.7 acre located at 1003 Virginia Avenue in Palm Harbor; Page 74 of the Zoning Atlas, as being in Section 01, Township 28, Range 15; from R-3, Single Family Residential to P-1, General Professional Offices; upon application of Janet O'Harrow through Stephen O'Harrow, Representative,
and

An Ordinance amending the Future Land Use Map of Pinellas County, Florida by changing the Land Use designation of approximately 0.7 acre located at 1003 Virginia Avenue in Palm Harbor, located in Section 01, Township 28, Range 15, from Residential Urban to Residential/Office-General, providing for other modifications that may arise from review of this Ordinance at the public hearing and/or with other responsible parties and providing an effective date.

B. PROPOSED ORDINANCES AMENDING THE PINELLAS COUNTY LAND DEVELOPMENT CODE

1. AN ORDINANCE OF THE COUNTY OF PINELLAS UPDATING THE LEVEL OF SERVICE CONDITIONS FOR PUBLIC SERVICES AND FACILITIES AND REPEALING TRANSPORTATION CONCURRENCY FROM CHAPTER 134 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE, CONCURRENCY SYSTEM; REVISING SECTIONS 134-221, 134-223, 134-225 AND 134-226 TO REMOVE LANGUAGE PERTAINING TO TRANSPORTATION CONCURRENCY; REPEALING SECTION 134-222 AND SECTIONS 134-227 THROUGH 134-231 TO REMOVE LANGUAGE PERTAINING TO TRANSPORTATION CONCURRENCY AND MANAGEMENT PLANS; RENUMBERING SECTIONS 134-224, 134-233 AND 134-261; REVISING SECTION 134-232 TO REMOVE TRAFFIC CIRCULATION AND MASS TRANSIT AS PERTAINING TO LEVEL OF SERVICE STANDARDS; REVISING SECTION 134-234 TO REMOVE LANGUAGE PERTAINING TO TRANSPORTATION CONCURRENCY IN REFERENCE TO THE BOARD OF ADJUSTMENT VARIANCE AND APPEALS REVIEW GUIDELINES; REVISING SECTION 134-256 TO REMOVE

LANGUAGE PERTAINING TO TRANSPORTATION CONCURRENCY IN THE ANNUAL CONCURRENCY TEST STATEMENT; UPDATING SECTIONS 134-258 THROUGH 134-261 TO REFLECT CURRENT YEAR LEVEL OF SERVICE CONDITIONS FOR PUBLIC SERVICES AND FACILITIES AND TO REPEAL CONCURRENCY TEST STATEMENT LANGUAGE PERTAINING TO TRANSPORTATION, ROADWAY AND MASS TRANSIT LEVEL OF SERVICE; PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING FOR AN EFFECTIVE DATE.

2. AN ORDINANCE OF THE COUNTY OF PINELLAS ESTABLISHING A MOBILITY MANAGEMENT SYSTEM BY AMENDING CHAPTER 150, IMPACT FEES, OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE, BY CHANGING THE NAME OF ARTICLE II FROM TRANSPORTATION IMPACT FEES TO MULTIMODAL IMPACT FEES; REVISING SECTIONS 150-36 THROUGH 150-47 TO REPEAL LANGUAGE REFERRING TO TRANSPORTATION IMPACT FEES AND CONCURRENCY AND REPLACING WITH MULTIMODAL IMPACT FEES AND MOBILITY MANAGEMENT RESPECTIVELY; REVISING SECTION 150-40, COMPUTATION OF AMOUNT, TO CORRECT UNIT RATE FOR ADULT CONGREGATE LIVING FACILITY AND ADDING FOOTNOTE RELATED TO GENERAL COMMERCIAL CATEGORY; ADDING SECTION 150-48 TO ESTABLISH A MOBILITY MANAGEMENT SYSTEM; RENUMBERING AND AMENDING SECTIONS 150-48 AND 150-49; REVISING EXHIBITS "A" THROUGH "J" TO REFLECT ARTICLE II NAME CHANGE AND ADDING EXHIBIT "K", DEFICIENT ROADS; MODIFYING IMPACT FEE DISTRICTS BOUNDARIES; PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING FOR AN EFFECTIVE DATE.
3. AN ORDINANCE OF THE COUNTY OF PINELLAS, PROVIDING THAT THE PINELLAS COUNTY LAND DEVELOPMENT CODE, BE AMENDED BY REVISING SECTIONS 166-242 (DEFINITIONS) & 166-322 (DOCK REPAIR PERMITS); PROVIDING THAT THE DEFINITION OF "REPAIR PERMIT" BE REMOVED FROM SECTION 166-242 (DEFINITIONS); PROVIDING THAT SECTION 166-322 (DOCK REPAIR PERMITS) BE RENAMED "DOCK REPAIR AND RECONSTRUCTION" AND REVISING THE STANDARDS AND CRITERIA CONTAINED THEREIN; PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE LAND DEVELOPMENT CODE; AND PROVIDING FOR AN EFFECTIVE DATE.

