

# CITY OF TEMPLE TERRACE

## *TRAFFIC CIRCULATION AND MULTIMODAL TRANSPORTATION CONCURRENCY POLICIES AND PROCEDURES MANUAL*



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***Table of Contents***

1.0 General..... 1  
2.0 Transportation Concurrency Review Process..... 6  
3.0 Application Requirements ..... 9  
4.0 Mobility Fee..... 14  
5.0 Miscellaneous Provisions..... 21

***List of Appendices***

Appendix A Multimodal Transportation Improvements Summary..... 22  
Appendix B FDOT Inflation Factor Table..... 23  
Appendix C Concurrency Applications ..... 24  
Appendix D Concurrency Management System (CMS) Information ..... 25  
Appendix E Multimodal Transportation Concurrency Ordinance..... 26

## **City of Temple Terrace Traffic Circulation and Multimodal Transportation Concurrency Policy and Procedures Manual Acronyms**

AADT	Average Annual Daily Traffic
ADT	Average Daily Traffic
CIE	Capital Improvements Element
CIP	Capital Improvements Program
CMS	Concurrency Management System
CRA	Community Redevelopment Area
DRI	Development of Regional Impact
FAC	Florida Administrative Code
FDOT	Florida Department of Transportation
FLUE	Future Land Use Element
HART	Hillsborough Area Regional Transit
ITE	Institute of Transportation Engineers
LOS	Level of Service
MPO	Metropolitan Planning Organization
MTD	Multimodal Transportation District
PD	Planned Development
SIS	Strategic Intermodal System
SRPP	Strategic Regional Policy Plan
TAZ	Traffic Analysis Zone
TBRPM	Tampa Bay Regional Planning Model
TCEA	Transportation Concurrency Exception Area
TRIP	Transportation Regional Incentive Program
TTMTD	Temple Terrace Multimodal Transportation District

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# ***City of Temple Terrace Traffic Circulation and Multimodal Transportation Concurrency Policy and Procedures Manual***

## **1.0 General**

### **1.1.0 Authority**

This document shall be known as the Traffic Circulation and Multimodal Transportation Concurrency Policy and Procedures Manual, as referenced in the “Transportation Concurrency Ordinance of the City of Temple Terrace, Florida” and as stated in the Comprehensive Plan.

### **1.2.0 Purpose**

The purpose of this Traffic Circulation and Multimodal Transportation Concurrency Policy and Procedures Manual is to define the Concurrency requirements of the Comprehensive Plan. The Manual outlines the requirements and procedures that must be followed by Applicants for new Developments in order to satisfy Transportation Concurrency. Finally, the Manual outlines the procedures to be followed by staff in maintaining the Concurrency Management System (CMS).

### **1.3.0 Definitions**

**1.3.1 Applicant (for Development Approval)** – Any person, firm, corporation or other entity that submits plans or other required information to the City of Temple Terrace to obtain approval of a proposed, planned or contemplated Development activity.

**1.3.2 Capacity** – The potential or suitability for holding, storing or accommodating, at a defined Level of Service (LOS).

- (a) Existing Capacity – The Capacity of the facility at the present time.
- (b) Programmed Capacity – The Capacity of a facility at some future time after improvements.
- (c) Reserved Capacity – Facility Capacity that has been reserved for a specific Development project.
- (d) Available Capacity – The Capacity of a facility available for use by the Demand from new Development. Available Capacity is equal to the existing (or programmed) Capacity minus the existing Demand minus the committed Demand.

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**1.3.3** *Certificate of Concurrency* – A statement, related to a specified Development project, that Concurrency is satisfied and that a specified amount of facility Capacity is reserved for a specified period of time.

**1.3.4** *Comprehensive Plan* – The City of Temple Terrace Comprehensive Plan adopted pursuant to the requirements of Section 163, Fla. Stat.

**1.3.5** *Concurrency* – That the necessary public facilities and services to maintain the adopted Level of Service standards are available when the impacts of Development occur.

**1.3.6** *Concurrency Management System (CMS)* – The procedures and/or process the City utilizes to assure that Development Orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of Development.

**1.3.7** *Concurrency Review* – The process to determine if there is adequate available Capacity to accommodate the impact of a new Development project at or above the adopted LOS.

**1.3.8** *Concurrency Roadway Network* – All streets and roads classified as Limited Access, Principal Arterial, Minor Arterial, Major Collector or Minor Collector on the "Functional Classification Maps" of the City of Temple Terrace Comprehensive Plan.

- (a) Limited Access Facility – A roadway especially designed for through traffic that provides uninterrupted flow at relatively high speeds. Freeways and expressways usually control access through grade-separated interchanges.
- (b) Arterial Road – A roadway carrying relatively continuous and relatively high traffic volume. Trip length is long and operating speed is high. Arterials serve major through movements between important centers of activity in a metropolitan area and serve a substantial portion of trips entering or leaving the area. Every U.S. numbered highway (e.g., U.S. 301) is an arterial road.
- (c) Collector Road – A roadway carrying relatively moderate traffic volume. Trip length and operating speed are moderate. Collector roads are facilities that connect and augment the arterial system. Collector roads distribute traffic to geographic areas smaller than those served by arterials and place more emphasis on land access.

**1.3.9** *Consistency* – The Development project is compatible with and furthers the goals, objectives and policies of the City of Temple Terrace Comprehensive Plan and the City of Temple Terrace Land Development Code.

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**1.3.10 Demand** – The requirements or burden placed on public facilities at the present time or projected into the future.

- (a) Existing Demand – The Demand on a public facility that is attributable to existing Development and to the current population.
- (b) Committed Demand – The Demand on a public facility that is expected to occur due to unbuilt, approved Development projects.
- (c) Proposed Project Demand – The Demand on a public facility that is expected to occur due to a Development project that is under consideration.
- (d) Total Demand – The Demand on a public facility that is expected to occur due to existing, committed and proposed projects.

**1.3.11 De Minimis Development** – A de minimis impact is an impact that would not affect more than 1 percent of the maximum volume at the adopted level of service of the affected transportation facility. No impact will be de minimis if the sum of existing roadway volumes and the projected volumes from approved projects on a transportation facility would exceed 110 percent of the maximum volume at the adopted level of service of the affected transportation facility; provided however, that an impact of a single family home on an existing lot will constitute a de minimis impact on all roadways regardless of the level of the deficiency of the roadway. Further, no impact will be de minimis if it would exceed the adopted level-of-service standard of any affected designated hurricane evacuation routes. The City shall maintain sufficient records to ensure that the 110-percent criterion is not exceeded. If the 110-percent criterion has been exceeded, no further de minimis exceptions for the applicable roadway may be granted until such time as the volume is reduced below the 110 percent.

**1.3.12 Development** –As defined pursuant to Section 163.3221, Fla. Stat.

**1.3.13 Development Order** – An order issued by the City Council authorizing a specific use and Development and further authorizing the subsequent issuance of necessary permits under the provisions of Section 380, Fla. Stat.

**1.3.14 Development Agreement** – A Local Government Development Agreement, as defined in Section 163.3220 through 163.3243, Fla. Stat., or other enforceable agreement between the City and a Developer for the purpose of enforcing the provisions of the Concurrency Management Ordinance.

**1.3.15 Exempt** – The requirement for Concurrency Review shall not be applicable to Developments located within the TCEA portion of the City of Temple Terrace identified in Policy 3.2.9 of the Future Land Use Element, so long as impacts are mitigated using the procedures set forth in the City of Temple Terrace Comprehensive Plan.

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**1.3.16 *Level of Service (LOS)*** – An indicator of the extent or degree of service provided by, or proposed to be provided by a facility based on and related to the operational characteristics of the facility as established in the City’s Comprehensive Plan. Level of Service shall indicate the Capacity per unit of Demand for each public facility.

- (a) MTD LOS Standard – The adopted LOS standard for state, county, and municipal roadways located inside the MTD as specified in the City of Temple Terrace Comprehensive Plan.
- (b) Non-MTD LOS Standard – The adopted LOS standard for state and county roadways in the City of Temple Terrace as specified in the City of Temple Terrace Comprehensive Plan.

**1.3.17 *Maximum Service Volume*** – The maximum number of vehicles at which a roadway segment can function at the adopted Level of Service.

**1.3.18 *Multimodal Transportation District (MTD)*** – A specific area, as defined in the Comprehensive Plan, where secondary emphasis is placed on automobile mobility and primary emphasis is placed on providing a safe, comfortable, and attractive environment for pedestrians and bicyclists, with convenient access to reliable transit services.

**1.3.19 *Redevelopment Credit*** – When assessing the transportation impacts of proposed redevelopment, 110 percent of the actual transportation impact caused by the previously existing development must be reserved for the redevelopment, even if the previously existing development has a lesser or nonexistent impact pursuant to the calculations of the local government. Redevelopment requiring less than 110 percent of the previously existing capacity shall not be prohibited due to the reduction of transportation levels of service below the adopted standards. This does not preclude the appropriate assessment of fees or accounting for the impacts within the concurrency management system and capital improvements program.

**1.3.20 *Schedule of Capital Improvements*** – Concurrency facility improvements included in the Capital Improvements Element (CIE) of the Comprehensive Plan or the long-term Multimodal Transportation Improvements shown in Appendix A.

**1.3.21 *Temple Terrace Multimodal Transportation District (TTMTD)*** – Pursuant to the provisions of City of Temple Terrace Comprehensive Plan, the City of Temple Terrace is a Multimodal Transportation District, where secondary emphasis is placed upon automobile mobility and primary emphasis is placed on providing a safe, comfortable and attractive environment for pedestrians and bicyclists with convenient access to reliable transit services, thereby encouraging the use of multiple modes of transportation including golf carts and leading to a reduction in automobile use and vehicle miles traveled.

**1.3.22 *Transportation Concurrency*** – That the necessary transportation facilities and services to maintain the adopted LOS standards are available when the impacts of Development occur.

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**1.3.23 Vested** – A completed Development Order application that is paid in full, conforms to the provisions set forth in the City of Temple Terrace Land Development Code, and meets the intensity and density per the Comprehensive Plan Future Land Use Element (FLUE) and is consistent with the underlying zoning as of the effective date of the Multimodal Transportation Concurrency Management ordinance (also known as the Concurrency Management System); or, has been issued a Development Order by the City prior to the adoption of said ordinance.

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## **2.0 Transportation Concurrency Review Process**

### **2.1.0 Concurrency Review**

- (1) In order to satisfy Transportation Concurrency, all proposed Development, except that Development found to be Vested or Exempt under the provisions of the City of Temple Terrace Comprehensive Plan, shall undergo a Transportation Concurrency Review prior to issuance of a building and/or infrastructure permit.
- (2) The Concurrency Review shall determine if there is adequate available Capacity in each of the concurrent facilities to accommodate the impact of the proposed new Development, consistent with the City of Temple Terrace Comprehensive Plan.
- (3) The City shall maintain a Concurrency Management System (CMS) that consists of an inventory of facility Capacity and a Demand accounting database that reflects the current status of Transportation Concurrency facilities. Information contained in the database will be updated regularly to reflect newly approved Development and recent traffic counts.
- (4) Based on the results of the Concurrency Review, Public Works shall issue a Certificate of Concurrency, issue a conditional Certificate of Concurrency, or deny a Certificate of Concurrency.
- (5) The Applicant shall have the right to appeal denials of Certificates of Concurrency.

### **2.2.0 Initial Test for Concurrency**

- (1) A Transportation Concurrency application, including the Initial Test for Transportation Concurrency Worksheet (Appendix C), must be submitted concurrently with the application for final site plan or preliminary plat/subdivision plan approval or other Development order.
- (2) Public Works shall review the Initial Test for Transportation Concurrency Worksheet (Appendix C) prepared and submitted by the Applicant. Staff shall have ten (10) business days to review the Worksheet for completeness according to the following criteria.
  - (a) The Development is Exempt or Vested, (defined in Section 1.3.15 and 1.3.23);
  - (b) The Development is subject to a valid Certificate of Concurrency issued with a prior Development Order; or

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- (c) The impact to the link or links adjacent to the Development access point or points is less than 1% of the Maximum Service Volume at the adopted non-MTD LOS standard. In this instance, the impact shall be considered De Minimus except in instances where the roadway Capacity of existing plus committed trips would exceed 110% of the Maximum Service Volume at the adopted non-MTD LOS standard, or if the impact would cause a designated hurricane evacuation roadway to exceed its Maximum Service Volume at the adopted non-MTD LOS standard.

### **2.3.0 Formal Concurrency Review**

- (1) Once the Initial Test is complete and it has been determined that the Applicant shall undergo a formal Concurrency Review, the Applicant is required to submit the documents listed in Section 3.2.0 pursuant to the procedures set forth in Section 3.1.0.
- (2) Based on the results of the formal Concurrency Review, the Public Works Department shall issue a Certificate of Concurrency, issue a conditional Certificate of Concurrency, or deny a Certificate of Concurrency pursuant to Section 3.0. The Applicant shall have the right to appeal denials of Certificates of Concurrency pursuant to Section 5.1.0.
- (3) No final site plan, final plat or other Development Order can be approved by the Temple Terrace City Council or Subdivision Plan or Preliminary Plat can be approved by Public Works without a Certificate of Concurrency being issued, or a binding Transportation Fee Agreement.

### **2.4.0 Certificate of Concurrency**

- (1) A Certificate of Concurrency shall apply to a specified Development project, with a specified use, density, and intensity.
- (2) The issuance of a Certificate of Concurrency shall serve to reserve Capacity adequate to accommodate the proposed Development project for the term of the Certificate. The reservation of Capacity shall occur on a first-come, first-served basis.
- (3) A Certificate of Concurrency shall have a term equivalent to the term of the related Development Order or Transportation Fee Agreement, unless a different term is agreed to by the City and specified in a Development Agreement.
- (4) In order to be issued a Certificate of Concurrency, the Certificate of Concurrency application fees must be received by the City of Temple Terrace.

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- (5) Any fees paid to reserve Capacity that are not utilized upon expiration of a Certificate of Concurrency shall not be refunded unless otherwise specified in a Development Agreement. Any fees paid to reserve Capacity for a project that is unable to proceed due to the inability to secure subsequent Development Orders for the project or to reserve Capacity that is unused because of modifications required to the project as part of subsequent Development reviews, shall be refunded upon written request prior to the expiration of the Certificate.
  - (6) The issuance of a Certificate of Concurrency does not relieve an Applicant from complying with all other requirements necessary to obtain a Development Order and does not provide Vesting with the right to obtain subsequent Development Orders for the same project. A Certificate of Concurrency only certifies that the Development project, as specified, satisfies the Transportation Concurrency provisions of the City of Temple Terrace Comprehensive Plan.

### **2.5.0 Concurrency Review Committee**

The Concurrency Review Committee is a committee comprised of technical staff from City departments; and if required, agencies from Hillsborough County and the State of Florida responsible for the various transportation facilities in Temple Terrace. The function of the Concurrency Review Committee is to review pending Certificates of Concurrency, and to provide comments from their technical perspective. The City's Concurrency Review Committee may be comprised of staff from the City's Development Review Committee.

