

2019B Series Text Amendment
City of Jacksonville 2030 Comprehensive Plan
Transportation Element, Capital Improvements Element, Future Land Use
Element

TRANSPORTATION ELEMENT

GOAL 1

The City shall utilize Quality/Level of Service standards which meet the Florida Department of Transportation (FDOT) guidelines as described in the 2013 QLOS Handbook and reflect the driving transportation habits and tolerance levels of the City's driving traveling population ~~shall be established.~~

* * *

Policy 1.1.2

~~The City shall adopt a city-wide multi-modal mobility score to measure mobility and establish the acceptable levels of service based on roadways, transit, and bicycle and pedestrian facilities. The Quality/Level of Service (Q/LOS) value for each mode of transportation will be weighted based on the location and needs of each Mobility Zone, shown in Map T-12, so as to arrive at a Mobility Score for each Zone. The Mobility Score provides a measurement to determine the average quality of service of the Mobility Plan within each of the 10 Mobility Zones. By separating the average score by mode, it allows the City to move forward with improvements that will benefit mobility regardless of mode choice.~~

~~Mobility Zone standards and associated mobility score ranges are described below. Individual Mobility Zones shall maintain a minimum weighted mobility score of 1.5 (Q/LOS E). The City shall maintain a minimum city-wide mobility score of 2.0 (Q/LOS D) which shall be determined from the average scores of all the Mobility Zones.~~

~~Quality/Level of Service (Q/LOS) on roadway links within each Mobility Zone shall be calculated for four basic methods of travel:~~

- ~~• Auto/Truck Mode~~
- ~~• Transit Mode~~
- ~~• Bicycle Mode~~
- ~~• Pedestrian Mode~~

~~Quality/Level of Service analysis for each mode shall be based on methodologies presented in the 2009 Quality/Level of Service Handbook, Florida Department of Transportation, 2009 (Q/LOS).~~

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~~Q/LOS shall be expressed using five (5) letter grade levels (B-F) based on quality of travel (traveler satisfaction with a facility or service) and quantity of travel (magnitude of use of a facility or service), with Q/LOS B being the best achievable level and Q/LOS F the worst. The methodologies presented in the Q/LOS Handbook consider Q/LOS A to be unattainable.~~

~~In order to calculate the Mobility Score, Q/LOS grades are assigned a numerical value. The numerical values are as follows:~~

