

***The Relationship of
Comprehensive Plan
Objectives to the Issues***



Ensuring Quality Communities



Mobility



*Matching Development Opportunities with Natural Resource and
Infrastructure Constraints*



*Protecting and Restoring Pinellas County's Natural
and Cultural Heritage*



Funding the Plan



Remaining Competitive in the Regional and Global Economy



Intergovernmental Coordination

Implementation of Plan Objectives that Relate to ENSURING QUALITY URBAN COMMUNITIES

The following objectives are contained in the adopted Pinellas County Comprehensive Plan and have a direct relationship to the issue of ensuring quality urban communities in Pinellas County. The selected objectives are located in the Future Land Use and Housing Elements of the Plan. An evaluation of these objectives will determine to what extent they have been accomplished and whether the implementation of these objectives is having, or is expected to have, the intended result of supporting quality communities in Pinellas County.

FUTURE LAND USE ELEMENT	
Objectives	Status
Objective 1.6: The application of innovative land development regulations (LDRs)	There have been minor amendments to the County's LDRs but no comprehensive assessment has been conducted to determine what changes are necessary in response to the challenges of redevelopment and infill development.
Objective 1.7: Enforce the scenic/non-commercial corridor policies to preserve these corridor designations.	The County has continued to enforce these corridor policies and in 1999 the BCC designated three new scenic/non-commercial corridors. Roadway expansions, however, have created situations where retaining lower density residential development along portions of these roadways may no longer be an appropriate use in some areas.
Objective 1.9: Restrict the proliferation of strip commercial development.	Since January 1998, the BCC has not allowed the expansion of commercial land use plan designations by extending them along road corridors in a strip-like fashion. Along some residential corridors and scenic/non-commercial corridors, some office and limited office designations have been approved at major intersections and where lot configurations no longer support residential development subsequent to major expansion of the roadway. As discussed in Objective 1.7, these situations have the potential to lead to replacing residential development along portions of these roadways with office uses.
Objective 1.10: Define the location, type, and intensity of industrial activities to diversify the County's economy and provide a broad range of employment opportunities.	In 1974, the BCC designated considerable acreage in the mid-Pinellas Gateway Area for employment in manufacturing, business, and professional services. Although much of this industrial acreage has since been annexed by three municipalities, Pinellas County has continued to support the retention of sufficient industrial acreage to achieve employment goals. However, there is no specific policy in the Plan that supports this long-standing County position. Although pressures to amend industrial acreage to other, more profitable uses, such as residential and commercial are unrelenting, property throughout the County designated for industrial development has decreased by only 211 acres since 1995.

	The Pinellas County Comprehensive Plan provides for a maximum density of 0.5 to 0.6 Floor Area Ratio (FAR) for industrial uses. However, if structured parking is provided and existing and committed infrastructure is adequate for current and future demands, the Board may want to consider a higher FAR at selected locations as long as the increased intensity of development would be compatible with nearby uses (both existing and planned).
Objective 1.11: Pinellas County's comprehensive planning program and land development regulations shall be amended, as necessary, in response to the particular issues associated with the increasing scarcity of vacant developable land in the County.	The Plan and the industrial and office Future Land Use Map categories have been modified over the years to balance public policy needs with the needs of businesses and industries. The marketplace is increasingly seeking locations where jobs, housing, support services, and retail can be found in close proximity to each other – in some cases, within the same master development project. Pinellas County will need to revisit its FLUM categories, Plan policies, and land development regulations to ensure they are compatible with recent development trends and at the same time supportive of County policies to protect industrial acreage and nearby residential neighborhoods.
HOUSING ELEMENT	
Objectives	Status
Objective 1.1 Provide for new dwelling units in a variety of types, sizes, locations, and costs to meet 100 percent of the needs of unincorporated Pinellas County.	From 1997 through 2003 there were an additional 7,011 units constructed countywide in the unincorporated area (40% of the 17,542 units constructed). These dwelling units account for all residential multi-family, single-family, and condominium units. These units are widely dispersed throughout the unincorporated portions of the County. Prior to 2000 residential dwelling costs were considered affordable across the broad spectrum of housing needs, however, from 2000 coming forward, high market demand has elevated market prices and rental rates out of range for a significant portion of residents.
Objective 1.2 Continue to provide incentives to the development and redevelopment community, to utilize design and construction techniques and building materials capable of significantly reducing the cost of construction, maintenance and energy consumption.	No clear evidence exists that cost saving measures, which allow for a less costly construction design or materials have been implemented through the county permitting process. Pinellas County's Utility Department does offer rebates for new bathroom ultra low-flow water fixture installations. The private sector has been marketing alternative materials for energy and water savings through more efficient building products. The regional power company, Florida Progress Energy, offers energy audits and rebates for high efficiency air conditioning systems .
Objective 1.3 Preserve, upgrade, and extend the life of the existing housing stock in unincorporated Pinellas County, including housing affordable to low- and moderate-income households, and historically	Pinellas County's Community Development Department through the Pinellas Housing Authority has implemented various local, state, and federal programs to assist in revitalization of existing housing stock and

<p>significant housing.</p>	<p>improve neighborhood infrastructure. Targeted areas of concern within unincorporated Pinellas County, include Greater Ridgecrest, Wind Tree Village, central Lealman, Tarpon Springs Union Academy neighborhood, and Dansville.</p> <p>From 1994 through 2002 Community Development allocated approximately \$1.8 million in funding. Through additional participation in federal grant programs \$12,035,795 in Community Development Block Grants (CDBG), HOME Investment Partnership (HOME), and Emergency Shelter Grant (ESG) was made available. Approximately \$5,647,132 was expended, while an additional \$4,810,033 was committed.</p> <p>CDBG and ESG funded activities were located within the urban county (unincorporated areas and 20 cooperating small cities). HOME funded activities were located within the Consortium (the urban county and the City of Largo).</p>
<p>Objective 1.4 Make adequate sites available for low -and moderate-income housing.</p>	<p>Only 2.5% vacant land remains in the unincorporated county as of April 2004. Of that percentage the majority of the vacant land is commercial or industrial. Also, through the County's Real Estate ROW Division, surplus county-owned land must be offered to Community Development for potential affordable housing sites, or to other county departments prior to public auction procedures.</p>
<p>Objective 1.5 Provide incentives and encourage provision of housing affordable to very low, low, and moderate income households, including households with special needs, through public, private and joint ventures so that 4,708 housing units are made available for growth in these income categories through 2010.</p>	<p>In an effort to streamline the permitting process for affordable housing, pursuant to the State Housing Initiatives Partnership (SHIP) program, incentives have been made available to developers of affordable housing developments (AHD).</p> <p>Expedited permit processing – priority assignment in the review process for site plans. Some incentives include waiver of impact and review fees, or paid by the county through Community Development, granting a density bonus up to 50% above normal density permitted, and parking and setback requirements reduced to accommodate these developments.</p>

Implementation of Plan Objectives That Relate to MOBILITY

The following Objectives are contained in the adopted Pinellas County Comprehensive Plan and have a direct relationship to the issue of mobility in Pinellas County. The selected objectives are located in the Transportation Element of the Plan. An evaluation of these objectives will determine to what extent they have been accomplished and whether the implementation of these objectives is having, or is expected to have, the intended result of providing for the efficient and effective movement of people and goods in Pinellas County.

