

Doing Things!

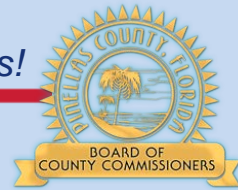
**Pinellas County Planning Department
Pinellas County Mobility Management System**



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*

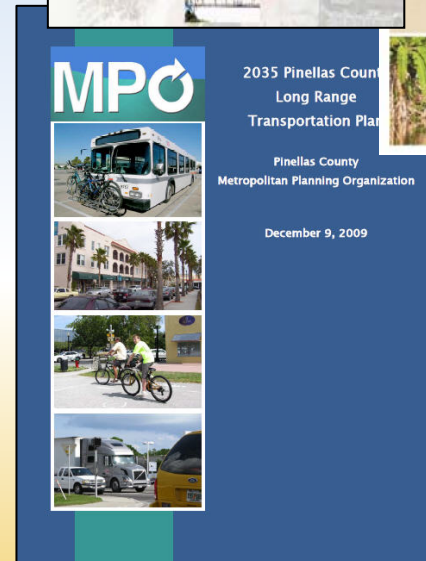
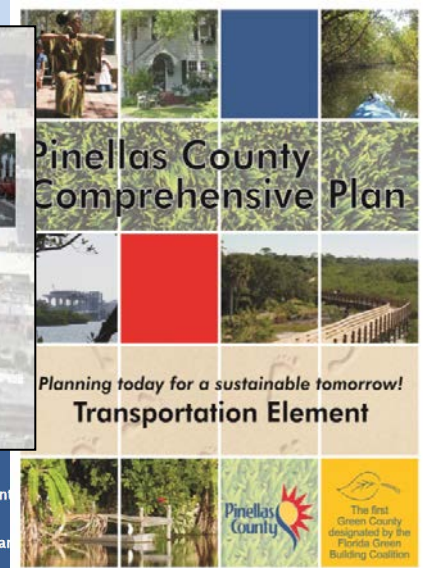
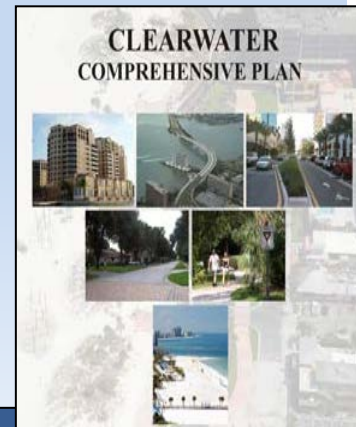
- Apply consistent mobility approach countywide
- Further local mobility goals
- Provide tool for integrating development and transportation goals
- Further emphasize multimodal transportation
- Utilize countywide impact fee program



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

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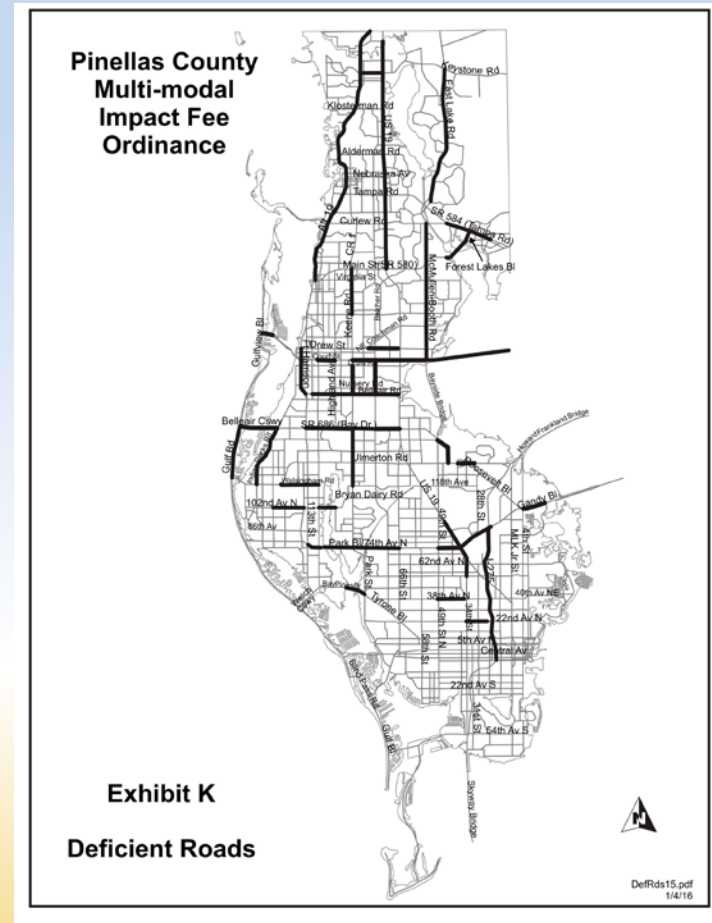
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Evaluating Project Impacts (Chapter 150)

- **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

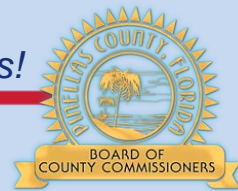
■ Comprehensive Plan Ordinance

- ✓ 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