~~Q/LOS B = 4 (4.00)~~

~~Q/LOS C = 3 (3.00 to 3.99)~~

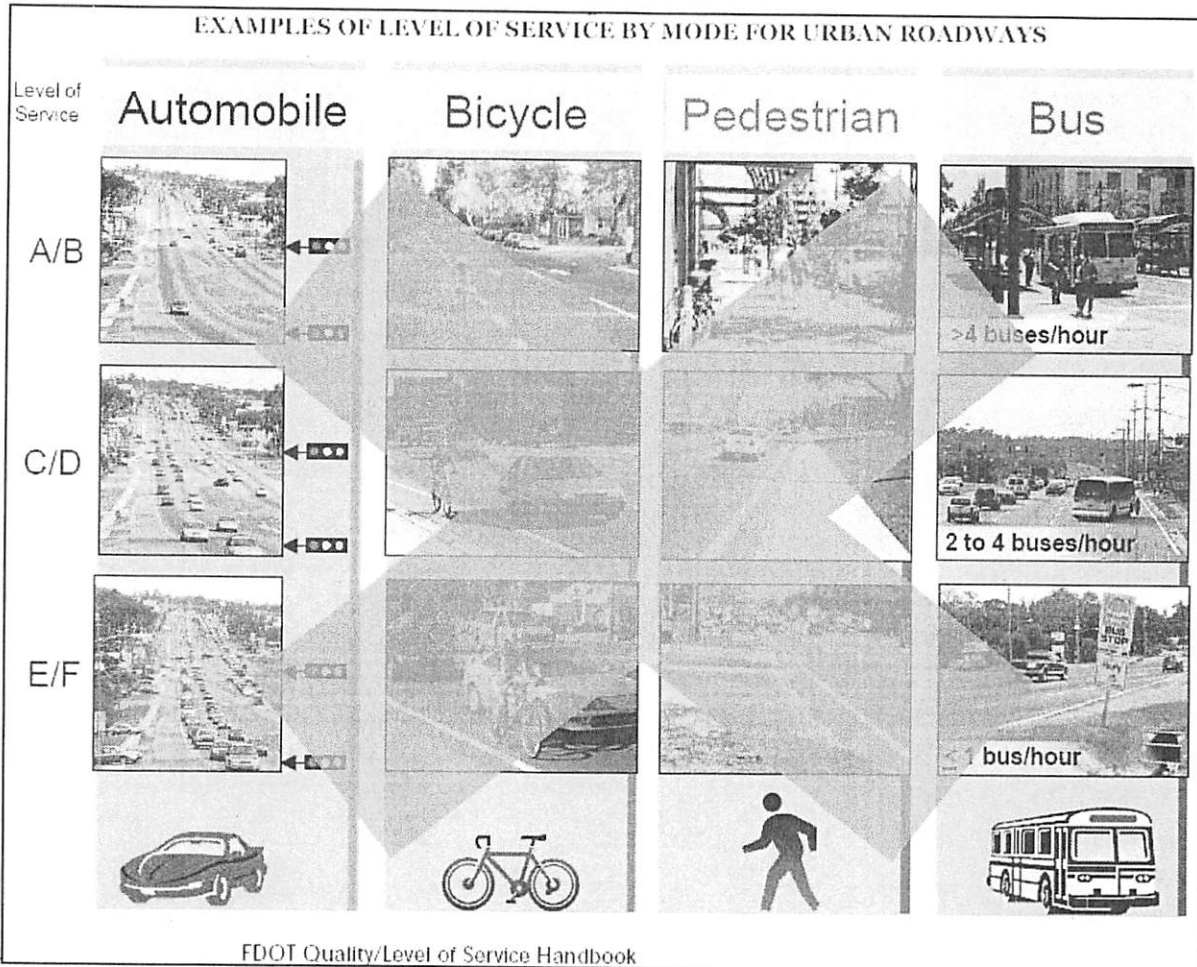
~~Q/LOS D = 2 (2.00 to 2.99)~~

~~Q/LOS E = 1 (1.00 to 1.99)~~

~~Q/LOS F = 0 (0.00 to 0.99)~~

~~The figure below provides a visual interpretation of Q/LOS by mode choice.~~

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Since roadway links (or segments) within the Mobility Zones are of varying lengths, the Q/LOS value shall be weighted based on the length of the segment. For the Auto/Truck mode the Q/LOS value shall be further adjusted based on the number of directional lanes on each segment.

The Auto/Truck Mode scores include all roadway links; all other modes exclude freeways and expressways from calculations. Transit mode scores assume JTA bus frequency increases by one bus per hour in links with bus service in Mobility Zones 7, 8, 9 and 10 to account for the introduction of rapid transit corridors (BRT, Commuter Rail and street cars).

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The average result of the adjusted Q/LOS values for each Mobility Zone is the Weighted Mobility Score. Once the Mobility Score is established for each mode a weighted score of all modes is calculated for each Mobility Zone and for the entire City. The weighted score for each Mobility Zone is based on the percent of mode choice requirement for the zone. For example, Zones 3 through 6 contain large rural areas, and as they develop, their primary mobility requirements will be for Auto/Truck modes whereas the more urban Zones 7 through 10 will need more equal amounts of improvements for all modes.

Table 1.1.2 provides the 2030 projection of weights and scores.

TABLE 1.1.2
2030 PROJECTED MOBILITY SCORES

2030 Mobility Score by Mobility Zone

With COJ CIE Prioritized Roadway Projects & Increased Transit Frequency in Zones 7, 8, 9 & 10

Mobility Zone	Auto/Truck Mode		Transit Mode		Bicycle Mode		Pedestrian Mode		Weighted Score	Weighted Q/LOS "Grade"
	Score	% Weight	Score	% Weight	Score	% Weight	Score	% Weight		
1	1.68	60%	0.72	10%	2.41	15%	1.71	15%	1.70	E
2	1.78	60%	1.17	10%	2.69	15%	1.76	15%	1.85	E
3	2.56	80%	0.23	5%	2.40	10%	1.23	5%	2.36	D
4	2.29	80%	0.51	5%	2.43	10%	1.24	5%	2.16	D
5	2.13	80%	0.06	5%	2.12	10%	1.18	5%	1.98	E
6	2.36	80%	0.06	5%	2.62	10%	1.40	5%	2.22	D
7	1.39	25%	1.44	25%	1.73	25%	1.93	25%	1.62	E
8	2.09	25%	2.34	25%	1.92	25%	2.05	25%	2.10	D
9	1.99	25%	1.95	25%	1.91	25%	1.85	25%	1.93	E
10	2.02	20%	2.65	30%	1.96	20%	2.52	30%	2.35	D
Average	2.03	-	1.11	-	2.22	-	1.69	-	2.03	D

LEGEND:

Q/LOS "B" = 4 (4.00; Q/LOS "A" Not Attainable in FDOT 2009 Quality/Level of Service Handbook)

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~~Q/LOS "C" = 3 (3.00 to 3.99)~~
~~Q/LOS "D" = 2 (2.00 to 2.99)~~
~~Q/LOS "E" = 1 (1.00 to 1.99)~~
~~Q/LOS "F" = 0 (0.00 to 0.99)~~

NOTES:

- ~~1. Auto/Truck Mode Scores Include All 2030 Links; All Other Modes Exclude Freeways and Expressways From Calculations.~~
- ~~2. All Mode Scores Weighted by Link Length; Auto/Truck Mode Scores Also Weighted by Number of Directional Lanes.~~
- ~~3. City of Jacksonville CIE Prioritized Roadway Projects (\$218,000,000) Included in Auto/Truck Mode Scores.~~
- ~~4. Transit Mode Scores Assume JTA Bus Frequency Increases by 1 Bus Per Hour on Links with Bus Service in Mobility Zones 7, 8, 9 & 10 to Account for Change in Local Bus Service Associated With Introduction of Rapid Transit Corridors (BRT, Commuter Rail & Street Car).~~

The City shall implement a Mobility System, as described in the objectives and policies that follow. The Mobility System projects help mitigate the effects of increased demand due to growth, with Quality/Level of Service (Q/LOS) improving in the "Build" scenario (Mobility System projects included) relative to the "No Build" scenario (Mobility System projects not included). The volume-to-capacity (V/C) analysis, in conjunction with each update of the Mobility System, shall verify that the mobility fee expenditures and projects do not create excess capacity and improve conditions beyond what is necessary to mitigate the effects of growth.

* * *

Objective 1.4

Through implementation of the Mobility Plan System and Multi-modal Transportation Study (Ghyabi & Associates, 2010), the City shall strive to reduce its per capita Vehicle Miles Traveled (VMT) the number of crashes with fatalities and incapacitating injuries by 100% by 2030. A baseline for the City's average VMT shall be developed in order to measure the progress of this goal over the course of the plan.

The Study Mobility System shall be evaluated and revised as necessary pursuant to a schedule established by local ordinance. The Study Updates to the Mobility System shall

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produce a revised schedule of improvements, mobility fees, and amendments to the Comprehensive Plan as appropriate.