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### **3.0 Application Requirements**

#### **3.1.0 Application Procedure for Formal Transportation Concurrency Review**

- (1) Prior to submittal of an application for a final site plan, preliminary plat, subdivision plan, final plat or other Development Order, the Applicant shall schedule a pre-application conference to discuss Transportation Concurrency issues.
- (2) Concurrent with the submittal of an application for a final site plan, preliminary plat, subdivision plan, final plat or other Development Order, the Applicant shall submit an application for Transportation Concurrency Review as specified in Section 3.2.0.
- (3) The application for Transportation Concurrency Review shall be filed with the City of Temple Terrace Public Works Department.
- (4) The application for Transportation Concurrency Review shall be reviewed for completeness and either accepted, or returned within twenty (20) business days for corrections or request for additional information. The City will utilize transportation engineering consultants at part of the review.
- (5) The required application for Transportation Concurrency Review fee shall be due at the time of filing of the initial Concurrency application. If a formal Transportation Concurrency Review is necessary, any additional review fees will be borne by the Applicant.
- (6) All applications shall be logged as to the date accepted by City of Temple Terrace Staff.
- (7) An application for a Development Order with an application for Transportation Concurrency Review that seeks to utilize future Capacity that is unavailable at the time of application, have the option of being placed on a waiting list, in first-come, first-served order for future Capacity as it becomes available. Alternatively, Applicants can agree to pay a Mobility Fee for future Capacity, as outlined in Section 4.0.

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### 3.2.0 Application Data

- (1) The application shall, at a minimum, include the following information for the proposed new Development project:
  - (a) Location Map
  - (b) Site Plan
  - (c) Proposed Development parameters (land use, number of units, square feet).
  - (d) Planned or expected date of construction and occupancy.
  
- (2) The application shall also include a traffic analysis using the following criteria:
  - (a) Trip Generation: Estimated proposed Development trip generation shall be established through the use of the latest edition of the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*. Where available, equations shall be utilized to assess trip generation. For single office uses less than 25,000 square feet the average rate may be utilized to assess trip generation. The number of trips generated in the P.M. peak hour shall be assessed for concurrency review and management of the CMS. The Average Daily Traffic (ADT) generated shall be used in the Mobility Fee calculation inside the MTD. Alternately, trip generation figures can be based on data collected from related Development, if the data is sufficiently documented and is agreed upon by the City.
  - (b) Internal Capture and Pass-by Trips: If applicable, the percentage and the number of total trips internally captured and the percentage and number of pass-by trips shall be documented. Any credits for internal capture and pass-by should follow appropriate ITE and FDOT methodologies.
  - (c) Pursuant to Section 1.3.19, redevelopment projects requiring less than 110% of the previously existing Capacity shall not be prohibited due to the reduction of transportation below the adopted LOS standards. However, these projects will still be responsible for providing an analysis and payment of all application fees to the City of Temple Terrace. Additionally, these projects are required to undergo the Development Review process in order to receive City Development permits.
  - (d) Trip Distribution: Applicants may distribute generated trips manually or apply the latest version of the Tampa Bay Regional Planning Model (TBRPM). The Applicant shall provide the City with peak hour distribution diagrams of project traffic. These diagrams shall illustrate project trip distribution on the impacted roadway segments and intersections within the traffic impact area.

- (e) Traffic Impact Area: Project traffic shall be distributed to the roadway network and impacts shall be evaluated as follows:

Project Trips	Area of Impact
Less than 25 net new PM Peak Hour trips	One-Half mile, or to all roadway links where project trips are equal to or greater than 3% of the generalized Maximum Service Volume for the roadway at LOS D, whichever is greater.
25 - 100 net new PM Peak Hour trips	One mile, or to all roadway links where project trips are equal to or greater than 3% of the generalized Maximum Service Volume for the roadway at LOS D, whichever is greater.
More than 100 net new PM peak Hour trips	Two miles, or to all roadway links where project trips are equal to or greater than 3% of the generalized Maximum Service Volume for the roadway at LOS D, whichever is greater.

- (f) For Developments outside the MTD, the Applicant will still be subject to a Concurrency Review to ensure adequate Capacity on the roadways within the Area of Impact. Project impacts will be determined by the Applicant, using the methodologies outlined above. The methodology and project impacts will be reviewed and approved by the Public Works Department. A Certificate of Concurrency will be issued if capacity is available. If not, the application will be denied.

### 3.3.0 Application Procedure for Non-MTD Proportionate Share

- (1) Prior to submitting an application for a Transportation Fee Agreement outside the MTD, a pre-application meeting may be held to discuss eligibility, application submittal requirements, potential mitigation options, and related issues. If the

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impacted facility is on the Strategic Intermodal System (SIS), then the FDOT will be notified and invited to participate in the pre-application meeting.

- (2) The Public Works Department shall review the application and certify that the application is sufficient and complete within twenty (20) business days. If application is determined to be insufficient, incomplete or inconsistent with the general requirements of the Proportionate Share Program as indicated in Section 4.0, then the Applicant will be notified in writing of the reasons for such deficiencies within twenty (20) business days of submittal of the application. If such deficiencies are not remedied by the Applicant within thirty (30) days of return receipt of the written notification, then the application will be deemed abandoned. The City Council may, in its discretion, grant an extension of time not to exceed sixty (60) days to cure such deficiencies, provided that the Applicant has shown good cause for the extension and has taken reasonable steps to affect a cure.
- (3) Proposed Proportionate Share mitigation for Development impacts to facilities on the SIS requires the Concurrence of the FDOT. The Applicant shall submit evidence of an agreement between the Applicant and the FDOT for inclusion in the Transportation Fee Agreement.
- (4) When an application is deemed sufficient, complete, and eligible, the Applicant shall be advised in writing and a proposed Transportation Fee Agreement will be prepared by the City or the Applicant with direction from the City and delivered to the appropriate parties for review, including a copy to the FDOT for any proposed Proportionate Share mitigation on a SIS facility, no later than sixty (60) days from the date at which the Applicant received the notification of a sufficient application and no fewer than fourteen (14) days prior to the City Council meeting when the agreement will be considered.
- (5) The City shall notify the Applicant regarding the date of the City Council meeting when the agreement will be considered for final approval. No Transportation Fee Agreement will be effective until approved by the City Council.
- (6) The City shall maintain a consolidated list of all Transportation Fee Agreements and prepare a biennial report showing all currently valid agreements, agreement approvals and expiration dates, application names, impacted roadway segments and intersections, dollar amounts of improvements, fiscal year the funding of the improvement is anticipated to be used, and cross-references to the applicable transportation facility improvement in the Schedule of Capital Improvements.

### **3.4.0 Application Fees**

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Applicants who submit a transportation analysis for formal Concurrency Review by the City of Temple Terrace shall be required to pay an application review fee. The Transportation Concurrency application fee shall be as follows:

Formal Concurrency Review (Exclusive of Transportation Engineering Consultant Fees, if necessary): \$600

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## **4.0 Mobility Fee**

### **4.1.0 Mobility Fee Program**

Consistent with the Temple Terrace Comprehensive Plan the City has implemented a Transportation Concurrency and Mobility Fee Program based on projected Development and a financially feasible plan of long-range improvements through 2025.

The City Council finds that transportation Capacity is a commodity that has a value to both public and private sectors. The City Mobility Fee Program:

- (1) Provides a method by which the impacts of Development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors;
- (2) Allows developers to proceed under certain conditions, notwithstanding the failure of Transportation Concurrency, by contributing their portion of the cost of a transportation facility;
- (3) Contributes to the provision of adequate public facilities for future growth and promotes a strong commitment to comprehensive facilities planning, thereby reducing the potential for moratoria or unacceptable levels of traffic congestion;
- (4) Maximizes the use of public funds for adequate transportation facilities to serve future growth, and may, in certain circumstances, allow the City to expedite transportation improvements by supplementing funds currently allocated for transportation improvements in the CIE;
- (5) Is consistent with the City's established multimodal level of service standards, and supports policies in Objective 2.1 of the Mobility Element of the City of Temple Terrace Comprehensive Plan.

As such, the City establishes a Mobility Fee Assessment Program for all collector and arterial roadways, based on the expected costs and transportation benefits of programmed improvements, and the expected impacts of the proposed Development.

### **4.2.0 Applicability**

- (1) The Mobility Fee Program shall apply to all Developments in the Temple Terrace Multimodal Transportation District (TTMTD) regardless of their ability to satisfy Transportation Concurrency on a transportation facility in the City's Multimodal Transportation Concurrency Management System (CMS), except existing Developments of Regional Impacts (DRI) in the City or to Developments Exempted from Concurrency as provided in the City of Temple Terrace Comprehensive Plan. At the discretion of the City of Temple Terrace, the

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Mobility Fee Program may also apply to Developments outside the TTMTD if they are not able to satisfy Transportation Concurrency on a transportation facility in the City's Multimodal Transportation Concurrency Management System. Funds collected as part of the Program may be used for transportation improvement projects within the city limits, inside or outside the TTMTD boundary.

#### **4.3.0 General Requirements**

- (1) An Applicant may choose to satisfy the Transportation Concurrency requirements of the City by making a Mobility Fee or Proportionate Share contribution, pursuant to the following requirements:
  - (a) The proposed Development is consistent with the Comprehensive Plan and applicable Land Development Regulations; and
  - (b) The contribution is for a project listed in the five-year Schedule of Capital Improvements in the City of Temple Terrace CIE or the long-term Schedule of Capital Improvements that, upon completion, will satisfy the requirements of the City's multimodal transportation CMS. The provisions of subsection (2) below may apply if a project or projects needed to satisfy Concurrency are not presently contained within the local government CIE or an adopted long-term Schedule of Capital Improvements.
- (2) The City may choose to allow an Applicant to satisfy Transportation Concurrency through the Mobility Fee Program by contributing to an improvement that, upon completion, will satisfy the requirements of the City Multimodal Transportation CMS, but is not contained in the five-year Schedule of Capital Improvements in the CIE or the long-term Schedule of Capital Improvements outlined in Appendix A, where the following apply:
  - (a) The City adopts, by resolution or ordinance, a commitment to add the Improvement to the five-year Schedule of Capital Improvements in the CIE or the long-term Schedule of Capital Improvements shown in Appendix A no later than the next regularly scheduled update. To qualify for consideration under this section, the proposed improvement must be reviewed by the City Council, and is consistent with the comprehensive plan, and in compliance with the provisions of this ordinance.
  - (b) If the funds allocated for the five-year Schedule of Capital Improvements in the CIE are insufficient to fully fund construction of a transportation improvement required by the Concurrency Management System, the City may still enter into a binding Transportation Fee Agreement with the Applicant authorizing construction of that amount of Development on which the Mobility Fee is calculated if the amount in such agreement is sufficient to pay for one or more improvements which will, in the opinion of the

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governmental entity or entities maintaining the transportation facilities, significantly benefit the impacted transportation system. To qualify for consideration under this Section, the proposed improvements must be contained in a financially feasible five-year or long-term plan or program adopted by the City, Metropolitan Planning Organization (MPO), FDOT and/or a local or regional transit agency.

- (c) Proposed improvements not reflected in an adopted plan or improvement program, but that would significantly reduce access problems and increase mobility by addressing congestion or trips on a major transportation corridor, including but not limited to new or improved roads, service roads, bicycle and pedestrian facilities, improved network development and connectivity, transit facilities and/or operations, ridesharing programs and trip reduction measures, or a combination thereof, may be considered at the discretion of the City. The improvements funded by the Mobility Fee component must be adopted into the five-year Capital Improvements Schedule of the Comprehensive Plan at the next annual CIE update or be contained in the long term Schedule of Capital Improvements outlined in Appendix A.
- (3) If the proposed Development is not located within the TTMTD and there is not adequate available Capacity in the facilities, the developer may choose to delay the project until Capacity becomes available, mitigate for deficiencies in the facilities, or participate in the Mobility Fee Program.
- (4) Any improvement project proposed to meet the developer's share obligation must meet design standards of the City or County for locally maintained roadways and those of the FDOT for the state highway system.

#### **4.4.0 Intergovernmental Coordination**

Pursuant to the City of Temple Terrace Comprehensive Plan, as well as applicable policies in the Tampa Bay Regional Planning Council Strategic Regional Policy Plan (SRPP), the City shall coordinate with FDOT regarding mitigation to impacted state facilities.

#### **4.5.0 Determining Mobility Fee inside the MTD and Proportionate Share Obligation outside the MTD**

- (1) TTMTD Mobility Fee mitigation for Concurrency impacts may include, without limitation, separately or collectively, private funds, contributions of land, construction and contribution of facilities, and funding of transit or rideshare vehicles and/or operations, provided that the City determines that the proposed mitigation adequately addresses transportation Demands generated by the

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proposed Development by maintaining or achieving adopted LOS for within the TTMTD.

- (2) For proposed Development occurring outside the TTMTD boundary, Proportionate Share mitigation must maintain the adopted LOS for all roadways not included in the TTMTD boundary. Mitigation may include, but not limited to roadway improvements such as addition of turn lanes, travel lanes, installation of traffic signals, etc.
- (3) A Development shall not be required to pay more than its share. A Development's required Mobility Fee shall be calculated pursuant to this Section. A Development's required Proportionate Share Fee shall be calculated pursuant to Section 163.3180(5)(h), Fla. Stat.
- (4) Mitigation for Concurrency impacts may include, without limitation, separately or collectively, private funds, contributions of land, construction and contribution of facilities, and funding of transit or rideshare vehicles and/or operations, provided that the City determines that the proposed mitigation adequately addresses transportation Demands generated by the proposed Development, lying within TTMTD or outside the TTMTD boundary, by maintaining or achieving adopted LOS.

(a) Mobility Fee inside the TTMTD shall be calculated as follows:

$$\text{Mobility Fee inside TTMTD} = \frac{\text{[(Total Development Trips) / (Total TTMTD Trips)] X Cost}}{1}$$

Definitions for terms listed above.

Development Trips = The total number of net new trips, after accounting for internal capture and pass-by credits;

Total TTMTD Trips = The total number of net new project trips for the TTMTD in 2025 based upon a reasonable build-out analysis,

Cost = Adjusted cost of the needed mobility improvements within the TTMTD accounting for inflation, using the factors shown in Appendix B.

(b) Proportionate Share outside the TTMTD shall be calculated pursuant to Section 163.3180(5), Fla. Stat.

Definitions for terms listed above.

Cost of Improvement = Cost of construction, at the time of developer payment, of an improvement necessary to maintain the adopted

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LOS. Construction costs includes all improvement associated costs, including engineering design, right of way acquisition, planning, engineering, inspection, and other associated physical Development costs directly required and associated with the construction of the improvement, as determined by the government agency having maintenance authority over the roadway.

Project Trips = Trips from the stage or phase of the project under review that are assigned to a roadway segment and have triggered a deficiency based upon comparison to the adopted LOS.

Increase in Service Volume = The change in peak hour Maximum Service Volume of the roadway resulting from construction of the improvement necessary to maintain the adopted LOS.

- (5) For the purposes of determining Mobility Fee or Proportionate Share obligations, the City shall determine improvement costs based upon the information contained in Appendix A.
- (6) Mobility improvements shall include all roadway, bicycle, pedestrian, and transit improvements needed to ensure mobility as outlined in Appendix A. Costs shall include all improvements and associated costs, such as design, right-of-way acquisition, planning, engineering, inspection, stormwater facilities, turn lanes, traffic control devices, bicycle, pedestrian, and transit facilities, and physical development costs directly associated with construction. Costs will be calculated based on the anticipated cost in the year it will be incurred, consistent with inflation factors shown in Appendix B.
- (7) If the City has accepted an alternative improvement project proposed by the Applicant, then the value of the improvement shall be determined using one of the methods provided below:
  - (a) An analysis by the City of costs by cross-section type that incorporates data from recent projects and is updated annually and approved by the City Council or appropriate entity. In order to accommodate increases in construction material costs, projected improvement costs shall be adjusted by the inflation factors shown in Appendix B; or the average annual rate of increase in the Construction Cost Index over the three years preceding execution of the Transportation Fee Agreement; or
  - (b) The most recent issue of FDOT Transportation Costs, as adjusted based upon the type of cross-section (urban or rural); locally available data from recent projects on land acquisition, drainage, and utility costs; and significant changes in the cost of materials due to unforeseeable events. Cost estimates for state road improvements not included in the adopted FDOT Work Program

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shall be determined using this method in coordination with FDOT District Seven.

