

SEMINOLE COUNTY, FLORIDA
**MOBILITY FEE LAND
DEVELOPMENT CODE
AMENDMENT**

PLANNING AND ZONING
COMMISSION PRESENTATION

July 29, 2020

PURPOSE

- ▶ Present proposed mobility fee program
- ▶ Seek Planning and Zoning Board recommendation to Board of Commissioners

SEMINOLE COUNTY TRANSPORTATION IMPACT FEE HISTORY

- ▶ Last reviewed in 1995, kept 1990 study rates

For Single-Family dwelling:

- ▶ North: \$0 + \$705 = \$705
- ▶ East: **\$235** + \$705 = \$940
- ▶ South Central: \$480 + \$705 = \$1,185
- ▶ West: **\$566** + \$705 = \$1,271

Note: Collector Fee + Arterial Fee

Collector fees rescinded in North, East,
and West districts

- ▶ “Recent” fees generate
about \$3.1 million per year



HOW THE MOBILITY FEE IS CALCULATED

$$\text{Fee} = \text{Travel Generated} \times \text{Cost of Capacity} - \text{Credits}$$

Where:

Travel Generated: $[\# \text{ Trips} \times \text{Trip Length} \times \% \text{ New Trips} / 2]$

Cost of Capacity: Multi-modal, per LRTP, Quality of Service

Credits: Self-generated \$\$ for capacity (e.g. gas tax, sales tax)

WHAT IS BEING UPDATED -- FEE DISTRICTS

- ▶ Vary fee by geographic sub-area to encourage higher-density, less sprawl
- ▶ Consistent with Comp Plan, Central Florida Regional Growth Vision, and TCEA



SEMINOLE COUNTY COMPREHENSIVE PLAN

OBJECTIVE TRA 2.2 URBAN CENTERS AND CORRIDORS LAND USE, PERFORMANCE FRAMEWORKS, AND MOBILITY COORDINATION

The County shall establish and enforce land use, performance frameworks and mobility policies, quality/level of service standards and land development regulations in major transit development/redevelopment corridors and mixed-use centers that coordinate the transportation system with the land uses shown in the Future Land Use map, and that discourage urban sprawl, encourage energy conservation, reduce vehicle miles traveled, and reduce greenhouse gas emissions through implementation of the following policies.

WHAT IS BEING UPDATED -- MODIFY SINGLE-FAMILY DWELLING FEES

- ▶ Added size variable to Single-Family
- ▶ Added rate for Accessory Dwelling Unit

		Fee District		
Land Use	Unit	Rural	Suburb	Core
Single Family (<=1,500 s.f.)	D.U.	\$6,710	\$2,234	\$1,477
Single Family (1,501 to 2,500 s.f.)	D.U.	\$8,284	\$2,759	\$1,824
Single Family (>2,500 s.f.)	D.U.	\$11,101	\$3,697	\$2,444
Accessory Dwelling Unit	D.U.	\$3,178	\$1,000	\$614

WHAT IS BEING UPDATED

- ▶ Updated several land use categories to better align with ITE Trip Generation reference
- ▶ Unit costs (\$850/vmc now vs. \$169-\$253 In 1990)
- ▶ Trip generation rates (ITE 2017 vs 1987)
- ▶ Incorporated trip length (Sec. 120.41)
- ▶ Updated “Self-Credits” (Gas Tax and Sales Tax)
- ▶ Other technical parameters (Interest rates, fuel efficiency, exclude Interstate and toll roads, etc.)

COMPREHENSIVE PLAN POLICIES



SEMINOLE COUNTY COMPREHENSIVE PLAN

OBJECTIVE TRA 3.3 FINANCING AND PROGRAMMING TRANSPORTATION IMPROVEMENTS

The County shall provide a financially feasible program for funding transportation improvements necessary to support the growth forecasts and redevelopment efforts, goals, objectives, and policies of the Future Land Use Element and as one means of providing for a safe, convenient and efficient transportation system, through implementation of the following policies.

Policy TRA 3.3.3 Funding of Transportation Improvements

The County shall continue to fund transportation improvement costs and operation and maintenance costs of the County Mobility Road System, including roadways, transit, and bicycle and pedestrian facilities through available sources of revenue, such as:

G Developer Fair-Share contributions; and

H Impact fees.

COMPREHENSIVE PLAN POLICIES

Policy TRA 3.3.9 Update Impact Fee Program

As required, the County shall evaluate the need to update its Impact Fee Program to ensure that it is responsive to the transportation needs generated by new growth and development. The County shall ensure that transit service and Orlando Sanford International Airport and rail facility expansion plans are adequately reflected in Road Impact Fee Program Updates.

Policy TRA 3.3.18 Demonstration of Financial Feasibility

The County shall demonstrate a financially feasible Transportation Element that supports the proposed Future Land Use designations and is coordinated with the Capital Improvements Element of the Plan. The County's Five-Year Capital Improvement Program addresses mobility improvement needs identified in the transportation analysis included in the Support Document. For constrained roadway segments identified as deficient, the County shall employ policies included in this Element to maintain safe mobility system operating conditions.