Policy 1.4.1

The land use and transportation strategies that support and fund ~~the mobility~~ Mobility System are contained in the Mobility Strategy Plan (Jacksonville Planning and Development Department, ~~May 2014~~ October 2018), adopted by reference, ~~and on file with the Planning and Development Department, and provided on the Department's website.~~

Policy 1.4.2

The City shall continue to amend the Local Code of Ordinances to incorporate and implement policies which support and fund mobility per the Mobility Plan System.

Policy 1.4.3

~~The CIE shall be based upon the transportation modes improvement~~ Mobility System project lists set forth in the Mobility Plan shall be provided within the CIE.

Policy 1.4.4

~~Mobility fees may be reduced through trip adjustments based on such factors as street intersection density, bicycle network completion, sidewalk network completion within a ½ mile radius of the proposed development, household density, number of employees, a mix of uses, transit service, and presence of local serving retail within a ½ mile radius of the proposed development, as identified in the Mobility Plan. The presence of local serving retail shall be identified by land uses that permit retail development. Mobility fees, when applied to residential projects, may also be reduced through trip adjustments based on the provision of a certain percentage of the housing being offered as below market rate (BMR) dwelling units. The percentage of BMR units will be agreed upon between the applicant and the City. The City shall implement a fee credit and trip reduction system that maximizes multi-modal transportation safety and incentivizes infill development.~~

Policy 1.4.5

~~At the time of the first~~ each evaluation of the Multi-modal Transportation Study (appendix to the Mobility Plan), Mobility System, areas will be identified in which the greatest reduction in average VMT the number of annual crashes with fatalities or incapacitating injuries has occurred. The land-use pattern of types of projects implemented in these

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areas shall be studied so as to determine the effectiveness and feasibility of ~~duplicating the land use pattern in other appropriate~~ implementing these improvements in additional areas of the City.

Policy 1.4.6

The City shall increase ~~the data collection with regards to pedestrian and bicycle facilities counts and types of facilities~~ on existing local roadways. The subsequent ~~Multi-modal Transportation Study analysis~~ will base the bicycle and pedestrian transportation ~~modes improvement projects~~ on this data collection.

* * *

Policy 1.4.10

~~Approximately 11 percent (11%)~~ Percentages of the mobility fee collected per development shall be allocated ~~for by motorized and non-motorized modes based upon projects identified on the bicycle and pedestrian prioritized transportation mode improvement list within the applicable~~ for each Mobility Zone mobility zone, as found within the Mobility Plan. This ~~These~~ percentages, per Section 111.546 (Mobility Fee Zone Special Revenue Fund), Ordinance Code, shall be revised as necessary at the ~~time of each evaluation of the Multi-modal Transportation Study update of the Mobility System.~~ The percentages allocated do not impact mobility fee credit calculations.

Policy 1.4.11

Although the Development Area boundaries may change, the weighted VMT value for each Development Area shall only be re-assessed at the next scheduled update of the ~~Mobility Plan~~ System.

Policy 1.4.12

No more than twenty percent (20%) of the remaining mobility fee collected per development shall be allocated to improvements at or near the intersection of a city right-of-way or proposed city right-of-way and an identified ~~prioritized~~ project on the ~~Automobile/Truck and Transit prioritized transportation list~~ Motorized Mode Mobility System Projects (MSP) list, provided however such improvement is located on the intersecting city right-of-way, proposed city right-of-way ~~or the identified prioritized project of the MSP~~, and can be demonstrated to improve capacity of the identified ~~prioritized~~

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~~transportation project MSP. Funds shall not go towards improvements required as part of a development order.~~

* * *

GOAL 2

~~Increase Existing Transportation Network Capacity— The traffic carrying ability of the existing roadway network shall be optimized, and the traffic carrying capability of any capacity deficient roadway segment shall be increased to the highest practical level of efficiency before considering the addition of through lane miles. Provide the City's residents and businesses with reliable and safe mobility for people and goods by all modes, in the most cost effective manner.~~

Objective 2.1

The City shall optimize the use multi-modal mobility of the existing roadway facilities network by employing the most effective operation, maintenance, and electronic system upgrading procedures. Any capacity-deficient roadway segment shall be increased to the highest practical level of efficiency, without compromising safety, before considering the addition of through-lanes for motor vehicles.

* * *

Objective 2.2

The City shall ~~eliminate traffic carrying constraints and maximize the operational efficiency of a roadway before expending roadway construction funds to add new through-lanes to an existing facility. consider carefully the necessity of the need for new through-lanes for motor vehicles to the existing roadway network, based on the need for safe and efficient movement of persons. The additional through-lane capacity for motor vehicles will be accomplished without compromising safety of other modes and where possible, contained within the limits of the existing roadway rights-of-way.~~

* * *

Policy 2.3.11

~~Within five (5) years of the effective date of the Mobility Plan, the The Planning and Development Department in cooperation with the Department of Public Works shall propose guidelines for context sensitive streets. The scope of which shall support the~~

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~~intent of context sensitive streets, as defined in this element, and shall include design considerations for multi-use paths, also defined in this element, and urban sidewalks, among other guidelines for pedestrian facilities. Upon completion of context sensitive streets guidelines, the City's Land Development Procedures Manual and relevant Comprehensive Plan policies may be revised as necessary to incorporate these guidelines. shall implement context sensitive street standards in public and private development as well as all roadway projects as detailed in the Land Development Regulations, within one year of adoption of the context sensitive street standards.~~

* * *

Policy 2.4.6

Trip reduction and credit data from active mobility fee applications shall be analyzed annually to determine the Mobility System's effectiveness at incentivizing infill and redevelopment within the urban areas of the City.

