



## Staff Report

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**File #:** 16-390A, **Version:** 1

**Agenda Date:** 3/29/2016

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**Subject:**

Ordinance amending the Transportation, Capital Improvements and Intergovernmental Coordination Elements, and the Concurrency Management Section of the Comprehensive Plan.

**Recommended Action:**

Conduct a public hearing and adopt the proposed ordinance amending the Transportation, Capital Improvements and Intergovernmental Coordination Elements, and the Concurrency Management Section of the Comprehensive Plan.

**Strategic Plan:**

Foster Continual Economic Growth and Vitality

4.3 Catalyze redevelopment through planning and regulatory programs

4.4 Invest in infrastructure to meet current and future needs

4.5 Provide safe and effective transportation systems to support the efficient flow of motorists, commerce, and regional connectivity

**Summary:**

This is the second of two public hearings by the Board on these proposed amendments to the Pinellas County Comprehensive Plan. The first hearing was held on November 24, 2015. The primary purpose of this Ordinance amending the Comprehensive Plan is to eliminate transportation concurrency and associated level of service standards, and set up the policy framework necessary to implement a more flexible mobility management system and mobility fee in its place. This requires amending the Transportation, Capital Improvements and Intergovernmental Coordination Elements of the Comprehensive Plan as well as the Concurrency Management section of the Plan.

The application of transportation concurrency requirements and the assessment of transportation impact fees through the site plan review process are the primary tools utilized by Pinellas County and other local governments to manage the traffic impacts of development projects. Concurrency requirements are traditionally imposed to ensure that development is not permitted without assurance that the public facilities and services necessary to handle the development impact are available. Under the 2011 Community Planning Act, which amended Chapter 163, F.S., the requirement to implement transportation concurrency, including adopted level of service standards for transportation facilities, was repealed. The intent of this change was to enable implementation of more livable community and mobility-oriented solutions to manage transportation impacts.

With establishment of the 2011 Community Planning Act, the Metropolitan Planning Organization (MPO) subsequently facilitated coordination among the County's local governments to develop a consistent countywide transportation mobility management approach, and multimodal impact fee, as a replacement to transportation concurrency and traditional transportation impact fees. The MPO endorsed the Pinellas County mobility management system on September 11, 2013.

If these proposed mobility management-related amendments are approved, development projects would be required to pay an impact fee commensurate with the number of new trips they generate on the transportation system. The proposed policy changes also include a tiered review of development projects adding more than 50 new trips during the peak hour on deficient roads. For a development project on a deficient road, its multimodal impact fee may be applied as credit toward the cost of the transportation management strategies that are required to address that project's impacts on the surrounding transportation system. These strategies could include, for example, trail, sidewalk, bus stop and intersection improvements or trip reduction programs such as vanpooling or telecommuting.

In addition to the mobility management-related amendments as described above, there are also several minor clean-up/corrections proposed. Those revisions include the following:

In the Transportation Element, minor changes recognize current site plan and right-of-way utilization review procedures and practices related to transportation, update the truck route planning policy and correctly recognize the change in the name of the St. Pete-Clearwater International Airport.

Additionally, policy language has been added to recognize the purpose and efficiencies of a Complete Streets approach to transportation planning, which incorporates design and infrastructure to encourage diverse modes of transportation, including bicycle, pedestrian, vehicular, and public transit.

In the Capital Improvements Element, references to a Six-Year Schedule of Improvements have been revised to reflect that the County currently maintains a Ten-Year Capital Improvements Schedule.

In the Intergovernmental Coordination Element, minor changes have been made to reflect the coordination of local governments and partner agencies required to implement the Pinellas County Mobility Management System, MPO corridor plans, and transportation system monitoring.

Finally, the Concurrency Management Section is being revised to eliminate transportation concurrency management and to reflect the current concurrency review process for other facilities and services.

In order to implement the mobility-related policy changes, related amendments are also required to Chapters 134 and 150 of the Pinellas County Land Development Code, which currently implement the County's concurrency management system and countywide impact fee, respectively. The amendments to these chapters of the Land Development Code were originally heard by the Local Planning Agency (LPA) and the Board in late 2014. They are included as public hearing items on the agenda of this regularly scheduled meeting of the Board. The intent is to adopt the Comprehensive Plan amendments along with the supporting Land Development Code amendments at this meeting.

### **Background Information:**

This amendment package was originally heard by the LPA and the Board in late 2014; however, it became evident after the amendments were transmitted for review to the State Department of

Economic Opportunity (DEO), that not all of the municipalities were quite ready to take action on their corresponding amendment packages. This was important as the mobility fee, similar to the existing countywide impact fee, is a countywide fee and approach, requiring countywide agreement on both the policy and regulatory approach. Consequently, adoption of the County's original amendment package was postponed until each of the municipalities was ready to adopt their related amendment packages. At this time, with the municipalities now on a similar timeline, the County is ready to proceed with its amendment package.

Since reinitiating this amendment package, the LPA reviewed the proposed Ordinance at a public hearing on September 10, 2015 and determined that the proposed amendments are consistent with the Pinellas County Comprehensive Plan and recommended approval of the Ordinance by a vote of 5 to 0.

Subsequent to the LPA public hearing, the Board conducted a public hearing on the proposed Ordinance on November 24, 2015, at which time the Board authorized transmittal of the proposed amendments to the Florida DEO and other state and regional agencies for review and comment. The comments from the review agencies are attached, and in response to these comments a few minor changes have been incorporated into the proposed Ordinance. These changes are noted with yellow highlighted text in the attached strike-through and underlined version of the proposed Ordinance. They consist almost entirely of minor grammatical corrections. The only substantive change made was to Policy 1.1.20 of the Transportation Element (Ordinance page 10 of 39) and included language promoting ride sharing opportunities for other Pinellas County employers (in addition to Pinellas County employees) through continued coordination with the Tampa Bay Area Regional Transportation Authority (TBARTA).

**Fiscal Impact:**

No additional costs will be incurred by Pinellas County in the implementation of the Mobility Management System.

**Staff Member Responsible:**

Gordon Beardslee, Director, Planning

**Partners:**

Municipalities  
Metropolitan Planning Organization

**Attachments:**

Proposed Ordinance (strike-through/underline format)  
Proposed Ordinance (approved as to form)  
Staff Report and LPA Recommendation  
State and Regional Agency Review Comments  
Legal Notice  
PowerPoint Summary of Proposed Amendments

ORDINANCE 16 - \_\_\_\_

AN ORDINANCE OF THE COUNTY OF PINELLAS AMENDING THE GOALS, OBJECTIVES AND POLICIES OF THE TRANSPORTATION ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN TO ESTABLISH A MOBILITY MANAGEMENT SYSTEM, TO DELETE TRANSPORTATION CONCURRENCY, TO UPDATE VARIOUS TERMS AND REFERENCES, AND TO REFLECT NEW INFORMATION; AMENDING THE INTERGOVERNMENTAL COORDINATION ELEMENT TO RECOGNIZE THE COORDINATION REQUIRED TO IMPLEMENT THE COUNTYWIDE COMPONENTS OF A MOBILITY MANAGEMENT SYSTEM; AMENDING THE CAPITAL IMPROVEMENTS ELEMENT TO SUPPORT ESTABLISHMENT OF A MOBILITY MANAGEMENT SYSTEM AND TO REFLECT IMPLEMENTATION OF A TEN-YEAR CAPITAL IMPROVEMENTS PROGRAM; AMENDING THE CONCURRENCY MANAGEMENT SYSTEM PROVISIONS OF THE COMPREHENSIVE PLAN TO ELIMINATE REFERENCES TO TRANSPORTATION CONCURRENCY; PROVIDING FOR SEVERABILITY; PROVIDING FOR LOCATION OF RECORDS; AND ESTABLISHING AN EFFECTIVE DATE.

**WHEREAS**, Section 163, Part II, Florida Statutes, establishes the requirements of the Community Planning Act and governs local government comprehensive planning and land development regulation; and

**WHEREAS**, Pinellas County adopted its Comprehensive Plan on August 8, 1989, and has periodically revised and amended the Plan in order to ensure it remains current and responds to current needs and opportunities; and

**WHEREAS**, the Community Planning Act removed State requirements for transportation concurrency management and level of service standards; and

**WHEREAS**, Pinellas County participated in the multi-jurisdictional Mobility Plan Task Force, facilitated by the Pinellas County Metropolitan Planning Organization, to develop a framework for a countywide approach to implementation of a mobility management system in place of transportation concurrency; and

**WHEREAS**, Pinellas County proposes to replace transportation concurrency with a mobility management system approach that is multi-modal, and designed to better support redevelopment and associated transportation and land use goals; and

**WHEREAS**, implementation of the mobility management system requires coordination with the municipalities, as well as associated amendments to the land development code, replacing the countywide impact fee with a countywide mobility fee and implementing regulations; and

**WHEREAS**, implementation of the Pinellas County Mobility Management System also requires amendments to the Intergovernmental Coordination Element and the Capital Improvements Element to ensure consistency with the changes to the Transportation Element; and

**WHEREAS**, implementation of the Pinellas County Mobility Management System also requires amendments to the Concurrency Management Section of the Pinellas County Comprehensive Plan in order to eliminate requirements for transportation concurrency; and

**WHEREAS**, additional amendments to the Transportation Element are proposed in order to update such things as transportation program and agency references, to recognize current planning practices such as complete streets, to correct references to the St. Pete-Clearwater International Airport, and to update right-of-way protection provisions; and

**WHEREAS**, additional amendments are proposed to the Capital Improvements Element in order to properly reflect the County's Ten-Year Capital Improvements Program.

**NOW THEREFORE BE IT ORDAINED**, by the Board of County Commissioners of Pinellas County, Florida, in its regular meeting duly assembled on this \_\_\_ day of \_\_\_\_\_, 2016, that:

## **SECTION I: PURPOSE AND INTENT**

The main purpose of this Ordinance is to eliminate transportation concurrency (and to eliminate adopted level of service standards for roads and mass transit) and establish the policy framework for the establishment of a multi-modal mobility management system approach for managing the transportation impacts of development projects. Minor updates to policies are also included to update terms and references, and to refine or reflect current practices. Included in those changes is the need to properly reflect the name of the St. Pete-Clearwater International Airport.

Changes to the Intergovernmental Coordination Element addresses the coordination of local governments and partner agencies related to the implementation of the Pinellas County Mobility Plan, Metropolitan Planning Organization corridor plans, and transportation system monitoring.

In the Capital Improvements Element, associated changes are being made to reflect elimination of road and mass transit level of service standards, and to change the name of the Transportation Impact Fee Ordinance to the Multi-modal Impact Fee Ordinance. Additionally, references are being updated to reflect a Ten-Year Capital Improvements Program.

Finally, changes to the Concurrency Management Section will eliminate transportation concurrency and update certain practices and procedures relative to the concurrency management system as it applies to other public services and facilities.

**SECTION II: THE GOALS, OBJECTIVES AND POLICIES SECTION OF THE TRANSPORTATION ELEMENT OF THE COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

1. GOAL: PROVIDE FOR A SAFE, CONVENIENT, AND ENERGY EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM THAT SERVES TO INCREASE MOBILITY, REDUCE THE INCIDENCE OF SINGLE-OCCUPANT VEHICLES, EFFICIENTLY UTILIZE ~~PROTECT~~—ROADWAY CAPACITY, REDUCE THE CONTRIBUTION TO AIR POLLUTION FROM MOTORIZED VEHICLES AND IMPROVE THE QUALITY OF LIFE FOR THE CITIZENS OF PINELLAS COUNTY.

**Traffic Circulation and ~~Level of Service~~ Mobility**

1.1 Objective: Develop and maintain a multimodal transportation system that increases mobility for bicyclists, pedestrians and transit users as well as motorists and users of aviation and rail facilities, and that promotes development patterns that reduce vehicle miles traveled and greenhouse gas emissions.

1.1.1 Policy: Pinellas County shall implement a Pinellas County Mobility Management System through the application of Transportation Element policies and site plan and right-of-way utilization review processes. Policies pertaining to the application of the Mobility Management System are listed below.

- a. All development projects generating new trips shall be subject to payment of a multimodal impact fee.
- b. Development projects that generate between 51 and 300 new peak hour trips on deficient roads shall be classified as tier 1 and required to submit a transportation management plan (TMP) designed to address their impacts while increasing mobility and reducing the demand for single occupant vehicle travel.
- c. Development projects that generate more than 300 new peak hour trips on deficient roads shall be classified as tier 2, required to conduct a traffic study, and submit an accompanying report and TMP based on the report findings.
- d. Multimodal impact fee assessments may be applied as credit toward the cost of a TMP.
- e. A traffic study and/or TMP for a development project not impacting a deficient road corridor may be required to address the impact of additional trips generated by the project on the surrounding traffic circulation system.
- f. Deficient roads shall include those operating at peak hour level of service (LOS) E and F and/or volume-to-capacity (v/c) ratio 0.9 or greater without a mitigating improvement scheduled for construction within three years.
- g. Multi-modal impact fee revenue shall be utilized to fund multi-modal improvements to local, county or state facilities that are consistent with the

comprehensive plan as well as the Metropolitan Planning Organization (MPO) Long Range Transportation Plan.

h. Pinellas County shall work cooperatively with the MPO and other local governments to complete the biennial update of the Multi-modal Impact Fee Ordinance through the MPO planning process, which includes review by the MPO Technical Coordinating Committee and MPO Policy Board.

