

**July 11, 2018**

## **7E. Multimodal Impact Fee Ordinance (MIFO) Amendments**



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### **SUMMARY**

In April, 2017, the Technical Coordinating Committee (TCC) discussed proposed amendments to the countywide Multimodal Impact Fee Ordinance (MIFO) that included adjustments to the construction cost, road capacity and reduction factor variables in the impact fee calculation formula. They also included trip generation rates, average trip lengths and average new trip percentages associated with 24 land use types included in the MIFO fee schedules.

The most significant adjustment proposed for the rate variables was the increase of the reduction factor from 0.268 to 0.4, as it was at time the ordinance was originally adopted in 1986. This would result in an across the board increase of 33 percent to the existing land use types in the MIFO fee schedules when factoring in the proposed adjustments to the other rate variables. The reduction factor was instituted with the original ordinance to provide permit applicants with a discount on the fully allocated cost of the impact fees.

The Board of County Commissioners is responsible for adoption of any amendments to the MIFO, and the proposed MIFO amendments were not advanced for action by the TCC or the Forward Pinellas board based on a request from Pinellas County Administration to withhold consideration of rate increases until after the Penny IV referendum in November, 2017. Although the referendum date has passed, Forward Pinellas staff has continued to defer the amendment package reviewed by the TCC to allow an opportunity for a comprehensive discussion and evaluation of local funding options, including impact fees, by elected officials to address countywide transportation needs addressed in the Long Range Transportation Plan, particularly in the area of transit service. Forward Pinellas is developing plans for a transportation funding workshop in the fall.

The proposed amendments identified in the attachment were part of what the TCC reviewed in April, 2017, but did not involve a rate increase. These include new residential land use rates for low income households and a change in the unit variable for single family residential. With the proposed change in the unit variable, single family uses would be assessed according to their size as opposed to a flat fee based on the number of dwelling units. These proposed changes are intended to provide local governments with a financial incentive to help increase the supply of affordable housing in their communities.

The proposed residential use amendments are based on U.S. Census data and were adopted by Pasco County as part of its Mobility Fee Ordinance in 2011. Sarasota and Manatee County have also adopted tiered single family rates in their respective impact fee ordinances.

The TCC approved the proposed MIFO amendments shown in the attachment at its meeting on June 27, 2018.

**ATTACHMENT(S):** Proposed MIFO Amendments

**ACTION:** Board to approve proposed MIFO amendments or take other action as deemed appropriate

**Proposed Amendments to Pinellas County Multimodal Impact Fee Ordinance**

**Schedule A**

| <i>Land Use Type</i>          | <i>Unit</i>    | <i>Trip Gen. Rate (TGR)</i> | <i>Avg. Trip Length (TL)</i> | <i>%New Trips (NT)</i> | <i>Current Fee/Ut</i> | <i>Proposed Fee/Ut</i> |
|-------------------------------|----------------|-----------------------------|------------------------------|------------------------|-----------------------|------------------------|
| <i>Residential:</i>           |                |                             |                              |                        |                       |                        |
| Single-family                 | <u>dw unit</u> | <u>9.6</u>                  | <u>5</u>                     | <u>1</u>               | <u>\$2,066</u>        | N/A                    |
| <u>0-1,500 sq. ft.</u>        | <u>dw unit</u> | <u>6.3</u>                  | <u>5</u>                     | <u>1</u>               | N/A                   | \$1,356                |
| <u>1,501 - 2,499 sq. ft.</u>  | <u>dw unit</u> | <u>7.8</u>                  | <u>5</u>                     | <u>1</u>               | N/A                   | \$1,679                |
| <u>2,500 sq. ft. and over</u> | <u>dw unit</u> | <u>9.6</u>                  | <u>5</u>                     | <u>1</u>               | N/A                   | \$2,066                |
| <u>0-1,500 sq. ft. (LIHH)</u> | <u>dw unit</u> | <u>4.1</u>                  | <u>5</u>                     | <u>1</u>               | N/A                   | \$882                  |
| <u>Multi-family (LIHH)</u>    | <u>dw unit</u> | <u>3.5</u>                  | <u>5</u>                     | <u>1</u>               | N/A                   | \$753                  |