* * *

GOAL 4

~~Establish and support an Non-Motorized active Transportation Network —The establishment and use through the creation of an interconnected system of rights-of-way which provides for the safe movement of pedestrians and bicyclists throughout the City shall be supported.~~

* * *

Objective 4.2

~~The City shall actively encourage its citizens to use non-motorized active travel transportation modes and support same with policies to assure that ensures safe and convenient pedestrian and bicycle access to all parks, recreational facilities, and public schools, and transit service and other community serving institutions within the City.~~

* * *

GOAL 5

~~Prioritize Transportation System Safety —The traffic circulation system shall be operated in a manner which values the safety of citizens as being of equal importance to efficiency and expedience of design and materials. in an effort to eliminate fatalities~~

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through the operation of a complete multi-modal transportation network that will prioritize the safety of all transportation network users.

* * *

GOAL 6

~~Provide for Economic Viability of Transit. The economic efficiency of the transit system shall be maximized while providing for the safe and basic multi-modal transportation needs of the transit-dependent in the most cost effective manner.~~

* * *

GOAL 11

~~Responsibility to Community. An integrated multi-modal transportation system shall be developed which will stimulate the economic development of the community, maximize the compatibility of transportation facilities with the surrounding community, maximize options for flexibility in the future expansion of the system, and minimize the environmental impact of these transportation systems.~~

~~Policy 11.2.8~~

~~The City shall explore opportunities to provide City employees with incentives to ride transit within five (5) years of the effective date of the Mobility Plan. These incentives may include but are not limited to the provision of park and ride facilities, reduced transit rates, and ride share programs.~~

* * *

DEFINITIONS

Active Transportation – See Non-motorized Mode.

Mobility Plan – Refers to the 2030 Mobility Plan, adopted by reference.

Mobility Score – A measurement to determine the average quality of service of the Mobility Plan within each Mobility Zone. The Q/LOS value for each mode of transportation will be weighted based on location and need of each Mobility Zone so as to arrive at a Mobility Score for each Mobility Zone. A city-wide Mobility Score will also be determined from the average scores of all Mobility Zones.

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Mobility Strategy Plan – Refers to the document, which describes the background and land use and transportation strategies of, and rationale behind, the City’s Mobility System. The document is adopted by reference.

Mobility System – A process for calculating and collecting a fee from landowner’s or developer’s for a specified development; and for applying this fee to motorized and non-motorized transportation projects in order to mitigate the effects of increased demand due to growth.

Motorized Mode – Includes roadway/corridor, transit, and Downtown Investment Authority (DIA) transportation improvement projects.

Non-motorized Mode – (also known as Active Transportation or Human Powered Transportation) Includes walking, bicycling, skating, skateboarding, and wheelchair travel. These modes provide both recreation and transportation (access to goods and activities).

* * *

CAPITAL IMPROVEMENTS ELEMENT

Policy 1.1.5

The City shall implement a Concurrency Management System that addresses schools, potable water, sanitary sewer, solid waste, drainage, and parks and recreation. The City is ~~removing transportation concurrency requirements and replacing~~ has replaced the transportation concurrency system with a Mobility Fee System that addresses roadways, mass transit, and active transportation facilities in general.

* * *

Policy 1.2.5

The City shall develop a master long-range multi-modal transportation plan to encompass all multi-modal transportation needs within the City regardless of funding source.

IMPLEMENTATION
Mobility Fee System

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~~The City shall adopt a Mobility Fee System, as described in the goals, objectives, and policies below. Such a system shall become effective upon the adoption of an implementing ordinance. In the interim between the adoption of the 2030 Mobility Plan and the adoption of an implementing ordinance, the current local fair share assessment system shall remain in effect.~~

~~The City shall utilize a city-wide multi-modal mobility score to measure mobility and establish the acceptable levels of service based on roadways, transit, and bicycle and pedestrian facilities. The Quality/Level of Service (Q/LOS) value for each mode of transportation will be weighted based on the location and needs of each Mobility Zone, shown in Map CI-3, so as to arrive at a Mobility Score for each Zone. The Mobility Score provides a measurement to determine the average quality of service of the Mobility Plan, on file with the Planning and Development Department, within each of the 10 Mobility Zones. By separating the average score by mode, it allows the City to move forward with improvements that will benefit mobility regardless of mode choice.~~

~~Mobility Zone standards and associated mobility score ranges are described below. Individual Mobility Zones shall maintain a minimum weighted mobility score of 1.5 (Q/LOS E). The City shall maintain a minimum city-wide mobility score of 2.0 (Q/LOS D) which shall be determined from the average scores of all the Mobility Zones.~~

~~Quality/Level of Service (Q/LOS) on roadway links within each Mobility Zone shall be calculated for four basic methods of travel:~~

- ~~• Auto/Truck Mode~~
- ~~• Transit Mode~~
- ~~• Bicycle Mode~~
- ~~• Pedestrian Mode~~

~~Quality/Level of Service analysis for each mode shall be based on methodologies presented in the 2009 Quality/Level of Service Handbook, Florida Department of Transportation, 2009 (Q/LOS).~~