~~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., long term concurrency management, constrained and congestion containment corridors) shall operate at level of service C average daily/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 1.1.7, and roads funded through the Transportation Regional Incentive Program (TRIP) shall operate at a level of service that is consistent with Rule 14-94, F.A.C.~~

~~1.1.12. Policy: Road improvements undertaken by Pinellas County or the Florida Department of Transportation on concurrency management corridors shall be designed to alleviate the substandard level of service conditions- increase their efficiency while providing safer travel conditions for all users to the extent feasible.~~

~~1.1.23. Policy: Capacity improvements necessary to alleviate existing level of service deficiencies shall be constructed as scheduled in the Pinellas County Capital Improvements Element (CIE).~~

~~1.1.3. Policy: Pinellas County shall minimize the impacts of development on concurrency and management corridors through the implementation of land development restrictions and transportation management plan (TMP) strategies through the application of the Concurrency Management System.~~

~~1.1.4. Policy: The adopted level of service (LOS) standard on backlogged/congestion containment roads is LOS F. The County shall identify these roads in Table 1-1 of the Transportation Element which will be amended as necessary to reflect the addition or removal of facilities designated as congestion containment in the Concurrency Test Statement. The County shall strive to protect the traffic carrying capacity and to improve LOS conditions on these facilities through the implementation of policies 1.1.1, 1.1.2 and 1.1.3.~~

~~1.1.5. Policy: The adopted level of service (LOS) standard on constrained roads shall be LOS F. The County shall identify constrained roads in Table 1-1 of the Transportation Element which will be amended as necessary to reflect the addition or removal of facilities designated as constrained in the Concurrency Test Statement. The County shall strive to protect the traffic carrying capacity and improve level of service conditions on these facilities through the implementation of policies 1.1.1, 1.1.2 and 1.1.3.~~

1.1.64. Policy: ~~Corridor strategy plans developed by the MPO through the participation of~~ FDOT and affected local governments will contain recommendations for the implementation of transportation improvements and management strategies in constrained corridors. On these corridors, Pinellas County shall implement corridor strategy plan recommendations in conjunction with State and local agencies, as approved by the MPO, through the application of the Concurrency Management System and the Capital Improvements Element, as applicable. The CIE shall be amended as necessary to include physical improvements identified in the corridor strategy plans. Pinellas County shall coordinate with the MPO in the development and implementation of corridor plans and strategies intended to address operational and safety issues on the major road network.

1.1.7. Policy: ~~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 Corridor for a 15 year period from 1998 to 2013. The following policies shall be applied to this facility in the interim period:~~

- 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 road segments listed in the following table:~~

<b>FROM</b>	<b>TO</b>	<b>LN/ MD</b>	<b>AADT (1998)</b>	<b>PH VOL. (1998)</b>	<b>MAIN T-PH</b>	<b>AADT</b>	<b>PH</b>
Klosterman Rd.	Alderman Rd.	6D	69,163	6,570	7,227	79,020	7,507
Alderman Rd.	Highlands Bd.	6D	102,943	9,780	10,758	81,975	7,788
Highlands Bd.	Nebraska Ave.	6D	102,943	9,780	10,758	81,975	7,788
Nebraska Ave.	Tampa Rd.	6D	102,943	9,780	10,758	81,975	7,788
Tampa Rd.	CR 39	6D	89,233	8,477	9,325	71,492	6,792
CR 39	Curlew Rd.(SR 586)	6D	89,233	8,477	9,325	71,492	6,792
Curlew Rd.(SR 586)	Northside Dr.	6D	89,233	8,477	9,325	73,638	6,696
Northside Dr.	Curlew Ave.	6D	89,233	8,477	9,325	73,638	6,696
Curlew Ave.	Main St. (SR 580)	6D	75,552	7,177	7,895	73,638	6,696
Main St. (SR 580)	Countryside Bd.	6P	75,552	7,177	7,895	75,929	7,213
Countryside Bd.	Enterprise Rd.	6P	75,552	7,177	7,895	75,929	7,213
Enterprise Rd.	Sunset Point Rd.	6D	74,912	7,177	7,828	75,929	7,213
Sunset Point Rd.	NE Coachman Rd.	6D	74,912	7,177	7,828	77,705	7,382

FROM	TO	LN/ MD	AADT (1998)	PH VOL. (1998)	MAIN T PH	AADT	PH
NE Coachman Rd.	Drew St.	6D	72,998	6,935	7,628	77,705	7,382
Drew St.	Gulf To Bay Bd.	6P	70,437	6,692	7,361	77,705	7,382
Gulf To Bay Bd.	Druid Rd.	6D	77,004	7,315	8,047	77,488	7,431
Druid Rd.	Nursery Rd.	6D	83,570	7,939	8,733	77,488	7,361
Nursery Rd.	Belleair Rd.	6D	79,427	7,546	8,300	77,488	7,361
Belleair Rd.	Haines Bayshore	6D	79,427	7,576	8,334	68,499	6,507
Haines Bayshore	Whitney Rd.	6D	79,427	7,576	8,334	68,499	6,507

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 1.1.7 was adopted in 1999.
- 4) Existing volumes based on 2006 data as reported in 2007 MPO Level of Service Report PH = Peak Hour
- 5) Peak hour volumes based on FDOT K100 factor, which is 9.5% of AADT
- 6) Column 6: Maint. = Maintain level of service standard
- 7) Maintain peak hour is 10% over the peak hour volume in column 5.
- 8) 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;~~

c. ~~Physical and operational improvements and demand management strategies prescribed through the site plan review process shall be implemented through the application of the Concurrency Management System and the Transportation Impact Fee Ordinance on an ongoing basis.~~

d. ~~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;~~

e. ~~The County shall determine appropriate TMP strategies to be implemented by developers as Concurrency Management requirements during the Site Plan Review Process;~~

f. ~~The implementation of long term concurrency management 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 long term concurrency management on US Highway 19 have been conducted in 2003 and 2007 to assess the benefit~~

~~of improvements that have been completed and to monitor the performance of the affected segments. The table under policy 1.1.7(A), contains the traffic count data published in the 2007 MPO Level of Service Report, which was used in the most recent assessment. A final evaluation will be conducted in 2013;~~

~~g. The update of the MPO Long Range Transportation Plan, which occurs every five years and of the MPO Transportation Improvement Program (TIP), which occurs 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; and~~

~~h. Pinellas County shall coordinate the implementation of policy 1.1.7 with the cities having jurisdiction along the corridor, including Largo, Clearwater, Dunedin and Tarpon Springs, as well as FDOT, for consistent application of concurrency management requirements to the fullest extent possible.~~

~~1.1.8. Policy: Improvements necessary to alleviate 2025 level of service deficiencies on backlogged roads identified in the Transportation Element shall be prioritized and scheduled in the CIP, CIE, the FDOT Five Year Work Program and the MPO's Transportation Improvement Program (TIP).~~

1.1.95. Policy: Pinellas County shall coordinate road improvement plans with the needs of local residents in terms of historic and community preservation.

~~1.1.10 Policy: Transportation facilities needed to serve projects adding vehicle trips to a roadway operating below the adopted level of service standard shall be in place or under actual construction within 3 years after a building permit is approved except as otherwise provided in Section 163.3180, F.S.~~

~~1.1.116. Policy: Pinellas County shall continue to evaluate additional capacity improvement needs on the County's major road network.~~

~~1.1.12. Policy: Pinellas County shall continue to pursue Federal and State grant funds and Congressional appropriations to secure monies necessary to implement major transportation improvements identified in the Transportation Element and the MPO Long Range Transportation Plan such as US Highway 19 Ulmerton Road and the County Road 296/Roosevelt Connector (SR 686).~~

~~1.1.13 Policy: Pinellas County shall amend the Comprehensive Plan and Concurrency Management System sections of the Land Development Code to remove the interim level of service standard of maintain on US Highway 19 and implement the peak hour LOS D standard on SIS facilities, including US Highway 19, and TRIP funded facilities in accordance with Rule 14-94, F.A.C., by December 1, 2011.~~

~~1.2. Objective: Pinellas County, in cooperation with Pinellas Suncoast Transit Authority (PSTA), shall strive to provide transit access for all major traffic generators and attractors with headways less than or equal to 30 minute headways in the peak hour and no greater than 60 minutes in the off-peak period.~~

~~1.2.1-1.1.7. Policy: Pinellas County shall continue to work with the Pinellas Suncoast Transit Authority (PSTA) to increase the efficiency of the fixed route transit system by encouraging mass transit use through the application of the Concurrency Management System, Site Plan Review Process and the implementation of MPO corridor strategy plans.~~

*Note: Policies 1.1.8 – 1.1.27 listed below were moved from the Bicycle and Pedestrian Travel and Public Transportation and Demand Management sections. Issues/subjects addressed in policies proposed for deletion in the Bicycle and Pedestrian Travel Section and not included in 1.1.7 – 1.1.27 are covered in other sections.*

~~1.1.8.1-6.1. Policy: Pinellas County will, when appropriate and feasible, incorporate bicycle-friendly design standards into all new and reconstructed collector and arterial roads by providing an area where bicyclists may travel adjacent to the outside vehicle lane. On existing collector and arterial roads, bicycle-friendly standards may be implemented at the next resurfacing by adjusting the width of the vehicle lane to a minimum of 11 feet to reserve an area along the outer edge of pavement.~~

~~1.1.9.1-6.2. Policy: Where sufficient pavement width exists, Pinellas County will provide a designated bicycle lane with a minimum width of four feet on roads adjacent to curb and gutter and a minimum width of five feet on roads having no curb and gutter. Vehicle lanes shall meet or exceed the minimum width standards.~~

~~1.1.10. 1-6.3. Policy: When roads are improved to the standards identified in Policy 1.61.29., the bicycle lane shall be designated by marking and signage.~~

~~1.1.11. 1-6.4. Policy: When it is not feasible for the area intended for bicycle travel to meet the minimum width standards, a bicycle lane will not be designated. However, the width of vehicle lanes may be set at the minimum standard with the outside lane made as wide as possible.~~

1.1.12. 1.6.6. Policy: Pinellas County shall include sidewalks alongside roadways scheduled for improvement-resurfacing in its Capital Improvement Program where feasible.

1.1.13. 1.6.8. Policy: The planned Pinellas Trail Loop is critically important in the County's efforts toward allowing bicycling and walking to become a more viable alternative for commuter travel throughout Pinellas County. Therefore, Pinellas County shall prioritize efforts to develop the Pinellas Trail Loop, with east-west connecting facilities, as adopted in the MPO Long Range Transportation Plan through the application of the CIP and Concurrency Management System.

1.1.14. 1.6.9. Policy: Pinellas County shall require sidewalk eConstruction of frontage sidewalks shall be required in the all road rights-of-way under the jurisdiction of Pinellas of roadways adjacent to properties proposed for development through the application of the site plan and right-of-way utilization review processes. Through a right-of-way-utilization waiver process, Pinellas County may require the sidewalk to be constructed at alternative off-site locations when the right-of-way conditions preclude the construction of the sidewalk adjacent to the proposed development.

1.1.15. 1.6.11. Policy: Pinellas County, through amendment of its Land Development Code, shall require that new development and redevelopment projects to make adequate provisions for storage/parking areas for bicycles as appropriate.

1.1.16. 1.6.12. Policy: Pinellas County shall continue to implement sidewalk construction projects where necessary to close existing gaps along arterial, collector and local roads through the CIP and Concurrency Management Systemsite plan and right-of-way utilization review processes.

1.1.17. 1.6.13. Policy: In association with the update to the County's Land Development Code, Pinellas County shall take a complete streets approach towards mobility and incorporate livable community requirements such as separated/buffered walkways (e.g., sidewalks, crosswalks) connecting pedestrian facilities existing within adjacent road rights-of-way to buildings proposed for construction. As an alternative to extending pedestrian facilities through parking areas, the Code shall allow for proposed buildings to be oriented toward pedestrian facilities in adjacent road rights-of-way.

1.1.18. ~~1.6.16.~~ Policy: Pinellas County shall work with the MPO's Bicycle and Pedestrian Transportation Advisory Committees, FDOT's Community Traffic Safety Team, the MPO's School Transportation Safety Committee, the US Highway 19 Task Force, the Barrier Island Government Council (BIG-C) and other agencies and organizations as appropriate to identify locations where crosswalk improvements are needed to allow bicyclists and pedestrians to safely cross major roads to reach their destinations.

1.1.19. ~~1.7.4.~~ Policy: Pinellas County shall facilitate the provision of bus stop improvements and pullout bays, where appropriate, along major roadways through the development of complete streets, implementation of the Mobility Management System, and application of the Concurrency Management System site plan and right-of-way utilization review processes.

1.1.20. ~~1.7.6.~~ Policy: Pinellas County shall continue to coordinate with the Tampa Bay Area Regional Transportation Authority TBARTA as necessary to provide ride sharing opportunities for ~~to facilitate ride sharing activities among~~ Pinellas County employees and to promote this service to other employers.

1.1.21. ~~1.7.7.~~ Policy: Pinellas County shall continue to identify and monitor "unmet" transportation disadvantaged needs within unincorporated Pinellas County. Residents in need of transportation assistance shall be informed of services available through the Pinellas County Transportation Disadvantaged Program.

1.1.22. ~~1.7.9.~~ Policy: Pinellas County shall continue to maintain an inventory of transportation disadvantaged persons that would be affected by an evacuation order in the event of a natural disaster. Those needing to evacuate to a public shelter who have no personal means available to transport them, shall be provided the opportunity to register with Pinellas County for Special Needs assistance in order to receive transportation assistance.

1.1.23. ~~1.7.11.~~ Policy: Pinellas County shall coordinate with the ~~Pinellas Suncoast Transit Authority~~ PSTA and the MPO to identify locations where the need for pedestrian accommodations between bus stops and the sidewalk network is most pronounced from a safety standpoint.

1.1.24. ~~1.7.13.~~ Policy: Pinellas County shall continue to work with the MPO and PSTA in support of transit initiatives designed to increase ridership.

1.1.25. Policy: Pinellas County shall continue to install landscaping along sidewalks using tree canopy, where feasible, to provide shaded areas for pedestrians.

~~1.2. Objective: Pinellas County, in cooperation with Pinellas Suncoast Transit Authority (PSTA), shall strive to provide transit access for all major traffic generators and attractors with headways less than or equal to 30 minute headways in the peak hour and no greater than 60 minutes in the off-peak period.~~

~~1.2.1. 1.1.26. Policy: Pinellas County shall continue to work with PSTA to increase the efficiency of the fixed-route system by encouraging mass transit use through the Site Plan Review Process and the implementation of MPO corridor strategy plans.~~

1.1.27 1.6.7. Policy: Pinellas County shall develop pedestrian ways and bikeways in and around the vicinity of schools where opportunities exist to utilize utility rights-of-way and, drainage easements.

### **Land Use Coordination and Highway Beautification**

1.32. Objective: The Transportation Element shall be coordinated with the goals, objectives and policies of the Future Land Use and Quality Communities Element in guiding population distribution, economic growth, and the overall pattern of urban development.

1.32.1. Policy: Pinellas County shall coordinate decisions on Future Land Use Map (FLUM) amendments with the mobility and safety needs of the principal modes of travel including bicycling, walking, transit and motor vehicles.