TRANSPORTATION ELEMENT	
Objective	Status
<p>1.1. Objective: All County and State roadways within Pinellas County, not including those identified in the Concurrency Management System as concurrency corridors (e.g., LTCM, constrained and congestion containment corridors) shall operate at level of service C average daily/D peak hour and a volume-to-capacity ratio of less than 0.9. Florida Intrastate Highway System (FIHS) facilities, with the exception of US Highway 19 for an interim period described in policy 1.1.8, shall operate at a level of service that is consistent with Rule 14-94, F.A.C.</p>	<p>The Concurrency Test Statement identifies this level of service standard for all roads not designated as concurrency corridors. Operations on the FIHS portion of US Highway 19, designated as a LTCM corridor, are in compliance with the “maintain” standard as stipulated in Policy 1.1.8.</p> <p>The County continues to address traffic congestion through the implementation of capital improvements designed to alleviate deficient operating conditions where feasible. The main focus of these improvements is on facilities that run parallel to State roads such as US Highway 19 and Ulmerton Road. The parallel facilities that have been the focal point of the County’s major road improvements include County Road 611 (49th Street, McMullen Booth Road and East Lake Road), Belcher Road, Keene Road and County Road 296. The intent of this policy is to relieve travel demand on the parallel State facilities, which carry higher volumes of traffic.</p> <p>However, expanding roadways is not always an effective option to addressing traffic congestion in a densely population urbanized county like Pinellas. Considering the impacts to surrounding neighborhoods and the environment and the prohibitive cost of right-of-way acquisition, the County also needs to pursue alternative solutions, such as encouraging travel modes other than single-occupant vehicle (e.g., transit, bicycling, walking and ride sharing), intelligent transportation system strategies and small-scale physical improvements identified through the MPO’s Congestion Management System to address deficient operating conditions.</p>
<p>1.7. Objective: Encourage bicycle use and pedestrian activity throughout Pinellas County for recreational and non-recreational purposes.</p>	<p>Pinellas County is actively expanding pedestrian and bicycle facilities through the implementation of the Capital Improvements and the application of the Land Development Code through the site plan review process. The County also works with other local governments and the MPO in the implementation of</p>

TRANSPORTATION ELEMENT

Objective	Status
	bicycle and pedestrian safety public awareness projects and in the enforcement of traffic laws affecting bicycle and pedestrian safety.
1.8. Objective: Pinellas County shall increase the efficiency and effectiveness of mass transit service as well as opportunities for multi-passenger vehicle travel, that accommodates the transportation needs of the service area population and the transportation disadvantaged while reducing single-occupant vehicle demand. Regarding mass transit, this objective shall be furthered through the amendment of the Comprehensive Plan in 2000 to incorporate and implement recommendations of the MPO-sponsored Pinellas Mobility Initiative.	Pinellas County encourages transit improvements through the application of Concurrency Management requirements. The County also works with the MPO to support the efforts of PSTA to enhance existing services and to better serve the needs of transit users, including citizens who participate in the Transportation Disadvantaged Program.
1.9. Objective: Pinellas County's transportation system should provide for safety and efficiency in the movement of people and goods.	The County's implementation of intelligent transportation system (ITS) projects improves the efficiency and safety in the operation of County facilities. The County addresses safety issues through the implementation of its Residential Traffic Management Program, which responds to citizen concerns about cut-through traffic and speeding motorists in their neighborhoods. The County also works with the MPO in public awareness efforts regarding bicycle and pedestrian safety. Lastly, sidewalk projects are often identified and constructed for the purposes of providing safer travel conditions for bicyclists and walkers, particularly in the vicinity of schools.
1.10. Objective: Pinellas County shall coordinate its transportation planning with transportation planning at the local, regional and state level.	Pinellas County participates in the MPO planning process, with three County Commissioners holding seats on the policy board. The County Commission is also represented on the Tampa Bay Regional Planning Council. The County coordinates with FDOT in the implementation of roadway improvement projects and in the review of site plans involving access to State roads. Pinellas County coordinates with other local governments in the County in a number of areas including site plan review, the implementation of capital improvements projects, road maintenance and the application of the Transportation Impact Fee Ordinance.
2.1. Objective: Expand the operational capacity and economic growth of the St. Petersburg-Clearwater International Airport.	After public input was received at a December 14, 2004 Board of County Commissioners (BCC) workshop, the Airport Master Plan Update was adopted by the BCC on December 21, 2004. The Master Plan adoption included the acceptance of "pay-as-we-go" capital funding recommendations for airport terminal expansion.

Implementation Of Plan Objectives that Relate to OUR NATURAL HERITAGE

The following objectives are contained in the adopted Pinellas County Comprehensive Plan and have a direct relationship to the issues of improving surface water quality, ongoing watershed management requirements, and addressing new regulatory directives. Correlated to this issue is the need to evaluate current funding practices to make sure they can meet future needs and challenges. This section also addresses acquisition, development, maintenance and protection of park and preserve areas. In addition, at least two objectives in the Comprehensive Plan relate to protecting, and increasing awareness of, the County's archaeological and cultural resources. The primary objectives related to these issues are located in the Recreation and Open Space, Coastal Management and Natural, Historic, and Cultural Resources Elements of the Plan. An evaluation of these objectives will determine to what extent they have been accomplished and whether the implementation of these objectives is having, or is expected to have, the intended result of protecting and preserving our natural and cultural heritage.

IMPROVING SURFACE WATER QUALITY, ADDRESSING OUR WATERSHED APPROACH AND MEETING NEW REGULATORY DIRECTIVES

SURFACE WATER MANAGEMENT ELEMENT

Objective	Status
Objective 1.2. The County shall apply level of service standards to support the goal of the Surface Water Management Element.	Ongoing; stormwater regulations are currently being met in permitting and design, the Countywide National Pollution Discharge Elimination System (NPDES) program is in State compliance, however the State-mandated Total Maximum Daily Load (TMDL) requirements are not yet addressed in the Comprehensive Plan.
Objective 1.4. The County shall show measurable improvements in water quality.	Ongoing; In January of 2003, the Water Resources Management Section of the Department of Environmental Management implemented a three-tiered monitoring program. Over 100 countywide sites are monitored monthly for water quality, and the monitoring results are used as one factor to prioritize where watershed-planning efforts are needed.
Objective 1.5: The County shall coordinate with other agencies and governments	Ongoing; For example, County staff actively participates in the Tampa Bay Estuary Program (TBEP), at both the technical and management level, and recently updated its Action Plan for implementing projects aimed at improving the Tampa Bay Watershed. In addition, County staff was an active participant in the development of the Southwest Florida Water Management District's Comprehensive Watershed Management Plan for the Tampa Bay/Anclote River Watershed. Other stormwater and watershed projects County staff has coordinated closely with the SWFWMD on include implementation plans for Lake Tarpon and Tampa Bay.

<p>Objective 1.6: Continue to practice a multi-agency and multi-jurisdictional approach to surface water management.</p>	<p>Ongoing; Watershed management plans are being developed in coordination with stakeholders including citizens and citizen groups, other local governments, and agencies such as the SWFWMD. For example, the County has begun development of three new watershed management plans: Cross Bayou, Roosevelt, and Brooker Creek. The County also provides a forum for regular meetings of stormwater staff from the other local governments directed at coordination and compliance with National Pollution Discharge Elimination System (NPDES) requirements. Another example is the Joint Pollution Reduction Interlocal Agreement signed by governments in Pinellas County to essentially agree not to pollute another government's Municipal Separate Storm Sewer System (MS4).</p>
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NATURAL, HISTORIC, AND CULTURAL RESOURCES ELEMENT

Objective	Status
<p>Objective 3.1: Implement management programs for the conservation of environmental habitats and wildlife species.</p>	<p>Ongoing; the County's Environmental Lands Division is responsible for managing each property acquired for an environmental purpose. Watershed and waterbody management plans include, where feasible, planned corridors and contiguous conservation and preservation areas. A good example is the Brooker Creek Preserve Management Plan.</p>
<p>Objective 3.2: Continue to develop management plans for the protection of native environmental habitats and wildlife species.</p>	<p>Ongoing; The County continues to restrict activities which adversely affect the survival of threatened and/or endangered species. A good example is Shell Key Preserve and its management plan, which was established in 2000. It's an important area for shorebirds as it is for recreational purposes. So a balance for both uses was established by restricting public use to the northern and southern ends of the island. A central core area for conservation is off-limits to the public. Boating, camping, and beach-going activities are permitted in public use areas of the Preserve.</p>