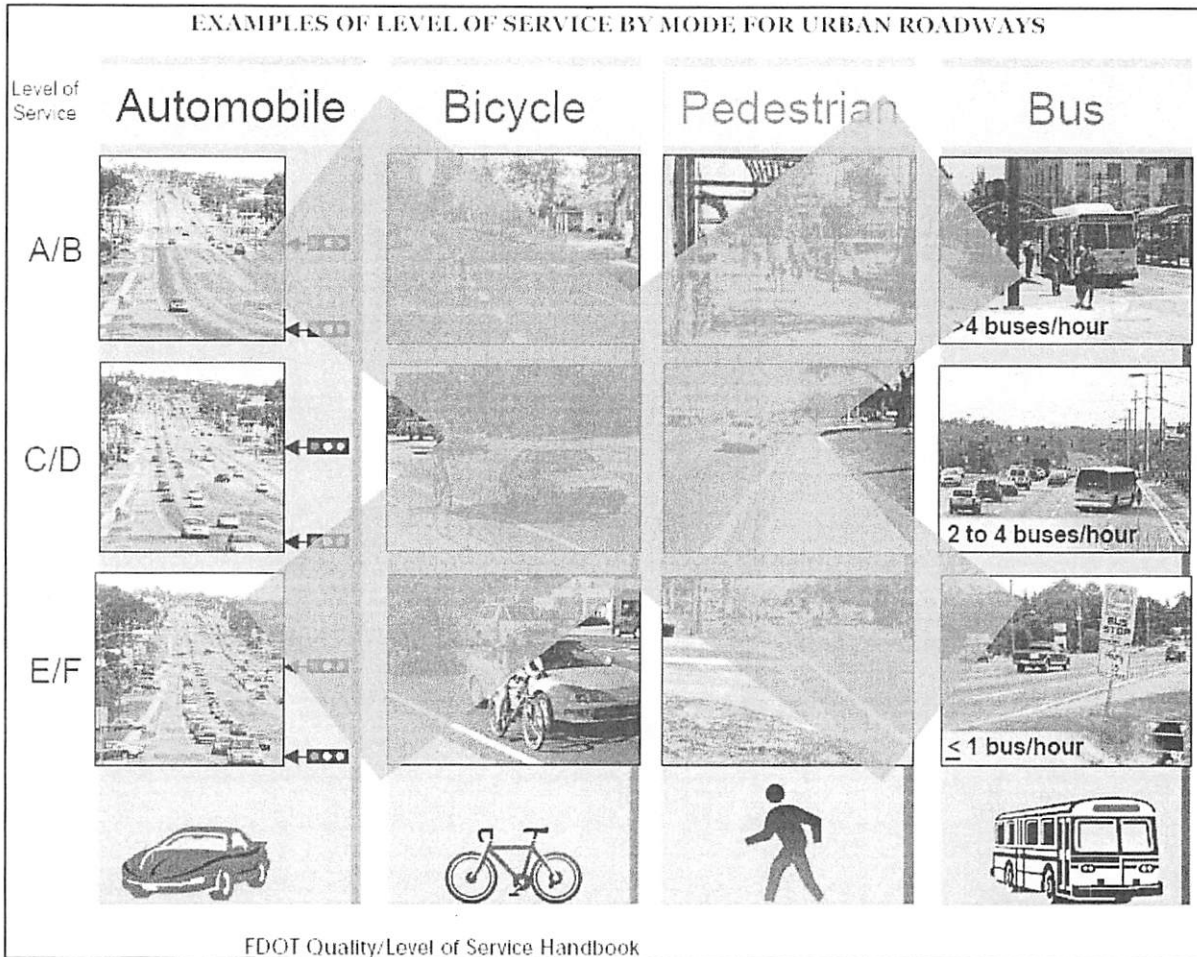
~~Q/LOS shall be expressed using five (5) letter grade levels (B-F) based on quality of travel (traveler satisfaction with a facility or service) and quantity of travel (magnitude of use of a facility or service), with Q/LOS B being the best achievable level and Q/LOS F the worst. The methodologies presented in the Q/LOS Handbook consider Q/LOS A to be unattainable.~~

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In order to calculate the Mobility Score, Q/LOS grades are assigned a numerical value. The numerical values are as follows:

- Q/LOS B = 4 (4.00)
- Q/LOS C = 3 (3.00 to 3.99)
- Q/LOS D = 2 (2.00 to 2.99)
- Q/LOS E = 1 (1.00 to 1.99)
- Q/LOS F = 0 (0.00 to 0.99)

The figure below provides a visual interpretation of Q/LOS by mode choice.



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Since roadway links (or segments) within the Mobility Zones are of varying lengths, the Q/LOS value shall be weighted based on the length of the segment. For the Auto/Truck mode the Q/LOS value shall be further adjusted based on the number of directional lanes on each segment.

The Auto/Truck Mode scores include all roadway links; all other modes exclude freeways and expressways from calculations. Transit mode scores assume JTA bus frequency increases by one bus per hour in links with bus service in Mobility Zones 7, 8, 9 and 10 to account for the introduction of rapid transit corridors (BRT, Commuter Rail and street cars).

The average result of the adjusted Q/LOS values for each Mobility Zone is the Weighted Mobility Score. Once the Mobility Score is established for each mode a weighted score of all modes is calculated for each Mobility Zone and for the entire City. The weighted score for each Mobility Zone is based on the percent of mode choice requirement for the zone. For example, Zones 3 through 6 contain large rural areas, and as they develop, their primary mobility requirements will be for Auto/Truck modes whereas the more urban Zones 7 through 10 will need more equal amounts of improvements for all modes.

Table CI-1 provides the 2030 projection of weights and scores.