~~1.3.2. Policy: Pinellas County shall coordinate decisions on Future Land Use Map (FLUM) amendments with the need to protect the traffic carrying capacity of roads forecasted to operate at peak hour level of service E and F in 2025 as identified in the Transportation Element.~~

~~1.3.31.2.2. Policy: Pinellas County shall ~~rely on~~ use the Future Land Use Map as a ~~basis~~ tool for projecting population densities and housing and employment patterns for the process of forecasting traffic demand through the Tampa Bay Regional Transportation Planning Model (TBRPM).~~

~~1.2.43. Policy: In association with the update to the Land Development Code, Pinellas County shall ~~recommend~~ develop parking standards for mixed-use development in coordination with the Pinellas County Metropolitan Planning Organization MPO.~~

1.3-52.4. Policy: Pinellas County shall identify commercial and residential corridors in the unincorporated area in need of revitalization. Potential corridors include 54th Avenue North in Lealman, Seminole Boulevard, and 66th Street and 34th Street between Pinellas Park and St. Petersburg as part of the update to the Land Development Code.

1.3-62.5. Policy: After carrying out policy 1.3-52.4., Pinellas County shall study one of the corridors to develop a prototype approach for improving and revitalizing them. The study shall consider appropriate changes to the land development regulations, land use and zoning changes, access requirements, infrastructure improvements and other mechanisms that would improve conditions within these corridors.

1.3-72.6. Policy: Pinellas County shall identify opportunities to coordinate land use and transportation planning along the “coastal corridor” from Gulf Boulevard to the Pinellas/Pasco County Line. This coordination would be intended to create or highlight destinations and venues so that tourists can easily go from one community to another while experiencing the uniqueness of each. The “coastal corridor” runs the length of the barrier island chain from St. Pete Beach to Clearwater Beach (Gulf Boulevard) and continues northward on Ft. Harrison Avenue/Edgewater Drive/Alternate U.S. Highway 19 to Pasco County.

1.2.7. Policy: Pinellas County will pursue a Complete Streets approach towards future transportation improvements and ensure that infrastructure for all appropriate modes of transportation are designed and implemented to ensure efficient, safe, and diverse mobility options.

1.43. Objective: Pinellas County shall enhance and protect scenic vistas on County road corridors.

~~1.4.1. Policy: Pinellas County shall include landscaping, utilizing native and drought-tolerant plants, where feasible, in the design and construction of CIP/CIE projects involving the expansion of existing roadways. Landscaping along sidewalks using tree canopy to provide shaded areas for pedestrians shall also be considered in the design and construction of CIP/CIE projects.~~

1.4.2.1.3.1. Policy: Pinellas County shall pursue Highway Beautification grants or other sources of funds to provide for landscaping along major roadways and sidewalks within adjacent rights-of-way.

## Right-of-Way Protection and Planning Functional Classification

- 1.45. Objective: Provide for right-of-way and corridor protection for existing and future transportation facilities in accordance with the future right-of-way maps contained in the Transportation Element as Figures 3-1, 3-1a, 3-1b, 3-1c and 3-1d.
- 1.54.1. Policy: Preserve needed right-of-way, as identified in the future right-of-way maps referenced in Objective 1.53, through the site plan and right-of-way utilization review processes.
- 1.54.2. Policy: Pinellas County shall amend the future right-of-way maps, as deemed necessary, in order to reflect changes in right-of-way needs.
- 1.54.3 Policy: Pinellas County shall not vacate public right-of-way ~~unless~~until it is determined that the right-of-way is not viable for present or future public use, including stormwater treatment facilities, ~~roads~~transportation facilities and attendant use.
- 1.54.4. Policy: Pinellas County shall coordinate with the municipalities regarding the maintenance responsibilities for County roads within their respective jurisdictions.
- 1.4.5. Policy: Rights-of-way will not be vacated if they provide access to publically accessible waters of the County, as specifically provided for by Chapter 170, the right-of way vacation criteria, of the County Land Development Code.

## ~~Bicycle and Pedestrian Travel~~

- ~~1.6. Objective: Encourage bicycle use and pedestrian activity throughout Pinellas County for recreational and non-recreational purposes.~~
- ~~1.6.1. Policy: Pinellas County will, when appropriate and feasible, incorporate bicycle friendly design standards into all new and reconstructed collector and arterial roads by providing an area where bicyclists may travel adjacent to the outside vehicle lane. On existing collector and arterial roads, bicycle friendly standards may be implemented at the next resurfacing by adjusting the width of the vehicle lane to a minimum of 11 feet to reserve an area along the outer edge of pavement.~~
- ~~1.6.2. Policy: Where sufficient pavement width exists, Pinellas County will provide a designated bicycle lane with a minimum width of four feet on roads adjacent to curb and gutter and a minimum width of five feet on roads having no curb and gutter. Vehicle lanes shall meet or exceed the minimum width standards.~~

- ~~1.6.3. Policy: When roads are improved to the standards identified in Policy 1.6.2., the bicycle lane shall be designated by marking and signage.~~
- ~~1.6.4. Policy: When it is not feasible for the area intended for bicycle travel to meet the minimum width standards, a bicycle lane will not be designated. However, the width of vehicle lanes may be set at the minimum standard with the outside lane made as wide as possible.~~
- ~~1.6.5. Policy: Maintenance of bicycle friendly roads should take into account the needs of bicyclists.~~
- ~~1.6.6. Policy: Pinellas County shall include sidewalks alongside roadways scheduled for improvement in its Capital Improvement Program.~~
- ~~1.6.7. Policy: Pinellas County shall develop pedestrian ways and bikeways in an around the vicinity of schools where opportunities exist to utilize utility rights of way and, drainage easements.~~
- ~~1.6.8. Policy: The planned Pinellas Trail Loop is critically important in the County's efforts toward allowing bicycling to become a more viable alternative for commuter travel throughout Pinellas County. Therefore, Pinellas County shall prioritize efforts to develop the Pinellas Trail Loop, with east-west connecting facilities, as adopted in the MPO Long Range Transportation Plan through the application of the CIP and Concurrence Management System.~~
- ~~1.6.9. Policy: Pinellas County shall require sidewalk construction in the rights-of-way of roadways adjacent to properties proposed for development through the application of the site plan review process.~~
- ~~1.6.10. Policy: Pinellas County shall continue to utilize highway beautification and other appropriate funding sources to landscape along sidewalks using tree canopy to provide shaded areas for pedestrians.~~
- ~~1.6.11. Policy: Pinellas County, through amendment of its Land Development Code, shall require that new development and redevelopment projects make adequate provisions for storage/parking areas for bicycles as appropriate.~~
- ~~1.6.12. Policy: Pinellas County shall continue to implement sidewalk construction projects where necessary to close existing gaps along arterial, collector and local roads through the CIP and Concurrence Management System.~~
- ~~1.6.13. Policy: In association with the update to the County's Land Development Code, Pinellas County shall incorporate livable community requirements such as separated/buffered walkways (e.g., sidewalks, crosswalks) connecting pedestrian facilities existing within adjacent road rights-of-way to buildings proposed for construction. As an alternative to extending pedestrian facilities~~

~~through parking areas, the Code shall allow for proposed buildings to be oriented toward pedestrian facilities in adjacent road rights-of-way.~~

~~1.6.14. Policy: Pinellas County shall utilize livable community strategies and development codes, consistent with the Future Land Use and Quality Communities Element, to encourage bicycling and walking.~~

~~1.6.15. Policy: Pinellas County shall develop a priority list for the installation of bicycle lanes on County roads.~~

~~1.6.16. Policy: Pinellas County shall work with the MPO's Bicycle and Pedestrian Transportation Advisory Committees, FDOT's Community Traffic Safety Team, the MPO's School Transportation Safety Committee, the US Highway 19 Task Force, the Barrier Island Government Council (BIG-C) and other agencies and organizations as appropriate to identify locations where crosswalk improvements are needed to allow bicyclists and pedestrians to safely cross major roads to reach their destinations.~~

~~1.6.17. Policy: Pinellas County shall work with the MPO and other local governments to develop level of service and performance indicators for the County's bicycle and pedestrian transportation network by December 31, 2011.~~

### **Public Transportation and Demand Management**

~~1.7. 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.~~

~~1.7.1 Policy: Pinellas County shall work with the MPO and PSTA to develop plans for premium transit service including BRT and fixed guideway as deemed feasible.~~

~~1.7.2. Policy: Pinellas County may review transportation recommendations regarding implementation of mass transit initiatives for amendments to the Transportation Element as necessary.~~

~~1. 7. 3. Policy: Pinellas County shall participate in MPO sponsored corridor strategy plans, compiling and analyzing information on existing land uses, future land use plans, existing traffic patterns and bus stop and sidewalk locations to determine where opportunities exist to implement strategies to encourage mass transit ridership as well as other alternative modes of travel.~~

~~1.7.4. Policy: Pinellas County shall facilitate the provision of bus stop improvements and pullout bays along major roadways through the application of the Concurrency Management System.~~

~~1.7.5. Policy: Pinellas County shall support ride-sharing, vanpooling, and the efforts of the County's Transportation Management Initiatives (TMIs) through the application of the Concurrency Management System which allows employers to participate in such efforts as transportation management plan strategies.~~

~~1.7.6. Policy: Pinellas County shall continue to coordinate with the Tampa Bay Area Regional Transportation Authority to facilitate ride-sharing activities among Pinellas County employees.~~

~~1.7.7. Policy: Pinellas County shall continue to identify and monitor "unmet" transportation disadvantaged needs within unincorporated Pinellas County. Residents in need of transportation assistance shall be informed of services available through the Pinellas County Transportation Disadvantaged Program.~~

~~1.7.8. Policy: Pinellas County shall pursue Jobs Access Reverse Commute (JARC) and New Freedom grant monies under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA LU) to fund transportation services to disadvantaged citizens.~~

~~1.7.9. Policy: Pinellas County shall continue to maintain an inventory of transportation disadvantaged persons that would be affected by an evacuation order in the event of a natural disaster. Those needing to evacuate to a public shelter who have no personal means available to transport them, shall be provided the opportunity to register with Pinellas County for Special Needs assistance in order to receive transportation assistance.~~

~~1.7.10. Policy: In association with the update to the Land Development Code, Pinellas County shall amend the Land Development Code to implement livable community improvements that will require and/or encourage developments to provide separated/buffered pedestrian ways (e.g., sidewalks, crosswalks) connecting bus stops to proximate buildings.~~

~~1.7.11. Policy: Pinellas County shall coordinate with the Pinellas Suncoast Transit Authority to identify locations where the need for pedestrian accommodations between bus stops and the sidewalk network is most pronounced from a safety standpoint.~~

~~1.7.12. Policy: Pinellas County shall work with PSTA to pursue Transportation Regional Incentive Program (TRIP) funding as appropriate to assist in funding transit improvements necessary to address growth management issues in the region.~~

~~1.7.13. Policy: Pinellas County shall continue to work with the MPO and PSTA in support of transit initiatives designed to increase ridership.~~

## Safety, Efficiency and Goods Movement

1.8.5. Objective: Pinellas County's transportation system should provide for safety and efficiency in the movement of people and goods.

1.85.1. Policy: Pinellas County shall continue to implement access management standards as identified in the Access Management Section of the Land Development Code, through the application of the Pinellas County Site Plan and Right-of-Way Utilization Review Process ~~and Concurrence Management System~~ for development projects adjacent to County roads.

1.85.2. Policy: Pinellas County shall continue monitoring signalized intersections to coordinate signal timing along major County and State facilities.

1.85.3. Policy: Pinellas County shall continue to implement an ongoing roadway maintenance program to provide for safe operating conditions for multimodal travel and to preserve roadway capacity.

1.85.4. Policy: Pinellas County shall work with the MPO to promote bicycle and pedestrian safety education programs and the enforcement of rules and regulations, in cooperation with the MPO Bicycle Pedestrian Advisory Committee, pertaining to ~~bicycle~~ bicycling, walking and motor vehicle use.

1.85.5. Policy: Pinellas County shall continue to work with the MPO's advisory committees and local law enforcement officials to monitor high accident-frequency locations on State and County roadways to identify any design or operational improvements that may alleviate hazardous conditions and shall assign a priority implementation of accident reduction improvements through the CIP and TIP development processes.

1.85.6. Policy: Pinellas County, through its land development regulations, shall require that all new development and redevelopment make adequate provisions for safe and efficient on-site traffic flow and provide adequate parking facilities.

1.85.7. Policy: Pinellas County shall cooperate with local law enforcement agencies, educational facilities, emergency service providers and transportation provider agencies for a multi-disciplinary approach to traffic safety.

1.85.8. Policy: Pinellas County shall expand the use of intelligent transportation systems (ITS) for transportation information gathering and incident management functions.

1.85.9. Policy: Pinellas County shall work with the MPO and all the cities of Pinellas County to ~~establish~~ continue developing and maintaining a comprehensive traffic management system through the deployment of ITS.

1.85.10. Policy: Pinellas County shall coordinate with all the cities of Pinellas County to implement ~~the~~ ITS improvements, including the establishment of a primary control center, and the associated operations and maintenance needs, identified in the Pinellas County Long-Range ATMS/ITS Master Plan.

1.85.11. Policy: Pinellas County shall coordinate with the MPO, local governments, PSTA, FDOT and other affected agencies to implement non-roadway ITS improvements (e.g., transit fare systems, pedestrian street crossing enhancements, communications).

1.5.12. Policy: Pinellas County shall continue to identify and maintain roadways suitable for truck travel.

### **State, Regional and Local Coordination**

1.96. Objective: Pinellas County shall coordinate its transportation planning with transportation planning at the local, regional and state level.

1.96.1. Policy: Pinellas County shall coordinate roadway and transit service improvements with the future needs of the St. Petersburg-Clearwater International Airport in the development of the CIP/CIE and the State's Five-Year Work Program through active involvement in the MPO planning process. This includes County staff participation in the MPO's Technical Coordinating Committee (TCC) and Board of County Commissioner participation as members of the MPO Policy Board.

1.96.2. Policy: Pinellas County shall utilize the MPO's Congestion Management Process (CMP) to help identify small-scale transportation improvements needed on backlogged and constrained roadways. Implementation of such projects shall occur through the ~~Concurrency Management System, as carried out through construction of~~ transportation management plan strategies—improvements sponsored by developers, or through the CIP/CIE.

1.96.3. Policy: Through such means as the MPO's Technical Coordinating Committee, Pinellas County shall seek and incorporate input from local governments, FDOT District 7, the PSTA, and the Tampa Bay Regional Planning Council (TBRPC) in the process of developing data and analysis to assist in administering and updating Pinellas County's Transportation Element and ~~Concurrency-related land development codes~~ Management System.

1.96.4. Policy: Pinellas County shall seek amendments to the MPO Long Range Transportation Plan, during the MPO Plan Update process, as deemed necessary, to maintain consistency with the Transportation Element of the Pinellas County Comprehensive Plan.

