

**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).

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**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.

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## **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