TABLE CI-1
2030 PROJECTED MOBILITY SCORES
2030 Mobility Score by Mobility Zone
With COJ CIE Prioritized Roadway Projects & Increased Transit Frequency in
Zones 7, 8, 9 & 10

Mobility Zone	Auto/Truck Mode		Transit Mode		Bicycle Mode		Pedestrian Mode		Weighted Score	Weighted Q/LOS "Grade"
	Score	% Weight	Score	% Weight	Score	% Weight	Score	% Weight		
1	1.68	60%	0.72	10%	2.41	15%	1.71	15%	1.70	E
2	1.78	60%	1.17	10%	2.69	15%	1.76	15%	1.85	E
3	2.56	80%	0.23	5%	2.40	10%	1.23	5%	2.36	D
4	2.29	80%	0.51	5%	2.43	10%	1.24	5%	2.16	D

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5	2.13	80%	0.06	5%	2.12	10%	1.18	5%	1.98	E
6	2.36	80%	0.06	5%	2.62	10%	1.40	5%	2.22	D
7	1.39	25%	1.44	25%	1.73	25%	1.93	25%	1.62	E
8	2.09	25%	2.34	25%	1.92	25%	2.05	25%	2.10	D
9	1.99	25%	1.95	25%	1.94	25%	1.85	25%	1.93	E
10	2.02	20%	2.65	30%	1.96	20%	2.52	30%	2.35	D
Average	2.03	-	1.11	-	2.22		1.69	-	2.03	D

LEGEN

D:

~~Q/LOS "B" = 4 (4.00; Q/LOS "A" Not Attainable in FDOT 2009 Quality/Level of Service Handbook)~~

~~Q/LOS "C" = 3 (3.00 to 3.99)~~

~~Q/LOS "D" = 2 (2.00 to 2.99)~~

~~Q/LOS "E" = 1 (1.00 to 1.99)~~

~~Q/LOS "F" = 0 (0.00 to 0.99)~~

NOTES

∴

~~1. Auto/Truck Mode Scores Include All 2030 Links; All Other Modes Exclude Freeways and Expressways From Calculations.~~

~~2. All Mode Scores Weighted by Link Length; Auto/Truck Mode Scores Also Weighted by Number of Directional Lanes.~~

~~3. City of Jacksonville CIE Prioritized Roadway Projects (\$218,000,000) Included in Auto/Truck Mode Scores.~~

~~4. Transit Mode Scores Assume JTA Bus Frequency Increases by 1 Bus Per Hour on Links with Bus Service in Mobility Zones 7, 8, 9 & 10 to Account for Change in Local Bus Service Associated With Introduction of Rapid Transit Corridors (BRT, Commuter Rail & Street Car).~~

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The City shall implement a Mobility System, as described in the objectives and policies that follow. The Mobility System projects help mitigate the effects of increased demand due to growth, with Quality/Level of Service (Q/LOS) improving in the “Build” scenario (Mobility System projects included) relative to the “No Build” scenario (Mobility System projects not included). The volume-to-capacity (V/C) analysis, in conjunction with each update of the Mobility System, shall verify that the mobility fee expenditures and projects do not create excess capacity and improve conditions beyond what is necessary to mitigate the effects of growth.

* * *

Objective 1.6

The City’s process for assessing, receiving and applying a landowner’s mobility fee for a proposed development shall be governed by the following policies:

Policy 1.6.1

~~Upon adoption of the Mobility Plan implementing ordinance, the~~ The City shall cease transportation concurrency and use a quantitative formula for purposes of assessing a landowner’s or developer’s mobility fee for transportation impacts generated from by a proposed development, where the landowner’s or developer’s mobility fee shall equal: (A) the cost per vehicle miles traveled per Mobility Zone (A); multiplied by (B) the average vehicle miles traveled per Development Area (B); and then multiplied by the quantity (C) the development daily vehicle trips (C) ; subtracted by minus any trip reductions adjustments assessed to the development. Mobility fee credits shall be calculated as set forth in the Ordinance Code and will be applied to a landowner or developer’s mobility fee as a reduction.

$$\text{Landowner's or Developer's Mobility Fee} = (A \times B \times (C - \text{Trip Reduction Adjustments})) - \text{Mobility Fee Credits}$$

* * *

Policy 1.6.3

Mobility fee dollars shall be applied to established funding accounts for each applicable Mobility Zone and dedicated to ~~the transportation improvements listed within the Mobility Plan~~ Mobility System Projects as shown in the Schedule of Projects within this Element or consistent with Transportation Element Policy 1.4.12.

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Policy 1.6.4

Mobility fee dollars shall have a reasonable relationship to the transportation impacts generated by a landowner's or developer's proposed development. Mobility fee dollars shall be applied to the selected transportation improvement project when funds collected are available to the investment necessary to begin the project and the project is located within the respective Mobility Zone ~~and maintains or improves the adopted city-wide and Mobility Zone minimum mobility score.~~

Policy 1.6.5

Developments which have already been approved via a fair share agreement for concurrency can move forward under the conditions of such agreements; however these agreements shall not be extended by the City Council. Concurrency approvals for Conditional Capacity Availability Statements (CCAS), Concurrency Reservation Certificates (CRCs), Vested Property Affirmation Certificates (VPACs), Development Agreements, Redevelopment Agreements, and Fair Share Agreements that have not expired shall be recognized and accepted until expiration, unless the applicant chooses to pursue the ~~mobility fee system~~ Mobility System.

* * *

Policy 1.6.7

As set forth in the Ordinance Code, a A landowner or developer may construct, ~~or~~ cause to be constructed, or provide the real property needed for a transportation improvement project and receive credit for such that project. Any improvement or land associated with an improvement that is required for a development's minimum transportation and traffic operation or circulation, including for bicycle and pedestrian movement, applicable to a development order, pursuant to federal, state or local laws or regulations, including but not limited to the Land Development Procedures Manual, shall not be considered as eligible or qualified for credit pursuant to Section 655 of the Ordinance Code. ~~based on its mode type(s) if it meets either (a) or (b) below:~~

~~— (a). A transportation improvement project from the approved Mobility Plan including from the Prioritized Project List, Project Evaluation and Prioritization List, Committed Project List, Bicycle Mode Project Summary List, or the Pedestrian Mode Project Summary List may be chosen by the applicant to be constructed or funded in lieu of or as credit to the assessed mobility fee subject to the following requirements:~~