C. PROPOSED ORDINANCES AMENDING TO THE PINELLAS COUNTY COMPREHENSIVE PLAN

1. AN ORDINANCE OF THE COUNTY OF PINELLAS AMENDING THE GOALS, OBJECTIVES AND POLICIES, AND THE FUTURE LAND USE MAP CATEGORY DESCRIPTIONS AND RULES, OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN TO SUPPORT PROPOSED AMENDMENTS TO THE ZONING PROVISIONS OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE, TO INCLUDE SELECTED COUNTYWIDE PLAN PROVISIONS AND RETAIN CONSISTENCY WITH THE RECENTLY UPDATED COUNTYWIDE PLAN, TO SUPPORT IMPLEMENTATION OF THE PINELLAS COUNTY MOBILITY MANAGEMENT SYSTEM, AND TO DELETE REFERENCES TO TRANSPORTATION CONCURRENCY; TO AMEND THE LEGEND OF THE FUTURE LAND USE MAP AND TO AMEND THE FUTURE LAND USE MAP TO REFLECT THE AMENDMENTS TO THE MAP LEGEND; PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR LOCATION OF RECORDS; AND ESTABLISHING AN EFFECTIVE DATE.
2. AN ORDINANCE OF THE COUNTY OF PINELLAS AMENDING THE GOALS, OBJECTIVES AND POLICIES OF THE TRANSPORTATION ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN TO ESTABLISH A MOBILITY MANAGEMENT SYSTEM, TO DELETE TRANSPORTATION CONCURRENCY, TO UPDATE VARIOUS TERMS AND REFERENCES, AND TO REFLECT NEW

INFORMATION; AMENDING THE INTERGOVERNMENTAL COORDINATION ELEMENT TO RECOGNIZE THE COORDINATION REQUIRED TO IMPLEMENT THE COUNTYWIDE COMPONENTS OF A MOBILITY MANAGEMENT SYSTEM; AMENDING THE CAPITAL IMPROVEMENTS ELEMENT TO SUPPORT ESTABLISHMENT OF A MOBILITY MANAGEMENT SYSTEM AND TO REFLECT IMPLEMENTATION OF A TEN-YEAR CAPITAL IMPROVEMENTS PROGRAM; AMENDING THE CONCURRENCY MANAGEMENT SYSTEM PROVISIONS OF THE COMPREHENSIVE PLAN TO ELIMINATE REFERENCES TO TRANSPORTATION CONCURRENCY; PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR LOCATION OF RECORDS; AND ESTABLISHING AN EFFECTIVE DATE.

Any written arguments, evidence, explanations, studies, reports, petitions or other documentation that an applicant, proponent or opponent wishes to be provided to the Board of County Commissioners for their consideration in support of, or in opposition to, any of the applications proposed above should be submitted to the attention of the Pinellas County Zoning Manager, 440 Court Street, Fourth Floor, Clearwater, Florida 33756. Materials must be submitted at least one week (7 days) in advance of the advertised hearing. Hard copy written comments must be submitted on 8½ × 11-inch paper.

The proposed Resolutions and Ordinance amending the Pinellas County Zoning Atlas and the Future Land Use Map and modifying a development agreement can be inspected by the public in the Pinellas County Planning Department; Land Use and Zoning Division, located at 440 Court Street, Fourth Floor, Clearwater, Florida 33756, or at the Pinellas County Board Records Department, located at 315 Court Street, Fifth Floor, Clearwater, Florida 33756. You can contact the Pinellas County Zoning Division at (727) 464-5047 or zoning@pinellascounty.org with any questions.

The proposed Resolutions and Ordinances amending the Pinellas County Comprehensive Plan and the Land Development Code can be inspected at the Pinellas County Planning Department, located at 310 Court Street, First Floor, Clearwater, Florida 33756, or at the at Pinellas County Board Records Department, located at 315 Court Street, Fifth Floor, Clearwater, Florida, 33756. You can contact the Pinellas County Long Range Planning Division at (727) 464-8200 with any questions.