EVALUATING FUNDING AND MAINTENANCE REQUIREMENTS AND OVERALL RESPONSIBILITIES FOR STORMWATER MANAGEMENT IN PINELLAS COUNTY

SURFACE WATER MANAGEMENT ELEMENT	
Objective	Status
<p>Objective 1.1: All major stormwater deficiencies identified in the Stormwater Management Plan shall be corrected by the year 2010.</p>	<p>There remain outstanding/uncompleted major drainage projects; however, the County's watershed planning efforts are essentially re-doing the original master drainage plan to address present conditions, current regulations as well as environmental needs. Existing infrastructure must be replaced due to deterioration and age. Consequentially, as new projects fall out of the watershed planning process, the 2010 date may be unrealistic. Nevertheless, projects that address flooding issues remain a high priority.</p>
<p>Objective 1.8: Revisit the Surface Water Management goals, prioritize, and redirect funds towards those projects.</p>	<p>Ongoing; through the application of the Comprehensive plan. The Penny for Pinellas is the dedicated funding source for stormwater through 2009. The development of a stormwater utility, as proposed, would greatly assist in funding of surface water improvements. The County is currently using the Penny revenue but is considering a Stormwater Utility to provide a specifically dedicated funding source as the costs to complete stormwater plans, implement watershed plans and meet new regulations is increasing.</p>
<p>Objective 1.9: Continue to pursue a system of regional surface water management.</p>	<p>Ongoing; Permitting associated with regional systems has proven challenging and the designs are expensive. However, regional detention is still desirable and more regional systems can be expected, particularly as the County redevelops. Projects of this nature have been implemented by Pinellas County on several creek systems (e.g. Joe's Creek Erosion Protection and Improvements to Curlew Creek) to alleviate flooding and provide water quality treatment. These types of projects are providing benefits across political jurisdictions.</p>

**CONTINUING A PROACTIVE PROGRAM OF
LAND ACQUISITION AND MANAGEMENT
IN A HIGHLY URBANIZED COUNTY**

RECREATION AND OPEN SPACE ELEMENT

Objective	Status
Objective 1.2: Continue to acquire open space, park and preserve acreage countywide.	Ongoing; the Board of County Commissioners has a long-standing policy of funding for the acquisition, maintenance and protection of park and preserve areas. There are a total of 3,980.89 acres of regional passive parkland available today, with 179 acres of undeveloped park acreage. Most, if not all, of the large tracts of environmentally sensitive land in the County are currently in public ownership. The County owns or manages over 8,890 acres of preserveland countywide.
Objective 1.4: Continue to improve public access to County parks and other facilities including County beach access parks, multi-use trails and boat ramp facilities.	Ongoing; the five dollar boat trailer parking fee, effective July 2004, is one way in which revenue will be generated to help assist in improving facilities. In addition, the County continues to look for new beach access opportunities, and continues to actively plan for new trails (for example, the Friendship Trail, the over-water trail connecting Pinellas and Hillsborough counties, and the planned Progress Energy Trail are two major County trail initiatives). Existing objectives do not address the new focus on blueways.
Objective 1.6: Continue to coordinate efforts with all levels of government and the private sector to increase the availability of public passive parklands and open space acreage to meet the adopted level of service standard.	Ongoing; Pinellas County has been a part of many unique cooperative agreements involving the Pinellas County Culture, Education and Leisure Department, the Pinellas County School District, and the Southwest Florida Water Management District, which have helped increase access to open space in this County. The County has also acquired open space through partnership with the Florida Forever grant program (e.g. Wall Springs Coastal Addition I, II and III and the Brooker/Anclote Corridor). Pinellas County's level of service standards address passive parks and accessible preservelands; they do not address active recreation. The County continues to exceed its adopted standards for parks and accessible preserves thanks to its aggressive acquisition, development and management program.

COASTAL MANAGEMENT ELEMENT

Objective	Status
Objective 3.1: Increase public access to the beaches and shorelines.	Currently, competition for waterfront property is intense, making it difficult to identify and acquire new locations for public beach and water access. At this time, at the direction of the Board and County Administration, there is a concerted effort by County Real Estate staff to identify new beach access locations. The additions (made possible by successful applications for Forever Florida grant monies) to Wall Springs Park will be providing additional shoreline access once the canoe/kayak launches are opened. This is also the case with the

	Brooker Creek/Anclote Corridor acquisitions along the Anclote River.
<p>Objective 4.1: Priority should be given to water-dependent and water-related land uses in the coastal planning area consistent with the protection of marine habitats.</p>	<p>Recently the County has formed a Boating Access Task Force Team to address the issue of waterfront access while protecting the natural environment. As the number of registered boaters increases, and the number of boat slips remains the same, or even declines, the County is proactively looking for solutions. Competition for waterfront land has resulted, in many cases, in the conversion of marina properties to private residential development. Certain land use strategies are among the ideas being considered by the Task Force as one way to protect the conversion and loss of public access and water-dependent land uses.</p>

**BRING GREATER EMPHASIS TO
THE COUNTY'S CULTURAL HERITAGE
NATURAL, HISTORIC, AND
CULTURAL RESOURCES ELEMENT**

Objective	Status
<p>Objective 8.1.: Continue to identify, protect and preserve historic and archaeological resources in the County.</p>	<p>Currently, while the County does have limited land development regulations related to designating historic properties and protecting archaeological resources, there is little specific policy foundation for a strong historic protection program. The recent threats to the Belleview Biltmore, the largest wooden structure in Florida, demonstrated the lack of policy and regulations for protecting the County's cultural heritage from destruction. This was the impetus for a task team, set up by the Board, to look at the County's role in preservation. It is expected that recommendations from this group, coupled with findings from the Cultural Plan being completed will lead to new, and very specific, objectives and policies.</p>
<p>Objective 8.2: Increase awareness of the County's cultural resources among both residents and visitors.</p>	<p>Ongoing; Pinellas County continues to enhance its educational facilities and programs (at, for example, Brooker Creek Preserve, Weedon Island Preserve, Sawgrass Lake Park and Heritage Village). These education centers allow for nature tours, interpretations of the County's cultural heritage and outdoor field trips for thousands of visitors and school students annually. Greater emphasis, however, is being given to the County's cultural heritage in association with the Master Plan for Recreation, Open Space and Culture Systems, and, in fact, a specific plan is currently nearing completion for enhancing and promoting access to the County's cultural amenities, recognizing the contribution of culture and heritage to our quality of life and livability. It is expected that additional cultural policies will be developed to implement the recommendations from the Master Plan.</p>

Implementation of Plan Objectives that Relate to MATCHING DEVELOPMENT WITH NATURAL RESOURCE AND INFRASTRUCTURE CAPABILITIES

The following objectives are contained in the adopted Pinellas County Comprehensive Plan and have a direct relationship to the issues of effective concurrency management strategies, meeting future recreational needs, ensuring adequate and high-quality potable water for the future, and effectively managing impacts of development in our coastal county. The relevant objectives are found in almost every Element of Comprehensive Plan, reflecting the breadth of this challenge. An evaluation of these objectives will determine to what extent they have been accomplished and whether the implementation of these objectives is having, or is expected to have, the intended result.

