

Amendment No.

CHAMBER ACTION

Senate

House

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1 Representative Precourt offered the following:

2
3 **Amendment to Amendment (210765) (with directory and title**
4 **amendments)**

5 Between lines 569-570, insert:

6 (12) A development of regional impact satisfies ~~may~~
7 ~~satisfy~~ the transportation concurrency requirements of the local
8 comprehensive plan, the local government's concurrency
9 management system, and s. 380.06 by paying ~~payment of~~ a
10 proportionate-share contribution for local and regionally
11 significant traffic impacts, if:

12 (a) The development of regional impact which, based on its
13 location or mix of land uses, is designed to encourage
14 pedestrian or other nonautomotive modes of transportation;

15 (b) The proportionate-share contribution for local and
16 regionally significant traffic impacts is sufficient to pay for
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17 one or more ~~required~~ mobility improvements that will benefit the
18 network of a regionally significant transportation facilities
19 facility;

20 (c) The owner and developer of the development of regional
21 impact pays or assures payment of the proportionate-share
22 contribution to the local government having jurisdiction over
23 the development of regional impact; and

24 (d) If the regionally significant transportation facility
25 to be constructed or improved is under the maintenance authority
26 of a governmental entity, as defined by s. 334.03(12), other
27 than the local government with jurisdiction over the development
28 of regional impact, the local government having jurisdiction
29 over the development of regional impact must ~~developer is~~
30 required to enter into a binding and legally enforceable
31 commitment to transfer funds to the governmental entity having
32 maintenance authority or to otherwise assure construction or
33 improvement of a ~~the~~ facility reasonably related to the mobility
34 demands created by the development.

35
36 The proportionate-share contribution may be applied to any
37 transportation facility to satisfy the provisions of this
38 subsection and the local comprehensive plan, but, for the
39 purposes of this subsection, the amount of the proportionate-
40 share contribution shall be calculated based upon the cumulative
41 number of trips from the proposed development expected to reach
42 roadways during the peak hour from the complete buildout of a
43 stage or phase being approved, divided by the change in the peak
44 hour maximum service volume of roadways resulting from

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45 construction of an improvement necessary to maintain the adopted
46 level of service, multiplied by the construction cost, at the
47 time of developer payment, of the improvement necessary to
48 maintain the adopted level of service. For purposes of this
49 subsection, "construction cost" includes all associated costs of
50 the improvement. Proportionate-share mitigation shall be limited
51 to ensure that a development of regional impact meeting the
52 requirements of this subsection mitigates its impact on the
53 transportation system but is not responsible for the additional
54 cost of reducing or eliminating backlogs. This subsection also
55 applies to Florida Quality Developments pursuant to s. 380.061
56 and to detailed specific area plans implementing optional sector
57 plans pursuant to s. 163.3245.

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62 -----
63 **D I R E C T O R Y A M E N D M E N T**

64 Remove lines 356 and insert:

65 Section 3. Subsections (5), (10), and (12) and paragraphs

66 (b)
67
68

69 -----
70 **T I T L E A M E N D M E N T**

71 Remove lines 1293 and insert:

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HOUSE AMENDMENT
Bill No. CS/CS/SB 360

Amendment No.

72 | circumstances; revising development of regional impact
73 | concurrency requirements; revising school concurrency
74 | requirements;
75 |

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