Persons are advised that, if they decide to appeal any decision made at this meeting/hearing, they will need a record of the proceedings, and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

IF YOU ARE A PERSON WITH A DISABILITY WHO NEEDS ANY ACCOMMODATION IN ORDER TO PARTICIPATE IN THIS PROCEEDING, YOU ARE ENTITLED, AT NO COST TO YOU, TO THE PROVISION OF CERTAIN ASSISTANCE WITHIN TWO (2) WORKING DAYS OF YOUR RECEIPT OF THIS NOTICE, PLEASE CONTACT THE OFFICE OF HUMAN RIGHTS, 400 SOUTH FORT HARRISON AVENUE, SUITE 500, CLEARWATER, FLORIDA 33756 (727) 464-4880 (VOICE) (727) 464-4062 (TDD).

KEN BURKE, CLERK TO THE
BOARD OF COUNTY COMMISSIONERS
By Norman D. Loy, Deputy Clerk

REQUEST FOR ADVERTISING FORM

Phone No. 464-8200

Fax No. 464-8201

To: Board Records

FROM: Tammy Swinton, Planning Department (March 29, 2016 BCC Hearing)

DATE: March 8, 2016

AD COPY ATTACHED: Yes X No WITH MAP

REQUIRES SPECIAL HANDLING: Yes No X

NEWSPAPER: St. Petersburg Times X

DATE(S) TO APPEAR: March 18, 2016

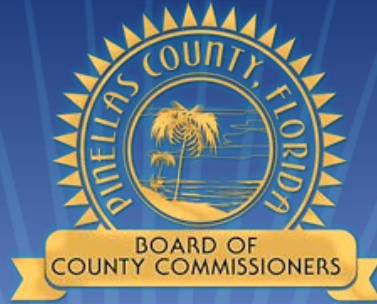
SIZE OF AD: 2 COLUMN BY 10 INCH AD (or quarter-page ad if necessary for legibility)

SIZE OF HEADER: 18 Point Header

SIZE OF PRINT: N/A

SPECIAL INSTRUCTIONS: Do Not Print in Legal/Classified Section

cc: Glenn Bailey, Planning Department
Gordon Beardslee, Planning Department
Scott Swearengen, Planning Department
Tammy Swinton, Planning Department
Amber McGill, Planning Department



Doing Things!

**Pinellas County Planning Department
Pinellas County Mobility Management System**



Proposal Summary

- Proposed amendments to the Pinellas County Comprehensive Plan:
 - Replaces traditional transportation concurrency and associated level of service (LOS) standards with a **mobility management system** and associated **multimodal impact fee**
 - Transportation, Capital Improvements and Intergovernmental Coordination Elements
 - Concurrency Management Section
- Proposed amendments to the Pinellas County Land Development Code (LDC):
 - From Transportation Concurrency to a **Mobility Management System**
 - From Transportation Impact Fee and Districts to **Multimodal Impact Fee and Districts**
 - Annual update to the **Concurrency Test Statement**



Pinellas County Strategic Plan

Foster Continual Economic Growth and Vitality

- 4.3 Catalyze redevelopment through planning and regulatory programs
- 4.4 Invest in infrastructure to meet the current and future needs
- 4.5 Provide safe and effective transportation systems to support the efficient flow of motorists, commerce, and regional connectivity

Transportation / Mobility Management

- Revisions to growth management legislation in Florida allow for removal of State-mandated transportation concurrency
 - If removed, State encourages adoption of an alternative mobility funding system in its place
- Mobility Management System provides more flexibility for transportation-related improvements – multimodal emphasis