**Schedule B (Downtown Districts)**

| <i>Land Use Type</i>          | <i>Unit</i>    | <i>Trip Gen. Rate (TGR)</i> | <i>Avg. Trip Length (TL)</i> | <i>%New Trips (NT)</i> | <i>Current Fee/Ut</i> | <i>Proposed Fee/Ut</i> |
|-------------------------------|----------------|-----------------------------|------------------------------|------------------------|-----------------------|------------------------|
| <i>Residential:</i>           |                |                             |                              |                        |                       |                        |
| Single-family                 | <u>dw unit</u> | <u>9.6</u>                  | <u>5</u>                     | <u>1</u>               | <u>\$1,529</u>        | N/A                    |
| <u>0-1,500 sq. ft.</u>        | <u>dw unit</u> | <u>6.3</u>                  | <u>5</u>                     | <u>.74</u>             | N/A                   | <u>\$1,003</u>         |
| <u>1,501 - 2,499 sq. ft.</u>  | <u>dw unit</u> | <u>7.8</u>                  | <u>5</u>                     | <u>.74</u>             | N/A                   | <u>\$1,242</u>         |
| <u>2,500 sq. ft. and over</u> | <u>dw unit</u> | <u>9.6</u>                  | <u>5</u>                     | <u>.74</u>             | N/A                   | <u>\$1,529</u>         |
| <u>0-1,500 sq. ft. (LIHH)</u> | <u>dw unit</u> | <u>4.1</u>                  | <u>5</u>                     | <u>.74</u>             | N/A                   | <u>\$653</u>           |
| <u>Multi-family (LIHH)</u>    | <u>dw unit</u> | <u>3.5</u>                  | <u>5</u>                     | <u>.74</u>             | N/A                   | <u>\$557</u>           |

**Notes:**

- 1) *LIHH = Low income household. Annual household income less than 80% State Housing Initiatives Partnership program (SHIP) income limits for Pinellas County*
- 2) *U.S. Census data used for residential floor area tiers*
- 3) *National Household Travel Survey (NHTS) and American Housing Survey (AHS) of U.S. Census used for LIHH rates*

## **Proposed Multimodal Impact Fee Ordinance (MIFO) Amendments**

In April, 2017, the Technical Coordinating Committee (TCC) discussed proposed amendments to the countywide Multimodal Impact Fee Ordinance (MIFO) that included adjustments to the construction cost, road capacity and reduction factor variables in the impact fee calculation formula. They also included trip generation rates, average trip lengths and average new trip percentages associated with 24 land use types included in the MIFO fee schedules.

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The proposed MIFO amendments were not advanced for action by the TCC or the Forward Pinellas Board based on a request from Pinellas County Administration to withhold consideration of rate increases until after the Penny IV referendum in November, 2017. The Board of County Commissioners is responsible for adoption of any amendments to the MIFO. Although the referendum date has passed, Forward Pinellas staff has continued to defer the amendment package reviewed by the TCC to allow an opportunity for a comprehensive discussion and evaluation of local funding options, including impact fees, by elected officials to address countywide transportation needs addressed in the Long Range Transportation Plan, particularly in the area of transit service. Forward Pinellas is developing plans for a transportation funding workshop to begin this effort in the fall.

The proposed amendments identified in the attachment were part of what the TCC reviewed in April, 2017, but did not involve a rate increase. These include new residential land use rates for low income households and a change in the unit variable for single family residential. With the proposed change in the unit variable, single family uses would be assessed according to their size as opposed to a flat fee based on the number of dwelling units. These proposed changes are intended to provide local governments with a way to help increase the supply of affordable housing in their communities.

The proposed residential use amendments are based on U.S. Census data and were adopted by Pasco County as part of their Mobility Fee Ordinance in 2011. Sarasota and Manatee County have also adopted tiered single family rates in their respective impact fee ordinances.

The TCC approved the proposed MIFO amendments shown in the attachment at their meeting on June 27, 2018.

**ATTACHMENTS:** Proposed MIFO Amendments

**ACTION:** Approve proposed MIFO amendments

**Proposed Amendments to Pinellas County Multimodal Impact Fee Ordinance**

**Schedule A**

| <i>Land Use Type</i>          | <i>Unit</i>    | <i>Trip Gen. Rate (TGR)</i> | <i>Avg. Trip Length (TL)</i> | <i>%New Trips (NT)</i> | <i>Current Fee/Ut</i> | <i>Proposed Fee/Ut</i> |
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