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- ~~1. The project must be within the applicable Mobility Zone;~~
 - ~~2. The project must maintain or improve the adopted City-wide and Mobility Zone minimum mobility score;~~
 - ~~3. The project must be adopted into the next cycle of the 5-year Capital Improvements Element schedule; and~~
 - ~~4. The cost of improvements for the chosen project, as determined by information provided from the FDOT Office of Policy Planning regarding generic cost per mile models, may be greater than, equal to or less than the applicant's assessed mobility fee. If the cost of the improvement project is less than the applicant's assessed mobility fee, the applicant shall be required to pay the difference between the assessed mobility fee and the cost of the improvement project.~~
- ~~—(b). A transportation improvement project that is not identified in the Mobility Plan may be chosen to offset a calculated mobility fee if the transportation improvement project meets the following requirements:~~
- ~~1. Is located within the applicable Mobility Zone(s);~~
 - ~~2. Improves the mobility within the applicable Mobility Zone(s) for the applicable mode, as evidenced by a professional traffic study provided by the landowner or developer which utilizes and employs professionally accepted standards and criteria, subject to the review and approval of the Planning and Development Department, or, such project maintains or improves the adopted City-wide and Mobility Zone minimum mobility score for the applicable mode when such project is substituted in lieu of a Prioritized Project List project for purposes of calculating the minimum mobility score;~~
 - ~~3. Meets the requirements of the Mobility Plan;~~
 - ~~4. Meets applicable criteria as established by City Council as set forth in the Ordinance Code;~~
 - ~~5. The cost of improvements for the chosen project, as determined by information provided from the FDOT Office of Policy Planning regarding generic cost per mile models, may be greater than, equal to or less than the applicant's assessed mobility fee. If the cost of the improvement project is less than the applicant's assessed mobility fee, the applicant shall be required to pay the difference between the assessed mobility fee and the cost of the improvement project;~~
 - ~~6. The project must be adopted into the next cycle of the 5-year Capital Improvements Element schedule; and~~
 - ~~7. Is approved by City Council~~

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4.6.8

~~The City shall adopt a mobility fee system, as provided in Chapter 2009-96, Laws of Florida, by July 8, 2011, and shall implement the mobility fee system as soon after adoption as practicable. Notwithstanding the provisions in Policies 1.6.1 through 1.6.7 above, until the City's adoption and implementation (effective date) of a mobility fee system, a fair share contribution for a proposed development which meets the following criteria may be calculated by an alternative formula, which is intended to provide incentives for economic development, to be established in the City's land development regulations, which may take into consideration factors such as the timing and amount of the economic impact of proposed development. To be eligible for the calculation of a fair share contribution by such an alternative formula, the proposed development shall not impact roadway improvements to which fair share contributions are to be applied pursuant to existing contracts or agreements and the applicant must agree (1) that its proposed development shall be authorized by a final development order which is issued on or before the earlier of (a) the adoption and implementation (effective date) of a mobility fee system or (b) July 8, 2011, and (2) that construction shall be completed and final plat(s) or certificates of occupancy or use, whichever is applicable, be issued within 18 months after the issuance of the final development order or be subject to a mobility fee, as it shall be adopted and implemented. Additionally, the applicant shall demonstrate that the proposed development will generate at least three (3) construction jobs within such 18-month period and, for non-residential development, at least five (5) permanent jobs thereafter. The alternative formula may be applied by the City Council in its legislative review of a fair share contract. The alternative formula will permit the reduction of a fair share contribution, as otherwise calculated by the standard formula, upon demonstration of economic impact. The reduction shall be determined by the City Council, in its legislative discretion, taking into consideration the demonstrated economic impact of the proposed development, including temporary and permanent jobs generated thereby. For the purpose of this policy, the term "final development order" shall include approval of final construction plans for required improvements under Chapter 654, Ordinance Code, and building permits. This policy does not affect fair share contracts entered into prior to this policy's adoption or final development orders issued pursuant such fair share contracts. This policy also does not affect the ability of parties to a fair share contract to amend or terminate a fair share contract.~~

Policy 1.6.98

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Notwithstanding the provisions set forth in Policies 1.6.1 through 1.6.87, the City, through the enactment of an ordinance, may establish finite periods of time in which the payment of the mobility fee will be waived for all development within the City in order to encourage economic growth.

Policy 1.6.409

In the event of adoption of an ordinance establishing a temporary waiver as provided in Policy 1.6.98, any transportation improvement project which meets the following criteria shall be deemed to be the prioritized project in the 5-year CIE schedule to be funded under the Mobility Plan by mobility fee dollars collected within the respective Mobility Zone after the expiration of the waiver: (1) the project is required to be constructed by a party to a fair share contract in effect as of the adoption of the waiver ordinance; (2) the project is to be funded by fair share assessments paid by development located within the Mobility Zone; (3) construction of the project has commenced prior to the adoption of the waiver ordinance; and, (4) fair share assessments have been received by the City and applied to the project prior to the adoption of the waiver ordinance. Mobility fee dollars shall be applied to any such transportation improvement project through the Fair Share Specific Projects Special Revenue Fund established by the City for the project until the project is fully funded in accordance with funding and cost calculation methodologies in the applicable fair share contract.

* * *

DEFINITIONS

~~Mobility Plan~~ – Refers to the 2030 Mobility Plan, adopted by reference.

~~Mobility Score~~ – A measurement to determine the average quality of service of the Mobility Plan within each Mobility Zone. The Q/LOS value for each mode of transportation will be weighted based on location and need of each Mobility Zone so as to arrive at a Mobility Score for each Mobility Zone. A city-wide Mobility Score will also be determined from the average scores of all Mobility Zones.

~~Mobility Strategy Plan~~ – Refers to the document, which describes the background and land use and transportation strategies of, and rationale behind, the City's Mobility System. The document is adopted by reference.