- (8) If the City has accepted right-of-way dedication for payment, credit for the dedication of the non-site related right-of-way shall be valued on the date of the dedication at 120% of the most recent assessed value by the Hillsborough County property appraiser or, at the option of the Applicant, by fair market value established by an independent appraisal approved by the City at no expense to the City. The Applicant shall supply a drawing and legal description of the land and a certificate of title or title search of the land to the City at no expense to the City. If the estimated value of the right-of-way dedication proposed by the Applicant is less than the City estimated total fee obligation for that Development, then the Applicant must also pay the difference. Prior to purchase or acquisition of any real estate or acceptance of donations of real estate intended to be used for the fee, public or private partners should contact the FDOT for essential information about compliance with federal law and regulations.

#### **4.6.0 Execution of Transportation Fee Agreement**

- (1) Upon execution of a Transportation Fee Agreement the Applicant shall receive a City Certificate of Concurrency approval. Should the Applicant fail to apply for a building permit within six (6) months or the timeframe provided in the execution of the Agreement, then the Agreement shall be considered null and void, and the Applicant shall be required to reapply.
- (2) Payment of the fee contribution is due in full prior to issuance of the infrastructure or building permit or as set forth in a Development Agreement or recording of the final plat and shall be nonrefundable.
- (3) Dedication of necessary right-of-way for facility improvements pursuant to a Transportation Fee Agreement must be completed prior to issuance of the infrastructure or building permit, recording of the final plat, or other final Development Order.
- (4) Any requested change to a Development project subsequent to a Development Order may be subject to additional fee obligations to the extent the change would generate additional traffic that would require mitigation.
- (5) Applicants may submit a letter to withdraw from the Transportation Fee Agreement at any time prior to the execution of the Agreement. The application fee and any associated advertising costs to the City will be nonrefundable.

#### **4.7.0 Appropriation of Mobility Fee or Proportionate Share Revenues**

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- (1) Revenues shall be placed in the appropriate project account for funding of scheduled improvements in the CIE, or as otherwise established in the terms of the Transportation Fee Agreement. Revenues may also be used as the 50% local match for funding under the FDOT Transportation Regional Incentive Program (TRIP).
  - (2) In the event a scheduled facility improvement is removed from the CIE or the Multimodal Transportation Improvement list contained in Appendix A, then the revenues collected for its construction may be applied toward the construction of another improvement within the TTMTD that would mitigate the impacts of the Development.
  - (3) Where an impacted regional facility has been designated as a regionally significant transportation facility in an adopted regional transportation plan as provided in Section 339.155, Fla. Stat., then the City may coordinate with other impacted jurisdictions and agencies to apply Mobility Fee or Proportionate Share contributions and public contributions to seek funding for improving the impacted regional facility under the FDOT Transportation Regional Incentive Program. Such coordination shall be ratified by the City through an interlocal agreement that establishes a procedure for earmarking of the developer contributions for this purpose.

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## **5.0 Miscellaneous Provisions**

### **5.1.0 Appeals**

Should an appeal be necessary, it shall be submitted, to the City Manager within ten (10) business days of the determination or decision being appealed. The City Manager shall: (a) affirm the decision; (b) remand the matter to the appropriate agency for further proceedings; or (c) reverse the decision within fifteen (15) business days of receipt of the appeal by the City.

Should a further appeal be necessary, it shall be submitted, to the City Clerk within thirty (30) business days of the determination of the City Manager. Appeals shall be heard by the Temple Terrace City Council on the earliest available agenda following the submittal of the written request to City Council. The Applicant also shall have the opportunity to present the reason for appeal and evidence in support of the appeal to the City Council. The Temple Terrace City Council shall: (a) affirm the decision of the City Manager; (b) remand the matter to the City Manager for further proceedings; or (c) reverse the decision. Decisions of the Temple Terrace City Council may be challenged in a court of competent jurisdiction in accordance with applicable law.

### **5.2.0 Development Agreements**

Development Agreements shall be developed, between the Applicant and the City Manager, based upon the individual needs of the Development and will be submitted to the City Council for final approval. These agreements may be, but are not required to be, defined as 163 Development Agreements as described in Section 163.3227, Fla. Stat.

## **Appendix A   Multimodal Transportation Improvements Summary**



**EXHIBIT "B" FIVE-YEAR CAPITAL IMPROVEMENT SCHEDULE OF PROJECTS FOR FY 2017-18 THROUGH FY 2021-22 AND 10 YEAR LONG-TERM IMPROVEMENTS FOR THE MULTI-MODAL TRANSPORTATION DISTRICT FOR 2018 - 2027 INTO THE SCHEDULE OF PROJECTS**

PROJECTS	Yrly Cost	Total Cost	Fund	Project	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	2023-2027
<b>Transit Network Projects (Temple Terrace Share of Capital Costs) [1]</b>										
*Transit Service on Busch Blvd, Fowler Ave, 56th St, and to USF and Fletcher Ave. (Routes 6 and 39, modified routes) - includes extended weekday & weekend hours for Route 6 with 15 Minute Frequency starting FY 18-19. Route 39 Sunday Service-30 Minute Frequency and transfer area changed & does not go to Netpark. HyperLINK services being added. Route 57 was eliminated and the demand-response circulator routes were merger to provide more efficient services [2, 3] A new Route 51X will provide service from Wesley Chapel to the Temple Terrace Park & Ride in AM, but not PM and then to downtown Tampa from Wesley Chapel both in AM and PM.	\$765,284	\$7,652,840	Ad valorem to HART		\$765,284	\$765,284	\$765,284	\$765,284	\$765,284	\$3,826,420
Capital Improvements for Expanded Cross County Route 33 (replaced MetroRapid East-West to Tampa International Airport) for 7 days a week (previously 5 days a week) with access to Tampa Telecom Park and Hidden River. (Temple Terrace Share-20% of \$28,010,130) [4]	\$1,400,507	\$6,102,026	Grants & other revenue		\$500,000	\$1,400,507	\$1,400,507	\$1,400,507	\$1,400,507	
Bus Rapid Transit (BRT) - New loop for Tampa and Temple Terrace (between Fletcher Ave and Busch Blvd/Temple Terrace Hwy) in the Tampa Innovation Alliance area	\$250,000	\$1,250,000	Mobility Fee							\$1,250,000
Bus Shelters (Pads & Benches @ \$5,000 ea. or Covered @ \$10,000 ea.) - Coordinate with HART	\$30,000	\$500,000	Mobility Fee		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
		\$7,652,840	Ad valorem		\$765,284	\$765,284	\$765,284	\$765,284	\$765,284	\$3,826,420
		\$1,750,000	Mobility Fee		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$1,500,000
		\$6,102,026	Grants & other revenue		\$500,000	\$1,400,507	\$1,400,507	\$1,400,507	\$1,400,507	\$0
		\$15,504,866	Total		\$1,315,284	\$2,215,791	\$2,215,791	\$2,215,791	\$2,215,791	\$5,326,420
<b>Street Connectivity Projects [6]</b>										

**FIVE-YEAR CAPITAL IMPROVEMENT SCHEDULE OF PROJECTS FOR FY 2017-18 THROUGH FY 2021-22 AND 10 YEAR LONG-TERM IMPROVEMENTS  
FOR THE MULTI-MODAL TRANSPORTATION DISTRICT FOR 2018 - 2027 INTO THE SCHEDULE OF PROJECTS**

<b>PROJECTS</b>	<b>Yrly Cost</b>	<b>Total Cost</b>	<b>Fund</b>	<b>Project</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>2023-2027</b>
Pavement Management Plan/Structural Resurfacing Projects: 130th, Bahamas, Brentwood, Cross, Fern Cliff, Glen Oaks, Grape Fern, Greenfld S, Inverness Ave, Midlothian, Oak Fern, Pinehurst, Rain Briar, Rainforest, Rainhollow, Rivherills S, Shadow, St Augustine, Sunningdale, Sunnyside; Aberdeen, Bellemeade Ave, Bellemeade Cr, Berwick, Courtney, Darwood, Donald, Dunedin Cr, East River, Inveness Ave, Joyce, Oak Ridge, Rachel, Redwood, Telecom N, West River; Bannockbrn, Ben Avon, Druid Hills, Glenarven N, Glenburnie, Kirkside, Mission Hills, Riverhills N, Whiteway; 113th, 52nd, 53rd, 54th, 55th, 98th, Beverly; Blane, Chilkoote, Holland, Lawnwood, Maple Hill, Oak Hill, Parade, Plaza, Seneca; 62nd, Crestover, Rolling View, San Jose		\$1,500,000	Gas tax	33-PMP	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000
Miscellaneous Pavement Marking/Signage		\$300,000	Gas tax	33-500	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$150,000
Sleepy Hollow Area (In addition to PMP projects)		\$400,000	Gas tax	33-722	\$200,000	\$200,000				
South of Bullard Pkwy Area-SE of N 56th St (In addition to PMP projects)		\$200,000	Gas tax	33-723	\$100,000	\$100,000				
Ridgedale Rd. Area (East of N. 56th St. between E. Fowler Ave. to E. Busch Blvd/Bullard Pkwy), multiple streets		\$700,000	Gas tax							\$700,000
Pavement Management Plan Update		\$30,000	Grants & other revenue		\$30,000					
Morris Bridge Rd (E. Fletcher Ave. to Davis Rd.) - Design of Multi-Modal Transportation Improvements (Bike lanes, sidewalks, & road improvements) (FPN 439532 - Phase 1 & 2)		\$927,430	Grants & other revenue		\$927,430					
Davis Rd extension - Preliminary Design & Review (PDE) (Harney Rd to Maislin Dr)		\$45,000	Grants & other revenue	305	\$45,000					
Davis Rd extension - Design / ROW Acquisition / Construction (Harney Rd to Maislin Dr) (Hillsborough County 50% match)		\$3,000,000	Grants & other revenue	306	\$150,000	\$1,500,000	\$1,350,000			
Davis Rd extension - Mastarm / Signal Geometric Improvements (Harney Rd to Maislin Dr) (FDOT \$1 million grant withdrawn by US DOT, therefore, city bond planned for these expenditures)		\$1,375,000	Grants & other revenue	307	\$125,000	\$1,250,000				
		\$3,100,000	Gas tax		\$480,000	\$480,000	\$180,000	\$180,000	\$180,000	\$1,600,000
		\$5,377,430	Grants & other revenue		\$1,277,430	\$2,750,000	\$1,350,000	\$0	\$0	\$0
		\$8,477,430	Total		\$1,757,430	\$3,230,000	\$1,530,000	\$180,000	\$180,000	\$1,600,000
<b>Sidewalks [7,8]</b>										

**FIVE-YEAR CAPITAL IMPROVEMENT SCHEDULE OF PROJECTS FOR FY 2017-18 THROUGH FY 2021-22 AND 10 YEAR LONG-TERM IMPROVEMENTS  
FOR THE MULTI-MODAL TRANSPORTATION DISTRICT FOR 2018 - 2027 INTO THE SCHEDULE OF PROJECTS**

<b>PROJECTS</b>	<b>Yrly Cost</b>	<b>Total Cost</b>	<b>Fund</b>	<b>Project</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>2023-2027</b>
Sidewalks, Ramps, Curbs-Multiple locations: N. 61st St., Liberty Ave. to E. 112th Ave.; N. 78th St., Harney Rd. to Temple Terrace Hwy.; E. 112th Ave., Liberty Ave. to N. 63rd St.; 112th Ave. (N. Side), Kewanee Dr. to Saginaw Dr.; Bannockburn Ave. (S.E. Side), Sleepy Hollow Ave. to Ben Avon Ave.; Bannockburn Ave. (S.E. Side), Sleepy Hollow to Riverhills Dr.; Bannockburn Ave (E. Side), N. Glen Arven Ave. to Ben Avon Ave.; Belle Terre Ave. (N. Side), Sunningdale Ave. to Ridgedale Rd.; Belle Meade Ave. (W. Side), W. River Dr. to E. River Dr.; E. River Dr. (N. Side), Belle Meade Ave. to Vanderbaker Rd.; Broxburn Ave. (both sides), W. River Dr. to Riverhills Park; E. Fletcher Ave., N. 52nd St. to Morris Bridge Rd., Gadsden Dr., Okeechobee Ct. to Renald Blvd.; Gillete Ave., E. Fowler Ave. to N. City Limits; N. Glen Arven Ave., Bannockburn Ave. to N. Riverhills Dr.; Montrose Ave. (W. Side), Bannockburn Ave. to Druid Hills Rd.; S. Riverhills Dr., S. Glen Arven Ave. to Vanderbaker Rd., S. Riverhills Dr. (N. Side), S. Glen Arven Ave. to Sunnyside Rd.; Saginaw Dr. (E. Side) E. 112th Ave. to E. 113th Ave.; Serena Dr., N. 52nd St. to N. 53rd St.; Sleepy Hollow Ave., N. Glen Arven Ave. to Bannockburn Ave.; St. Augustine Ave., Sunnyside Rd. to Pinehurst Ave.; Sunnyside Rd. (E. Side), S. Riverhills Dr. to Fern Cliff Ave.; Vanderbaker Rd., S. Riverhills Dr. to E. River Dr.; W. River Dr., Vanderaker Rd. to Broxburn Ave.		\$800,000	Gas tax	34-659 (303)	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$400,000
ADA Compliance / Transition Plan - Multiple locations (unspecified)		\$200,000	Gas tax	34-xxx (304)	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000
*N. 56 <sup>th</sup> St., E. Fowler Ave. to E. Fletcher Ave. (west side, including channelized drainage)		\$1,798,425	Gas tax							\$1,798,425
Serena Dr. (N. Side-550 lf) - Woodmont Charter School, N. 52nd St. to N. 53rd St. <sup>8</sup>		\$13,000	Mobility Fee							\$13,000
Morris Bridge Rd. (W. Side) at intersection of E. Fowler Ave. and Morris Bridge Rd. - 130 lf to connect to sidewalk along E. Fowler Ave. <sup>8</sup>		\$3,500	Mobility Fee							\$3,500
Morris Bridge Rd. (E. Side) from S. side of E. Fowler Ave. to bus shelter/E. City Limits on N. Side-550 lf <sup>8</sup>		\$15,000	Mobility Fee							\$15,000
E. 112 <sup>th</sup> Ave., N. 61 <sup>st</sup> St. to N. 63 <sup>rd</sup> St. <sup>7</sup>		\$17,715	Mobility Fee							\$17,715
		\$2,798,425	Gas tax		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$2,298,425
		\$49,215	Mobility Fee		\$0	\$0	\$0	\$0	\$0	\$49,215
		\$0	Grants & other revenue		\$0	\$0	\$0	\$0	\$0	\$0
		\$2,847,640	Total		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$2,347,640
<b>Pedestrian Enhancement Corridors</b>										
Grove Hill Rd., N. 56th St. to West City Limits		\$590,500	Grants & other revenue							\$590,500
		\$590,500	Grants & other revenue		\$0	\$0	\$0	\$0	\$0	\$590,500
<b>Pedestrian Crossings of Major Roads [9]</b>										

