

REPORT OF THE PLANNING AND DEVELOPMENT DEPARTMENT

JULY 20, 2015

The Planning and Development Department hereby forwards to the Transportation, Energy & Utilities Committee, Land Use and Zoning Committee and City Council its comments and recommendations on:

RESOLUTION 2015-383

A RESOLUTION CONCERNING UPDATES TO THE CONCURRENCY AND MOBILITY MANAGEMENT SYSTEM (CMMS) HANDBOOK, AS REFERENCED IN SECTION 655.122 OF CHAPTER 655, ORDINANCE CODE; PROVIDING AN EFFECTIVE DATE.

I. GENERAL INFORMATION

The proposed resolution concerns approving certain updates to the Concurrency and Mobility Management System Handbook (“Handbook”), which is developed as the official document containing the current procedures, methodologies and criteria to be used by the City in implementing Chapter 655, Ordinance Code. Per Ordinance 2014-183-E, the City amended Section 655.122, Ordinance Code, to provide for updates to the Handbook and the establishment of a Technical Advisory Committee (“TAC”) to be appointed by the President of the City Council.

II. EVALUATION

A. *The proposed resolution:* Is required in order to approve the annual update of the Concurrency and Mobility Management System Handbook.

In April 2014, through Ordinance 2014-183-E, the City amended Section 655.122, Ordinance Code, to provide for updates to the Handbook and the establishment of a Technical Advisory Committee (“TAC”) to be appointed by the President of the City Council. The TAC, Planning and Development Department staff and Office of General Counsel staff met twelve (12) times as the TAC between September 2014 and June 2015 to discuss revised methodologies and other revisions to the Handbook.

Among other things, the changes provide: expansion of the definitions; more detailed criteria for calculating vehicular trips for shopping centers as that relates to the Institute for Transportation Engineer’s (“ITE”) data and analysis; the concept of internal vehicular interconnectivity; certain exemptions and vested rights; and mobility fee calculation utilizing adjustments for internal capture, pass-by capture, diverted link trips and the URBEMIS model.

Further, the diverted linked trip reduction was clarified to be a seventy-five percent (75%) reduction of the diverted linked trips calculated using the percentages contained in the current edition of the ITE “Trip Generation Handbook.”

B. Consistency with Chapter 655, Ordinance Code. The proposed resolution is consistent with revised Section 655.122, Ordinance code, as amended by Ordinance 2014-183-E, which included the establishment of the TAC to assist in developing updates to the Concurrency and Mobility Management System Handbook.

C. Consistency with the Comprehensive Plan. Resolution 2015-383 is consistent with the following Goals, Objectives, and Policies of the 2030 Comprehensive Plan:

Transportation Element Policy 1.2.1: The City shall use the Institute of Transportation Engineers *Trip Generation Manual*, latest edition, to determine the number of trips to be produced or attracted to a particular land use when assessing a traffic impact.

Transportation Element Policy 1.4.2: The City shall amend the local Code of Ordinances to incorporate and implement policies which support and fund mobility per the Mobility Plan.

D. Summary of Bill: The proposed resolution provides for adoption of the 2015 Concurrency and Mobility Management System Handbook, pursuant to Section 2014-183, Ordinance Code, which is developed as the official document containing the current procedures, methodologies and criteria to be used by the City in implementing Chapter 655, Ordinance Code.

III. RECOMMENDATIONS

The Planning and Development Department finds that Resolution 2015-383 is consistent with the Comprehensive Plan and does further the spirit and intent of the 2030 Mobility Plan.

Therefore, it is the recommendation of the Planning and Development Department that Resolution 2015-383 be **APPROVED, subject to the following amendments for correction:**

1. **Clarified Section 5.3.0(9) to be a seventy-five percent (75%) reduction of the diverted linked trips calculated using the percentages contained in the current edition of the ITE “Trip Generation Handbook” (summarized in Table I-1).**
2. **Added Section 5.4.1 (Pass-by Capture and Diverted link Trip Reduction Studies), which was inadvertently omitted in the filed version.**
3. **Updated the sample mobility fee worksheet calculation in Appendix F to reflect the diverted linked trip reduction calculation as a seventy-five percent (75%) reduction, as noted under amendment # 1.**