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Mobility System – A process for calculating and collecting a fee from landowner's or developer's for a specified development; and for applying this fee to motorized and non-motorized transportation projects in order to mitigate the effects of increased demand due to growth.

Motorized Mode – Includes roadway/corridor, transit, and Downtown Investment Authority (DIA) transportation improvement projects.

Non-motorized Mode – (also known as Active Transportation or Human Powered Transportation) Includes walking, bicycling, skating, skateboarding, and wheelchair travel. These modes provide both recreation and transportation (access to goods and activities).

* * *

FUTURE LAND USE ELEMENT

Policy 1.2.4

Through implementation of a Concurrency Management System that addresses schools, potable water, sanitary sewer, solid waste, drainage, and parks and recreation, and the Mobility Plan System which addresses roadways multimodal transportation infrastructure, limit urban scale development to the Central Business District, Urban Priority Area, Urban Area, and Suburban Area as identified in the 2030 Comprehensive Plan, in order to minimize the cost of public facilities and service delivery, and to conserve open space.

* * *

Policy 2.3.10

The Downtown DRI shall maintain adopted Levels of Service in the 2030 Comprehensive Plan for all public facilities (drainage, sanitary sewer, solid waste, potable water, recreation, and when applicable, schools) reviewed under concurrency, except for transportation facilities, which shall be governed by the Consolidated Downtown DRI Development Order through Phase I, and the Mobility Plan System for development authorized for Phases II and III of the DRI.

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Policy 2.3.16

The City and DIA shall continue encouraging development and redevelopment within the CBD. Growth within the CBD will be exempt from the Mobility Plan System requirements and governed by the Consolidated Downtown DRI Development Order through Phase I. Previously approved transportation improvements in Phase II and Phase III will be replaced by the improvements Mobility System Projects included in the Mobility Plan System for Mobility Zone 10. Prior to proceeding with development rights authorized in Phases II or III of the Downtown DRI, the City shall either rescind or abandon the DRI pursuant to Section 380.06, F.S., or adopt a project specific Notice of Proposed Change (“NOPC”) acknowledging the authorized Phase II and Phase III development rights will be governed by the City’s Mobility Fee System.

* * *

Policy 4.1.13

Within one year after adoption of any update to the Mobility Plan System, the Land Development Regulations shall be revised to reflect the resulting Comprehensive Plan changes.

* * *

Objective 6.2

The land use and transportation strategies that support and fund ~~mobility~~ the Mobility System are contained in the Mobility Strategy Plan (Jacksonville Planning and Development Department, ~~May 2014~~ October 2018), adopted by reference, and on file with the Planning and Development Department, and provided on the Department’s website.

Policy 6.2.1

~~Within five (5) years of the effective date of the Mobility Plan, the~~ The Planning and Development Department in cooperation with the Department of Public Works ~~shall propose guidelines for context sensitive streets. The scope of which shall support the intent of context sensitive streets, as defined in this element, and shall include design considerations for multi-use paths, also defined in this element, and urban sidewalks, among other guidelines for pedestrian facilities. Upon completion of context sensitive streets guidelines, the City’s Land Development Procedures Manual and relevant~~

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~~Comprehensive Plan policies may be revised as necessary to incorporate these guidelines. shall implement context sensitive street standards in public and private development as well as all roadway projects as detailed in the Land Development Regulations, within one year of adoption of the context sensitive street standards.~~

Policy 6.2.2

~~At the time of the first evaluation of the Multi-modal Transportation Study (appendix to the Mobility Plan), areas will be identified in which the greatest reduction in average VMT has occurred. The land use pattern of these areas shall be studied so as to determine the effectiveness and feasibility of duplicating the land use pattern in other appropriate areas of the City.~~

Policy 6.2.3

~~Within one year after adopting the Mobility Plan, the City shall evaluate the Future Land Use Map series (FLUMs) for changes needed to implement the six planning district vision plans and to further the intent of the Mobility Plan.~~

VESTED DEVELOPMENT RIGHTS

In those instances where the 2030 Comprehensive Plan effects any change in the density or intensity of land use, or any other change in the use or regulation of land development, certain property owners are vested from such provisions, provided that one of the following is shown by substantial competent evidence:

- (1) That the development was authorized as a development of regional impact, pursuant to Chapter 380, Florida Statutes, prior to the adoption of the 2030 Comprehensive Plan, and the development of regional impact continues to be effective;
- (2) That a final local development order was issued for the development and development has commenced and is continuing in good faith prior to the adoption of the 2030 Comprehensive Plan;
- (3) That a property owner or other similarly situated person:
 - (a) has acted in good faith and in reasonable reliance;

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- (b) upon a valid, unexpired act or omission of the government; and
 - (c) has made such a substantial change in position or incurred such extensive obligations and expenses that it would be highly inequitable or unjust to destroy the rights he has acquired; or
- (4) That concurrency approvals for Conditional Capacity Availability Statements (CCAS), Concurrency Reservation Certificates (CRCs), Vested Property Affirmation Certificates (VPACs), Development Agreements, Redevelopment Agreements, and Fair Share Agreements that have not expired and shall be recognized and accepted until expiration, unless the applicant chooses to pursue the mobility fee system as an alternative.

* * *

DEFINITIONS

~~Mobility Plan~~ – Refers to the ~~2030 Mobility Plan~~, adopted by reference.

Mobility Strategy Plan – Refers to the document, which describes the background and land use and transportation strategies of, and rationale behind, the City's Mobility System. The document is adopted by reference.

Mobility System – A process for calculating and collecting a fee from landowner's or developer's for a specified development; and for applying this fee to motorized and non-motorized transportation projects in order to mitigate the effects of increased demand due to growth.