**FIVE-YEAR CAPITAL IMPROVEMENT SCHEDULE OF PROJECTS FOR FY 2017-18 THROUGH FY 2021-22 AND 10 YEAR LONG-TERM IMPROVEMENTS  
FOR THE MULTI-MODAL TRANSPORTATION DISTRICT FOR 2018 - 2027 INTO THE SCHEDULE OF PROJECTS**

PROJECTS	Yrly Cost	Total Cost	Fund	Project	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	2023-2027
*N. 56 <sup>th</sup> St./E. 113th Ave. intersection improvements		\$50,000	Gas tax							\$50,000
*N. 56 <sup>th</sup> St./E. 127 <sup>th</sup> Ave. Intersection & pedestrian signal		\$400,250	Gas tax							\$400,250
Grovehill Rd./N. 56th St. - Signal improvements at intersection		\$250,000	Mobility Fee	30-103						\$250,000
*E. Busch Blvd./Overlook Dr. - Traffic signal		\$300,000	Mobility Fee	30-005						\$300,000
		\$450,250	Gas tax		\$0	\$0	\$0	\$0	\$0	\$450,250
		\$550,000	Mobility Fee		\$0	\$0	\$0	\$0	\$0	\$550,000
		\$1,000,250	Total		\$0	\$0	\$0	\$0	\$0	\$1,000,250
<b>Multi-Use Trails [10,11]</b>										
Tampa Bypass Canal Trail - PD&E Study for the main trail (FPN 439482 - Phase 1)		\$751,000	Grants & other revenue				\$751,000			\$0
North-South Multi-Use Trail (E. Fowler Ave to 127th Ave along west side of Morris Bridge Rd)		\$600,000	Grants & other revenue							\$600,000
Tampa Bypass Canal Trail - Harney Rd to US 301 (extension to County's main trail)		\$1,000,000	Grants & other revenue							\$1,000,000
Shared-use path to connect Temple Terrace to USF (TECO and RR r.o.w., South of Fowler Ave and North of 113th Ave) to Park & Ride Lot by City Hall		\$1,500,000	Grants & other revenue							\$1,500,000
USF Trail along south side of E. Fletcher Ave., from N. 50th St. to south on Hollow Stump and then east along E. 127th Ave. to Morris Bridge Rd.		\$1,126,000	Grants & other revenue							\$1,126,000
Riverside Park Boardwalk-West Riverhills Preserve Trail Connector - Walking or paved trail connection - South side of Public Works Solid Waste Transfer Station at 910 & 915 Belle Meade Ave./W. River Dr. (Estimate-To be studied further)		\$200,000	Grants & other revenue							\$200,000
*Morris Bridge Rd. Multi-Use Trail connection, E. Fletcher Ave. to E. Fowler Ave., for Tampa ByPass Canal and USF Trails		\$1,400,000	Grants & other revenue							\$1,400,000
East-West Trail (Temple Heights extension), N. 56th St. to Ridgedale Rd		\$7,270	Mobility Fee							\$7,270
*North-South Trail (Ridgedale Rd. extension), E. 113 <sup>th</sup> Ave. to Terrace Walk shopping center		\$14,535	Mobility Fee							\$14,535
Riverside Park Boardwalk - Replace wood boardwalk on trail		\$200,000	CIT		\$200,000					\$0
		\$6,577,000	Grants & other revenue		\$0	\$0	\$0	\$0	\$0	\$5,826,000
		\$21,805	Gas tax		\$0	\$0	\$0	\$0	\$0	\$21,805
		\$200,000	CIT		\$200,000	\$0	\$0	\$0	\$0	\$0
		\$21,805	Mobility Fee		\$0	\$0	\$0	\$0	\$0	\$21,805
		\$6,820,610	Total		\$200,000	\$0	\$0	\$0	\$0	\$5,869,610
<b>On-Road Bicycle Facilities [12]</b>										
*Whiteway Dr Bikeway, Riverhills Dr to W City Limits		\$35,430	Mobility Fee							\$35,430

**FIVE-YEAR CAPITAL IMPROVEMENT SCHEDULE OF PROJECTS FOR FY 2017-18 THROUGH FY 2021-22 AND 10 YEAR LONG-TERM IMPROVEMENTS  
FOR THE MULTI-MODAL TRANSPORTATION DISTRICT FOR 2018 - 2027 INTO THE SCHEDULE OF PROJECTS**

<b>PROJECTS</b>	<b>Yrly Cost</b>	<b>Total Cost</b>	<b>Fund</b>	<b>Project</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>2023-2027</b>	
*Ridgedale Rd/Sunnyside Rd/Carolyn St Bikeway, S. Riverhills Dr to new N-S Trail (Ridgedale Rd extension)		\$64,955	Mobility Fee							\$64,955	
E. 131 <sup>st</sup> Ave. Bikeway, East of N. 56 <sup>th</sup> St. [13]		\$23,620	Mobility Fee							\$23,620	
Temple Heights Bikeway, N. 56 <sup>th</sup> St. to West City Limits		\$8,860	Mobility Fee							\$8,860	
*S. Riverhills Bikeway, Sunnyside Rd. to West City Limits		\$17,715	Mobility Fee							\$17,715	
Miscellaneous Bicycle Projects (Shared Road - Signage only)		\$26,000	Gas tax		\$5,000	\$2,000	\$5,000	\$2,000	\$2,000	\$10,000	
		\$150,580	Mobility Fee		\$0	\$0	\$0	\$0	\$0	\$150,580	
		\$26,000	Gas tax		\$5,000	\$2,000	\$5,000	\$2,000	\$2,000	\$10,000	
		\$176,580	Total		\$5,000	\$2,000	\$5,000	\$2,000	\$2,000	\$160,580	
<b>Complete Streets: Enhance/Modify Existing Roads to Accommodate Other Modes of Transportation (Sidewalks, bike lanes, golf carts, buses, multi-use trails, landscaping &amp; irrigation, etc.)</b>											
Complete Streets design - Bullard Prkwy / Temple Terrace Hwy between Glen Arven Ave. and N. 78th St. - Florida College		\$750,000	Mobility Fee							\$750,000	
Complete Streets design - Bullard Pkwy/Temple Terrace Hwy, N. 56th St. to Morris Bridge Rd. (excludes section between Glen Arven Ave. and N. 78th St. - Florida College)		\$750,000	Mobility Fee							\$750,000	
		\$1,500,000	Mobility Fee		\$0	\$0	\$0	\$0	\$0	\$1,500,000	
<b>TOTAL COSTS BY FUND SOURCE</b>					<b>TOTALS</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>2023-2027</b>
Ad valorem (HART) (100% mass transit)		\$7,652,840			\$765,284	\$765,284	\$765,284	\$765,284	\$765,284	\$765,284	\$3,826,420
Gas tax		\$6,396,480			\$585,000	\$582,000	\$285,000	\$282,000	\$282,000	\$282,000	\$4,380,480
Mobility Fee		\$2,521,600			\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$2,271,600
Grants & other revenues		\$12,922,636			\$700,000	\$1,400,507	\$1,400,507	\$1,400,507	\$1,400,507	\$1,400,507	\$5,869,610
Community Investment Tax (CIT)		\$200,000			\$200,000	\$0	\$0	\$0	\$0	\$0	\$0
<b>GRAND TOTAL (ALL FUND SOURCES)</b>		<b>\$29,693,556</b>			<b>\$2,300,284</b>	<b>\$2,797,791</b>	<b>\$2,500,791</b>	<b>\$2,497,791</b>	<b>\$2,497,791</b>	<b>\$2,497,791</b>	<b>\$16,348,110</b>

**FIVE-YEAR CAPITAL IMPROVEMENT SCHEDULE OF PROJECTS FOR FY 2017-18 THROUGH FY 2021-22 AND 10 YEAR LONG-TERM IMPROVEMENTS  
FOR THE MULTI-MODAL TRANSPORTATION DISTRICT FOR 2018 - 2027 INTO THE SCHEDULE OF PROJECTS**

<b>PROJECTS</b>	<b>Yrly Cost</b>	<b>Total Cost</b>	<b>Fund</b>	<b>Project</b>	<b>FY 17-18</b>	<b>FY 18-19</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>2023-2027</b>
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**NOTES:**

\* Required to achieve and maintain multimodal Level of Service standards.

[1] Transit improvements will be coordinated with HART.

[2] Ad valorem revenues to HART from assessed property in Temple Terrace FY18. This cost includes existing and proposed expansion of bus services, as of October 8, 2017.

[3] Assumes 14 hours/ day, six days/ week service; hourly rate, adjusted to include vehicle cost, is per April 2007 low bid to operate seven HARTflex demand-response circulator routes including the proposed Route 503–Temple Terrace. Effective October 8, 2017, the prior demand-response circulator routes have been merged for more efficient routes.

[4] HART presentation dated May 17, 2012, assumes \$26.7 million for Route 33 / East-West Corridor BRT (formerly MetroRapid); cost update in 2017 is \$28,010,130 and \$2,500,000 initial cost, and then prorated at 20% for Temple Terrace only.

[5] Skipped Footnote 5.

[6] Costs of new and extended roads, years 6-15, estimated using FDOT District 7 2007 cost per linear foot for 2-lane or 4-lane urban arterials; cost includes sidewalk.

[7] Sidewalk costs, years 6-10, estimated using FDOT District 7, 2007 cost per linear foot for 5' wide sidewalk, one side of street unless otherwise noted or estimated per Preliminary Cost Estimate and Design Recommendations memorandum for 56th ST, except Fowler/Morris Bridge Rd intersection.

[8] Sidewalk costs, estimated on June 6, 2016 based on a cost of \$4.50 per sq ft for 5' wide sidewalk, one side of street unless otherwise noted in project description.

[9] Costs of Pedestrian Crossings of Major Roads, years 6-15, estimated per Preliminary Cost Estimate and Design Recommendations memorandum, except Fowler/ Morris Bridge Rd intersection.

[10] All costs of multi-use trail bridges, years 6-15, estimated per Preliminary Cost Estimate and Design Recommendations memorandum.

[11] Costs of multi-use trails, years 6-15, estimated using FDOT District 7 2007 cost per linear foot for 12' wide trail, not including right-of-way.

[12] Costs of on-road bicycle facilities, years 6-15, estimated at \$30,000 per mile; cost includes pavement striping and stenciling, signage on route and to route, to be located within existing right-of-way.

[13] Contingent on agreement with Hillsborough County.

**Calculating a Mobility Fee Contribution (Temple Terrace Multi-Modal Transportation District)**

Total Cost of Multimodal Long-Term Improvement Program	\$29,693,556
Vehicle Trips Generated in Temple Terrace TAZ's, 2025	225,208
Multimodal Cost Per Trip (Daily Trips)	\$132

**Fair Share of Existing Development**

Vehicle Trips Generated in Temple Terrace TAZ's, 2015*	206,483
Total Cost of Trips Generated By Existing Development	\$27,224,687
Total Cost of Trips Generated By New Development	\$2,468,869

**Sample Temple Terrace Mobility Fees compared with New Hillsborough County Mobility Fees \*\*****Sample Calculation for New Single Family Residential Development**

Proposal: 100 single family units (ITE 210)

Net new external daily vehicle trips	952
Net new external daily person trips (using 1.10 auto occupancy factor)	1,047
Temple Terrace Mobility Fee - \$1,381 per unit (100% full cost)	\$138,073

Hillsborough County Mobility Fee - \$2,577 per unit (40% full cost)	\$257,680
Hillsborough County Mobility Fee - \$3,221 per unit (50% full cost)	\$322,100
Hillsborough County Mobility Fee - \$3,865 per unit (60% full cost)	\$386,520
Hillsborough County Mobility Fee - \$4,509 per unit (70% full cost)	\$450,940
Hillsborough County Mobility Fee - \$5,154 per unit (80% full cost)	\$515,360
Hillsborough County Mobility Fee - \$5,798 per unit (90% full cost)	\$579,780
Hillsborough County Mobility Fee - \$6,422 per unit (100% full cost)	\$644,200

**Sample Calculation for Multi-Family Residential Development**

Proposal: 300 apartments (ITE 220)

Net new external daily vehicle trips	1,995
Net new external daily person trips (using 1.10 auto occupancy factor)	2,195
Temple Terrace Mobility Fee - \$964 per unit (100% full cost)	\$289,344

Hillsborough County Mobility Fee - \$1,669 per unit (40% full cost)	\$500,760
Hillsborough County Mobility Fee - \$2,087 per unit (50% full cost)	\$625,950
Hillsborough County Mobility Fee - \$2,504 per unit (60% full cost)	\$751,140
Hillsborough County Mobility Fee - \$2,921 per unit (70% full cost)	\$876,330
Hillsborough County Mobility Fee - \$3,338 per unit (80% full cost)	\$1,001,520
Hillsborough County Mobility Fee - \$3,756 per unit (90% full cost)	\$1,126,710
Hillsborough County Mobility Fee - \$4,173 per unit (100% full cost)	\$1,251,900

**Sample Calculation for New Office Development**

Proposal: 50,000 s.f. office building (ITE 710)

Net new external daily vehicle trips	552
Net new external daily person trips (using 1.10 auto occupancy factor)	607
Temple Terrace Mobility Fee - \$1,601 per 1,000 sq ft (100% full cost)	\$80,059

Hillsborough County Mobility Fee - \$3,633 per 1,000 sq ft (40% full cost)	\$181,660
Hillsborough County Mobility Fee - \$4,542 per sq ft (50% full cost)	\$227,075
Hillsborough County Mobility Fee - \$5,450 per sq ft (60% full cost)	\$272,490
Hillsborough County Mobility Fee - \$6,358 per sq ft (70% full cost)	\$317,905
Hillsborough County Mobility Fee - \$7,266 per sq ft (80% full cost)	\$363,320
Hillsborough County Mobility Fee - \$8,175 per sq ft (90% full cost)	\$408,735
Hillsborough County Mobility Fee - \$9,083 per 1,000 sq ft (100% full cost)	\$454,150

### Calculating a Mobility Fee Contribution (Temple Terrace Multi-Modal Transportation District)

Total Cost of Multimodal Long-Term Improvement Program	\$29,693,556
Vehicle Trips Generated in Temple Terrace TAZ's, 2025	225,208
Multimodal Cost Per Trip (Daily Trips)	\$132

### Fair Share of Existing Development

Vehicle Trips Generated in Temple Terrace TAZ's, 2015*	206,483
Total Cost of Trips Generated By Existing Development	\$27,224,687
Total Cost of Trips Generated By New Development	\$2,468,869

### Sample Calculation for New Shopping Center Development

Proposal: 75,000 s.f. shopping center (ITE 820)	
Net new external daily vehicle trips (34% retail pass-by reduction)	2,114
Net new external daily person trips (using 1.10 auto occupancy factor)	2,325
Temple Terrace Mobility Fee - \$4,088 per 1,000 sq ft (100% full cost)	\$306,603