- ~~1.9.5. Policy: Pinellas County shall coordinate the implementation of long term concurrency management with FDOT, the MPO and affected local governments.~~
- 1.96.6-5. Policy: Pinellas County shall coordinate efforts with FDOT to incorporate bicycle and pedestrian-friendly provisions in the design and construction of expansion and re-surfacing projects on State roads, where feasible.
- 1.96.76. Policy: Pinellas County shall review local government comprehensive plans and plan amendments and coordinate with the respective municipalities to the extent necessary to maintain consistency between the Transportation Element and local plans.
- 1.96.8-7. Policy: Pinellas County shall address air quality issues in transportation planning, including through the MPO's Technical Coordinating Committee and ensure that the Transportation Element and related land development codes ~~related land development codes~~ ~~Concurrency Management System~~ support the Florida State Implementation Plan (SIP), which sets forth actions necessary to maintain National Ambient Air Quality standards.
- 1.96.98. Policy: Pinellas County shall coordinate with local governments, transit providers and MPOs in the region as well as ~~the Tampa Bay Area Regional Transportation Authority (TBARTA)~~ on the development and operation of multimodal transportation systems and a regional multimodal transportation master plan.
- 1.96.940. Policy: Pinellas County shall continue cooperative efforts between State and local transportation operating agencies for a unified approach to traffic management.
- 1.96.4410. Policy: Pinellas County shall ~~work~~ coordinate with the MPO to implement the Transportation Disadvantaged Service Plan Coordinated Human Services Transportation Plan, which is intended to ~~apply federal Jobs Access Reverse Commute and New Freedom funds~~ to address the mobility needs of the transportation disadvantaged community in Pinellas County ~~the Tampa Bay region~~.
- 1.96.4211. Policy: Pinellas County staff shall continue to work with PSTA in support of their planning activities and members of the Board of County Commissioners shall continue to participate in PSTA policy decisions as members of their policy board.
- ~~1.9.13. Policy: Pinellas County shall continue to cooperate with Hillsborough County in efforts to improve and maintain the Friendship Trail Bridge.~~

1.96.1412. Policy: Pinellas County shall work with the MPO and municipalities in support of efforts to coordinate the application of ~~concurrency management systems~~ the Pinellas County Mobility Management System throughout the County.

1.96.1513. Policy: Pinellas County shall pursue opportunities for funding for transportation projects through the following:

- Partnerships with private interests as well as local, State and Federal agencies to leverage County transportation funding for projects to the fullest extent possible;
- Seeking State and Federal grant monies ~~and Federal earmarks~~ as appropriate; and
- Supporting legislative activities to increase the return from Federal fuel taxes to the State.

1.96.1614. Policy: Pinellas County shall coordinate with the Barrier Island Government Council (BIG-C) on the implementation of improvements to the Gulf Boulevard corridor.

## Ports and Aviation

Note: None of the County's ports "~~facility ports~~", as defined by Rule 9J-5, F.A.C., in Pinellas County fall within the jurisdiction of the Board of County Commissioners, and therefore, are not examined in the Transportation Element.

2. GOAL: STIMULATE ECONOMIC DEVELOPMENT IN PINELLAS COUNTY THROUGH THE GROWTH AND EXPANSION OF THE ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT IN A MANNER THAT MINIMIZES IMPACTS ON THE SURROUNDING AREA AND THE ENVIRONMENT AND THAT IS COORDINATED WITH FEDERAL, STATE, REGIONAL AND LOCAL AGENCY, PLANS AND REGULATIONS.

2.1. Objective: The Ports and Aviation Section of the Transportation Element shall be coordinated with the St. Petersburg-Clearwater International Airport Master Plan, Federal Aviation Administration (FAA) approved Airport Layout Plan, and any amendments or updates to these documents, which are hereby incorporated as part of the Pinellas County Comprehensive Plan pursuant to Section 163.3177(6)(k), F.S.

2.2. Objective: Expand the landside and airside capacity of the St. Petersburg-Clearwater International Airport to meet future demand consistent with the Airport Master Plan, Airport Layout Plan, and future demand and design studies.

- 2.2.1. Policy: Pinellas County shall implement taxiway and runway improvements identified in the Airport Master Plan and Airport Layout Plan in accordance with the CIP schedule as federal, state and local funds become available in order to meet the forecasted demand for airfield capacity.
  - 2.2.2. Policy: Pinellas County shall expand access and terminal roads, automobile parking lots, aircraft parking capacity and air cargo facilities, office and warehouse and/or light industrial space based on the CIP and projected growth.
  - 2.2.3. Policy: Pinellas County shall rezone existing land for additional aviation development based on recommendations contained in the Airport Master Plan and FAA-approved Airport Layout Plan in order to meet demand.
  - 2.2.4. Policy: Pinellas County shall expand, rehabilitate and enhance the terminal and associated landside areas to accommodate existing and future passenger capacity.
  - 2.2.5. Policy: Pinellas County shall coordinate with FDOT in obtaining the necessary funding for construction of access road improvements.
  - 2.2.6. Policy: Pinellas County shall construct improvements that are specified and prioritized in the Airport Master Plan and Airport Layout Plan, and Joint Airport Capital Improvement Program.
  - 2.2.7. Policy: Seek diversification and expansion of revenue sources through the utilization of land within and adjacent to the Airport in a manner that is consistent with the Comprehensive Plan, Pinellas County Land Development Code and Airport Master Plan and Airport Layout Plan.
- 2.3. Objective: Ensure Airport operations are consistent with and protected by the Pinellas County Land Development Code and Future Land Use and Quality Communities Element regarding surrounding land uses and the environment.
- 2.3.1. Policy: New or expanded Airport facilities shall be directed away from environmentally-sensitive areas and consistent with the Natural, Historical and Cultural Resources Element and the Surface Water Management Element and FAA regulations.
  - 2.3.2. Policy: Pinellas County shall enforce the overlay zoning regulations in its Land Development Code that restrict heights of structures and objects of natural growth around the Airport.
  - 2.3.3. Policy: The Future Land Use and Quality Communities Element shall restrict the land uses in the Airport overlay zoning area to industrial, aviation, preservation, public/semi-public and commercial uses as recommended in the Airport Master Plan and Airport Layout Plan.

2.4. Objective: Coordinate operations and planned expansions of the Airport with federal, state, regional and local agency plans.

2.4.1. Policy: The Airport Director shall submit all eligible capital improvement projects to the appropriate funding agencies for approval and funding assistance.

2.4.2. Policy: Pinellas County's Capital Improvements Element shall reflect the appropriate costs for the facilities recommended in the Airport Master Plan and Airport Layout Plan, and any amendments or additions to said document.

2.4.3. Policy: Coordinate the surface level access needs of the Airport in the design of future plans to improve the adjacent segment of Roosevelt Boulevard to a six-lane partially-controlled access facility as identified in the MPO Long Range Transportation Plan. This coordination shall occur between Pinellas County, as represented by the Airport Director as its designee, the MPO and FDOT.

**SECTION III: OBJECTIVE 1.1 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

1.1. Objective: Capital improvements shall be provided to correct existing deficiencies, to replace worn-out or obsolete facilities, and to accommodate desired future growth, as indicated in the ~~six-ten~~ year schedule of improvements of this Element.

**SECTION IV: POLICY 1.2.1 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

1.2.1. Policy: County-funded infrastructure shall be prohibited within the coastal ~~high-hazard~~ storm area except for the following:

1. The expenditure is for the maintenance, repair or replacement of existing facilities; or
2. The expenditure is for restoration or enhancement of natural resources or public access; or
3. The expenditure is needed to address an existing deficiency identified in this plan; or
4. The expenditure is for the retrofitting of stormwater management facilities for water quality enhancement of stormwater runoff; or
5. The expenditure is for the development or improvement of ~~public roads and bridges~~ transportation facilities identified in the Transportation Element of this plan; or
6. The expenditure is for a public facility of overriding public interest as determined by the Board of County Commissioners.

**SECTION V: POLICY 1.3.1 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

1.3.1. Policy: Pinellas County shall implement its ~~transportation~~multimodal impact fee ordinance to finance transportation ~~improvements~~management strategies necessitated by new development.

**SECTION VI: POLICY 1.4.2 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

1.4.2. Policy: Pinellas County shall annually adopt a ~~six~~ ten year capital improvement program. The ~~Six~~Ten Year Schedule of Improvements from the Capital Improvements element of the Pinellas County Comprehensive Plan shall be included within the ~~Six~~Ten Year Capital Improvements Program. Pinellas County shall continue to adopt a capital budget as part of its annual budget process.

**SECTION VII: POLICIES 1.4.7 AND 1.4.8 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:**

1.4.7 Policy: Pinellas County shall continue to ~~utilize~~collect infrastructure sales tax revenue, through the year 2020, along with the stormwater assessment fee, as its ~~principal~~a funding source to help pay for stormwater management capital projects.

1.4.8. Policy: Revenue available to Pinellas County from the one-cent infrastructure sales tax, pursuant to Chapter 12.055(2), Florida Statutes, shall continue to be ~~used~~collected as a funding source, through-the year 2020, for needed capital improvements identified in the Pinellas County Comprehensive Plan.

**SECTION VIII: POLICIES 1.4.12 AND 1.4.13 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:**

1.4.12. Policy: Pinellas County shall include capital improvement projects for the renewal and replacement of public facilities to maintain adopted level of service standards in the ~~Six~~Ten Year Schedule of Improvements.

1.4.13. Policy: In the event that a referendum and/or required action of the Board of County Commissioners is not approved and, as a result, funding for capital improvement projects identified within the Capital Improvements Element is not available, Pinellas County shall utilize one or more of the following actions and alternatives:

1. Increase the amount of ad valorem tax revenue to be used for capital improvements financing;

2. Increase the use of long-term borrowing to finance capital improvements;
3. Reduce the cost of capital improvements necessary for implementation of the Comprehensive Plan;
4. Change the timing of project implementation within the ~~Six~~-Ten Year Schedule of Improvements.
5. Reduce level of service standards within the Comprehensive Plan while ensuring that the public safety and welfare of the residents of Pinellas County is not jeopardized. Reduction of level of service standards will be recommended by the Pinellas County Local Planning Agency to the Board of County Commissioners for action following required public hearing.
6. Halt issuance of development orders and permits unless public facilities which meet adopted level of service standards are available or are assured to be available concurrently with the impacts of development; and
7. Utilize actions and alternatives not identified within this policy.

**SECTION IX: POLICY 1.5.1 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

- 1.5.1. Policy: Upon plan adoption, Pinellas County shall use the following level of service standards in reviewing the impacts of new development and redevelopment upon public facility provision.

*Drainage*

All applicable federal, state, and local regulations (as indicated in the Regulatory Framework section of the Surface Water Management Element) relating to flood control, stormwater treatment and wetland protection, shall continue to be met in public and private project design.

The twenty-five year storm design standard shall confine the runoff from a 25 year, 24 hour rainfall event, within drainage channel banks, or within designated twenty-five year floodplains, in order to protect human life and minimize property damage. The one-hundred year storm design standard shall protect homes and commercial buildings against flooding by a 100 year, 24 hour rainfall event. Preference shall be given to stormwater management options which restore floodplains and remove obstructions from floodways.

*Recreation*

Fourteen acres of County park and environmental lands for every 1,000 residents within the County.

*Solid Waste and Resource Recovery*

The level of service standard shall be to dispose of 1.30 tons per person per year.

*Water Supply*

Except as otherwise provided in the Master Water Supply Contract and in the associated Interlocal Agreement, all potable water required by Pinellas County Utilities to service its customers shall be supplied by Tampa Bay Water. In the event that Tampa Bay Water determines that the regional system has experienced a “shortfall” or “production failure” as defined in the Interlocal Agreement, Pinellas County shall respond with one or more of the following actions and alternatives:-

1. Institute additional water conservation measures;
2. Halt or otherwise restrict the issuance of development orders and permits;
3. Develop new sources of potable water within the parameters of the Interlocal Agreement;
4. Purchase potable water from suppliers other than Tampa Bay Water;
5. Cooperate with Tampa Bay Water, the Southwest Florida Water Management District, and the affected local governments to develop a regional response to the situation; and
6. Use actions and alternatives not identified within this policy.

Pinellas County shall use the following Level of Service Standard when preparing its annual 5-year and 20-year potable water demand projections for the Pinellas County Water Demand Planning Area, which are required by the Master Water Supply contract to enable Tampa Bay Water to formulate its capital improvement program:

**Pinellas County Water Demand Planning Area (gpcpd)\***

Year	1990	1994	1995	1997	2000	2005	2010	2015	2020	2025
gpcpd	150	145	135	125	125	120	120	120	115	115

To determine whether adequate capacity is available for a development or redevelopment project in the unincorporated County that is served by a municipal potable water system, Pinellas County will utilize the level of service standards adopted by the municipal service provider.

**Sanitary Sewer**

Pinellas County Utilities (PCU) shall provide the levels of service necessary for proper wastewater treatment, reuse and disposal in order to ensure the protection of its citizens and the environment and to provide adequate wastewater treatment capacity for all current and projected wastewater facility demands of Pinellas County Utility customers.

Wastewater flows associated with existing and permitted development cannot exceed the wastewater treatment plant's permitted design capacity.

Treated effluent and biosolids shall meet all pertinent federal, state and local standards and regulations for treatment, reuse and disposal.

Pinellas County will, for concurrency management purposes, annually compare wastewater flows to permitted treatment capacity to determine the percentage of available capacity and assess whether permitted treatment capacity exceeds the needs of existing and committed development. If available treatment capacity meets this standard, development can be permitted.

Unpredictable situations where permitted capacity is temporarily exceeded due to unanticipated situations such as limited/extreme weather conditions shall not impact the determination of level of service conditions.

Peak design flow capacity shall be between 1.5 and 2.5 times the average daily flow for each sanitary sewer system, based on the individual characteristics of the system.

If an annual assessment evidences that a capacity deficit could occur within 10 years, Pinellas County Utilities will prepare a more detailed capacity analysis as directed by 62-600.405, F.A.C, and determine whether facility expansion is required or if the service area is built out.

To determine whether adequate capacity is available for a development or redevelopment project in the unincorporated County that is served by a municipal wastewater system, Pinellas County will utilize the level of service standards adopted by the municipal service provider.

#### **~~Traffic Circulation~~**

~~Pinellas County shall use policies under Objective 1.1 of the Transportation Element of the Pinellas County Comprehensive Plan, to review the impacts of new development and redevelopment on State and County roads. Also, these policies shall be used to implement and maintain the level of service standards for State and County roads.~~

#### **~~Mass Transit~~**

~~Pinellas County shall use the level of service standard contained in Objective 1.2. of the Transportation Element.~~

### **SECTION X: POLICIES 1.5.3 AND 1.5.4 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:**

1.5.3. Policy: Amendments to the Pinellas County Comprehensive Plan and request for new development or redevelopment shall be evaluated according to the following guidelines:

1. Contribute to a condition of public hazard as described in the Surface Water Management, Coastal Management, Natural Resources, Conservation, and Management, Potable Water and Sanitary Sewer, and/or Solid Waste and Resource Recovery Elements.