EFFECTIVENESS OF THE COUNTY'S LONG TERM CONCURRENCY PROGRAM FOR US HIGHWAY 19, INCLUDING EFFECTIVENESS OF CURRENT COORDINATION IN THE EFFORT LONG TERM CONCURRENCY MANAGEMENT ON US HIGHWAY 19

Policy	Status
<p>Policy 1.1.8: US Highway 19, from Klosterman Road to Whitney Road, is part of the Florida Intrastate Highway system and shall be designated in the Comprehensive Plan and the Concurrency Test Statement as a Long Term Concurrency Management (LTCM) Corridor for a 15 year period beginning in 1998. The following policies shall be applied to this facility in the interim period:</p> <p>A) For the purpose of issuing development orders and permits, an interim level of service standard is hereby adopted for the road segments listed below. The interim level of service standard is "maintain" with an allowable increase in traffic volume such that the maximum allowable average annual daily two-way traffic volume does not exceed a ten percent increase over the existing average annual daily two-way traffic volume existing at the time of the adoption of the "maintain" standard. This interim level of service standard results in the maximum allowable average annual daily two-way traffic volumes for the</p>	<p>As indicated in the table below, which was most recently amended in 2004, operations of the section of US Highway 19 designated as a LTCM corridor are within the "maintain" level of service standard.</p>

road segments listed in the following table:	
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		1	2	3	4	5	6	7	8
					1998			EXISTING	
FROM	TO	LN/ MD	AADT	PH VOL.	MAINT. PH	AADT	PH		
Klosterman Rd.	Alderman Rd.	6D	69,163	6,570	7,227	73,705	7,002		
Alderman Rd.	Highlands Bd.	6D	102,943	9,780	10,758	73,927	7,023		
Highlands Bd.	Nebraska Ave.	6D	102,943	9,780	10,758	73,927	7,023		
Nebraska Ave.	Tampa Rd.	6D	102,943	9,780	10,758	73,927	7,023		
Tampa Rd.	CR 39	6D	89,233	8,477	9,325	74,148	7,044		
CR 39	Curlew Rd.(SR 586)	6D	89,233	8,477	9,325	74,148	7,044		
Curlew Rd. (SR 586)	Northside Dr.	6D	89,233	8,477	9,325	74,148	7,044		
Northside Dr.	Curlew Ave.	6D	89,233	8,477	9,325	74,148	7,044		
Curlew Ave.	Main St. (SR 580)	6D	75,552	7,177	7,895	72,990	6,934		
Main St. (SR 580)	Countryside Bd.	6P	75,552	7,177	7,895	74,111	6,855		
Countryside Bd.	Enterprise Rd.	6P	75,552	7,177	7,895	74,111	6,855		
Enterprise Rd.	Sunset Point Rd.	6D	74,912	7,117	7,828	74,111	6,855		
Sunset Point Rd.	NE Coachman Rd.	6D	74,912	7,117	7,828	74,111	6,855		
NE Coachman Rd.	Drew St.	6D	72,998	6,935	7,628	74,225	7,051		
Drew St.	Gulf-To-Bay Bd.	6D	70,437	6,692	7,361	74,225	7,051		
Gulf-To-Bay Bd.	Druid Rd.	6D	77,004	7,315	8,047	78,717	7,478		
Druid Rd.	Nursery Rd.	6D	83,570	7,939	8,733	83,208	7,905		
Nursery Rd.	Belleair Rd.	6D	79,427	7,546	8,300	83,208	7,905		
Belleair Rd.	Haines Bayshore	6D	79,749	7,576	8,334	74,077	7,037		
Haines Bayshore	Whitney Rd.	6D	79,749	7,576	8,334	74,077	7,037		

- Notes: 1) Column 3: LN = Lanes, MD = Median
2) AADT = Annual Average Daily Traffic
3) 1998 traffic volume counts were used as baseline condition when Policy 1.1.8 was adopted in 1999.
4) Existing volumes based on 2003 MPO Level of Service Report except for SR 580 to NE Coachman Road which was collected by Transportation Engineering, Inc. in April 2004 in accordance with FDOT methodology.
5) PH = Peak Hour
6) Peak hour volumes based on FDOT K100 factor, which is 9.5% of AADT
7) Column 6: Maint. = Maintain level of service standard
8) Maintain peak hour is 10% over the peak hour volume in column 5.
9) Existing peak hour (column 8) must be less than Maint. PH (column 6) to meet Maintain level of service standard.

B) The CIE shall be amended as necessary to eliminate, defer or delay construction of any improvement project included in the long-term schedule of capital improvements for the US Highway 19 corridor from Klosterman Road to Whitney Road, as listed in Table 16;	The CIE has been amended periodically to account for changes in the long term schedule of capital improvements on US Highway 19 consistent with the MPO Long Range Transportation Plan.
C) By July 1999, the CIE (Table 16) shall be amended to include physical improvements prescribed in the US Highway 19 Corridor Action Plan, which addresses the segments located from Curlew Road to Klosterman Road;	The Action Plan recommended improvements at the intersections of Nebraska Avenue, Alderman Road and Klosterman Road. The Nebraska Avenue and Klosterman Road intersection improvements were completed. The Alderman Road improvement has been on the MPO's Transportation Improvement Program Congestion Management System Project Priority List since

	2001, but has not been included in FDOT's Work Program.
D) By December 1998, physical and operational improvements and demand management strategies prescribed in the Action Plan shall be implemented through the application of the Concurrency Management System;	Most development projects along the corridor have submitted transportation management plans (TMPs) to meet their concurrency management requirements. These TMPs have included small-scale physical improvements such as off-site sidewalks, bus pads/shelter and access management strategies. Additional improvements such as sidewalks along the entire long-term concurrency management corridor and the construction of continuous right turn lanes from Republic Drive to Tarpon Avenue have furthered efforts to increase mobility on the corridor.
E) Impact fees generated from development projects within the corridor shall be earmarked to fund improvement projects identified in the US Highway 19 Corridor Action Plan;	Impact fee funding was used for the improvement at the Klosterman Road intersection that was identified in the Action Plan. Impact fees collected in the districts traversed by US Highway 19 has been focused primarily on improvements to parallel corridors such as County Road 1/Keene Road and Belcher Road. While not directly applied to US Highway 19, improvements to these parallel corridors are critically important to relieving travel demand on US Highway 19.
F) For segments not addressed through the Action Plan, the County shall determine appropriate TMP strategies to be implemented by developers as Concurrency Management requirements during the Site Plan Review Process;	This occurs on an ongoing basis.
G) The implementation of LTCM shall be monitored to evaluate the effectiveness of the implemented improvements and strategies toward improving the level of service conditions on US Highway 19. Evaluations of LTCM on US Highway 19 shall be conducted in 2007, 2010 and 2013 to assess the benefit of improvements that have been completed and to monitor the performance of the affected segments with the resultant findings being incorporated in an amendment to the Comprehensive Plan;	With the exception of the section from Northeast Coachman Road to Druid Road and from Nursery Road to Belleair Road, traffic volumes on the long-term concurrency management section of US Highway 19 have decreased since 1998. This is largely attributable to the extension of Belcher Road north of Curlew Road and the construction of Keene Road from Gulf-To-Bay Boulevard to Virginia Avenue, which provide alternatives to US Highway 19 for motorists traveling north and south through the County. Increases in traffic volumes on US Highway 19 are anticipated in the future following the completion of the partially-controlled access improvements currently under going construction or that are scheduled for construction in the FDOT Work Program. With the burgeoning residential development in Pasco County, increased travel demand of Pasco County motorists commuting to and from Pinellas County is also expected to increase traffic volumes on US Highway 19 in the future.
H) The update of the MPO Long Range Transportation Plan, which occurs every three years and of the MPO Transportation Improvement Program (TIP), which occurs	Projects that were listed in Table 16 in 1998 that were identified in the MPO Long Range Transportation Plan as cost feasible are still cost feasible. An amendment is also needed to Table