Hillsborough County Mobility Fee - \$4,097 per 1,000 sq ft (40% full cost)	\$307,260
Hillsborough County Mobility Fee - \$5,121 per sq ft (50% full cost)	\$384,075
Hillsborough County Mobility Fee - \$6,145 per sq ft (60% full cost)	\$460,890
Hillsborough County Mobility Fee - \$7,169 per sq ft (70% full cost)	\$537,705
Hillsborough County Mobility Fee - \$8,194 per sq ft (80% full cost)	\$614,520
Hillsborough County Mobility Fee - \$9,218 per sq ft (90% full cost)	\$691,335
Hillsborough County Mobility Fee - \$10,242 per 1,000 sq ft (100% full cost)	\$768,150

### Sample Calculation for New High Turnover Restaurant Development

Proposal: 5,000 s.f. high turnover restaurant (ITE 932)	
Net new external daily vehicle trips (43% retail pass-by reduction)	362
Net new external daily person trips (using 1.10 auto occupancy factor)	398
Temple Terrace Mobility Fee - \$10,500 per 1,000 sq ft (100% full cost)	\$52,502

Hillsborough County Mobility Fee - \$4,097 per 1,000 sq ft (40% full cost)	\$63,762
Hillsborough County Mobility Fee - \$5,121 per sq ft (50% full cost)	\$79,703
Hillsborough County Mobility Fee - \$6,145 per sq ft (60% full cost)	\$95,643
Hillsborough County Mobility Fee - \$7,169 per sq ft (70% full cost)	\$111,584
Hillsborough County Mobility Fee - \$8,194 per sq ft (80% full cost)	\$127,524
Hillsborough County Mobility Fee - \$9,218 per sq ft (90% full cost)	\$143,465
Hillsborough County Mobility Fee - \$10,242 per 1,000 sq ft (100% full cost)	\$159,405

### Sample Calculation for New Mixed-Use Development

Proposal: 250 apartments (ITE 220), 150 room hotel (ITE 310), 50,000 s.f. retail (ITE 820)	
Net new external daily vehicle trips (10% internal capture & 34% retail pass-by reduction)	5,023
Net new external daily person trips (using 1.10 auto occupancy factor)	5,525
Temple Terrace Mobility Fee - \$1,619 mixed use cost per unit/hotel room/1,000 sq ft retail (100% full cost) ***	\$728,508

Hillsborough County Mobility Fee - \$1,651 mixed use cost per unit/hotel room/1,000 sq ft retail (40% full cost) ***	\$743,058
Hillsborough County Mobility Fee - \$2,064 mixed use cost per unit/hotel room/1,000 sq ft retail (50% full cost) ***	\$928,823
Hillsborough County Mobility Fee - \$2,477 mixed use cost per unit/hotel room/1,000 sq ft retail (60% full cost) ***	\$1,114,587
Hillsborough County Mobility Fee - \$2,890 mixed use cost per unit/hotel room/1,000 sq ft retail (70% full cost) ***	\$1,300,352
Hillsborough County Mobility Fee - \$3,302 mixed use cost per unit/hotel room/1,000 sq ft retail (80% full cost) ***	\$1,486,116
Hillsborough County Mobility Fee - \$3,715 mixed use cost per unit/hotel room/1,000 sq ft retail (90% full cost) ***	\$1,671,881
Hillsborough County Mobility Fee - \$4,128 mixed use cost per unit/hotel room/1,000 sq ft retail (100% full cost) ***	\$1,857,645

### NOTES:

\* Estimated using a 2016 update of the 2015 adopted Tampa Bay Regional Planning Model. 2015 trips estimated based on the assumption of constant growth on average from 2010 to 2030.

\*\* Mobility Fee estimates may vary due to rounding

\*\*\* Mixed use mobility fee estimate was based on the total number of trips for all uses and the actual fee may vary due to assumptions made in the calculations for each project.

Projects within the Mobility Fee Exemption Area (MFEA) [f/k/a Transportation Concurrency Exception Area (TCEA)], which consists of the Downtown Overlay District and Downtown Community Redevelopment Plan Overlay, are exempt from paying the mobility fee as an economic development incentive in these areas.

**Appendix B FDOT Inflation Factor Table**



## Inflation Factors

This “*Transportation Costs*” report is one of a series of reports issued by the Office of Policy Planning. It provides information on inflation factors and other indices that may be used to adjust project costs.

Please note that the methodology for Inflationary adjustments relating to specific transportation projects should be addressed with the district office where the project will be located. For general use or non-specific areas, the general guidelines provided herein may be used for inflationary adjustments.

### Construction Cost Inflation Factors

The table below includes the inflation factors and present day cost (PDC) multipliers that are applied to the Department's Work Program for highway construction costs expressed in Fiscal Year 2012 dollars.

Fiscal Year	Inflation Factor	PDC Multiplier
2012	Base	1.000
2013	3.3%	1.033
2014	3.3%	1.067
2015	3.3%	1.102
2016	3.3%	1.139
2017	3.3%	1.176
2018	3.3%	1.215
2019	3.3%	1.255
2020	3.3%	1.297
2021	3.3%	1.339
2022	3.3%	1.384

Source: Office of Financial Development,  
(Fiscal Year 2012 is July 1, 2011 to June 30, 2012)

### Other Transportation Cost Inflation Factors

Other indices may be used to adjust project costs for other transportation modes or non construction costs. Examples are as follows:

The Consumer Price Index (CPI, also retail price index) is a weighted average of prices of a specified set of products and services purchased by wage earners in urban areas. Restated, it is a price index which tracks the prices of a specified set of consumer products and services, providing a measure of inflation. The CPI is a fixed quantity price index and a reasonable cost-of-living index.

The Employment Cost Index (ECI) is based on the National Compensation Survey. It measures quarterly changes in compensation costs, which include wages, salaries, and other employer costs for civilian workers (nonfarm private industry and state and local government).

The Producer Price Index for Highways and Streets (PPI) is maintained annually by the U.S. Department of Commerce's Bureau of Economic Analysis (BEA). It is part of the National Income Product Accounts Table. Unfortunately, the U.S. Department of Labor's Bureau of Labor Statistics (BLS) has recently discontinued the monthly series, Producer Price Index for Highway and Street Construction. Although a new monthly series, Producer Price Index for Other Non-residential Construction, is now available from BLS, we recommend the BEA's PPI as a record of cost escalation in highway construction costs since 1997.

#### **Advisory Inflation Factors For Previous Years**

Another "*Transportation Costs*" report is available covering highway construction cost inflation for previous years. "*Advisory Inflation Factors For Previous Years (1987-2011)*" provides Present Day Cost (PDC) multipliers that enable project cost estimates from previous years to be updated to FY 2011. For the table and text providing this information, please go to <http://www.dot.state.fl.us/planning/policy/costs/RetroCostInflation.pdf>.

## **Appendix C    Concurrency Applications**

**CERTIFICATE OF TRANSPORTATION CONCURRENCY**  
**CITY OF TEMPLE TERRACE, FLORIDA**

This application for a Determination of Concurrency for the project known as:

Project Name: \_\_\_\_\_

Location: \_\_\_\_\_

Project Reference #: \_\_\_\_\_

Date of Issuance of Development Order: \_\_\_\_\_

has been reviewed by City staff and it has been determined that adequate transportation infrastructure is either in place or programmed in accordance with the City of Temple Terrace Comprehensive Plan.

Expiration of Concurrency Certificate:

This Certificate shall expire twelve (12) months from the date of approval for a final site plan, preliminary plat, subdivision plan, or six (6) months from final plat approval if not recorded with the Clerk to the Circuit Court. For a Planned Development (PD) or Development of Regional Impact (DRI), this Certificate shall remain effective for a period as agreed upon and recorded in the Development Order or Development agreement.

For the above stated project, this Certificate of Concurrency shall expire on:

\_\_\_\_\_

\_\_\_\_\_  
Public Works Director

\_\_\_\_\_  
Date

**INITIAL TEST FOR TRANSPORTATION CONCURRENCY  
WORKSHEET**

Worksheet Prepared by: \_\_\_\_\_ Phone: \_\_\_\_\_ Date: \_\_\_\_\_

Project Name: \_\_\_\_\_

Project Address: \_\_\_\_\_

Impacted Roadway Segment: \_\_\_\_\_  
(Based on City of Temple Terrace CMS Tracking Spreadsheet)

Impacted Roadway Segment Maximum Service Volume for the Adopted Level of Service Standard (P.M. peak-hour two-way): \_\_\_\_\_  
(Based on City of Temple Terrace CMS Tracking Spreadsheet)

Project Description: \_\_\_\_\_  
(Include proposed use / site- specific Development program)

Is the project Exempt as specified in Section 2.2.0 of the *City of Temple Terrace Traffic Circulation and Multimodal Transportation Concurrency Policy and Procedures Manual*?      YES      NO

**(Proceed to next page)**

## TRIP GENERATION

Source: Latest edition of ITE *Trip Generation Handbook* or data collected from related Development may be acceptable if sufficiently documented and approved by the City. Trips shall be generated as PM peak-hour two-way and Average Daily Traffic (ADT).

ITE Land Use: \_\_\_\_\_ ITE Code: \_\_\_\_\_ Page#: \_\_\_\_\_

<b>PM Peak Hour</b>	<b>ADT</b>
Trip Rate _____[A] (average rate, fitted equation, or related Development data)	Trip Rate _____[A] (average rate, fitted equation, or related Development data)
Unit of Measure _____[B] (dwelling units, rooms, square feet, etc.)	Unit of Measure _____[B] (dwelling units, rooms, square feet, etc.)
No. of Trips Generated (A*B) _____[C]	No. of Trips Generated (A*B) _____[C]
Internal Capture Rate Percentage (if applicable): _____[D]	Internal Capture Rate Percentage (if applicable): _____[D]
Internal Trips (C*D) _____[E]	Internal Trips (C*D) _____[E]
Adjusted External Trip Generation (C-E) _____[F]	Adjusted External Trip Generation (C-E) _____[F]
Pass-by Trip Percentage (if applicable): _____[G]	Pass-by Trip Percentage (if applicable): _____[G]
Pass-by Trips (F*G) _____[H]	Pass-by Trips (F*G) _____[H]
Adjusted Net External Trip Generation (F-H) _____[I]	Adjusted Net External Trip Generation (F-H) _____[I]
Net External Trips Generated on existing site (if applicable) _____[J]	Net External Trips Generated on existing site (if applicable) _____[J]
110% Redevelopment Trip Credit (J*1.10) _____[K]	110% Redevelopment Trip Credit (J*1.10) _____[K]
New Net External Trips (I-K) _____[L]	New Net External Trips (I-K) _____[L]

\*For existing sites, calculate [J] by repeating steps A-I.

If necessary, attach additional sheets to document trip generation for more than one land use.

Is the number of new trips shown in [L] greater than 1% of the non-TTMTD Maximum Service Volume on the adjacent link(s)? If YES, a formal Concurrency Review, as outlined in Section 3.0 of the *City of Temple Terrace Traffic Circulation and Multimodal Transportation Concurrency Policy and Procedures Manual*, is required.

**STAFF USE ONLY**

Project Reference #: \_\_\_\_\_

Review Due Date (10 business days from submittal): \_\_\_\_\_

Are proposed total trips greater than 110% of the Service Volume?    YES    NO

Is the impacted roadway segment on a designated hurricane evacuation route?    YES    NO

\_\_\_\_ No further review needed; issue Concurrency Certificate and record De Minimus impacts.

\_\_\_\_ Formal Concurrency Review required.

Is the Development inside the TTMTD?    YES    NO

If YES, Mobility Fee (New Net External Vehicle Trips for ADT [L] \* TTMTD Per Trip Fee) = \_\_\_\_\_

If NO, Estimated # of Person Trips (New Net External Vehicle Trips for PM [L]\*1.10) = \_\_\_\_\_

Use proportionate share per Section 4.5.b \_\_\_\_\_

Per Trip Fee is calculated using data from Appendix A and inflation factors (Appendix B)