2. Aggravate any existing condition of public facility deficiencies, as described in the Surface Water Management, Potable Water and Sanitary Sewer, Recreation, Open Space, and Culture, Solid Waste and Resource Recovery, and Transportation Elements.
3. Generate public facility demands that may exceed capacity increases planned in the ~~Six-Ten~~-Year Schedule of Improvements.
4. Conform to land uses as shown on the Future Land Use Map of the Future Land Use and Quality Communities Element.
5. Accommodate public demands based upon adopted level of service standards and attempts to meet specified measurable objectives when public facilities are provided by developers.
6. Demonstrate financial feasibility, subject to this Element, when public facilities will be provided, in part or whole, by Pinellas County.
7. Affect on state agencies and the Southwest Florida Water Management District's facility plans.

1.5.4. Policy: Pinellas County shall ensure that public facilities and services for which a level of service standard has been adopted and that are needed to support development will be available concurrent with the impacts of development. This policy shall be implemented through use of the Concurrency Management System adopted as part of the Pinellas County Comprehensive Plan.

**SECTION XI: POLICY 1.4.1 OF THE INTERGOVERNMENTAL COORDINATION ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

1.4.1. Policy: As provided for within the Transportation Element, Pinellas County shall coordinate ~~the implementation of long term concurrency management, the US Highway 19 Corridor Action Plan, and any other concurrency management strategies having multi-jurisdictional impacts with the Florida Department of Transportation (FDOT), Metropolitan Planning Organization (MPO), Pinellas Suncoast Transit Authority (PTSA), Pinellas Planning Council (PPC) and affected local governments to implement the County-wide Mobility Management System and MPO corridor plans.~~

**SECTION XII: POLICY 1.4.3 OF THE INTERGOVERNMENTAL COORDINATION ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

1.4.3. Policy: Pinellas County shall continue to coordinate with the MPO, Pinellas Suncoast Transit Authority (PSTA), FDOT and local governments in monitoring the performance of the transportation and mobility system, their fixed route system and the extent to which it meets the adopted level of service standard as indicated in the Transportation Element and Pinellas County Concurrency Test Statement.

**SECTION XIII: THE CONCURRENCY MANAGEMENT SYSTEM SECTION OF THE COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

**I. PURPOSE**

The following statements contain the Pinellas County policy as it applies to establishing a Concurrency Management System for Pinellas County.

**II. DEFINITIONS**

A. Concurrency Management System

The procedures and processes that Pinellas County shall utilize to ensure that Development Orders and permits when issued shall not result in a reduction of the adopted level of service standards at the time that the impact of development occurs except as defined in the Pinellas County Comprehensive Plan.

~~B. Concurrency Certification~~ Review Determination

The ~~certification~~ Concurrency Review Determination, or finding by the County regarding whether a development proposal is subject to development limitations, and whether measures might be available to mitigate development impacts, based on the adopted Concurrency Test Statement. This finding is issued as a prerequisite to the issuance of any development order or development permit. ~~The County may issue documentation that is the functional equivalent of a Certificate of Concurrency.~~ At a minimum, the Concurrency Review Determination Certification, ~~or its functional equivalent~~, shall include the following information:

1. Type of development proposal;
2. Date of ~~issuance of the Concurrency status review~~ and findings for a development proposal, or the functional equivalent; and
3. Whether the development proposal is subject to development limitations, ~~pursuant to application of the Transportation Management Plan for properties located in constrained, congestion containment, or long term concurrency management areas and any other limitations that may be identified in the adopted Concurrency Test Statement.~~

~~C. Concurrency Management Corridor~~

~~Road corridors designated as either constrained, congestion containment, or long term concurrency management.~~

#### ~~DC.~~ Concurrency Test Statement

A public facility and service status report contained in Section 134 of the Pinellas County Land Development Code, annually approved and adopted by ordinance, which, at a minimum, establishes for ~~each public facility~~ies and ~~services~~, the following:

1. The existing and committed development in each service area;
2. The existing levels of service for ~~each public facility and service~~utilities, recreation and open space, and drainage;
- ~~3. Concurrency management corridor designations for roads;~~
- ~~4. Provisions and measures that shall apply within concurrency management corridors to prevent unacceptable degradation of levels of service for any corridor;~~
- ~~5. Updates of items 1-4, the -above items, based upon the most recently adopted six-year schedule of capital improvements from the Capital Improvements Element; and~~
- ~~6. The methods used in determining the nature of projected development impacts on public facilities and services for which a level of service standard has been adopted.~~

#### ~~E.~~ Congestion Containment Corridor

~~Excluding the Florida Intrastate Highway System (FIHS), these include backlogged roads that operate with deficient levels of service where improvements may be planned or scheduled, beyond the next three years, to alleviate the substandard LOS conditions.~~

#### ~~F.~~ Constrained Corridor

~~County roads that are operating with deficient level of service conditions and that are constrained from adding additional capacity as necessary to alleviate the deficient operating conditions. A roadway may be physically constrained or policy constrained. Physical barriers occur when intensive land use development is immediately adjacent to highways making roadway expansion cost prohibitive, or when a facility has reached the maximum through lane standards. Policy barriers are based on concerns about the impacts of roadway expansion on the environment, neighborhoods and/or local communities.~~

#### ~~G.~~ Corridor

~~The area within one-half (1/2) mile of the road centerline and within a one-half (1/2) mile are radius beyond the terminus of the road segment centerline, and includes properties that are subject to at least one of the following conditions:~~

- ~~1. *Sole Direct Access.* A condition where the only means of site ingress/egress is directly onto the road facility, regardless of the distance of that site from the facility.~~
- ~~2. *Direct Access.* A condition in which one or more existing or potential site ingress/egress points makes a direct connection to the road facility and the site is within one-half (1/2) mile of the road facility.~~

~~3. *Sole Indirect Access.* A condition where the only point of site ingress/egress is onto a public non arterial roadway which makes its first and shortest arterial level connection onto a road facility regardless of the distance of that site from the facility.~~

HD. Currently Available Revenue Sources

An existing source and amount of revenue presently available to Pinellas County. It does not include Pinellas County's present intent to increase revenue sources which may require future action by the County.

~~I.~~ Deficient Facilities

~~These include facilities operating below the adopted level of service standard of C average daily/D peak hour and/or a volume to capacity (v/c) ratio of 0.9.~~

JE. Public Facilities and Services which Must be Available Concurrent with the Impacts of Development.

Those covered by a comprehensive plan element for which level of service standards have been adopted by Pinellas County, which includes . ~~The public facilities and services are: roads, sanitary sewer, solid waste, drainage, potable water, and recreation/open space and mass transit.~~

~~KF.~~ Final Local Development Order

For purpose of this plan, a Final Development Order shall be that last discretionary approval necessary to carry out the development provided that the proposed project has been precisely defined. The last discretionary approval for a given type of development activity shall be as provided in Section 134 of the Land Development Code. Terms used in this definition shall be as defined in the Pinellas County Comprehensive Zoning and Land Development Code as subsequently adopted by the Board of County Commissioners.

LG. Final Site Plan

Final site plan approval shall mean that a site development plan has been reviewed and approved by the appropriate Pinellas County ~~Utilities, Public Works, and the departments of Environmental Management Development Review Services, and Planning~~ for compliance with all currently applicable rules, regulations, and ordinances and has subsequently been reviewed, approved, and signed by the County Administrator.

MH. Level of Service (LOS)

A measure of performance and/or of demand versus available capacity of public services and facilities. ~~Regarding roadways, LOS is based primarily on travel speeds on a scale of A through F. The six LOS grades and LOS Maintain are described below.~~

1. ~~Level of Service A: Free flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.~~
2. ~~Level of Service B: Stable traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from other users.~~
3. ~~Level of Service C: Restricted flow which remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.~~
4. ~~Level of Service D: High density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.~~
5. ~~Level of Service E: Unstable flow at or near capacity levels with poor levels of comfort and convenience.~~
6. ~~Level of Service F: Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served with queues forming. LOS F is characterized by stop and go waves, poor travel times, low comfort and convenience and increased accident exposure.~~
7. ~~Maintain: As defined in the Florida Department of Transportation 1995 Level of Service Manual, Maintain means continuing operating conditions at a level such that significant degradation does not occur. For roadways in urbanized areas, for roadways parallel to exclusive transit facilities or for intrastate roadways in transportation concurrency management areas, a significant degradation means 1) an average annual daily traffic increase in two-way traffic volume of 10 percent or 2) a reduction in operating speed for the peak direction in the 100th highest hour of 10 percent.~~

#### ~~N. Long Term Concurrency Management Corridor~~

~~A roadway designated for application of long term concurrency management provisions, in accordance with Rule 9J 5.0055(4), which are designed to correct existing level of service deficiencies over a planning period of up to 15 years through the establishment of priorities, implementation of a long term schedule of capital improvements and through commitment of local resources, such as earmarked impact fee revenues, intended to reduce backlogged conditions.~~

#### ~~O. Lots of Record~~

Either a lot or contiguous lots which exist under single ownership at time of adoption of this Comprehensive Plan and which are part of a subdivision, the plat of which has been recorded in the office of the Clerk of the Circuit Court of Pinellas County; or any parcel of land not part of a subdivision that has been officially recorded by deed in the office of the Clerk, provided such platted lot or parcel was of a size which met the minimum lot area requirement for the zoning district in which the lot or parcel was located at the time of recording, or provided that the deed for the lot or parcel was recorded prior to the effective date of zoning in the area where the lot is located. Notwithstanding the above, all lots of record shall also be consistent with any substandard lot provision contained in land development regulations developed pursuant to Section 163.3202, F.S.

~~P. Strategic Intermodal System (SIS)~~

~~Statewide system of high priority regional transportation facilities that includes the State's largest and most significant commercial airports, spaceports, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways.~~

~~Q. Transportation Management Plan~~

~~A Transportation Management Plan (TMP), as developed by an applicant representing a proposed development, is submitted in conjunction with individual site plans seeking to utilize transportation management plan strategies to mitigate development impacts, protect roadway capacity and to increase mobility. Transportation management plan strategies include physical and operational improvements as well as demand management initiatives. Examples of transportation management plan strategies include, but are not limited to, density/intensity reductions, project phasing, outparcel deletion, physical roadway improvements, access controls, and/or incentives encouraging mass transit, bicycle or pedestrian travel or ride sharing. Transportation management plan strategies must be approved by Pinellas County and are imposed as conditions for site plan approval for projects impacting concurrency management corridors.~~

~~R. Transportation Regional Incentive Program~~

~~The Transportation Regional Incentive Program (TRIP) was created as part of Senate Bill 360, which amended Chapter 163, F.S. The Program provides 50 percent matching grants to local governments to improve regionally significant facilities in regional transportation areas, which are defined as two or more contiguous Metropolitan Planning Organizations (MPOs), one or more MOPs or counties, a multi-county regional transportation authority, two or more contiguous counties not members of an MPO or MPOs comprised of three or more counties.~~

~~S. Volume To Capacity (V/C) Ratio~~

~~The rate of traffic flow of an intersection approach or group of lanes during a specific time interval divided by the capacity of the approach or group of lanes. Volume to capacity ratios provide a measure of traffic congestion and are utilized in the Concurrency Management System to identify congested road segments and to minimize the transportation impacts of development projects that affect them.~~

### **III. THE CONCURRENCY MANAGEMENT SYSTEM**

The purpose of the Pinellas County Concurrency Management System is to ensure that facilities and services needed to support development are available concurrent with the impacts of such development. The concurrency management system requires that the adopted level of service standards for ~~roadways,~~ potable water, sanitary sewer, solid waste, drainage, and recreation ~~and mass transit~~ be maintained. The Concurrency Management System shall ensure that issuance of a development order or development permit is conditioned upon the

availability of public facilities and services for which a level of service standard has been adopted and that are necessary to serve new development, consistent with the provisions of Chapter 163, Part II, F.S., and Rule 9J-5, F.A.C.

#### A. Procedures

1. Application for Development - The concurrency management system is accessed by the property owner, or his/her representative, when an application for development containing the required documentation for the given development order or permit is submitted to the County. A Pinellas County representative shall then ascertain the completeness of the documentation, in a timely manner, to ensure that the required information is sufficient to accept the application for development for review.
2. When the application for a development order or permit has been accepted, it shall be processed and reviewed in accordance with adopted procedures. These procedures shall include a review of the application for development for ~~roadways, potable water, sanitary sewer, solid waste, drainage, and recreation and mass transit,~~ as they may apply.
3. After an application for development is accepted, it will be compared to the most recently adopted Concurrency Test Statement. Pinellas County shall compare the application for development to the ~~seven (7)~~ public facilities and services on the current Concurrency Test Statement, as they may apply to the location described on the application for development.
- ~~4. If the application for development is found to be located within a concurrency management corridor, then a Certificate of Concurrency or its functional equivalent shall indicate whether the proposal is acceptable or acceptable with conditions. In those instances where conditions are required, the specific conditions will be identified during site plan review. The conditions that may be applied include one or a combination of transportation management plan strategies commensurate with the impacts of the development.~~
45. If the application for development is found by the latest Concurrency Test Statement to fall within an area with a deficient level of service for a facility or service for which a level of service standard has been adopted, other than roads, then a Certificate of Concurrency Review Determination shall indicate, ~~or its functional equivalent, shall state~~ that development shall either not be authorized or be authorized with conditions to be identified in the Concurrency Test Statement.

#### B. ~~Certificate of Concurrency~~ Review Determination - Continued Validity

1. The ~~Certificate of Concurrency~~ Review Determination, ~~or its functional equivalent,~~ shall indicate the date of issuance and will be valid for purposes of the issuance of development orders or permits for twelve months from date of issuance.

2. The Pinellas County Land Development Code shall specify the criteria determining the validity period for a development order, permit or application for development under an existing ~~Certificate of Concurrency~~ Review Determination.
3. For those ~~Certificate of Concurrency~~ Review Determinations issued for a development agreement entered into by Pinellas County, pursuant to the provisions of Chapter 163.3220-163.3243, F.S., as amended, the duration of such determinations as issued, shall be for the time period stated within the development agreement.