Mobility Management System *Objectives*

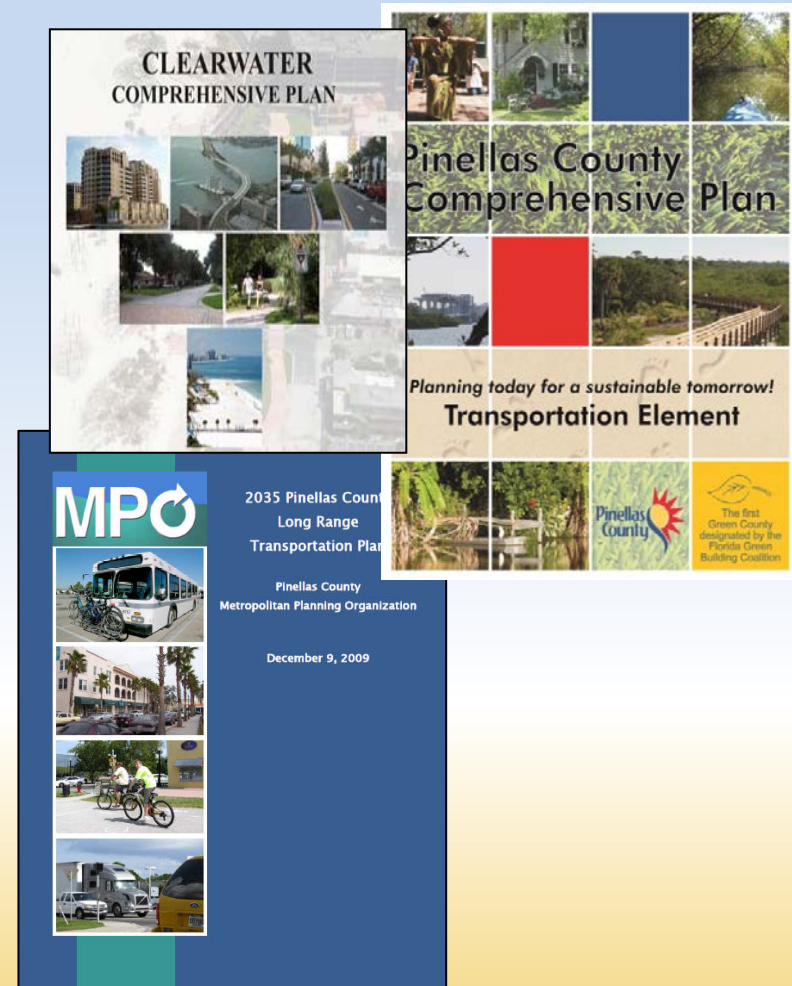
- Apply consistent mobility approach countywide
- Further local mobility goals
- Provide tool for integrating development and transportation goals
- Further emphasize multimodal transportation
- Utilize countywide impact fee program



Mobility Management System

Mobility Improvements

- Based on local comprehensive plans and MPO Long Range Transportation Plan
- Range of multimodal transportation-related improvements
- Capital projects
- Commuter assistance programs



Comprehensive Plan Amendments

■ Transportation Element

- New Mobility Management System policies
- Site plan and right-of-way utilization review procedures and practices related to transportation
- Complete Streets and associated multimodal policy language

■ Capital Improvements Element

- Change Capital Improvement Program schedule from 6 years to 10 years, consistent with current County practice
- Language changes – from *transportation* impact fee to *multimodal* impact fee

■ Intergovernmental Coordination Element

- Minor changes to reflect coordination of local governments and partner agencies

■ Concurrency Management Section

- Removal of transportation concurrency language
- Minor updates to reflect current concurrency review process



Land Development Code Amendments

■ Chapter 134, Article VI (Concurrency System)

- Repeals traditional transportation concurrency in support of the proposed Mobility Management System
- Removes references to roadway and mass transit level of service standards
- Annual Concurrency Test Statement: update to the level of service conditions for public services and facilities



■ Chapter 150, Impact Fees (*countywide*)

- Sets forth the site plan requirements associated with the proposed Mobility Management System
- Changes “transportation” impact fee to “multimodal” impact fee
- Updates to impact fee district boundaries
- Minor correction to the impact fee schedule



Repeal Transportation Concurrency (Chapter 134)

- Transportation Concurrency is being removed to allow adoption of a Mobility Management System in its place
- Change from floor area ratio (FAR) based evaluation (i.e. Transportation Concurrency) to trip generation based evaluation (i.e. Mobility Management System)
 - Provides a more equitable approach to evaluating impacts
- Transportation Management Plans (TMPs) are still required for significant impacts to Deficient Roadways, per the Mobility Management System
 - TMPs can include a wider variety of multimodal transportation-related improvements to help mitigate impacts



Annual Concurrency Test Statement (Chapter 134) *Results*

- Annual update to the level of service conditions for public services and facilities
- Status report on the ability of Pinellas County's public facilities and services to meet the demands of existing and committed development, while continuing to provide an acceptable level of service
- At this time, level of service conditions **remain acceptable**, meaning there is **adequate capacity** to meet existing and projected needs

Land Development Code Amendments

■ Chapter 134, Article VI (Concurrency System)

- Repeals traditional transportation concurrency in support of the proposed Mobility Management System
- Removes references to roadway and mass transit level of service standards
- Annual Concurrency Test Statement: update to the level of service conditions for public services and facilities