<p>each year, includes an assessment of the cost feasibility of transportation improvements. In the event that an update of the MPO Plan or TIP indicates that a project in Table 16 of the CIE is not cost-feasible, Pinellas County shall amend the Plan to identify alternative funding for the project needed to maintain the schedule of improvements. If no alternative funding is available, the Comprehensive Plan shall be amended, as necessary, to comply with the long-term concurrency requirements. This shall occur through the annual update and amendment of the CIE;</p>	<p>16 to reflect the planned construction of partially controlled access improvements from north of State Road 580 to north of Curlew Road, which were identified in the MPO Plan update adopted in 2004 as cost feasible.</p>
<p>I) The level of service conditions on the section of US Highway 19 designated as a long term concurrency corridor shall be re-analyzed by 1999 within one year of the completion of the US Highway 19 Action Plan; and</p>	<p>This effort was completed.</p>
<p>J) Pinellas County shall coordinate the implementation of policy 1.1.8 with the cities having jurisdiction along the corridor, including Largo, Clearwater, Dunedin and Tarpon Springs, as well as FDOT, in order to ensure the consistent application of concurrency management requirements to the fullest extent possible.</p>	<p>A US 19 concurrency management committee was established in 2004 consisting of planning representatives from Pinellas County and the Cities of Largo, Dunedin, Clearwater and Tarpon Springs. The committee meets periodically to discuss the site plans currently under review by one of the local governments as well as proposed Future Land Use Plan amendments affecting the LTCM corridor. The purpose of the committee is to ensure that concurrency management requirements are applied consistently along the corridor and that the impacts of development projects are addressed in a coordinated manner between the affected jurisdictions.</p>

ASSESSING AND MEETING THE RECREATIONAL NEEDS OF COUNTY RESIDENTS AND VISITORS

RECREATION AND OPEN SPACE ELEMENT

Objectives	Status
<p>Objective 2.1: Assess active recreation needs and citizen priorities, including neighborhood-level priorities.</p>	<p>In 2004 the County hired recreational planning consultants to assist in developing the Recreation, Open Space and Cultural System Master Plan. One of the objectives of this long-range plan was to accurately assess the real recreational needs of residents both countywide and in the unincorporated area, including active recreation. The Plan is in its final stages and the results can be expected to direct future policy regarding active recreation. More immediately, based on local neighborhood desires, the County has renovated or built new neighborhood parks in unincorporated Lealman, Ozona and Palm Harbor.</p>

EFFECTIVENESS OF THE COUNTY'S CURRENT POLICY FRAMEWORK FOR ENSURING AN ADEQUATE AND HIGH QUALITY WATER SUPPLY, AND COORDINATION AND COOPERATION TOWARDS THAT END

WATER SUPPLY ELEMENT

Objectives	Status
<p>Objective 1.1: Continue to cooperate on a regional level to ensure that adequate and dependable supplies of potable water are available to meet existing and projected potable water demands, and shall coordinated the issuance of building permits and development orders with the availability of potable water.</p>	<p>Ongoing; Pinellas County is a member government of Tampa Bay Water, the regional water utility. Pinellas County Utilities provides population and customer (retail and wholesale) information to Tampa Bay Water for long term planning purposes. The issuance of building permits and development orders is coordinated annually with the availability of potable water through the adoption of the annual concurrency test statement.</p>
<p>Objective 1.2 (and identical <i>Capital Improvements Element Objective 1.1</i>): Provide capital improvements to correct existing deficiencies, to replace worn out or obsolete facilities, and to accommodate desired future growth, as indicated in the Six Year Schedule of Improvements.</p>	<p>Ongoing; schedule updated annually. In addition, in 2004, the Water Supply Element, Intergovernmental Coordination Element and the Capital Improvements Element were amended to address the 10 Year Water Supply Facility Plan requirements.</p>
<p>Objective 1.3: Prioritize capital improvement projects to meet projected potable water treatment and distribution needs through 2015.</p>	<p>Ongoing. Most notable, a water blending facility has been approved with completion projected for late 2007. See also the status of the previous objective.</p>
<p>Objective 1.4: Expand the water conservation program to reduce the demand on the potable water resource and to limit the impact of freshwater withdraws on the natural environment.</p>	<p>Ongoing. The conservation program, described in the summary of the Water Supply Element, has been successful, as shown by consistent reductions in per capita water consumption rates.</p>

<p>Objective 1.5: Provide customers with safe potable water in accordance with standards set by the United States Environmental Protection Agency, the Florida Department of Environmental Protection and the Pinellas County Public Health Unit.</p>	<p>Pinellas County Utilities continues to meet or exceeds all standards. Most recently, to continue to ensure high quality water for all Pinellas County Utility customers, the Board committed to building a new 71.9 million dollar blending facility to address the different qualities of water received from various sources of the Tampa Bay Water system.</p>
<p>Objective 1.6: Promote the concept that potable water sources and groundwater recharge areas are regional resources that should be protected to ensure adequate water supply capacity and equitable distribution.</p>	<p>Ongoing; in fact, the Board of County Commissioners adopted specific Principles and Guidelines for Water Supply Planning in 2002 which included this concept. Recently, the rising cost of water associated with more expensive sources has prompted greater attention to how the various resources are managed at the regional level.</p>

NATURAL, HISTORIC, AND CULTURAL RESOURCES ELEMENT

Objectives	Status
<p>Objective 2.1: Continue to implement a groundwater protection program.</p>	<p>Ongoing. Significant aquifer recharge areas and wellfields continue to be protected through land acquisition, land development regulations, water conservation programs, and the Pinellas County Wellhead Protection Ordinance. However, these measures are only effective within Pinellas County boundaries. Greater attention is required to multi-jurisdictional recharge protection and to better mapping of recharge areas within and outside of the County.</p>

INTERGOVERNMENTAL COORDINATION ELEMENT

Objectives	Status
<p>Objective 1.1: Continue to coordinate the Comprehensive Plan with those units of government that provide services, but do not have regulatory authority over the use of the land.</p>	<p>Ongoing; per the partnership agreement, the County and Tampa Bay Water regularly coordinate in order to ensure that existing and future potable water requirements are met.</p>
<p>Objective 1.6: Continue to recognize and implement existing infrastructure service agreements, and enter into new agreements as necessary, for the purpose of ensuring adequate, efficiency and equitable provision of needed services.</p>	<p>Ongoing. The County has many potable water infrastructure service agreements with the various municipalities. These are implemented, updated, created and revised as needed.</p>
<p>Objective 2.2: Enforce the water shortage program in accordance with the Water Shortage Plan of the Southwest Florida Water Management District and Section 82 of the Pinellas County Code, "Water Shortage Plan".</p>	<p>Ongoing; accomplished through incorporation into County regulations.</p>

SANITARY SEWER ELEMENT

Objectives	Status
<p>Objective 1.3: Support resource conservation consistent with the Pinellas County Reuse Master Plan.</p>	<p>Ongoing. Implementation of the extensive reclaimed water system, designed to reuse 100 percent of the available reclaimed resource, is a hallmark of the County's resource conservation program. The massive planning, programming and funding commitment to implementing this reclaimed system is almost complete, and goes hand-in-hand with the recently completed upgrade to the South Cross Bayou Water Reclamation Facility.</p>
<p>Objective 1.4: Preservation and restoration of ground and surface water quality, including the protection of associated habitats, shall be a priority in the consideration of wastewater treatment and disposal methods.</p>	<p>Ongoing; deep well injection has been phased out, with the exception of emergency disposal, and replaced by 100 percent reuse of the reclaimed water product. Back-up discharge (e.g., during storm events) will still be by injection or surface water discharge of the advanced treatment wastewater product.</p>

FUTURE LAND USE ELEMENT

Objectives	Status
<p>Objective 2.2: Continue the proactive program for managing the impacts of development upon the County's natural resources, and continue to ensure that these resources are successfully integrated into the urban environment such that the overall function and viability of these areas is maintained, or where practical, enhanced or restored.</p>	<p>The County protects its wellfields and significant groundwater recharge areas through land acquisition, land development regulations and its wellhead protection ordinance. The County has an innovative and award-winning land management program at its Cross Bar Ranch wellfield and effectively manages the land associated with the East Lake and Eldridge-Wilde wellfields as a part of the Brooker Creek Preserve.</p>
<p>Objective 3.1 (and similar <i>Capital Improvements Element</i> Objective 1.5): The Pinellas County Concurrency Management System will ensure the compatibility of all proposed development with the capacities of the existing and planned support facilities for which a level of service standard has been adopted in the Plan.</p>	<p>Regulations are in place to assure that the approval of proposed development is contingent upon staying within the limits of support facility capacity and adopted level of service standards.</p>