C. Development Order or Development Permit Compliance.

All development orders and development permits issued and approved shall be based upon and in compliance with the ~~Certificate of Concurrency~~ Review Determination ~~(or its functional equivalent)~~ issued for that development proposal. A development order or development permit shall be in compliance with its underlying ~~Certificate of Concurrency~~ Review Determination if the impacts associated with that development order or development permit are equal to or less than the allocations made in association with the underlying ~~Certificate of Concurrency~~ Review Determination.

D. Concurrency Test Statement

1. On an annual basis, a Concurrency Test Statement shall be developed for final adoption by the Board of County Commissioners.
2. The County shall monitor and assess the status of public facilities and services on an annual basis. Information derived through this process shall be reflected in the Concurrency Test Statement.
3. The remaining capacity reported for each public facility and service on the annual Concurrency Test Statement should be determined by calculating the existing demand as well as the committed impacts including those associated with multi-year, phased development proposals or projects (including Developments of Regional Impact, Development Agreements, etc.).
4. A Concurrency Test Statement shall be issued every year. Nothing herein precludes the issuance and effectiveness of amendments to the current Concurrency Test Statement if updating or correction is deemed necessary by the Board of County Commissioners for, including, but not limited to, the following circumstances: errors in preparation and adoption are noted; the impact of issued development orders or permits, as monitored by the Planning Department, indicate an unacceptable degradation to an adopted level of service; where changes in the status of capital improvement projects, of the State or any local government, changes the underlying assumptions of the current Concurrency Test Statement.
5. Under no circumstances will an amended Concurrency Test Statement divest those rights acquired, pursuant to approval of a development ~~a valid certificate of~~

concurrency (or its functional equivalent), under the Concurrency Test Statement as it existed prior to amendment, except where a divestiture of such rights is clearly established by the Board of County Commissioners to be essential to the health, safety or welfare of the general public.

#### IV. LEVEL OF SERVICE STANDARDS

- A. For the purpose of issuance of development orders and permits, Pinellas County shall adopt level of service standards for public facilities and services within Pinellas County for which Pinellas County has authority to issue development orders and permits. For the purposes of concurrency, public facilities and services include the following for which level of service standards shall be adopted: 1) roads, 2) sanitary sewer, 3) solid waste, 4) drainage, 5) potable water, and 6) recreation, and 7) mass transit. If Pinellas County desires to make other public facilities and services subject to the concurrency management system, level of service standards of such additional facilities and services must be adopted in the comprehensive plan.
- B. The Capital Improvements Element shall set forth a financial feasibility plan which demonstrates that Pinellas County can achieve and maintain the adopted level of service standards.
- ~~C. The level of service standard on County and State Roads, excluding congestion containment, constrained, and long term concurrency management facilities, is LOS C average daily/peak hour and a v/c ratio of less than 0.9. This LOS standard is established through the Transportation Element of the Comprehensive Plan.~~
- ~~D. The level of service standard for congestion containment, and constrained corridors is LOS F. The intent of establishing this level of service standard is to allow development to occur with restrictions imposed by the Concurrency Management System. Through the application of the Concurrency Management System in combination with transportation facility improvements implemented through the CIE, the County strives to improve the level of service on these facilities to the fullest extent possible. The level of service standard established for the portion of US Highway 19 designated as a long term concurrency corridor is described in Section V.D.~~
- ~~E. For Mass Transit, Pinellas County, in cooperation with PSTA, shall ensure transit access to all major traffic generators and attractors with at least a 30 minute headway in the peak hour and no greater than a 60 minute headway in the off peak hour. (Major generators and attractors are defined as businesses with 500 or more employees, colleges/universities or regional shopping centers).~~

## V. MINIMUM REQUIREMENTS FOR CONCURRENCY

A concurrency management system shall be developed and adopted to ensure that public facilities and services needed to support development are available concurrent with the impacts of such developments.

A. For potable water, sewer, solid waste, and drainage, at a minimum, provisions in the Pinellas County Comprehensive Plan and the Concurrency Test Statement that ensure that the following standards shall be met will satisfy the concurrency requirement:

1. The necessary facilities and services are in place at the time a development order or permit is issued;
2. A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services are in place and available to serve the new development; or
3. At the time the development order, or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement that includes the provisions of V. A. 1 and 2 of this section. An enforceable development agreement includes development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes.

B. For recreation, Pinellas County shall satisfy the concurrency requirement by complying with the following standards:

1. At the time the development order or permit is issued, the necessary facilities and services are in place or under actual construction; or
2. A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the acreage for the necessary facilities and services to serve the new development is dedicated or acquired by the local government, or funds in the amount of the developer's fair share are committed; and

a) 3. A development order or permit is issued subject to the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted ~~6~~10-year schedule of capital improvements in the Pinellas County Capital Improvements Element; or

b) 4. At the time the development order or permit is issued, the necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual

construction not more than one year after issuance of a certificate of occupancy or its functional equivalent; or

~~e)5.~~—At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent.

~~C. For roads and mass transit where Pinellas County has committed to provide the necessary public facilities and services in accordance with its Capital Improvement Program and the Capital Improvements Element, Pinellas County shall satisfy the concurrency requirement by complying with the standards in V. A. and B. of this section and by assuring that the following provisions are met:~~

- ~~1. The Capital Improvements Element and Capital Improvement Program which, in addition to meeting all of the other statutory and rule requirements, must be financially feasible.~~
- ~~2. The Capital Improvements Element and Capital Improvement Program shall include both necessary facilities to maintain the adopted level of service standards to serve the new development proposed to be permitted and the necessary facilities required to eliminate that portion of existing deficiencies which are a priority to be eliminated during the six year period under Pinellas County's plan schedule of capital improvements pursuant to V. A. 1 of this section.~~
- ~~3. The Capital Improvements Element and Capital Improvement Program provide a realistic, financially feasible funding system based on currently available revenue sources which is adequate to fund the public facilities required to serve the development authorized by development orders and permits and which public facilities are included in the six year schedule of capital improvements.~~
- ~~4. The Capital Improvements Element shall include the estimated date of commencement of actual construction and the estimated date of project completion.~~
- ~~5. Actual construction of transportation facilities scheduled in the Capital Improvements Element and Capital Improvement Program that are needed to serve new development projects adding vehicle trips to a roadway operating below the adopted level of service standard must be in place or under actual construction within three years after a building permit is approved except as otherwise provided in Section 163.3180, F.S.~~
- ~~6. An amendment to the Capital Improvements Element shall be required to eliminate, defer or delay construction of any facility or service which is needed to maintain the~~

~~adopted level of service standard and which is listed in the six-year schedule of improvements.~~

- ~~7. Pinellas County shall continue to implement the Concurrency Management and Concurrency Test Statement Sections of the Land Development Code which, in conjunction with the Capital Improvements Element, ensures that development orders and permits are issued in a manner that will assure that the necessary public facilities and services will be available to accommodate the impact of development.~~
- ~~8. Pinellas County shall adopt a Concurrency Test Statement on an annual basis to determine whether it is adhering to the adopted level of service standards and its schedule of capital improvements.~~

~~D. Long Term Transportation Concurrency Management System.~~

~~Pinellas County shall establish a Long Term Concurrency Management System for US Highway 19, from Klosterman Road to Whitney Road in accordance with Rule 9J-5.0055 and with stipulations set forth by the Florida Department of Transportation District 7 Office. This section of US Highway 19 is designated as a Florida Intrastate Highway. The Long Term Concurrency Management System established in the Pinellas County Comprehensive Plan recognizes that an acceptable level of service for all segments within the portion of US Highway 19 from Klosterman Road to Whitney Road cannot be reached on a long term basis until the facility is improved to a partially-controlled access road, in its entirety. These needed improvements are included in Table 16 of the CIE.~~

- ~~1. Segments within the US Highway 19 FHHS corridor from Klosterman Road to Whitney Road where existing backlogs exist (deficient level of service conditions) are shown on the level of service map contained in Figure 1-3 and in Table 1-9 in the Transportation Element. Segments operating with volume to capacity ratios greater than 1.0, as shown in Table 1-9, provide an additional indication of the level of backlogged conditions that exist on this facility.~~
- ~~2. Table 16 of the CIE includes the adopted long term schedule of capital improvements for the FHHS segment of US Highway 19 from Klosterman Road to Whitney Road. Implementation of these projects is necessary for the facility to function at an acceptable level of service on a long term basis. Policy 1.1.7 of the Transportation Element stipulates that changes to Table 16 regarding eliminated, deferred or delayed projects will be included in the annual update and amendment of the CIE.~~
- ~~3. Long term concurrency management shall be established for the portion of US Highway 19 from Klosterman Road to Whitney Road for a 15-year period beginning in 1998. An interim LOS standard of "Maintain with 10 percent degradation" is established in Transportation Element Policy 1.1.7 (A) for this time period.~~
- ~~4. Interim demand management strategies and physical and operational improvements within the long term concurrency management corridor shall be implemented by~~

~~developers as transportation management plan strategies through the Concurrency Management System and by Pinellas County through the allocation of impact fee revenue.~~

- ~~5. The implementation of long term concurrency management on the portion of US Highway 19 from Klosterman Road to Whitney Road, shall be monitored to evaluate the effectiveness of the implemented improvements and strategies toward improving level of service conditions. Evaluations of long term concurrency management on US Highway 19 shall be conducted as needed with the resultant findings being incorporated in an amendment to the Comprehensive Plan. At a minimum, the evaluations shall be conducted in 2003, 2008 and 2013, with the results being analyzed and addressed as recommended actions, as applicable, in subsequent Evaluation and Appraisal Reports of the Comprehensive Plan.~~

#### **SECTION XIV: SEVERABILITY**

If any section, paragraph, clause, sentence, or provision of the Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate, or nullify the remainder of this Ordinance, but the effect therefore shall be confined to the section, paragraph, clause, sentence, or provision immediately involved in the controversy in which such judgment or decree shall be rendered.

#### **SECTION XV: LOCATION OF RECORDS**

Pursuant to requirements of Section 125.68, Florida Statutes, this Ordinance to amend the Pinellas County Comprehensive Plan is incorporated into the Transportation, Intergovernmental Coordination and Capital Improvements Elements and the Concurrency Management System of the Pinellas County Comprehensive Plan, located at, and maintained by, the Clerk of the Pinellas County Board of County Commissioners.

#### **SECTION XVI: FILING OF ORDINANCE: ESTABLISHING AN EFFECTIVE DATE**

Pursuant to Section 163.3184(3), Florida Statutes, if not timely challenged, an amendment adopted under the expedited provisions of this section shall not become effective until 31 days after adoption. If timely challenged, the amendment shall not become effective until the state land planning agency or the Administration Commission enters a final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this Amendment may be issued or commence before the amendment has become effective.

APPROVED AS TO FORM:

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(Attorney)

ORDINANCE 16 - \_\_\_\_

AN ORDINANCE OF THE COUNTY OF PINELLAS AMENDING THE GOALS, OBJECTIVES AND POLICIES OF THE TRANSPORTATION ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN TO ESTABLISH A MOBILITY MANAGEMENT SYSTEM, TO DELETE TRANSPORTATION CONCURRENCY, TO UPDATE VARIOUS TERMS AND REFERENCES, AND TO REFLECT NEW INFORMATION; AMENDING THE INTERGOVERNMENTAL COORDINATION ELEMENT TO RECOGNIZE THE COORDINATION REQUIRED TO IMPLEMENT THE COUNTYWIDE COMPONENTS OF A MOBILITY MANAGEMENT SYSTEM; AMENDING THE CAPITAL IMPROVEMENTS ELEMENT TO SUPPORT ESTABLISHMENT OF A MOBILITY MANAGEMENT SYSTEM AND TO REFLECT IMPLEMENTATION OF A TEN-YEAR CAPITAL IMPROVEMENTS PROGRAM; AMENDING THE CONCURRENCY MANAGEMENT SYSTEM PROVISIONS OF THE COMPREHENSIVE PLAN TO ELIMINATE REFERENCES TO TRANSPORTATION CONCURRENCY; PROVIDING FOR SEVERABILITY; PROVIDING FOR LOCATION OF RECORDS; AND ESTABLISHING AN EFFECTIVE DATE.

**WHEREAS**, Section 163, Part II, Florida Statutes, establishes the requirements of the Community Planning Act and governs local government comprehensive planning and land development regulation; and

**WHEREAS**, Pinellas County adopted its Comprehensive Plan on August 8, 1989, and has periodically revised and amended the Plan in order to ensure it remains current and responds to current needs and opportunities; and

**WHEREAS**, the Community Planning Act removed State requirements for transportation concurrency management and level of service standards; and

**WHEREAS**, Pinellas County participated in the multi-jurisdictional Mobility Plan Task Force, facilitated by the Pinellas County Metropolitan Planning Organization, to develop a framework for a countywide approach to implementation of a mobility management system in place of transportation concurrency; and

**WHEREAS**, Pinellas County proposes to replace transportation concurrency with a mobility management system approach that is multi-modal, and designed to better support redevelopment and associated transportation and land use goals; and

**WHEREAS**, implementation of the mobility management system requires coordination with the municipalities, as well as associated amendments to the land development code, replacing the countywide impact fee with a countywide mobility fee and implementing regulations; and

**WHEREAS**, implementation of the Pinellas County Mobility Management System also requires amendments to the Intergovernmental Coordination Element and the Capital Improvements Element to ensure consistency with the changes to the Transportation Element; and

**WHEREAS**, implementation of the Pinellas County Mobility Management System also requires amendments to the Concurrency Management Section of the Pinellas County Comprehensive Plan in order to eliminate requirements for transportation concurrency; and

**WHEREAS**, additional amendments to the Transportation Element are proposed in order to update such things as transportation program and agency references, to recognize current planning practices such as complete streets, to correct references to the St. Pete-Clearwater International Airport, and to update right-of-way protection provisions; and

**WHEREAS**, additional amendments are proposed to the Capital Improvements Element in order to properly reflect the County's Ten-Year Capital Improvements Program.

**NOW THEREFORE BE IT ORDAINED**, by the Board of County Commissioners of Pinellas County, Florida, in its regular meeting duly assembled on this \_\_\_ day of \_\_\_\_\_, 2016, that:

## **SECTION I: PURPOSE AND INTENT**

The main purpose of this Ordinance is to eliminate transportation concurrency (and to eliminate adopted level of service standards for roads and mass transit) and establish the policy framework for the establishment of a multi-modal mobility management system approach for managing the transportation impacts of development projects. Minor updates to policies are also included to update terms and references, and to refine or reflect current practices. Included in those changes is the need to properly reflect the name of the St. Pete-Clearwater International Airport.

