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OFFICE OF THE CITY COUNCIL

Meeting Minutes for Council Member Lori N. Boyer and Council Member Greg Anderson & Council Member Bill Bishop on Tuesday, March 18, 2014 at 3:30 p.m.

Topic: 2013-0761.

ORD-MC Amend Chapt 655 (Concurrency & Mobility Mgmt System), Part 5 (Mobility Fee), Secs 655.507 (Transp Improvemt Projs Constructed by a Landowner or Developer) & 655.508 (Mobility Fee Contract), to allow a Landowner or Developer to Construct & Dedicate an entire Transp Improvemt Proj not Identified in the 2030 Mobility Plan as a Prioritized Transp Improvemt that will improve Existing Mobility Efficiencies for the Affected Mobility Zone(s). (Gabriel) (Introduced by CM Bishop) (PD Am/Apv) Public Hearing Pursuant to Chapt 166, F.S. & CR 3.601 - 12/10/13

Location: City Council Offices, Conference Room B

The meeting began: 3:30 p.m.

In Attendance: Present were CM Lori Boyer District 5, CM Bill Bishop District 2, CM Greg Anderson At-Large Group 4. Steven Smith, Planning and Development, Kyle Billy Council Auditor, Jason Gabriel OGC, Paul Harden and Zach Miller with the Law Office of Paul Harden, Susan Grandin OGC, and Mike Herzberg. Please see attached sign in sheets.

CM Boyer explained the purpose of the meeting for CM Bishop to explain his amendment to 2013-761 and CM Boyer noted that the LUZ Workshop at 4:30pm would discuss how staff calculates the mobility score and how they determine whether a project improves or maintains the mobility score.

CM Boyer noted two issues she would like discussed:

- 1) What criterion determines whether a new project (not on the 2030 Mobility Plan) is a worthwhile project that maintains or improves the mobility score? She would like criterion established for newly proposed projects that would improve the overall mobility score for the zones and for the city as a whole.
- 2) The Mobility Plan differentiates between modes: transit, pedestrian, bicycle, and auto-truck mode. The modes have their own score and are combined together to

meet a zone score and a city-wide score. She expressed that alternative improvements need to be reviewed on a mode specific basis.

CM Boyer explained the background of the mobility plan and noted the list of auto/truck projects prepared that would improve or maintain the mobility score city-wide. See attached list. CM Bishop noted that the list is supposed to be evaluated every 5 years and that the next evaluation will be in 2015. Planning has not yet had to recalculate the mobility score, but they will be calculating the scores for the 5- year update.

CM Boyer asked Steve Smith in Planning about the model used to develop the Mobility Plan and whether we have the technology to add a new project to the system which would show whether or not a project would improve or maintain the mobility score. Steve Smith replied that yes they have the capability of doing this.

CM Boyer discussed committed BJP projects and that those were assumed to be done by 2030 according to the Mobility Plan. All agreed that it was reasonable to allow credit for BJP projects built by developers.

Mr. Paul Harden discussed that the magnitude of some of the BJP projects is too great for the developers to take on. He discussed that portions can be done by the developer in order to receive credit.

CM Anderson asked about whether or not some of the BJP projects are still relevant.

CM Bishop said that the BJP projects are set in the ordinance code, so Council would have to pass legislation to change the projects if they felt some of the projects were irrelevant. Council could also pass legislation to change the 2030 Mobility Plan. CM Bishop said the city needs a more intentional transportation plan.

CM Anderson asked whether or not changing the Mobility Plan would change the mobility fee. CM Boyer said not necessarily. Since the fee was based on the cost of planned projects, a change in projects could result in an increased fee at the time of the 5- year update.

CM Boyer discussed Zach Miller's draft of the mobility legislation. If a developer improves the transit score, the bicycle score, and the pedestrian score, then they receive full credit. If a developer only improves the auto/truck score but not the bicycle or pedestrian score than they only receive 89% of transferrable credit.

CM Boyer and CM Bishop want to make sure that the bicycle and pedestrian communities will be well served with the mobility legislation and that the fees are not waived to the detriment of bicyclists and pedestrians.

Mr. Harden wants to make sure that developers are not hindered by the mobility fees when developing roads.

CM Anderson agreed with CM Boyer that we want to make sure that we are doing the projects that have the biggest positive impact on the zones and the city as a whole. He suggested that the projects be reviewed and re-prioritized if needed.

The meeting adjourned: 4:30 p.m.