COASTAL MANAGEMENT ELEMENT

Objectives	Status
<p>Objective 1.1: Pinellas County shall continue to implement its Post-Disaster Redevelopment Plan as part of the Pinellas County Comprehensive Emergency Management Plan, and shall continue to implement hazard mitigation measures to reduce the exposure of human life and public and private property to natural hazards.</p>	<p>Section 10, Post Disaster and Recovery, of the Pinellas County Comprehensive Emergency Management Plan currently addresses post disaster redevelopment, and covers staffing and decision-making, as well as addressing things like decision-making on new construction (codes and densities), criteria for acquisition of lands by local and state government, management and disposal of debris, short and long term economic impacts, as well as Hazard Mitigation and Local Mitigation Strategy (LMS) implementation. To date, however, the Post-Disaster Redevelopment Plan has not really been tested by a major catastrophe.</p>

	<p>Since the development of the “<i>Post-Disaster Redevelopment Guide For Pinellas County</i>” in 1994, the County has experienced changes in organization and personnel that affect the make up of the post-disaster redevelopment task force established in the Guide. Also, development priorities of the County and funding sources for rebuilding both public infrastructure and private property have changed since that time. Additionally, new and reorganized Federal programs such as the Pre-Disaster Mitigation Program, Hazard Mitigation Grant Program, Flood Mitigation Assistance Program and the LMS will play a major funding role in post-disaster redevelopment.</p> <p>Consequently, beginning in the Spring of 2005 (and following the unprecedented and sobering hurricane season of 2004), the Pinellas County Planning Department initiated a meeting to re-establish the post-disaster redevelopment task force in order to revisit the “<i>Post-Disaster Redevelopment Guide For Pinellas County</i>. The past hurricane season also brought emphasis to the need to ensure that, in the event of a devastating disaster, priorities and strategies for rebuilding needed to result in a better built environment and, importantly, needed to be used as a means to implement, and not be contrary to, other long range plans for the County. In other words, the County should be poised to take advantage of the opportunity to coordinate planning objectives effectively, rather than rush to rebuild. Undoubtedly, there will be changes that come out of the re-convening of this group and amendments to the disaster planning objectives and policies are anticipated.</p>
<p>Objective 1.2: Pinellas County shall cooperate with state and regional agencies, and with other local governments to maintain or reduce hurricane clearance times as a component of the evacuation times for Pinellas County.</p>	<p>It is not clear whether clearance times have been reduced. While Pinellas County continues to coordinate with the Florida Department of Transportation, the Tampa Bay Regional Planning Council, and law enforcement agencies, to designate, staff, and monitor appropriate regional evacuation routes, an understanding of evacuation numbers and behavior has been elusive.</p> <p>In response to the hurricane season of 2004, which saw at least one major evacuation in advance of Charlie in Pinellas County, a regional study of evacuation behavior is expected to begin soon. Pinellas County Emergency Management and County Planning Staff will participate in this study. Charlie did not bring major gridlock to the evacuation network in Pinellas County or the region; however, it is not clear whether people fully heeded evacuation orders.</p> <p>The anticipated analysis, along with all the other lessons learned in the past hurricane season will surely result in new data and analysis, as well as amendments to the objectives and policies. At a minimum though, the</p>

	<p>amended plan will further emphasize the need for Pinellas County to coordinate with FDOT in order to ensure that priority be given to planning, design, funding and timing of projects that enhance the effectiveness of critical links and evacuation routes, including area bridges and causeways.</p>
<p>Objective 1.3: Pinellas County shall restrict development within the coastal high hazard area, and shall direct population concentrations out of the coastal high-hazard area (CHHA).</p> <p><i>See also, Objective 7.1 from the Floodplains section of the Natural, Historical and Cultural Resources (NHCR) Element, as follows:</i></p> <p>Objective 7.1: Pinellas County shall continue to protect floodplains, floodways, and all other natural areas having functional hydrological characteristics.</p>	<p>The County routinely does not support Future Land Use Map amendments in the CHHA above 5 units per acre (upa). The same is true of amendments over 5 upa in the 100-year floodplain (per Objective 7.1 and associated policy 7.1.4. of the NHCR Element). In addition, new or expanded hospitals, adult congregate living facilities, and mobile home parks are not permitted in the CHHA.</p> <p>Pinellas County has also acquired a significant amount of property within the coastal high hazard area since the last EAR, removing residential land uses and re-designating the property as parks and open space. However, the build-out condition of the County necessitates creative approaches to redevelopment, and there are cases where, in particular, densities above 5 u.p.a. in the 100-year floodplain may be acceptable, where - unlike development in the CHHA – flooding of property versus public safety is the issue. Any changes to the existing objective, however, require extensive consideration. This idea is under evaluation at this time, and an amendment may be proposed in association with the subsequent amendment package. Along with the idea of amending the objective regarding development in the 100-year floodplain, special study of the need to protect and revitalize tourist accommodations along the barrier islands is required, taking into consideration realistic evacuation behaviors, and workable evacuation and sheltering solutions. Again, some amendments to the Plan are likely in this regard.</p>
<p>Objective 1.4: Pinellas County shall restrict public expenditures that subsidize development in the coastal high-hazard area.</p>	<p>Historically, Pinellas County has purchased property within the CHHA and 100-year floodplain for conversion to preservation or recreation/open space. Such purchases have reduced the potential for development and have redirected development away from areas vulnerable to natural disasters, thereby reducing expenditures for infrastructure that would support development in the CHHA and 100-year floodplain. However, our tourist economy is dependent on the coastal area and requires, for example, that we ensure there is adequate infrastructure available for sustaining and revitalizing barrier island development. This includes bridge maintenance and replacement as necessary, which not only supports the beach economy but also facilitates safe and efficient evacuation.</p>
<p>Objective 1.5: By December 31, 2000, the existing deficit of public shelter spaces within the County shall be reduced by five percent.</p>	<p>Unclear if this has been met; during 2004, the State of Florida revised the standards used for evacuation shelters. Although the revisions resulted in the reduction of available public shelters and shelter spaces, Pinellas County continues to coordinate with the American Red</p>

	<p>Cross and the Pinellas County School Board to seek suitable facilities or develop new facilities that will meet new shelter standards. Significantly, all new, appropriately located, schools in Pinellas County are currently being designed to meet appropriate windstorm criteria and to be able to function as public shelter.</p> <p>As already mentioned, evacuation behavior requires new study, as does the understanding of who and how many are seeking public shelter. The hurricane season of 2004, which included Hurricane Charlie originally targeting Pinellas County, saw a much lower than expected number of people seeking refuge in public shelters. Additional study is required in order to better understand what happened and if people sought shelter with friends and relatives, left the County, or simply did not evacuate. What was clear, though, was that throughout Florida, many people were not willing to leave pets behind in a storm. Pinellas County opened its first pet shelter this year (August 2005) in response to this need.</p> <p>Overall, it can be expected that the entire disaster planning section will be reviewed and updated, with new and amended objectives and policies, as a result of the studies and analysis planned or already underway, and to reflect new initiatives, partnerships, and findings, while also supporting revitalization of the barrier islands and tourism.</p>
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SURFACE WATER MANAGEMENT ELEMENT