Reviewed by: \_\_\_\_\_ Date: \_\_\_\_\_

Comments: \_\_\_\_\_

## **Appendix D Concurrency Management System (CMS) Information**



## City of Temple Terrace Concurrency Management System - Roadway Segment Data

Segment Number	Road	Segment	Number of Lanes	LOS Area Type	Facility Type	Functional Classification	Signals Per Mile	FDOT Count Station	Count Year	AADT	"K" Factor	"D" Factor	Non MMTD LOS Standard	Non-MMTD Peak Hr Two Way Maximum Service Volume	MMTD LOS Standard	MMTD Peak Hr Two-Way Maximum Service Vol	Existing Peak Hour Two-Way Traffic	Total Committed Trips	Existing + Committed	Non-MMTD Peak Hr Available Capacity	Non-MMTD Peak Hour V/C Ratio	MMTD Peak Hr Available Capacity	MMTD Peak Hour V/C Ratio	Test Project Peak Hour Two-Way Trips	Test Project Peak Hour Two-Way Trips
<a href="#">Add New Project</a>																									
<b>SR 583 (56th St)</b>																									
	SR 583 (56th St)	E Fowler Ave to Whiteway Dr	4	Urbanized	Divided	Arterial	2.00	5230	2007	39,500	9.52%	56.79%	D	3,110	E	3,270	3,760	0	3,760	(650)	120.91%	(490)	115.00%		
	SR 583 (56th St)	Whiteway Dr to Druid Hills Rd	4	Urbanized	Divided	Arterial	0.00	5230	2007	39,500	9.52%	56.79%	D	3,390	E	3,390	3,760	0	3,760	(370)	110.93%	(370)	110.93%		
	SR 583 (56th St)	Druid Hills Rd to Temple Heights Rd	4	Urbanized	Divided	Arterial	4.00	5230	2007	39,500	9.52%	56.79%	D	3,110	E	3,270	3,760	0	3,760	(650)	120.91%	(490)	115.00%		
	SR 583 (56th St)	Temple Heights Rd to Busch/Bullard Pkwy	4	Urbanized	Divided	Arterial	2.00	5230	2007	39,500	9.52%	56.79%	D	3,110	E	3,270	3,760	0	3,760	(650)	120.91%	(490)	115.00%		
	SR 583 (56th St)	Busch Blvd/Bullard Pkwy to the Southern City Limits	4	Urbanized	Divided	Arterial	1.89	5239	2007	48,000	9.52%	56.79%	D	3,390	E	3,390	4,570	0	4,570	(1,180)	134.80%	(1,180)	134.80%		
<b>SR 582 (E Fowler Ave)</b>																									
	SR 582 (E Fowler Ave)	N 52nd St to N 56th St	6	Urbanized	Divided	Arterial	4.76	5204	2007	66,500	9.52%	56.79%	D	4,240	E	4,690	6,331	0	6,331	(2,091)	149.31%	(1,641)	134.99%		
	SR 582 (E Fowler Ave)	N 56th St to Gillette Ave	6	Urbanized	Divided	Arterial	1.96	118	2007	58,500	9.52%	56.79%	D	5,080	E	5,080	5,569	0	5,569	(489)	109.63%	(489)	109.63%		
	SR 582 (E Fowler Ave)	Gillette Ave to N Riverhills Dr	6	Urbanized	Divided	Arterial	3.92	118	2007	58,500	9.52%	56.79%	D	4,680	E	4,920	5,569	0	5,569	(889)	119.00%	(649)	113.20%		
	SR 582 (E Fowler Ave)	N Riverhills Dr to the Eastern City Limits	6	Urbanized	Divided	Arterial	1.37	118	2007	58,500	9.52%	56.79%	D	5,080	E	5,080	5,569	0	5,569	(489)	109.63%	(489)	109.63%		
<b>SR 580 (Busch Blvd)</b>																									
	SR 580 (Busch Blvd)	N 52nd St to SR 583 (N 56th St)	6	Urbanized	Divided	Arterial	3.45	5226	2007	42,000	9.52%	56.79%	D	4,680	E	4,920	3,998	0	3,998	682	85.44%	922	81.27%		
<b>Bullard Parkway</b>																									
	Bullard Parkway	N 56th St to the Hillsborough River	4	Urbanized	Divided	Arterial	1.40	NA	2007	26,109	9.52%	56.79%	D	3,390	E	3,390	2,486	0	2,486	904	73.32%	904	73.32%		
<b>Temple Terrace Highway</b>																									
	Temple Terrace Highway	Hillsborough River to N 78th St	4	Urbanized	Divided	Arterial	2.40	NA	2007	26,109	9.52%	56.79%	D	3,110	E	3,270	2,486	0	2,486	624	79.92%	784	76.01%		
	Temple Terrace Highway	N 78th St to the Eastern City Limits (Morris Bridge Rd)	4	Urbanized	Divided	Arterial	1.94	NA	2007	26,109	9.52%	56.79%	D	3,390	E	3,390	2,486	0	2,486	904	73.32%	904	73.32%		
<b>56th Street</b>																									
	56th Street	E Fletcher Ave to E Fowler Ave	4	Urbanized	Divided	Arterial	1.00	NA	2007	26,611	9.52%	56.79%	D	3,390	E	3,390	2,533	0	2,533	857	74.73%	857	74.73%		
<b>E Fletcher Ave</b>																									
	E Fletcher Ave	N 52nd St to N 56th St	4	Urbanized	Divided	Arterial	4.50	NA	2007	46,616	9.52%	56.79%	D	3,110	E	3,270	4,438	0	4,438	(1,328)	142.70%	(1,168)	135.71%		
	E Fletcher Ave	N 56th St to Telcom Pkwy/Lettuce Lake Park	4	Urbanized	Divided	Arterial	0.00	NA	2007	39,429	9.52%	56.79%	D	3,390	E	3,390	3,754	0	3,754	(364)	110.73%	(364)	110.73%		
	E Fletcher Ave	Telcom Pkwy /Lettuce Lake Park to Eastern City Limits	4	Urbanized	Divided	Arterial	2.85	NA	2007	39,429	9.52%	56.79%	D	3,110	E	3,270	3,754	0	3,754	(644)	120.70%	(484)	114.79%		
<b>Harney Road</b>																									
	Harney Road	Temple Terrace Highway to the Southern City Limits	2	Urbanized	Undivided	Collector	NA	NA	2007	13,016	9.52%	56.79%	D	1,390	E	1,480	1,239	0	1,239	151	89.15%	241	83.72%		
<b>Morris Bridge Road</b>																									
	Morris Bridge Road	E Fowler Ave to Temple Terrace Highway	2	Urbanized	Undivided	Collector	NA	NA	2007	2,982	9.52%	56.79%	D	1,390	E	1,480	284	0	284	1,106	20.42%	1,196	19.18%		
<b>Druid Hills Road</b>																									
	Druid Hills/Serena	N 52nd St to N 56th St	2	Urbanized	Undivided	Collector	NA						D	1,390	E	1,480	0	0	0	1,390	0.00%	1,480	0.00%		
	Druid Hills Road	N 56th St to Ridgedale Ave	2	Urbanized	Undivided	Collector	NA						D	950	E	1,200	0	0	0	950	0.00%	1,200	0.00%		
	Druid Hills Road	N Ridgedale Ave to Gillette Ave	2	Urbanized	Undivided	Collector	NA						D	950	E	1,200	0	0	0	950	0.00%	1,200	0.00%		
	Druid Hills Road	Gillette Ave to N Riverhills Dr	2	Urbanized	Undivided	Collector	NA						D	950	E	1,200	0	0	0	950	0.00%	1,200	0.00%		
<b>N Ridgedale Ave</b>																									
	N Ridgedale Ave	Druid Hills Rd to Bullard Pkwy	2	Urbanized	Undivided	Collector	NA						D	1,390	E	1,480	0	0	0	1,390	0.00%	1,480	0.00%		
<b>Gillette Ave</b>																									
	Gillette Ave	E Fowler Ave to E Whiteway Dr	2	Urbanized	Undivided	Collector	NA						D	1,390	E	1,480	0	0	0	1,390	0.00%	1,480	0.00%		
	Gillette Ave	E Whiteway Dr to Druid Hills Rd	2	Urbanized	Undivided	Collector	NA						D	950	E	1,200	0	0	0	950	0.00%	1,200	0.00%		
<b>E Whiteway Dr</b>																									
	E Whiteway Dr	N 52nd St to N 56th St	2	Urbanized	Undivided	Collector	NA						D	1,390	E	1,480	0	0	0	1,390	0.00%	1,480	0.00%		
	E Whiteway Dr	N 56th St to Gillette Ave	2	Urbanized	Undivided	Collector	NA						D	1,390	E	1,480	0	0	0	1,390	0.00%	1,480	0.00%		
	E Whiteway Dr	Gillette Ave to N Riverhills Dr	2	Urbanized	Undivided	Collector	NA						D	1,390	E	1,480	0	0	0	1,390	0.00%	1,480	0.00%		
<b>N Riverhills Dr</b>																									
	N Riverhills Dr	E Fowler Ave to Druid Hills Rd	2	Urbanized	Undivided	Collector	NA						D	950	E	1,200	0	0	0	950	0.00%	1,200	0.00%		
<b>Davis Rd</b>																									
	Davis Road	Harney Road to Temple Terrace Highway	2	Urbanized	Undivided	Collector	NA						D	1,390	E	1,480	0	0	0	1,390	0.00%	1,480	0.00%		
	Davis Road	Temple Terrace Highway to Morris Bridge Road	2	Urbanized	Undivided	Collector	NA						D	1,390	E	1,480	0	0	0	1,390	0.00%	1,480	0.00%		

**City of Temple Terrace Concurrency Management System - Capacity Analysis**

Segment #	Road	Segment	Non-MMTD Status	MMTD Status	Non-MMTD MSV	MMTD MSV	Traffic Volume	Committed Trips	Non-MMTD Available Capacity	MMTD Available Capacity	Non-MMTD V/C Ratio	MMTD V/C Ratio
0	SR 583 (56th St)	E Fowler Ave to Whiteway Dr	Deficient	Deficient	3,110	3,270	39,500	0	(650)	(490)	120.91%	115.00%
0	SR 583 (56th St)	Whiteway Dr to Druid Hills Rd	Deficient	Deficient	3,390	3,390	39,500	0	(370)	(370)	110.93%	110.93%
0	SR 583 (56th St)	Druid Hills Rd to Temple Heights Rd	Deficient	Deficient	3,110	3,270	39,500	0	(650)	(490)	120.91%	115.00%
0	SR 583 (56th St)	Temple Heights Rd to Busch/Bullard Pkwy	Deficient	Deficient	3,110	3,270	39,500	0	(650)	(490)	120.91%	115.00%
0	SR 583 (56th St)	Busch Blvd/Bullard Pkwy to the Southern City Limits	Deficient	Deficient	3,390	3,390	48,000	0	(1,180)	(1,180)	134.80%	134.80%
0	SR 582 (E Fowler Ave)	N 52nd St to N 56th St	Deficient	Deficient	4,240	4,690	66,500	0	(2,091)	(1,641)	149.31%	134.99%
0	SR 582 (E Fowler Ave)	N 56th St to Gillette Ave	Deficient	Deficient	5,080	5,080	58,500	0	(489)	(489)	109.63%	109.63%
0	SR 582 (E Fowler Ave)	Gillette Ave to N Riverhills Dr	Deficient	Deficient	4,680	4,920	58,500	0	(889)	(649)	119.00%	113.20%
0	SR 582 (E Fowler Ave)	N Riverhills Dr to the Eastern City Limits	Deficient	Deficient	5,080	5,080	58,500	0	(489)	(489)	109.63%	109.63%
0	SR 580 (Busch Blvd)	N 52nd St to SR 583 (N 56th St)	OK	OK	4,680	4,920	42,000	0	682	922	85.44%	81.27%
0	Bullard Parkway	N 56th St to the Hillsborough River	OK	OK	3,390	3,390	26,109	0	904	904	73.32%	73.32%
0	Temple Terrace Highway	Hillsborough River to N 78th St	OK	OK	3,110	3,270	26,109	0	624	784	79.92%	76.01%
0	Temple Terrace Highway	N 78th St to the Eastern City Limits (Morris Bridge Rd)	OK	OK	3,390	3,390	26,109	0	904	904	73.32%	73.32%
0	56th Street	E Fletcher Ave to E Fowler Ave	OK	OK	3,390	3,390	26,611	0	857	857	74.73%	74.73%
0	E Fletcher Ave	N 52nd St to N 56th St	Deficient	Deficient	3,110	3,270	46,616	0	(1,328)	(1,168)	142.70%	135.71%
0	E Fletcher Ave	N 56th St to Telcom Pkwy/Lettuce Lake Park	Deficient	Deficient	3,390	3,390	39,429	0	(364)	(364)	110.73%	110.73%
0	E Fletcher Ave	Telcom Pkwy /Lettuce Lake Park to Eastern City Limits	Deficient	Deficient	3,110	3,270	39,429	0	(644)	(484)	120.70%	114.79%
0	Harney Road	Temple Terrace Highway to the Southern City Limits	OK	OK	1,390	1,480	13,016	0	151	241	89.15%	83.72%
0	Morris Bridge Road	E Fowler Ave to Temple Terrace Highway	OK	OK	1,390	1,480	2,982	0	1,106	1,196	20.42%	19.18%
0	Druid Hills/Serena	N 52nd St to N 56th St	OK	OK	1,390	1,480	0	0	1,390	1,480	0.00%	0.00%
0	Druid Hills Road	N 56th St to Ridgedale Ave	OK	OK	950	1,200	0	0	950	1,200	0.00%	0.00%
0	Druid Hills Road	N Ridgedale Ave to Gillette Ave	OK	OK	950	1,200	0	0	950	1,200	0.00%	0.00%
0	Druid Hills Road	Gillette Ave to N Riverhills Dr	OK	OK	950	1,200	0	0	950	1,200	0.00%	0.00%
0	N Ridgedale Ave	Druid Hills Rd to Bullard Pkwy	OK	OK	1,390	1,480	0	0	1,390	1,480	0.00%	0.00%
0	Gillette Ave	E Fowler Ave to E Whiteway Dr	OK	OK	1,390	1,480	0	0	1,390	1,480	0.00%	0.00%
0	Gillette Ave	E Whiteway Dr to Druid Hills Rd	OK	OK	950	1,200	0	0	950	1,200	0.00%	0.00%
0	E Whiteway Dr	N 52nd St to N 56th St	OK	OK	1,390	1,480	0	0	1,390	1,480	0.00%	0.00%
0	E Whiteway Dr	N 56th St to Gillette Ave	OK	OK	1,390	1,480	0	0	1,390	1,480	0.00%	0.00%
0	E Whiteway Dr	Gillette Ave to N Riverhills Dr	OK	OK	1,390	1,480	0	0	1,390	1,480	0.00%	0.00%
0	N Riverhills Dr	E Fowler Ave to Druid Hills Rd	OK	OK	950	1,200	0	0	950	1,200	0.00%	0.00%
0	Davis Road	Harney Road to Temple Terrace Highway	OK	OK	1,390	1,480	0	0	1,390	1,480	0.00%	0.00%
0	Davis Road	Temple Terrace Highway to Morris Bridge Road	OK	OK	1,390	1,480	0	0	1,390	1,480	0.00%	0.00%

**Appendix E Multimodal Transportation Concurrency Ordinance**

**ORDINANCE NO. 1341**

**AN ORDINANCE OF THE CITY OF TEMPLE TERRACE, FLORIDA, AMENDING CHAPTER 12, ARTICLE X, DIVISION 3, TEMPLE TERRACE CODE OF ORDINANCES, MULTIMODAL TRANSPORTATION CONCURRENCY MANAGEMENT, TO REMOVE AND REPLACE ALL OBSOLETE REFERENCES TO A PROPORTIONATE FAIR-SHARE TRANSPORTATION MITIGATION FORMULA WITH THE TERM "MOBILITY FEE" INSIDE THE CITY'S MULTIMODAL TRANSPORTATION DISTRICT, BY AMENDING THE FOLLOWING SECTIONS: SECTION 12-1150(a), MULTIMODAL TRANSPORTATION CONCURRENCY POLICY, AND SECTION 12-1153, PROPORTIONATE FAIR-SHARE PROGRAM AS SET FORTH HEREIN; PROVIDING A SEVERABILITY CLAUSE, EFFECTIVE DATE, AUTHORITY TO CODIFY AND REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH.**

**WHEREAS**, after due consideration, the Mayor and City Council of the City of Temple Terrace, Florida, have determined that revisions to the City's Land Development Code in Chapter 12, Article X, Division 3, relative to multimodal transportation concurrency management, are necessary to be consistent with the recently updated comprehensive plan; and

**WHEREAS**, two public hearings were held by the Mayor and City Council on May 7, 2013, and May 21, 2013, following the giving of notice as required by law; and

**WHEREAS**, said amendments to the Code were referred to the Hillsborough County City-County Planning Commission for review and recommendation, and the written recommendation for approval of said Commission was submitted to the City Council,

**NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF TEMPLE TERRACE, FLORIDA:**

**Section 1.** Chapter 12, Article X, Division 3, Temple Terrace Code of Ordinances, is hereby amended to remove and replace all obsolete references to a proportionate fair-share transportation mitigation formula with the term "mobility fee" inside the Temple Terrace Multimodal Transportation District (TTMTD) by amending the following sections to provide as follows (verbiage to be deleted is shown as stricken through with new verbiage underlined):

**Sec. 12-1150. – Multimodal transportation concurrency policy.**

(a) Where the comprehensive plan supports mixed-use, infill or revitalization at urban densities, and expanding roadway capacity to serve this development is inconsistent with community goals, the city has established the Temple Terrace Multimodal Transportation District (TTMTD) for the purpose of maintaining transportation concurrency. The boundaries of the Temple Terrace Multimodal Transportation District (TTMTD) are as designated in the city comprehensive plan and approved by the state, and as subsequently amended and approved. The provisions for ~~proportionate fair-share~~ mobility fee mitigation inside the TTMTD shall apply to development proposals submitted for development or phase of development after the effective date of the mobility element of the city comprehensive plan.

**Sec. 12-1153. – ~~Proportionate fair share~~ Mobility fee program.**

Consistent with the city comprehensive plan, the city shall implement a ~~proportionate fair share~~ mobility fee program, based on projected development and a financially feasible plan of long-range improvements through 2025.

(Code 2001, § 25.950.5)

**Section 2.** If any part of this ordinance is declared invalid by a court of competent jurisdiction, such part or parts shall be severable, and the remaining part or parts hereof shall continue to be in full force and effect.

**Section 3.** This ordinance shall take effect immediately upon its passage, approval, and being posted or published as required by law.

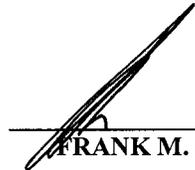
**Section 4.** The provisions of this ordinance shall become and be made a part of the Temple Terrace Code, and the sections of this ordinance may be renumbered to accomplish this end.

**Section 5.** All ordinances or parts of ordinances not specifically in conflict herewith are hereby continued in full force and effect, but all ordinances or parts of ordinances in conflict herewith are hereby repealed.

PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TEMPLE TERRACE, FLORIDA, THIS 21<sup>st</sup> DAY OF May, 2013.

APPROVED BY THE MAYOR THIS 21<sup>st</sup> DAY OF May, 2013.

(CORPORATE SEAL)

  
FRANK M. CHILLURA, MAYOR

ATTEST:

  
JEANNIE BARLOW  
INTERIM CITY CLERK

4/10/13

ORDINANCE NO. 1244

AN ORDINANCE OF THE CITY OF TEMPLE TERRACE, FLORIDA, AMENDING CHAPTER 25, ARTICLE VI, DEVELOPMENT ORDERS, OF THE TEMPLE TERRACE CODE OF ORDINANCES TO ADOPT MULTIMODAL TRANSPORTATION CONCURRENCY MANAGEMENT, INCLUDING STANDARDS AND REQUIREMENTS FOR MULTIMODAL TRANSPORTATION FACILITIES NECESSARY TO IMPLEMENT THE PLAN PROVISIONS, AS REQUIRED BY STATE LAW, AS FOLLOWS: AMENDING SECTION 25.605, PRELIMINARY PLAT REVIEW, BY ENACTING A NEW SUBSECTION 25.605(c)(5) RELATING TO SUBMISSION OF TRANSPORTATION CONCURRENCY APPLICATIONS; AMENDING SECTION 25.610, FINAL PLAT REVIEW, BY ENACTING A NEW SUBSECTION 25.610(h)(6), AND RENUMBERING THE BALANCE OF THAT SECTION, RELATING TO DOCUMENTATION REQUIRED; AMENDING SECTION 25.630, GENERAL SITE DEVELOPMENT PLANS, BY REPEALING SUBSECTION 25.630(c) IN ITS ENTIRETY, AND ENACTING NEW SUBSECTIONS 25.630(c) AND 25.630(d), RELATING TO COMPLIANCE REGARDING CONCURRENCY; AMENDING SUBSECTION 25.635, PRELIMINARY SITE PLANS, BY ENACTING A NEW SUBSECTION 25.635(a)(21) AND RENUMBERING THE BALANCE OF THAT SECTION; AND AMENDING SECTION 25.640, FINAL SITE PLANS, BY ENACTING A NEW SUBSECTION 25.640(a)(13) AND RENUMBERING THE BALANCE OF THAT SECTION, RELATING TO DOCUMENTATION REQUIRED ON FINAL SITE PLANS; FURTHER, AMENDING CHAPTER 25, ARTICLE IX, LEVEL OF SERVICE MAINTENANCE REQUIREMENTS, OF THE TEMPLE TERRACE CODE OF ORDINANCES TO ADOPT TRANSPORTATION CONCURRENCY MANAGEMENT AND PROPORTIONATE FAIR-SHARE MITIGATION REQUIREMENTS AS FOLLOWS: AMENDING SECTION 25.905, VESTED DEVELOPMENT AND DEVELOPMENT ORDERS, BY REPEALING SUBSECTION 25.905(a) IN ITS ENTIRETY, AND ENACTING A NEW SUBSECTION 25.905(a), RELATING TO CONDITIONS UNDER WHICH DEVELOPMENT PERMITS ARE EXEMPT FROM CONCURRENCY REQUIREMENTS; AMENDING SUBSECTION 25.905(d) TO CORRECT A SCRIVENER'S ERROR RELATIVE TO THE FLORIDA STATUTES; AMENDING SUBSECTION 25.910, FACILITY CAPACITY RESERVATION PERIODS, BY REPEALING SUBSECTION 25.910(d) IN ITS ENTIRETY, AND ENACTING A NEW SUBSECTION 25.910(d), RELATING TO EXTENSIONS; AMENDING SUBSECTION 25.915, MINIMUM REQUIREMENTS FOR CONCURRENCY, BY REPEALING SUBSECTIONS 25.915(b)(3) AND 25.915(b)(4) IN THEIR ENTIRETY, AND ENACTING NEW SUBSECTIONS 25.915(b)(3) AND 25.915(b)(4), RELATING TO TRAFFIC CIRCULATION AND TRANSPORTATION CONCURRENCY AND PUBLIC SCHOOL FACILITIES; REPEALING SECTION 25.920, IN ITS ENTIRETY, RELATING TO RESPONSIBILITY FOR IMPLEMENTATION, AND ENACTING A NEW SECTION 25.920; BY AMENDING THE FIRST PARAGRAPH OF SECTION 25.925, IMPLEMENTATION AND MONITORING, RELATING TO REVIEW PROCEDURES, TO INCLUDE TRANSPORTATION FACILITIES; AMENDING SECTION 25.930, SPECIFIC GUIDELINES FOR CONCURRENCY MANAGEMENT, BY REPEALING SECTION 25.930 IN ITS ENTIRETY, AND ENACTING A NEW SECTION 25.930; AMENDING SECTION 25.935, LEVEL OF SERVICE REPORTING, BY ENACTING A NEW SUBSECTION 25.935(d), RELATING TO LEVEL OF SERVICE REPORTING FOR TRANSPORTATION FACILITIES; AND BY ENACTING A NEW SECTION 25.950, MULTIMODAL TRANSPORTATION CONCURRENCY MANAGEMENT, TO IMPLEMENT PROVISIONS OF THE COMPREHENSIVE PLAN RELATING TO TRANSPORTATION FACILITIES; PROVIDING A SEVERABILITY CLAUSE, EFFECTIVE DATE, AUTHORITY TO CODIFY AND REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH.

1/21/09; 1/23/09; 2/12/09

**WHEREAS**, the Mayor and City Council of the City of Temple Terrace, Florida (the “Council”) have determined that in order to protect the public health, safety, and general welfare of citizens in Temple Terrace, it is necessary to create a City-wide multimodal transportation district, herewith known as the Temple Terrace Multimodal Transportation District (TTMTD), whose boundaries are as designated in the City of Temple Terrace Comprehensive Plan and approved by the State of Florida, and as subsequently amended and approved; the provisions for proportionate fair-share mitigation inside the TTMTD shall apply to development proposals submitted for development or phase of development after the effective date of the Mobility Element of the Temple Terrace Comprehensive Plan; and

**WHEREAS**, the City has adopted Multimodal Transportation District Amendments to its Comprehensive Plan in order to establish a uniform, City-wide multimodal transportation district; and

**WHEREAS**, the creation of the TTMTD provides an additional means for the City to address future transportation needs and development impacts using a broad variety of non-roadway alternative mobility options; it provides for the transitioning and sunsetting the City’s Downtown Transportation Concurrency Exception Area (TCEA) within seven (7) years of adoption or December 31, 2015, whichever comes sooner; and it creates Levels of Service (LOS) standards for non-roadway mobility options and provides for creating a multimodal network of capital improvements in the City; and

**WHEREAS**, the Mayor and City Council of the City of Temple Terrace have determined that this Ordinance is necessary to implement the changes adopted in the Comprehensive Plan with the creation of the City-wide multimodal transportation district, by amending the City’s Land Development Code to include the standards and requirements for multimodal transportation facilities necessary to implement the plan provisions for a multimodal transportation district, as required under State law, address the Level of Service standards, the review process and a procedures manual, and provisions for a proportionate fair-share program; and

**WHEREAS**, the City is required to adopt Multimodal Transportation District Concurrency Land Development Regulations consistent with the Temple Terrace Multimodal Transportation District Amendments to the Comprehensive Plan; and

**WHEREAS**, the Hillsborough County City-County Planning Commission has reviewed this Ordinance and has determined that it is consistent with the Comprehensive Plan, including the Transportation Facilities Element; and

**NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF TEMPLE TERRACE, FLORIDA:**

**Section 1.** Chapter 25, Article VI, Development Orders, Temple Terrace Code of Ordinances, is hereby amended by enacting a new Subsection 25.605(c)(5), that shall provide as follows:

**Section 25.605 PRELIMINARY PLAT REVIEW.**

(c) The preliminary plat review process shall be initiated upon submittal to the Department of the following:

- (5) A Transportation Concurrency Application shall be submitted to the City in conjunction with the preliminary plat and reviewed and evaluated for accordance with Section 25.950, Multimodal Transportation Concurrency Management, and accompanying Traffic Circulation and Multimodal Transportation Concurrency Management Policies and Procedures Manual, in effect on the date review takes place.

1/21/09; 1/23/09; 2/12/09

**Section 2.** Chapter 25, Article VI, Development Orders, Temple Terrace Code of Ordinances, is hereby amended by enacting a new Subsection 25.610(h)(6) and renumbering the balance of that section to provide as follows:

**Section 25.610 FINAL PLAT REVIEW.**

- (h) Documentation. The following documentation shall accompany the final plat:
- (6) Pursuant to Section 25.950, a certificate of transportation concurrency or a conditional certificate of transportation concurrency issued by the City of Temple Terrace.
  - (7) Any existing or proposed private restrictions and trusteeships and their periods of existence shall be filed as a separate instrument and reference to such instrument shall be noted on the final plat.
  - (8) After a final plat has been approved, three (3) prints of as-built drawings showing the improvements that have been constructed according to the approved subdivision construction plans, and a copy of the financial guarantee for completion of required improvements shall be filed with the City Engineer before said plat shall be recorded. The subdivider shall be responsible for paying the recording fee.
  - (9) Upon recording by the Clerk of the Circuit Court, the subdivider shall furnish the City one reproducible Mylar and two blue line prints of the recorded plat.

**Section 3.** Chapter 25, Article VI, Development Orders, Temple Terrace Code of Ordinances, is hereby amended by repealing Subsection 25.630(c) in its entirety, and enacting new Subsections 25.630(c) and (d) that shall provide as follows:

**Section 25.630 GENERAL SITE DEVELOPMENT PLANS.**

(c) In no event shall a site plan be approved that does not comply with Section 25.905, Vested Development and Development Orders, or Section 25.940, Concurrency Management – Public Schools Facilities, regarding concurrency.

(d) In no event shall a site plan be approved that does not comply with Section 25.905, Vested Development and Development Orders, or Section 25.950, Multimodal Transportation Concurrency Management, and accompanying Traffic Circulation and Multimodal Concurrency Management Policies and Procedures Manual, in effect on the date review takes place.

**Section 4.** Chapter 25, Article VI, Development Orders, Temple Terrace Code of Ordinances, is hereby amended by enacting a new Subsection 25.635(a)(21) and renumbering the balance of that section to provide as follows:

**Section 25.635 PRELIMINARY SITE PLANS.**

(a) A preliminary site development plan and eleven (11) copies shall be filed, along with the appropriate City review fees, with the Department. The preliminary site development plan shall be a dated, scaled plan (1" = 20'), on one or more sheets, 24" x 36" in size, depicting the proposed construction/development as it is to be situated on the zoning lot or tract of land and shall include all of the following information:

- (21) A Transportation Concurrency Application shall be submitted to the City in conjunction with the preliminary site plan and reviewed and evaluated for accordance with Section 25.950, Multimodal Transportation Concurrency Management, and accompanying Traffic Circulation and Multimodal Transportation Concurrency Management Policies and Procedures Manual, in effect on the date review takes place.
- (22) Such other information as the City Council or City staff may require to effectuate the intent and purposes of this Chapter.

**Section 5.** Chapter 25, Article VI, Development Orders, Temple Terrace Code of Ordinances, is hereby amended by enacting a new Subsection 25.640(a)(13) and renumbering the balance of that section to provide as follows:

**Section 25.640 FINAL SITE PLANS.**

(a) After the City Council’s preliminary site plan review or receipt of the applicant’s written waiver of such review, the applicant shall submit to the Department, eleven (11) copies of the final site development plan, which shall include all of the following information, together with an ownership and encumbrance report evidencing the ownership of the entire parcel to be developed:

- (13) Pursuant to Section 25.950, a certificate of transportation concurrency or a conditional certificate of transportation concurrency issued by the Public Works Department.
- (14) Such other information as the City Council or City staff may require to effectuate the intent and purposes of this Chapter.

**Section 6.** Chapter 25, Article IX, Level of Service Maintenance Requirements, Temple Terrace Code of Ordinances, Section 25.905, Vested Development and Development Orders, is hereby amended by repealing Subsection 25.905(a) in its entirety, and enacting a new Subsection 25.905(a), to provide for transportation concurrency requirements as follows:

**Section 25.905 VESTED DEVELOPMENT AND DEVELOPMENT ORDERS.**

- (a) Purpose and intent.

This Section outlines the conditions under which the issuance of development permits is exempt from the concurrency requirements and monitoring requirements of this Article except Public School Concurrency and Transportation Concurrency in the Temple Terrace Multimodal Transportation District. All residential developments that require a final subdivision plat or final site plan approval are subject to review under Section 25.940 regarding Public School Concurrency. Development orders in the Temple Terrace Multimodal Transportation District shall be issued by the City of Temple Terrace and evaluated for conformance with Section 25.950, Multimodal Transportation Concurrency Management, and accompanying Traffic Circulation and Multimodal Transportation Concurrency Management Policies and Procedures Manual, in effect on the date review takes place.

**Section 7.** Chapter 25, Article IX, Level of Service Maintenance Requirements, Temple Terrace Code of Ordinances, Section 25.905, Vested Development and Development Orders, is hereby amended by amending Subsection 25.905(d) to correct a scrivener’s error relative to the Florida Statutes, as follows:

- (d) Developments of regional impact.

1/21/09; 1/23/09; 2/12/09

Developments of regional impact and development orders issued pursuant to Chapter 380, Florida Statutes, which were approved prior to February 1, 1990, are exempt from the provisions of this Article to the extent provided for in Section 163.3167(8), Florida Statutes.

**Section 8.** Chapter 25, Article IX, Level of Service Maintenance Requirements, Temple Terrace Code of Ordinances, is hereby amended by amending Section 25.910, Facility Capacity Reservation Periods, by repealing Subsection 25.910(d), in its entirety, and enacting a new Subsection 25.910(d), to provide as follows:

**Section 25.910 FACILITY CAPACITY RESERVATION PERIODS.**

(d) Extensions.

The City Manager may grant one extension, not to exceed six (6) months, for each development permit due to the complexity or magnitude of a particular development activity or as a result of acts of nature or other reasonable circumstances. Extensions related to Public Schools Facilities shall be governed by Section 25.940, Specific Guidelines for Concurrency Management - Public Schools Facilities. Extensions to development orders related to Transportation Concurrency in the Temple Terrace Multimodal Transportation District shall be issued by the City of Temple Terrace and evaluated for accordance with Section 25.950, Multimodal Transportation Concurrency Management, and accompanying Traffic Circulation and Multimodal Transportation Concurrency Management Policies and Procedures Manual, in effect on the date review takes place.

**Section 9.** Chapter 25, Article IX, Level of Service Maintenance Requirements, Temple Terrace Code of Ordinances, is hereby amended by amending Section 25.915, Minimum Requirements for Concurrency, by repealing Subsections 25.915(b)(3) and 25.915(b)(4), in their entirety, and enacting new Subsections 25.915(b)(3) and 25.915(b)(4) to provide as follows:

**Section 25.915 MINIMUM REQUIREMENTS FOR CONCURRENCY.**

(b) Conditions for concurrency.

(3) Traffic circulation (City limits) and Transportation Concurrency in the Temple Terrace Multimodal Transportation District.

a. Compliance with Section 25.915(b)(1) a. through d. or Section 25.915(b)(2) b. of this Article.