Changes to the Intergovernmental Coordination Element addresses the coordination of local governments and partner agencies related to the implementation of the Pinellas County Mobility Plan, Metropolitan Planning Organization corridor plans, and transportation system monitoring.

In the Capital Improvements Element, associated changes are being made to reflect elimination of road and mass transit level of service standards, and to change the name of the Transportation Impact Fee Ordinance to the Multi-modal Impact Fee Ordinance. Additionally, references are being updated to reflect a Ten-Year Capital Improvements Program.

Finally, changes to the Concurrency Management Section will eliminate transportation concurrency and update certain practices and procedures relative to the concurrency management system as it applies to other public services and facilities.

**SECTION II: THE GOALS, OBJECTIVES AND POLICIES SECTION OF THE TRANSPORTATION ELEMENT OF THE COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

1. GOAL: PROVIDE FOR A SAFE, CONVENIENT, AND ENERGY EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM THAT SERVES TO INCREASE MOBILITY, REDUCE THE INCIDENCE OF SINGLE-OCCUPANT VEHICLES, EFFICIENTLY UTILIZE ROADWAY CAPACITY, REDUCE THE CONTRIBUTION TO AIR POLLUTION FROM MOTORIZED VEHICLES AND IMPROVE THE QUALITY OF LIFE FOR THE CITIZENS OF PINELLAS COUNTY.

**Traffic Circulation and Mobility**

1.1 Objective: Develop and maintain a multimodal transportation system that increases mobility for bicyclists, pedestrians and transit users as well as motorists and users of aviation and rail facilities, and that promotes development patterns that reduce vehicle miles traveled and greenhouse gas emissions.

1.1.1 Policy: Pinellas County shall implement a Pinellas County Mobility Management System through the application of Transportation Element policies and site plan and right-of-way utilization review processes. Policies pertaining to the application of the Mobility Management System are listed below.

- a. All development projects generating new trips shall be subject to payment of a multimodal impact fee.
- b. Development projects that generate between 51 and 300 new peak hour trips on deficient roads shall be classified as tier 1 and required to submit a transportation management plan (TMP) designed to address their impacts while increasing mobility and reducing the demand for single occupant vehicle travel.
- c. Development projects that generate more than 300 new peak hour trips on deficient roads shall be classified as tier 2, required to conduct a traffic study, and submit an accompanying report and TMP based on the report findings.
- d. Multimodal impact fee assessments may be applied as credit toward the cost of a TMP.
- e. A traffic study and/or TMP for a development project not impacting a deficient road corridor may be required to address the impact of additional trips generated by the project on the surrounding traffic circulation system.
- f. Deficient roads shall include those operating at peak hour level of service (LOS) E and F and/or volume-to-capacity (v/c) ratio 0.9 or greater without a mitigating improvement scheduled for construction within three years.
- g. Multi-modal impact fee revenue shall be utilized to fund multi-modal improvements to local, county or state facilities that are consistent with the

comprehensive plan as well as the Metropolitan Planning Organization (MPO) Long Range Transportation Plan.

- h. Pinellas County shall work cooperatively with the MPO and other local governments to complete the biennial update of the Multi-modal Impact Fee Ordinance through the MPO planning process, which includes review by the MPO Technical Coordinating Committee and MPO Policy Board.
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- 1.1.2. Policy: Road improvements undertaken by Pinellas County shall be designed to increase their efficiency while providing safer travel conditions for all users to the extent feasible.
  - 1.1.3. Policy: Capacity improvements necessary to alleviate existing level of service deficiencies shall be constructed as scheduled in the Pinellas County Capital Improvements Element (CIE).
  - 1.1.4. Policy: Pinellas County shall coordinate with the MPO in the development and implementation of corridor plans and strategies intended to address operational and safety issues on the major road network.
  - 1.1.5. Policy: Pinellas County shall coordinate road improvement plans with the needs of local residents in terms of historic and community preservation.
  - 1.1.6. Policy: Pinellas County shall continue to evaluate additional capacity improvement needs on the County's major road network.
  - 1.1.7. Policy: Pinellas County shall continue to work with the Pinellas Suncoast Transit Authority (PSTA) to increase the efficiency of the transit system.
  - 1.1.8. Policy: Pinellas County will, when appropriate and feasible, incorporate bicycle-friendly design standards into all new and reconstructed collector and arterial roads by providing an area where bicyclists may travel adjacent to the outside vehicle lane. On existing collector and arterial roads, bicycle-friendly standards may be implemented at the next resurfacing by adjusting the width of the vehicle lane to a minimum of 11 feet to reserve an area along the outer edge of pavement.
  - 1.1.9. Policy: Where sufficient pavement width exists, Pinellas County will provide a designated bicycle lane with a minimum width of four feet on roads adjacent to curb and gutter and a minimum width of five feet on roads having no curb and gutter. Vehicle lanes shall meet or exceed the minimum width standards.
  - 1.1.10. Policy: When roads are improved to the standards identified in Policy 1.1.9., the bicycle lane shall be designated by marking and signage.
  - 1.1.11. Policy: When it is not feasible for the area intended for bicycle travel to meet the minimum width standards, a bicycle lane will not be designated. However, the

width of vehicle lanes may be set at the minimum standard with the outside lane made as wide as possible.

- 1.1.12. Policy: Pinellas County shall include sidewalks alongside roadways scheduled for resurfacing in its Capital Improvement Program where feasible.
- 1.1.13. Policy: The planned Pinellas Trail Loop is critically important allowing bicycling and walking to become a more viable alternative for commuter travel throughout Pinellas County. Therefore, Pinellas County shall prioritize efforts to develop the Pinellas Trail Loop.
- 1.1.14. Policy: Construction of frontage sidewalks shall be required in all road rights-of-way under the jurisdiction of Pinellas through the application of the site plan and right-of-way utilization review processes. Through a right-of-way-utilization waiver process, Pinellas County may require the sidewalk to be constructed at alternative off-site locations when the right-of-way conditions preclude the construction of the sidewalk adjacent to the proposed development.
- 1.1.15. Policy: Pinellas County shall require development projects to make adequate provisions for storage/parking areas for bicycles as appropriate.
- 1.1.16. Policy: Pinellas County shall continue to implement sidewalk construction projects where necessary to close existing gaps along arterial, collector and local roads through the CIP and site plan and right-of-way utilization review processes.
- 1.1.17. Policy: Pinellas County shall take a complete streets approach towards mobility and incorporate livable community requirements such as separated/buffered walkways (e.g., sidewalks, crosswalks) connecting pedestrian facilities existing within adjacent road rights-of-way to buildings proposed for construction. As an alternative to extending pedestrian facilities through parking areas, the Code shall allow for proposed buildings to be oriented toward pedestrian facilities in adjacent road rights-of-way.
- 1.1.18. Policy: Pinellas County shall work with the MPO's Bicycle and Pedestrian Transportation Advisory Committees, FDOT's Community Traffic Safety Team, the MPO's School Transportation Safety Committee, the US Highway 19 Task Force, the Barrier Island Government Council (BIG-C) and other agencies and organizations as appropriate to identify locations where crosswalk improvements are needed to allow bicyclists and pedestrians to safely cross major roads to reach their destinations.
- 1.1.19. Policy: Pinellas County shall facilitate the provision of bus stop improvements and pullout bays, where appropriate, along major roadways through the development of complete streets, implementation of the Mobility Management System, and application of the site plan and right-of-way utilization review processes.

- 1.1.20. Policy: Pinellas County shall continue to coordinate with TBARTA as necessary to provide ride sharing opportunities for Pinellas County employees and to promote this service to other employers.
- 1.1.21. Policy: Pinellas County shall continue to identify and monitor “unmet” transportation disadvantaged needs within unincorporated Pinellas County. Residents in need of transportation assistance shall be informed of services available through the Pinellas County Transportation Disadvantaged Program.
- 1.1.22. Policy: Pinellas County shall continue to maintain an inventory of transportation disadvantaged persons that would be affected by an evacuation order in the event of a natural disaster. Those needing to evacuate to a public shelter who have no personal means available to transport them, shall be provided the opportunity to register with Pinellas County for Special Needs assistance in order to receive transportation assistance.
- 1.1.23. Policy: Pinellas County shall coordinate with the PSTA and the MPO to identify locations where the need for pedestrian accommodations between bus stops and the sidewalk network is most pronounced from a safety standpoint.
- 1.1.24. Policy: Pinellas County shall continue to work with the MPO and PSTA in support of transit initiatives designed to increase ridership.
- 1.1.25. Policy: Pinellas County shall continue to install landscaping along sidewalks using tree canopy, where feasible, to provide shaded areas for pedestrians.
- 1.1.26. Policy: Pinellas County shall continue to work with PSTA to increase the efficiency of the fixed-route system by encouraging mass transit use through the Site Plan Review Process and the implementation of MPO corridor strategy plans.
- 1.1.27 Policy: Pinellas County shall develop pedestrian ways and bikeways in and around the vicinity of schools where opportunities exist to utilize utility rights-of-way and, drainage easements.

## **Land Use Coordination**

1. 2. Objective: The Transportation Element shall be coordinated with the goals, objectives and policies of the Future Land Use and Quality Communities Element in guiding population distribution, economic growth, and the overall pattern of urban development.
- 1.2.1. Policy: Pinellas County shall coordinate decisions on Future Land Use Map (FLUM) amendments with the mobility and safety needs of the principal modes of travel including bicycling, walking, transit and motor vehicles.

- 1.2.2. Policy: Pinellas County shall use the Future Land Use Map as a tool for projecting population densities and housing and employment patterns for the process of forecasting traffic demand through the Tampa Bay Regional Transportation Planning Model (TBRPM).
- 1.2.3. Policy: Pinellas County shall develop parking standards for mixed-use development in coordination with MPO.
- 1.2.4. Policy: Pinellas County shall identify commercial and residential corridors in the unincorporated area in need of revitalization. Potential corridors include 54th Avenue North in Lealman, Seminole Boulevard, and 66th Street and 34th Street between Pinellas Park and St. Petersburg as part of the update to the Land Development Code.
- 1.2.5. Policy: After carrying out policy 1.2.4., Pinellas County shall study one of the corridors to develop a prototype approach for improving and revitalizing them. The study shall consider appropriate changes to the land development regulations, land use and zoning changes, access requirements, infrastructure improvements and other mechanisms that would improve conditions within these corridors.
- 1.2.6. Policy: Pinellas County shall identify opportunities to coordinate land use and transportation planning along the “coastal corridor” from Gulf Boulevard to the Pinellas/Pasco County Line. This coordination would be intended to create or highlight destinations and venues so that tourists can easily go from one community to another while experiencing the uniqueness of each. The “coastal corridor” runs the length of the barrier island chain from St. Pete Beach to Clearwater Beach (Gulf Boulevard) and continues northward on Ft. Harrison Avenue/Edgewater Drive/Alternate U.S. Highway 19 to Pasco County.
- 1.2.7. Policy: Pinellas County will pursue a Complete Streets approach towards future transportation improvements and ensure that infrastructure for all appropriate modes of transportation are designed and implemented to ensure efficient, safe, and diverse mobility options.
- 1.3. Objective: Pinellas County shall enhance and protect scenic vistas on County road corridors.
- 1.3.1. Policy: Pinellas County shall pursue Highway Beautification grants or other sources of funds to provide for landscaping along major roadways and sidewalks within adjacent rights-of-way.

## **Right-of-Way Protection and Planning**

- 1.4. Objective: Provide for right-of-way and corridor protection for existing and future transportation facilities in accordance with the future right-of-way maps contained in the Transportation Element as Figures 3-1, 3-1a, 3-1b, 3-1c and 3-1d.
- 1.4.1. Policy: Preserve needed right-of-way, as identified in the future right-of-way maps referenced in Objective 1.3, through the site plan and right-of-way utilization review processes.
- 1.4.2. Policy: Pinellas County shall amend the future right-of-way maps, as deemed necessary, in order to reflect changes in right-of-way needs.
- 1.4.3 Policy: Pinellas County shall not vacate public right-of-way unless it is determined that the right-of-way is not viable for present or future public use, including stormwater treatment facilities, transportation facilities and attendant use.
- 1.4.4. Policy: Pinellas County shall coordinate with the municipalities regarding the maintenance responsibilities for County roads within their respective jurisdictions.
- 1.4.5. Policy: Rights-of-way will not be vacated if they provide access to publically accessible waters of the County, as specifically provided for by Chapter 170, the right-of way vacation criteria, of the County Land Development Code.

## **Safety, Efficiency and Goods Movement**

- 1.5. Objective: Pinellas County's transportation system should provide for safety and efficiency in the movement of people and goods.
- 1.5.1. Policy: Pinellas County shall continue to implement access management standards as identified in the Access Management Section of the Land Development Code, through the application of the Pinellas County Site Plan and Right-of-Way Utilization Review Process.
- 1.5.2. Policy: Pinellas County shall continue monitoring signalized intersections to coordinate signal timing along major County and State facilities.
- 1.5.3. Policy: Pinellas County shall continue to implement an ongoing roadway maintenance program to provide for safe operating conditions for multimodal travel and to preserve roadway capacity.
- 1.5.4. Policy: Pinellas County shall work with the MPO to promote bicycle and pedestrian safety education programs and the enforcement of rules and regulations, in

cooperation with the MPO Bicycle Pedestrian Advisory Committee, pertaining to bicycling, walking and motor vehicle use.

- 1.5.5. Policy: Pinellas County shall continue to work with the MPO's advisory committees and local law enforcement officials to monitor high accident-frequency locations on State and County roadways to identify any design or operational improvements that may alleviate hazardous conditions and shall assign a priority implementation of accident reduction improvements through the CIP and TIP development processes.
- 1.5.6. Policy: Pinellas County, through its land development regulations, shall require that all new development and redevelopment make adequate provisions for safe and efficient on-site traffic flow and provide adequate parking facilities.
- 1.5.7. Policy: Pinellas County shall cooperate with local law enforcement agencies, educational facilities, emergency service providers and transportation provider agencies for a multi-disciplinary approach to traffic safety.
- 1.5.8. Policy: Pinellas County shall expand the use of intelligent transportation systems (ITS) for transportation information gathering and incident management functions.
- 1.5.9. Policy: Pinellas County shall work with the MPO and all the cities of Pinellas County to continue developing and maintaining a comprehensive traffic management system through the deployment of ITS.
- 1.5.10. Policy: Pinellas County shall coordinate with all the cities of Pinellas County to implement ITS improvements, including the establishment of a primary control center, and the associated operations and maintenance needs, identified in the Pinellas County Long-Range ATMS/ITS Master Plan.
- 1.5.11. Policy: Pinellas County shall coordinate with the MPO, local governments, PSTA, FDOT and other affected agencies to implement non-roadway ITS improvements (e.g., transit fare systems, pedestrian street crossing enhancements, communications).
- 1.5.12. Policy: Pinellas County shall continue to identify and maintain roadways suitable for truck travel.