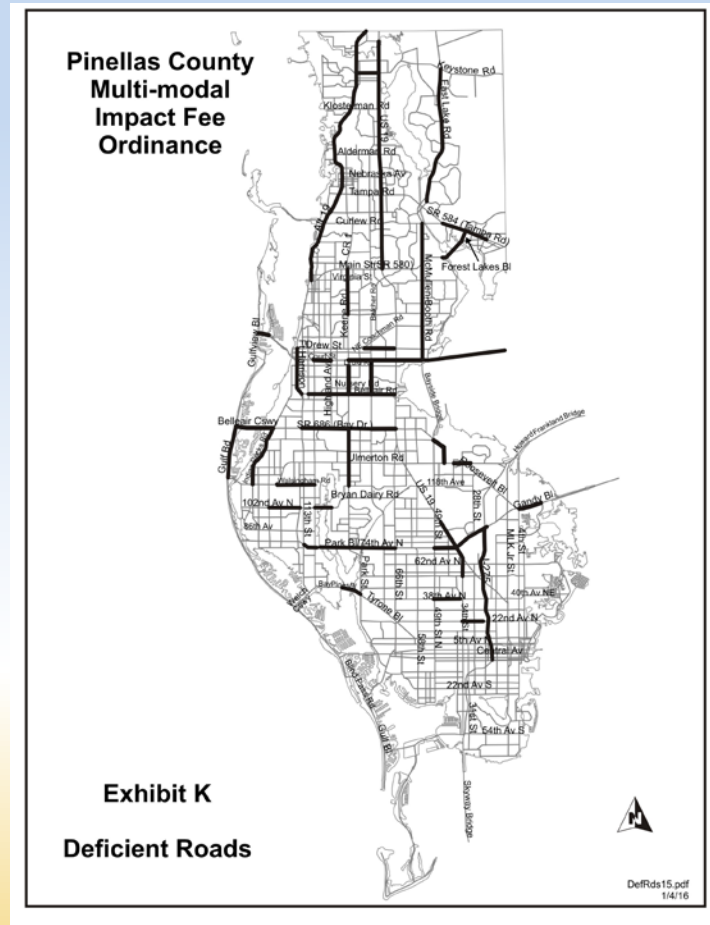
■ Chapter 150, Impact Fees (*countywide*)

- Sets forth the site plan requirements associated with the proposed Mobility Management System
- Changes “transportation” impact fee to “multimodal” impact fee
- Updates to impact fee district boundaries
- Minor correction to the impact fee schedule



Evaluating Project Impacts (Chapter 150)

- **Deficient Roads**
 - Less than 51 new peak hour vehicle trips
 - Multimodal impact fee only
 - 51 to 300 new peak hour vehicle trips (Tier 1 Projects)
 - Transportation Management Plan (TMP)
 - More than 300 new peak hour vehicle trips (Tier 2 Projects)
 - Traffic study and TMP
- **Non-Deficient Roads**
 - Less than 51 new peak hour vehicle trips
 - Multimodal impact fee only
 - 51 or more new peak hour vehicle trips
 - TMP required if new trips cause adjacent roads to become Deficient Roads
- Credit for pre-existing uses
- Cost of TMP creditable toward fee assessment



Tier 1 and 2 Examples (Chapter 150)

- 51 peak hour trips (Tier 1)
 - 55 single family homes
 - 35,076 sq. ft. general office
 - 11,335 sq. ft. general commercial
 - 81,677 sq. ft. general industrial
- 301 peak hour trips (Tier 2)
 - 330 single family homes
 - 298,393 sq. ft. general office
 - 68,035 sq. ft. general commercial
 - 490,217 sq. ft. general industrial



Transportation Management Plan (Chapter 150)

Improvement Strategies

- Access management improvements
- Intersection improvements
- Transit accommodations/amenities
- Bicycle/pedestrian accommodations
- Travel demand management programs
- Transit Oriented Development (TOD) features



Pinellas County Actions

■ Comprehensive Plan Ordinance

- ✓ Local Planning Agency (LPA) public hearing in September 2015
- ✓ Board of Community Commissioners (BCC) 'transmittal' public hearing in November 2015
 - ✓ State Department of Economic Opportunity (DEO) and other authorized reviewing agency comments compiled in January 2016
- BCC 'adoption' public hearing in March 2016 (along with LDC Ordinances)

■ Land Development Code Ordinances

(Chapter 134 and Chapter 150)

- ✓ BCC 'authority to advertise' for public hearing in January 2016
- ✓ LPA public hearing in February 2016
- BCC 'adoption' public hearing in March 2016 (along with Comprehensive Plan Ordinance)

Discussion