

1 The Neighborhoods, Community Services, Public Health and Safety
2 Committee offers the following substitute to File No. 2020-757:

3
4 Introduced by Council Member Diamond and Co-Sponsored by Council
5 Member Ferraro:

6
7 **ORDINANCE 2020-757**

8 AN ORDINANCE AMENDING SECTION 655.503
9 (MOBILITY FEE REQUIREMENT, CERTIFICATE,
10 APPLICATION PROCESS AND CALCULATION), PART 5
11 (MOBILITY FEE), CHAPTER 655 (CONCURRENCY AND
12 MOBILITY MANAGEMENT SYSTEM), *ORDINANCE CODE*,
13 TO CLARIFY THE ALLOWANCE OF A REDUCTION IN
14 MOBILITY FEE PAYMENTS BASED ON TRIP
15 ADJUSTMENTS RELATED TO THE DEMOLITION OR
16 REPURPOSING OF AN EXISTING USE STRUCTURE;
17 PROVIDING AN EFFECTIVE DATE.

18
19 **WHEREAS**, on September 13, 2011 the City Council adopted
20 Ordinance 2011-536-E which implemented the 2030 Mobility Plan,
21 after having opted out of transportation concurrency and the fair
22 share assessment contract system by Ordinance 2011-241-E on May 24,
23 2011; and

24 **WHEREAS**, the 2030 Mobility Plan is used to calculate the cost
25 of the impact that a development will have upon the City's roadway
26 system, and requires the developer to pay a Mobility fee to assist
27 the City with the future cost of improving the City's
28 transportation system; and

29 **WHEREAS**, Mobility fees collected are required to be utilized
30 by the City to fund the improvement of the City's transportation
31 system through City Council approved projects as listed in Sec.

1 655.507, *Ordinance Code*, that have a nexus with the developments
2 that paid the fees; and

3 **WHEREAS**, the calculation of a Mobility fee is set out in Part
4 5 (Mobility fee) of Chapter 655 (Concurrency and Mobility
5 Management System), *Ordinance Code*; and

6 **WHEREAS**, the fee is based upon the number of vehicle trips
7 that a development will generate per day ("Daily Vehicle Trips");
8 and

9 **WHEREAS**, Section 655.503(e) currently provides an incentive
10 for infill development by a reduction in the development's Mobility
11 fee through the reduction in Daily Vehicle Trips if an Existing Use
12 is, or has been, demolished; and

13 **WHEREAS**, "Existing Use" is defined in Sec. 655.105(aa) as "the
14 actual, present use or the last lawful use on the property"; and

15 **WHEREAS**, allowing an additional reduction in trips based upon
16 a demolished or repurposed Existing Use structure would further
17 incentivize infill development as well as redevelopment and reuse
18 of underused and abandoned properties and buildings; now therefore

19 **BE IT ORDAINED** by the Council of the City of Jacksonville:

20 **Section 1. Amending Section 655.503 (Mobility fee**
21 **requirement, certificate, application process and calculation),**
22 **Part 5 (Mobility Fee), Chapter 655 (Concurrency and Mobility**
23 **Management System), Ordinance Code.** Section 655.503 (Mobility fee
24 requirement, certificate, application process and calculation),
25 Part 5 (Mobility Fee), Chapter 655 (Concurrency and Mobility
26 Management System), *Ordinance Code*, is hereby amended to read as
27 follows:

28 **CHAPTER 655. CONCURRENCY AND MOBILITY MANAGEMENT SYSTEM**

29 * * *

30 **PART 5. MOBILITY FEE.**

31 * * *

1 Sec. 655.503. Mobility fee requirement, certificate, application
2 process and calculation.

3 * * *

4 (e) *Mobility fee calculation.* For the purpose of calculating
5 a mobility fee, the following formula shall apply:

Mobility Fee	=	A × B × (C–Trip Reduction Adjustments–Existing Use Trips)
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7 where

8 A = Cost per VMT;

9 B = Average VMT per Development Area; and

10 C = Development Daily Vehicle Trips.

11 * * *

12 (3) *Development Daily Vehicle Trips and Trip Reduction*
13 *Adjustments.*

14 Unless there is a local trip generation study
15 approved by the Planning and Development Department, the Institute
16 of Transportation Engineers (ITE) most recent edition of "Trip
17 Generation" shall be utilized to determine Development Daily
18 Vehicle Trips.

19 (4) Trip Reduction Adjustments.

20 _____ (A) The Development Daily Vehicle Trips generated
21 shall be reduced using vehicle trip adjustments based upon physical
22 measures, including but not limited to, residential density, mix of
23 uses, existence of local serving retail, transit service and
24 pedestrian/bicycle friendliness.

25 _____ (B) The Development Daily Vehicle Trips generated
26 shall also be reduced by the daily vehicle trips generated by the
27 Existing Use on the property. If a non-historic Existing Use
28 structure is demolished, or if an Existing Use structure was

1 demolished prior to the year 2021, then 125% of the trips that were
2 associated with that Existing Use shall be subtracted from the
3 Development Daily Vehicle Trips calculated for a proposed
4 development that includes that Existing Use parcel. This reduction
5 is non-transferable and may only be used on the development site
6 from which the Trip Reductions have been generated.

7 (C) If an Existing Use structure is repurposed,
8 remodeled, or renovated, then 150% of the trips that were
9 associated with that Existing Use shall be subtracted from the
10 Development Daily Vehicle Trips calculated for a proposed
11 development that includes that Existing Use parcel. This reduction
12 is non-transferable and may only be used on the development site
13 from which the Trip Reductions have been generated.

14 * * *

15 **Section 2. Effective Date.** This ordinance shall become
16 effective upon signature by the Mayor or upon becoming effective
17 without the Mayor's signature.

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19 Form Approved:

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21
22 /s/ Shannon K. Eller

23 Office of General Counsel

24 Legislation Prepared By: Rory Diamond

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