(4) Public Schools Facilities.

a. Compliance with Section 25.940, Concurrency Management - Public Schools Facilities, and the Public Schools Facilities Element and Capital Improvement Element as contained in the City of Temple Terrace Comprehensive Plan.  
(Ord. No. 1227, 5-20-08)

**Section 10.** Chapter 25, Article IX, Level of Service Maintenance Requirements, Temple Terrace Code of Ordinances, is hereby amended by repealing Section 25.920, Responsibility for Implementation, in its entirety, and enacting a new Section 25.920, to provide as follows:

**Section 25.920 RESPONSIBILITY FOR IMPLEMENTATION.**

(a) Coordinating Department.

1/21/09; 1/23/09; 2/12/09

The Department of Community Development shall coordinate the implementation and measurement of level of service standards, except that the Public Schools Facilities will be implemented and measured based on Section 25.940, Concurrency Management - Public Schools Facilities, and Transportation Concurrency in the Temple Terrace Multimodal Transportation District - Development orders shall be issued by the

City of Temple Terrace and evaluated for accordance with Section 25.950, Multimodal Transportation Concurrency Management, and accompanying Traffic Circulation and Multimodal Transportation Concurrency Management Policies and Procedures Manual, in effect on the date review takes place, and by November 1 of each year shall provide the applicable department with the following information:

- (1) City Limits and the reserve area current population estimates and projections for a five-year period;
  - (2) Building permit activity for the previous three years and three-year projections;
  - (3) Additional statistical information the lead department/division may reasonably request. *(Ord. No. 1227, 5-20-08)*
- (b) Applicable departments

The following department/division will be responsible for the individual monitoring and reporting schedules outlined in this Chapter:

<u>Applicable department</u>	<u>Facilities</u>
Public Works	Potable water, sanitary sewer, solid waste, traffic circulation, transportation facilities in the Temple Terrace Multimodal Transportation District and drainage.
Leisure Services	Park land and recreation facilities.
Community Development <i>(Ord. No. 1227, 5-20-08)</i>	Public Schools Facilities

- (c) Standards establishment.

The Department of Community Development shall establish a “persons per unit” standard for residential structures and an equivalent standard “per square footage” for commercial use. These standards shall be applied to building permit applications to document the growth and allocation of service capacity as it relates to the adopted LOS for required facilities. *(Ord. No. 1161, 2-21-06)*

**Section 11.** Chapter 25, Article IX, Level of Service Maintenance Requirements, Temple Terrace Code of Ordinances, is hereby amended by amending the first paragraph of Section 25.925, Implementation and Monitoring, to provide as follows:

**Section 25.925 IMPLEMENTATION AND MONITORING.**

To ensure that the goals, objectives, policies and programs established in the capital improvements element of the Comprehensive Plan will be achieved, the following review procedure is hereby enacted, except that the Public Schools Facilities will be evaluated and monitored based on Section 25.940, Concurrency Management - Public Schools Facilities, and Transportation Facilities in the Temple Terrace Multimodal Transportation District will be implemented and measured based on Section 25.950, Multimodal Transportation Concurrency Management

1/21/09; 1/23/09; 2/12/09

Ordinance, and accompanying Traffic Circulation and Multimodal Transportation Concurrency Management Policies and Procedures Manual, in effect on the date review takes place.

**Section 12.** Chapter 25, Article IX, Level of Service Maintenance Requirements, Temple Terrace Code of Ordinances, is hereby amended by repealing Section 25.930, Specific Guidelines for Concurrency Management, in its entirety, and enacting Section 25.930, to provide as follows:

**Section 25.930 SPECIFIC GUIDELINES FOR CONCURRENCY MANAGEMENT.**

To ensure that Concurrency Management Requirements are properly met, the following specific guidelines for concurrency management are hereby established for evaluating and monitoring facilities within the City of Temple Terrace, except that the availability of Public Schools Facilities shall be evaluated and monitored per Section 25.940, Concurrency Management - Public Schools Facilities, and Transportation Facilities in the Temple Terrace Multimodal Transportation District will be evaluated and monitored based on Section 25.950, Multimodal Transportation Concurrency Management Ordinance, and accompanying Traffic Circulation and Multimodal Transportation Concurrency Management Policies and Procedures Manual, in effect on the date review takes place.

(a) Recreation facilities and park land.

(1) Required facilities (see Comprehensive Plan for adopted LOS).

- a. Recreation facilities that have adopted LOS standards: golf courses, swimming pools, tennis courts, basketball courts, baseball fields, softball fields, football/soccer fields, exercise trails, handball/racquetball courts, gymnasiums, volleyball courts, track and field, multi-purpose courts, hiking/nature trails, and bicycling paths.
- b. Neighborhood park – park land that serves a particular neighborhood by foot or bike.
- c. Community park – park land that serves more than one neighborhood.
- d. District park – park land and open space that serves many neighborhoods and communities.

(2) Responsibility for implementation.

The Leisure Services Department shall be the lead department in all monitoring and reporting activities related to recreational facilities and park land.

(3) Methodology.

LOS measurement and concurrency management for park land and recreational facilities shall be on a City-wide basis. Recreational facilities and park lands will be cited using existing inventory and the projections provided under Section 25.920(a) and (c) of this Article.

(b) Potable water, sanitary sewer, drainage and solid waste.

(1) Required facilities (see Comprehensive Plan for adopted LOS).

1/21/09; 1/23/09; 2/12/09

Potable water

- a. Average daily flow (ADF) per capita – the total number of gallons of water pumped in a year divided by 365 and then divided by the population of the area served.
- b. Peak daily flow per capita – the highest number of gallons of water pumped in one day, in a given year, divided by the population of the area served.
- c. Storage capacity – the total volume of water stored in advance of its use excluding water stored in transmission and distribution lines.

Sanitary sewer

- a. Minimum daily flow per capita – the lowest number of gallons of sanitary sewage discharged into the City of Tampa’s sanitary sewer system, in one day, in a given year, divided by the population of the area served.
- b. Maximum daily flow per capita – the highest number of gallons of sanitary sewage discharged into the City of Tampa’s sanitary sewage system, in one day, in a given year, divided by the population of the area served.

Solid waste

Pounds per capita per day – the total number of pounds of residential solid waste delivered for disposal, in a year, divided by 365 and then divided by the population of the area served.

Drainage

Storm return frequency – the expected period of times, in years, of a reoccurrence of a rainfall event of the same magnitude, volume and intensity. (Example: over a 50-year period, five, ten year storm events are expected to occur.)

- (2) The Public Works Department shall be the lead department in monitoring and reporting all activities related to potable water, sanitary sewer, and solid waste facilities.
- (3) Methodology.

Potable water – LOS measurement and concurrency management for potable water facilities shall be conducted on a City and service area-wide basis utilizing the projections provided under Section 25.920(a) and (c) of this Article.

Sanitary sewer – LOS measurement and concurrency management for sanitary sewer facilities shall be conducted by service area tributary to each of the points of discharge into the City of Tampa sanitary sewer collection system.

Solid waste – LOS measurement and concurrency management for solid waste equipment shall be conducted on a City-wide basis utilizing the projections provided under Section 25.920(a) and (c) of this Article, and the existing inventory of solid waste vehicles.

Drainage – LOS measurement and concurrency management for drainage (stormwater) shall be conducted on an individual development site basis in accordance with “pre” and “post” development LOS.

(c) Traffic Circulation.

- (1) Required facilities (see Comprehensive Plan for adopted LOS).

Arterial roads and Collector Roads as defined in the Comprehensive Plan.

- (2) The Public Works Department shall be the lead department in all monitoring and reporting activities related to traffic circulation.
- (3) Methodology – The applicable test as set forth in Section 2.2.0 Test for Concurrency as determined in City of Temple Terrace Traffic Circulation and Multimodal Transportation Concurrency Policy and Procedures Manual, in effect on the date review takes place.
- (4) LOS Analysis - Impacts of new PM Peak Hour trips will be evaluated based on the Table under Section 3.2.0 in the City of Temple Terrace Traffic Circulation and Multimodal Transportation Concurrency Policy and Procedures Manual.
- (5) Proportionate Fair Share shall be evaluated and determined in accordance with Section 3.3.0 in the City of Temple Terrace Traffic Circulation and Multimodal Transportation Concurrency Policy and Procedures Manual.

**Section 13.** Chapter 25, Article IX, Level of Service Maintenance Requirements, Temple Terrace Code of Ordinances, is hereby amended by amending Section 25.935, Level of Service Reporting, by enacting a new Subsection 25.935(d), relative to Transportation Facilities, to provide as follows:

**Section 25.935 LEVEL OF SERVICE REPORTING.**

- (d) Transportation Facilities.

Transportation Facilities Level of Service Report will be based on Section 25.950, Multimodal Transportation Concurrency Management, and accompanying Traffic Circulation and Multimodal Transportation Concurrency Management Policies and Procedures Manual.

**Section 14.** Chapter 25, Article IX, Level of Service Maintenance Requirements, is hereby amended by enacting a new Section 25.950, Multimodal Transportation Concurrency Management, to provide as follows:

**Section 25.950 MULTIMODAL TRANSPORTATION CONCURRENCY MANAGEMENT**

This Section shall be known as, and may be cited as the “Multimodal Transportation Concurrency Management” of the City of Temple Terrace, Florida”.

**Section 25.950.1 PURPOSE.**

The purpose of this Ordinance, and accompanying Traffic Circulation and Multimodal Transportation Concurrency Policy and Procedures Manual (Manual), is to define the Transportation Concurrency requirements of the Comprehensive Plan. The Ordinance and Manual specify the requirements and procedures that must be followed by applicants for new developments in order to satisfy Transportation Concurrency. Finally, the Ordinance and Manual specify the procedures to be followed by staff in maintaining the Transportation Concurrency Management System (CMS), as defined in the Manual.

1/21/09; 1/23/09; 2/12/09

**Section 25.950.2**

**MULTIMODAL TRANSPORTATION CONCURRENCY POLICY.**

Where the Comprehensive Plan supports mixed-use, infill or revitalization at urban densities, and expanding roadway capacity to serve this development is inconsistent with community goals, the City has established the Temple Terrace Multimodal Transportation District (TTMTD) for the purpose of maintaining transportation concurrency. The boundaries of the Temple Terrace Multimodal Transportation District (TTMTD) are as designated in the City of Temple Terrace Comprehensive Plan and approved by the State of Florida, and as subsequently amended and approved. The provisions for proportionate fair-share mitigation inside the TTMTD shall apply to development proposals submitted for development or phase of development after the effective date of the Mobility Element of the Temple Terrace Comprehensive Plan.

No final development order shall be issued by the City of Temple Terrace after the effective date of the City of Temple Terrace Concurrency Management Ordinance, unless there is sufficient capacity of the transportation concurrency facilities as provided in the Comprehensive Plan to meet the standards for Level of Service (LOS) for the existing population, previously permitted development and for the proposed development.

**Section 25.950.3**

**POLICY AND PROCEDURES MANUAL.**

A Traffic Circulation and Multimodal Transportation Concurrency Policy and Procedures Manual shall be developed by the City to define the transportation concurrency requirements in the City of Temple Terrace Comprehensive Plan, to specify the requirements and procedures that must be followed by applicants for new development in order to satisfy transportation concurrency, and to specify the procedures to be followed by staff in maintaining the CMS.

**Section 25.950.4**

**TRANSPORTATION CONCURRENCY REVIEW PROCEDURES.**

- (a) In order to satisfy transportation concurrency, all proposed development, except that development found to be exempt or vested under the provisions of the City of Temple Terrace Comprehensive Plan, shall undergo a transportation concurrency review prior to issuance of a building and/or infrastructure permit.
- (b) The concurrency review shall determine if there is adequate available capacity in each of the concurrency facilities to accommodate the impact of the proposed new development, consistent with the City of Temple Terrace Comprehensive Plan.
- (c) The City shall maintain a CMS that consists of an inventory of facility capacity and a demand accounting database that reflects the current status of transportation concurrency facilities. Information contained in the database, as defined in the Manual, will be updated regularly to reflect newly approved developments and recent traffic counts.
- (d) Based on the results of the concurrency review, the Public Works Department shall issue a certificate of concurrency, issue a conditional certificate of concurrency, or deny a certificate of concurrency.
- (e) The applicant shall have the right to appeal denials of certificates of concurrency.

**Section 25.950.5**

**PROPORTIONATE FAIR-SHARE PROGRAM.**

Consistent with the Temple Terrace Comprehensive Plan, the City shall implement a proportionate fair-share program, based on projected development and a financially feasible plan of long-range improvements through 2025.

1/21/09; 1/23/09; 2/12/09

**Section 25.950.6 APPEALS.**

Should an appeal be necessary, it shall be submitted, to the City Manager within ten (10) business days of the determination or decision being appealed. The City Manager shall: (a) affirm the decision of the Public Works Department; (b) remand the matter to the Public Works Department for further proceedings; or (c) reverse the decision within fifteen (15) business days of receipt of the appeal by the City.

Should a further appeal be necessary, it shall be submitted, to the City Clerk within thirty (30) business days of the determination of the City Manager. Appeals shall be heard by the Temple Terrace City Council on the earliest available agenda following the submittal of the written request to the City Council. The Applicant also shall have the opportunity to present the reason for appeal and evidence in support of the appeal to the City Council. The Temple Terrace City Council shall: (a) affirm the decision of the DRC; (b) remand the matter to the DRC for further proceedings; or (c) reverse the decision. Decisions of the Temple Terrace City Council may be challenged in a court of competent jurisdiction in accordance with applicable law.

**Section 25.950.7 FEES.**

*Authorization.* The City Council, upon recommendation from the City Manager, shall by resolution establish reasonable rates for concurrency review applications in the Manual. The rates shall be based upon the specific use, density, and intensity of each proposed development subject to concurrency review. The cost of the concurrency review to the city is to be wholly borne by the users of the concurrency review service, and the fees assessed to an applicant is to be generally reflective of the actual cost to the City to review and assess his application for a determination of concurrency.

*Collection of fee.* The concurrency review fee shall be payable at the time of the filing of the application for concurrency review with the Community Development Department.

*Manager to keep records, make changes.* It shall be the duty of the City Manager or his designee to keep accurate record of the applicants for concurrency review, and to recommend changes to concurrency review fees.

**Section 15.** If any part of this ordinance is declared invalid by a court of competent jurisdiction, such part or parts shall be severable, and the remaining part or parts hereof shall continue to be in full force and effect.

**Section 16.** This ordinance shall take effect immediately upon its passage, approval, and being posted or published as required by law.

**Section 17.** The provisions of this ordinance shall become and be made a part of the Temple Terrace Code, and the sections of this ordinance may be renumbered to accomplish this end.

**Section 18.** All ordinances or parts of ordinances not specifically in conflict herewith are hereby continued in full force and effect, but all ordinances or parts of ordinances in conflict herewith are hereby repealed.

**PASSED AND ORDAINED BY THE CITY COUNCIL OF THE CITY OF TEMPLE TERRACE, FLORIDA, THIS 17<sup>th</sup> DAY OF March, 2009.**

1/21/09; 1/23/09; 2/12/09

APPROVED BY THE MAYOR THIS 17<sup>th</sup> DAY OF March, 2009.



(CORPORATE SEAL)

  
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JOSEPH A. AFFRONTI, SR., MAYOR

ATTEST:



MELISSA E. BURNS, MMC  
CITY CLERK

1/21/09; 1/23/09; 2/12/09