Objective	Status
<p>Objective 1.1: All major stormwater deficiencies identified in the Stormwater Management Plan shall be corrected by the year 2010.</p>	<p>There remain outstanding/uncompleted major drainage projects; however, the County's watershed planning efforts are essentially re-doing the original master drainage plan to address present conditions, current regulations as well as environmental needs. Existing infrastructure must be replaced due to deterioration and age. Consequentially, as new projects fall out of the watershed planning process, the 2010 date may be unrealistic. Nevertheless, projects that address flooding issues remain a high priority.</p>
<p>Objective 1.4: The County shall show measurable improvements in water quality.</p>	<p>Ongoing; Pinellas County participates in several cooperative efforts to promote ecological enhancement and restoration of the County's natural resources. These opportunities include joint efforts with the Southwest Florida Water Management District's (SWFWMD) Surface Water Improvement and Management (SWIM) Program. Examples of SWIM projects in the County include: water quality improvements and public education activities for Alligator Creek Channel, retro-fitting 100 acres of the St. Petersburg-Clearwater International Airport property in order to improve the quality of stormwater entering Tampa Bay and</p>

	restoration/enhancement and stormwater treatment at the County-owned Boca Ciega Bay Tract located in southwest Pinellas County. Over 100 countywide sites are monitored monthly for water quality, and the monitoring results are used as one factor to prioritize where watershed-planning efforts are needed.
Objective 1.5: The County shall coordinate with other agencies and governments	Ongoing; For example, County staff actively participates in the Tampa Bay Estuary Program (TBEP), at both the technical and management level. Other stormwater and watershed projects County staff has coordinated closely with the SWFWMD on include implementation plans for Lake Tarpon and Tampa Bay.
Objective 1.6: Continue to practice a multi-agency and multi-jurisdictional approach to surface water management.	Ongoing; Watershed management plans are being developed in coordination with stakeholders including citizens and citizen groups, other local governments, and agencies such as the SWFWMD. For example, the County has begun development of three new watershed management plans: Cross Bayou, Roosevelt, and Brooker Creek. The County also provides a forum for regular meetings of stormwater staff from the other local governments directed at coordination and compliance with National Pollution Discharge Elimination System (NPDES) requirements. Another example is the Joint Pollution Reduction Interlocal Agreement signed by governments in Pinellas County to essentially agree not to pollute another government's Municipal Separate Storm Sewer System (MS4).
Objective 1.8: Revisit the Surface Water Management goals, prioritize, and redirect funds towards those projects.	Ongoing; through the application of the Comprehensive plan. The Penny for Pinellas is the dedicated funding source for stormwater through 2009. The development of a stormwater utility, as proposed, would greatly assist in funding of surface water improvements. The County is currently using the Penny revenue but is considering a Stormwater Utility to provide a specifically dedicated funding source as the costs to complete stormwater plans, implement watershed plans and meet new regulations is increasing.
Objective 1.9: Continue to pursue a system of regional surface water management.	Ongoing; Permitting associated with regional systems has proven challenging and the designs are expensive. However, regional detention is still desirable and more regional systems can be expected, particularly as the County redevelops. Projects of this nature have been implemented by Pinellas County on several creek systems (e.g. Joe's Creek Erosion Protection and Improvements to Curlew Creek) to alleviate flooding and provide water quality treatment. These types of projects are providing benefits across political jurisdictions.

NATURAL, HISTORIC, AND CULTURAL RESOURCES ELEMENT	
Objective	Status
Objective 3.1: Implement management programs for the conservation of environmental habitats and wildlife species.	Ongoing; the County's Environmental Lands Division is responsible for managing each property acquired for an environmental purpose. Management is according to a management plan developed by staff for the property, or properties, involved. A good example is the Brooker Creek Preserve Management Plan or the Shell Key Preserve Management Plan. The County is also systematically developing watershed management plans to address water quality, flood control and habitat management in County watersheds.
Objective 3.2: Continue to develop management plans for the protection of native environmental habitats and wildlife species.	Ongoing; The County develops a management plan for all of its acquired environmental properties. The County also participates with several agencies and other local governments in the development and implementation of management plans (e.g., the SWFWMD, the TBEP, etc). Through the application of land development regulations, exotics/invasives are removed from the properties resulting in the protection of native habitats.

Implementation Of Plan Objectives That Relate to Providing a COMPETITIVE ECONOMIC ENVIRONMENT

The following objective is contained in the Future Land Use Element of the Pinellas County Comprehensive Plan and has a direct relationship to the issue of providing a competitive economic environment in Pinellas County. An evaluation of this objective will determine to what extent it has been accomplished and whether the implementation of this objective is having, or is expected to have, the intended result of supporting economic development in Pinellas County.

FUTURE LAND USE ELEMENT	
Objective	Implementation
<p>Objective 1.10: The Future Land Use Map and land use policies shall define the location, type, and intensity of industrial activities that may be operated in order to diversify the County's economy and provide a broad range of employment opportunities to the County's residents.</p>	<p>Implementation of this objective is discussed in the section of the EAR on Issue #1: Ensuring Quality Communities.</p>

Implementation of Plan Objectives that Relate to FUNDING THE PLAN

Over the years, the following Capital Improvements Element objectives have been addressed in the following manner:

CAPITAL IMPROVEMENTS ELEMENT	
Objectives	Implementation
<p>Objective 1.1 Capital improvements shall be provided to correct existing deficiencies, to replace worn-out or obsolete facilities, and to accommodate desired future growth.</p>	<p>Several criteria are used to analyze and prioritize capital improvements during the budgeting process. Among the criteria are: elimination of a public hazard, elimination of existing capacity deficiency, local budget impact, location needs based on growth patterns, accommodation of new development and redevelopment facility demands, financial feasibility, and the plans of state agencies and water management districts that provide public facilities in Pinellas County.</p>
<p>Objective 1.2 Public expenditures that subsidize development in the coastal high hazard area shall be limited to those improvements that are consistent with the applicable Goals, Objectives, and Policies in the Coastal Management, Future Land Use, Surface Water Management, and Natural, Historic and Cultural Resources Elements.</p>	<p>It is County policy to prohibit capital expenditures in coastal high hazard areas except for maintenance, repair and replacement of existing facilities, for addressing existing deficiencies, for enhancing of natural resources or public access, and for improvement of public roads and bridges for emergency evacuation. Projects are not meant to provide additional capacity for encouraging more growth.</p>
<p>Objective 1.3 Future development shall bear a proportionate cost of facility improvements necessitated by development to maintain adopted level of service standards.</p>	<p>The County implements a transportation impact fee and requires developer exactions to meet concurrency requirements. Water and sewer connection fees are imposed for new hook-ups and change-in-use hookups. These latter revenues are allocated primarily to fund expansion of sewer and water facilities.</p>
<p>Objective 1.4 Pinellas County will manage its fiscal resources to ensure the provision of needed capital improvements for previously issued development orders, future development, and redevelopment in a manner that maintains the adopted level of service.</p>	<p>Pinellas County continues to consider concurrency in its development reviews to assure that applicable levels of service of public facilities are maintained and are not adversely affected by the impacts of the proposed development. If levels of service are not maintained, then certain accommodations, such as fee payments, transportation management system improvements, or project phasing, may be initiated to lessen the development's impact.</p> <p>The Six-Year Schedule of Improvements in the CIE continues to be integrated into the County's annual six-year Capital Improvement Program. This Program is considered to be the County's annual capital budget. The CIE, amended on an annual basis, updates the status of capital projects and of revenue sources to gauge the continued feasibility of carrying out the</p>