PROPOSED FEE SCHEDULE

Goals and Needed Revenues

"Needs"	Total	Rural	Suburban	Core
2018 Art RN PMT:	8,458,314	437,329	3,911,875	3,577,598
Growth Rate:	1.31%	2.18%	1.30%	1.24%
PMT Growth per year:	106,066	9,745	51,484	44,838
Capacity Addition Ratio:	0.771	1.69	0.75	0.59
Capacity Addition Goal:	81,755	16,508	38,724	26,523
Cost per PMC:	\$643	\$457.20	\$638.68	\$601.81
Bike/Ped and Other Needs:	\$4,361,785	\$0	\$2,240,985	\$2,120,800
% Bike/Ped & Other Funded:	100.0%	100.0%	100.0%	100.0%
\$\$ Needed/Year:	\$52,603,605	\$7,547,564	\$26,973,539	\$18,082,501
Lane-Mi/Year:	17.40	5.14	7.00	5.27

Potential Revenue Sources

			Growth	Base	Total	% of Need
2nd LOGT: # Pennies/% to Capital>	0	63.6%				0%
County Gas Taxes: # Pennies>>	0.086		\$3,633	\$190,312	\$193,945	0%
State/Federal Gas Tax: # Pennies/Gal>>	10.989		\$2,519,389	\$22,390,087	\$24,909,477	47%
Infrastructure Sales Tax: end/BCC Share to Cap>:	2045	32.5%	\$744,320	\$18,463,200	\$19,207,520	37%
Altamonte Springs: Commitment					\$1,289,469	2%
Mobility Fees: % of full fee:	21.2%		\$7,003,195	\$0	\$7,003,195	13%
Totals:			\$10,270,537	\$41,043,599	\$52,603,605	100%
Share of Revenues:			20.0%	80.0%		
Goal Surplus/Shortfall:					\$0	

Mobility Fees

	Rural	Suburban	Core
Single-Family (1,501 to 2,500 s.f.)/du:	\$8,284	\$2,759	\$1,824
Multi-Family (1-2 Floor)/du:	\$5,387	\$1,694	\$1,040
Office/ksf:	\$4,366	\$1,873	\$1,470
Retail (>20,000 sf)/ksf:	\$9,124	\$3,809	\$2,467
Industrial/ksf:	\$2,424	\$1,042	\$766

COMPARISON WITH CURRENT FEES

		Proposed			Existing			
		Rural	Suburb	Core	North	West*	South/ Central	East*
Land Use	Single Family (1,501 to 2,500 s.f.) per DU	\$8,284	\$2,759	\$1,824	\$705	\$1,281	\$1,185	\$940
	Multi-Family (1-2 Floor) per DU	n/a	\$1,694	\$1,040	\$471	\$849	\$792	\$628
	Hotel per Room	\$5,063	\$1,671	\$1,093	\$493	\$889	\$829	\$657
	Office per 1,000 s.f.	\$4,366	\$1,873	\$1,470	\$1,139-\$1,545	\$2,053-\$2,785	\$1,916-\$2,598	\$1,519-\$2,060
	Retail (large >=20 ksf, Shop Ctr.) per 1,000 s.f.	\$9,124	\$3,809	\$2,467	\$1,821	\$3,282	\$3,062	\$2,429
	Manufacturing per 1,000 s.f.	\$2,424	\$1,042	\$766	\$524	\$944	\$881	\$699

* Fee before district-specific collector road fee was recently sunset. Current fee is same as North district.

COMPARISON WITH NEARBY COMMUNITIES

Agency Adoption Year District		Seminole County			Lake County ⁽¹⁾		Orange County ⁽²⁾		Orlando		Osceola County ⁽³⁾				Volusia County
		Proposed			2019		2014		2018		2017				2018
		Rural	Suburb	Core	C,N/C	S, N/W	AMA	non-AMA	Downtown	City-Other	Standard	Mixed-Use	TOD	Rural	All
Land Use	Single Family (1,501 to 2,500 s.f.)	\$8,284	\$2,759	\$1,824	\$1,000	\$2,706	\$3,898	\$3,761	\$3,574	\$4,123	\$9,055	\$6,792	\$4,529	\$14,313	\$5,379
	Multi-Family (1-2 Floor)	\$5,387	\$1,694	\$1,040	\$494	\$1,336	\$2,524	\$2,435	\$2,365	\$2,729	\$6,326	\$4,744	\$3,164	n/a	\$3,213
	Hotel	\$5,063	\$1,671	\$1,093	\$416	\$1,125	\$1,978	\$1,910	\$2,372	\$2,736	\$6,581	\$4,935	\$3,290	n/a	\$2,974
	Office	\$4,366	\$1,873	\$1,470	\$935	\$2,531	\$4,748	\$4,575	\$4,352	\$4,576	\$5,700	\$4,276	\$2,850	n/a	\$3,970
	Retail (large >=20 ksf, Shop Ctr.)	\$9,124	\$3,809	\$2,467	\$1,095	\$2,964	\$6,135	\$5,876	\$5,742	\$6,038	\$13,745	\$10,106	\$6,737	n/a	\$6,390
	Manufacturing	\$2,424	\$1,042	\$766	\$638	\$1,728	\$2,163	\$2,088	\$2,270	\$2,391	\$3,997	\$2,998	\$1,999	n/a	\$2,002

Notes:

1. Effective February 1, 2020.
2. Study in progress
3. Osceola Manufacturing rate is for "Warehouse", no Manufacturing/Light Industrial rate.

STEPS TO ADOPTION

- ▶ Revisions to Chapter 120 – Road Impact Fees of the Land Development Code have been drafted to bring code into compliance with proposed fee program
- ▶ Commissioners consider on July 28, 2020
- ▶ Effective Date proposed for January 1, 2021

END OF PRESENTATION

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