	<p>Comprehensive Plan. This annual status review includes corrections, updates, and modifications concerning costs, revenue sources, and dates of construction of any facilities enumerated in the CIE.</p> <p>The County continues to seek local, state, and federal grants to leverage the capital funds in an effort to make the capital funds go further to fund additional projects. Grants, such as the P-2000 and Florida Forever grant programs, have been instrumental in supplementing county funds to acquire environmentally endangered lands.</p> <p>The Local Option Infrastructure Sales Tax continues to be the primary funding source for carrying out the capital projects in the Comprehensive Plan. The electorate of Pinellas County has voted to extend the tax through the first decade of 2000. To implement this Comprehensive Plan, these funds primarily fund transportation, stormwater management, parks and recreation, and environmental lands projects. There are discussions to seek a second 10-year extension of the Local Option Infrastructure Sales Tax.</p> <p>The Six-Cent Local Option Gas Tax continues to fund transportation projects. This current tax is due to sunset in August 2007. It is the intention of the Board of County Commissioners to extend this tax for an additional ten years. These funds are shared with the Pinellas municipalities and an interlocal agreement with the cities for the 10-year extension has been initiated.</p> <p>The County has, on occasion, taken alternative steps to carry out the Comprehensive Plan. Some of the options have been juggling the timing of the capital improvement to a later fiscal year; projects have been phased to meet revenue projections; and the County has utilized borrowing against anticipated revenues to keep the original schedule. It is important to note that while reducing the adopted level of service standards has always been an optional policy of the Board of County Commissioners, this option has never been exercised.</p>
<p>Objective 1.5 Decisions regarding the issuance of development orders and permits shall be based upon coordination of the development requirements included in this plan, the land development code, and availability of necessary public facilities needed to support such development at the time needed.</p>	<p>The County continues to carry out the policies and procedures in its site plan reviews and permitting procedures as prescribed by the Concurrency Management Ordinance that was originally adopted in December 1989 and which was amended in response to the Evaluation and Appraisal Report adopted in July 1996.</p>

Implementation Of Plan Objectives That Relate To INTERGOVERNMENTAL COORDINATION

The following objectives are contained in the adopted Pinellas County Comprehensive Plan and have a direct relationship to the issue of effective intergovernmental coordination. The selected objectives are extracted from the Intergovernmental Coordination Element; however, really the entire Comprehensive Plan is implemented through a process of intricate coordination, whether among departments, or agencies or other governments. Intergovernmental Coordination in a mature urban County, small in land area yet containing 25 separate governments, is perhaps one of the most critical components of the Plan. An evaluation of these objectives will provide a broad idea of the extent to which coordination is effectively accomplished and will assess whether the implementation of these objectives is having, or is expected to have, the intended result of ensuring that various local governments and agencies can effectively work together in addressing issues or subjects of common interest.

INTERGOVERNMENTAL COORDINATION ELEMENT	
Objectives	Implementation
<p>Objective 1.2: Pinellas County shall continue to ensure that its planning activities are coordinated with the plans of other local governments and agencies, including municipal comprehensive plans and the plans of adjacent county governments, within Pinellas County's area of concern.</p>	<p>Ongoing; in a mature County with little vacant land, this is absolutely critical. While coordination of plans and planning activities certainly occurs today (e.g., through various mechanisms, including review of Community Redevelopment Areas and Plans by the Board, review of municipal comprehensive plan amendments by the County, participation in the countywide planning authority process by County and municipal staffs, as well as through interlocal agreements for specific projects, like watershed plans and associated projects, etc.) the current density and condition of the County requires perhaps a new level of commitment to coordination. With communities being increasingly interdependent and to the citizen, increasingly seamless, cooperative planning needs to adjust to a higher level. Objectives and policies regarding coordination will need to change accordingly. Upon the completion of the several planning initiatives currently underway (from, for example, the local redevelopment plan for unincorporated Lealman to the County's strategic planning, Pinellas by Design, the Recreation, Open Space and Culture System Master Plan, the Pinellas Mobility Initiative, and Charter Review) it is expected that several revisions to the Intergovernmental Coordination Element will be expected, to institutionalize new relationships, responsibilities, commitments and authorities, as well as common goals for the future.</p>
<p>Objective 1.3: Pinellas County shall continue to coordinate with governments within its area of concern regarding the siting of facilities with countywide significance and in assessing the potential for development</p>	<p>Ongoing; although it is unlikely that many additional facilities of countywide significance, in the traditional sense, will be built in this mature county. The major roadways are built, water and sewer facilities are largely in place, and there are not many opportunities for new</p>

<p>related impacts.</p>	<p>regional parks and preserves. The County is essentially built-out and the majority of needed facilities and urban services are in place. However, redevelopment brings some new coordination challenges as the County enters a new phase of development. Several planning initiatives are underway or nearing completion that have the potential to have multi-jurisdictional impact or influence – for example, transportation/mobility solutions for our congested urban county are being considered that would require countywide coordination; new recreational commitments will be falling out of the Recreation, Open Space and Culture System Master Plan that will likely result in some “flag ship” projects intended to serve a countywide purpose. These are only two examples, but they highlight the fact that ongoing coordination with the municipalities will be a requisite to effective, sustainable planning with less parochial emphasis and greater attention to projects and facilities that serve a countywide benefit. It is likely that new policies will be devised to address the results of the planning initiatives underway and their resultant project commitments.</p>
<p>Objective 1.4: Pinellas County shall continue to practice collaborative planning with affected governments and agencies to facilitate the locating and extension of facilities subject to concurrency, and shall formalize, as necessary, by October 2000, through specific agreement, its process for coordinating the establishment of level of service standards with other State, regional or local governments and service providers who have operational and maintenance responsibility for public facilities providing service to the unincorporated County.</p>	<p>Ongoing; the only County facilities subject to concurrency affected currently by this objective would be County roadway projects, as water and sewer facilities, solid waste disposal, parks, etc. are already adequate to serve existing and future populations. In addition, interlocal agreements already exist for the provision of needed services and facilities, as demonstrated for DCA’s benefit as a part of the Interlocal Service Delivery Project in 2004. This objective, and its associated policies, will need to be revisited, however, in light of the new concurrency-related requirements from the 2005 legislative session.</p>
<p>Objective 1.5: As provided under the authority of Section 163.3171, Florida Statutes, Pinellas County shall continue to cooperate in establishing and implementing joint municipal planning areas through interlocal agreements with participating municipalities.</p>	<p>Ongoing; municipal planning area agreements presently exist. However, annexation remains a controversial topic with often fundamental differences of opinion as to approaches, incentives, motivations, and benefits. The Pinellas Assembly began the process of convening to try and arrive at some common understandings and agreement on priorities, criteria, etc. with limited success. Objectives and policies in the Comprehensive Plan cannot address the depth of the issue – but a commitment to ongoing and directed dialogue on the matter can be added to the Plan. Inherent in the discussion will be the concept of how to address facilities of metropolitan significance in the annexation process, based upon the County’s charter responsibilities, which are also currently under review. .</p>

<p>Objective 1.6: Pinellas County shall continue to recognize and implement existing infrastructure service agreements, and enter into new agreements as necessary, for the purpose of ensuring adequate, efficient and equitable provision of needed services.</p>	<p>Ongoing; infrastructure service agreements presently exist. No major changes are anticipated in regard to water or sewer agreements, or the coordination mechanism (i.e., the Technical Management Committee) for solid waste disposal. Overall, service delivery remains efficient and effective. In regard to the provision of active recreation, the County has begun to enter into some agreements and partnerships with the municipalities for the provision of services, but it is likely that implementation of the Recreation, Open Space and Culture System Master Plan will result in new agreements and delineation of new responsibilities, new types of partnerships, etc that are not currently recognized in the Element. In addition, review of transportation alternatives may result in new agreements and new objectives in the Comprehensive Plan. In regard to roads and drainage and their associated maintenance requirements, annexation has created differences of opinion as to who is responsible for what, leaving questions and potential gaps in service. This needs to be worked out, and the development of associated objectives and/or policies institutionalizing the criteria for such determinations of responsibility, and a resulting interlocal agreement, would be beneficial. Finally, review of countywide authority and responsibility in regard to drainage may necessitate revision to objectives and policies in the Plan as well.</p>
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