### **State, Regional and Local Coordination**

1.6. Objective: Pinellas County shall coordinate its transportation planning with transportation planning at the local, regional and state level.

- 1.6.1. Policy: Pinellas County shall coordinate roadway and transit service improvements with the future needs of the St. Pete-Clearwater International Airport in the

development of the CIP/CIE and the State's Five-Year Work Program through active involvement in the MPO planning process. This includes County staff participation in the MPO's Technical Coordinating Committee (TCC) and Board of County Commissioner participation as members of the MPO Policy Board.

- 1.6.2. Policy: Pinellas County shall utilize the MPO's Congestion Management Process (CMP) to help identify small-scale transportation improvements needed on backlogged and constrained roadways. Implementation of such projects shall occur through the construction of transportation management plan improvements by developers, or through the CIP/CIE.
- 1.6.3. Policy: Through such means as the MPO's Technical Coordinating Committee, Pinellas County shall seek and incorporate input from local governments, FDOT District 7, the PSTA, and the Tampa Bay Regional Planning Council (TBRPC) in the process of developing data and analysis to assist in administering and updating Pinellas County's Transportation Element and related land development codes.
- 1.6.4. Policy: Pinellas County shall seek amendments to the MPO Long Range Transportation Plan, during the MPO Plan Update process, as deemed necessary, to maintain consistency with the Transportation Element of the Pinellas County Comprehensive Plan.
- 1.6.5. Policy: Pinellas County shall coordinate efforts with FDOT to incorporate bicycle and pedestrian-friendly provisions in the design and construction of expansion and re-surfacing projects on State roads, where feasible.
- 1.6.6. Policy: Pinellas County shall review local government comprehensive plans and plan amendments and coordinate with the respective municipalities to the extent necessary to maintain consistency between the Transportation Element and local plans.
- 1.6.7. Policy: Pinellas County shall address air quality issues in transportation planning, including through the MPO's Technical Coordinating Committee and ensure that the Transportation Element and related land development codes support the Florida State Implementation Plan (SIP), which sets forth actions necessary to maintain National Ambient Air Quality standards.
- 1.6.8. Policy: Pinellas County shall coordinate with local governments, transit providers and MPOs in the region as well as TBARTA on the development and operation of multimodal transportation systems and a regional multimodal transportation master plan.

1.6.9. Policy: Pinellas County shall continue cooperative efforts between State and local transportation operating agencies for a unified approach to traffic management.

1.6.10. Policy: Pinellas County shall coordinate with the MPO to implement the Transportation Disadvantaged Service Plan to address the mobility needs of the transportation disadvantaged community in Pinellas County.

1.6.11. Policy: Pinellas County staff shall continue to work with PSTA in support of their planning activities and members of the Board of County Commissioners shall continue to participate in PSTA policy decisions as members of their policy board.

1.6.12. Policy: Pinellas County shall work with the MPO and municipalities in support of efforts to coordinate the application of the Pinellas County Mobility Management System throughout the County.

1.6.13. Policy: Pinellas County shall pursue opportunities for funding for transportation projects through the following:

- Partnerships with private interests as well as local, State and Federal agencies to leverage County transportation funding for projects to the fullest extent possible;
- Seeking State and Federal grant monies as appropriate; and
- Supporting legislative activities to increase the return from Federal fuel taxes to the State.

1.6.14. Policy: Pinellas County shall coordinate with the Barrier Island Government Council (BIG-C) on the implementation of improvements to the Gulf Boulevard corridor.

## **Ports and Aviation**

Note: None of the County's ports fall within the jurisdiction of the Board of County Commissioners, and therefore, are not examined in the Transportation Element.

2. GOAL: STIMULATE ECONOMIC DEVELOPMENT IN PINELLAS COUNTY THROUGH THE GROWTH AND EXPANSION OF THE ST. PETE-CLEARWATER INTERNATIONAL AIRPORT IN A MANNER THAT MINIMIZES IMPACTS ON THE SURROUNDING AREA AND THE ENVIRONMENT AND THAT IS COORDINATED WITH FEDERAL, STATE, REGIONAL AND LOCAL AGENCY, PLANS AND REGULATIONS.

- 2.1. Objective: The Ports and Aviation Section of the Transportation Element shall be coordinated with the St. Pete-Clearwater International Airport Master Plan, Federal Aviation Administration (FAA) approved Airport Layout Plan, and any amendments or updates to these documents, which are hereby incorporated as part of the Pinellas County Comprehensive Plan pursuant to Section 163.3177(6)(k), F.S.
- 2.2. Objective: Expand the landside and airside capacity of the St. Pete-Clearwater International Airport to meet future demand consistent with the Airport Master Plan, Airport Layout Plan, and future demand and design studies.
- 2.2.1. Policy: Pinellas County shall implement taxiway and runway improvements identified in the Airport Master Plan and Airport Layout Plan in accordance with the CIP schedule as federal, state and local funds become available in order to meet the forecasted demand for airfield capacity.
- 2.2.2. Policy: Pinellas County shall expand access and terminal roads, automobile parking lots, aircraft parking capacity and air cargo facilities, office and warehouse and/or light industrial space based on the CIP and projected growth.
- 2.2.3. Policy: Pinellas County shall rezone existing land for additional aviation development based on recommendations contained in the Airport Master Plan and FAA-approved Airport Layout Plan in order to meet demand.
- 2.2.4. Policy: Pinellas County shall expand, rehabilitate and enhance the terminal and associated landside areas to accommodate existing and future passenger capacity.
- 2.2.5. Policy: Pinellas County shall coordinate with FDOT in obtaining the necessary funding for construction of access road improvements.
- 2.2.6. Policy: Pinellas County shall construct improvements that are specified and prioritized in the Airport Master Plan and Airport Layout Plan, and Joint Airport Capital Improvement Program.
- 2.2.7. Policy: Seek diversification and expansion of revenue sources through the utilization of land within and adjacent to the Airport in a manner that is consistent with the Comprehensive Plan, Pinellas County Land Development Code and Airport Master Plan and Airport Layout Plan.
- 2.3. Objective: Ensure Airport operations are consistent with and protected by the Pinellas County Land Development Code and Future Land Use and Quality Communities Element regarding surrounding land uses and the environment.
- 2.3.1. Policy: New or expanded Airport facilities shall be directed away from environmentally-sensitive areas and consistent with the Natural, Historical

and Cultural Resources Element and the Surface Water Management Element and FAA regulations.

2.3.2. Policy: Pinellas County shall enforce the overlay zoning regulations in its Land Development Code that restrict heights of structures and objects of natural growth around the Airport.

2.3.3. Policy: The Future Land Use and Quality Communities Element shall restrict the land uses in the Airport overlay zoning area to industrial, aviation, preservation, public/semi-public and commercial uses as recommended in the Airport Master Plan and Airport Layout Plan.

2.4. Objective: Coordinate operations and planned expansions of the Airport with federal, state, regional and local agency plans.

2.4.1. Policy: The Airport Director shall submit all eligible capital improvement projects to the appropriate funding agencies for approval and funding assistance.

2.4.2. Policy: Pinellas County's Capital Improvements Element shall reflect the appropriate costs for the facilities recommended in the Airport Master Plan and Airport Layout Plan, and any amendments or additions to said document.

2.4.3. Policy: Coordinate the surface level access needs of the Airport in the design of future plans to improve the adjacent segment of Roosevelt Boulevard to a six-lane partially-controlled access facility as identified in the MPO Long Range Transportation Plan. This coordination shall occur between Pinellas County, as represented by the Airport Director as its designee, the MPO and FDOT.

**SECTION III: OBJECTIVE 1.1 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

1.1. Objective: Capital improvements shall be provided to correct existing deficiencies, to replace worn-out or obsolete facilities, and to accommodate desired future growth, as indicated in the ten year schedule of improvements of this Element.

**SECTION IV: POLICY 1.2.1 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

1.2.1. Policy: County-funded infrastructure shall be prohibited within the coastal storm area except for the following:

1. The expenditure is for the maintenance, repair or replacement of existing facilities; or

2. The expenditure is for restoration or enhancement of natural resources or public access; or
3. The expenditure is needed to address an existing deficiency identified in this plan; or
4. The expenditure is for the retrofitting of stormwater management facilities for water quality enhancement of stormwater runoff; or
5. The expenditure is for the development or improvement of transportation facilities identified in the Transportation Element of this plan; or
6. The expenditure is for a public facility of overriding public interest as determined by the Board of County Commissioners.

**SECTION V: POLICY 1.3.1 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

1.3.1. Policy: Pinellas County shall implement its multimodal impact fee ordinance to finance transportation management strategies necessitated by new development.

**SECTION VI: POLICY 1.4.2 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

1.4.2. Policy: Pinellas County shall annually adopt a ten year capital improvement program. The Ten Year Schedule of Improvements from the Capital Improvements element of the Pinellas County Comprehensive Plan shall be included within the Ten Year Capital Improvements Program. Pinellas County shall continue to adopt a capital budget as part of its annual budget process.

**SECTION VII: POLICIES 1.4.7 AND 1.4.8 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:**

1.4.7 Policy: Pinellas County shall continue to collect infrastructure sales tax revenue, through the year 2020, along with the stormwater assessment fee, as a funding source to help pay for stormwater management capital projects.

1.4.8. Policy: Revenue available to Pinellas County from the one-cent infrastructure sales tax, pursuant to Chapter 12.055(2), Florida Statutes, shall continue to be collected as a funding source, through-the year 2020, for needed capital improvements identified in the Pinellas County Comprehensive Plan.

**SECTION VIII: POLICIES 1.4.12 AND 1.4.13 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:**

1.4.12. Policy: Pinellas County shall include capital improvement projects for the renewal and replacement of public facilities to maintain adopted level of service standards in the Ten Year Schedule of Improvements.

1.4.13. Policy: In the event that a referendum and/or required action of the Board of County Commissioners is not approved and, as a result, funding for capital improvement projects identified within the Capital Improvements Element is not available, Pinellas County shall utilize one or more of the following actions and alternatives:

1. Increase the amount of ad valorem tax revenue to be used for capital improvements financing;
2. Increase the use of long-term borrowing to finance capital improvements;
3. Reduce the cost of capital improvements necessary for implementation of the Comprehensive Plan;
4. Change the timing of project implementation within the Ten Year Schedule of Improvements;
5. Reduce level of service standards within the Comprehensive Plan while ensuring that the public safety and welfare of the residents of Pinellas County is not jeopardized. Reduction of level of service standards will be recommended by the Pinellas County Local Planning Agency to the Board of County Commissioners for action following required public hearing;
6. Halt issuance of development orders and permits unless public facilities which meet adopted level of service standards are available or are assured to be available concurrently with the impacts of development; and
7. Utilize actions and alternatives not identified within this policy.

**SECTION IX: POLICY 1.5.1 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

- 1.5.1. Policy: Upon plan adoption, Pinellas County shall use the following level of service standards in reviewing the impacts of new development and redevelopment upon public facility provision.

*Drainage*

All applicable federal, state, and local regulations (as indicated in the Regulatory Framework section of the Surface Water Management Element) relating to flood control, stormwater treatment and wetland protection, shall continue to be met in public and private project design.

The twenty-five year storm design standard shall confine the runoff from a 25 year, 24 hour rainfall event, within drainage channel banks, or within designated twenty-five year floodplains, in order to protect human life and minimize property damage. The one-hundred year storm design standard shall protect homes and commercial buildings against flooding by a 100 year, 24 hour rainfall event. Preference shall be given to stormwater management options which restore floodplains and remove obstructions from floodways.

*Recreation*

Fourteen acres of County park and environmental lands for every 1,000 residents within the County.

*Solid Waste and Resource Recovery*

The level of service standard shall be to dispose of 1.30 tons per person per year.

*Water Supply*

Except as otherwise provided in the Master Water Supply Contract and in the associated Interlocal Agreement, all potable water required by Pinellas County Utilities to service its customers shall be supplied by Tampa Bay Water. In the event that Tampa Bay Water determines that the regional system has experienced a “shortfall” or “production failure” as defined in the Interlocal Agreement, Pinellas County shall respond with one or more of the following actions and alternatives:

1. Institute additional water conservation measures;
2. Halt or otherwise restrict the issuance of development orders and permits;
3. Develop new sources of potable water within the parameters of the Interlocal Agreement;
4. Purchase potable water from suppliers other than Tampa Bay Water;
5. Cooperate with Tampa Bay Water, the Southwest Florida Water Management District, and the affected local governments to develop a regional response to the situation; and
6. Use actions and alternatives not identified within this policy.

Pinellas County shall use the following Level of Service Standard when preparing its annual 5-year and 20-year potable water demand projections for the Pinellas County Water Demand Planning Area, which are required by the Master Water Supply contract to enable Tampa Bay Water to formulate its capital improvement program:

**Pinellas County Water Demand Planning Area (gpcpd)\***

Year	1990	1994	1995	1997	2000	2005	2010	2015	2020	2025
gpcpd	150	145	135	125	125	120	120	120	115	115

To determine whether adequate capacity is available for a development or redevelopment project in the unincorporated County that is served by a municipal potable water system, Pinellas County will utilize the level of service standards adopted by the municipal service provider.

## **Sanitary Sewer**

Pinellas County Utilities (PCU) shall provide the levels of service necessary for proper wastewater treatment, reuse and disposal in order to ensure the protection of its citizens and the environment and to provide adequate wastewater treatment capacity for all current and projected wastewater facility demands of Pinellas County Utility customers.

Wastewater flows associated with existing and permitted development cannot exceed the wastewater treatment plant's permitted design capacity.

Treated effluent and biosolids shall meet all pertinent federal, state and local standards and regulations for treatment, reuse and disposal.

Pinellas County will, for concurrency management purposes, annually compare wastewater flows to permitted treatment capacity to determine the percentage of available capacity and assess whether permitted treatment capacity exceeds the needs of existing and committed development. If available treatment capacity meets this standard, development can be permitted.

Unpredictable situations where permitted capacity is temporarily exceeded due to unanticipated situations such as limited/extreme weather conditions shall not impact the determination of level of service conditions.

Peak design flow capacity shall be between 1.5 and 2.5 times the average daily flow for each sanitary sewer system, based on the individual characteristics of the system.

If an annual assessment evidences that a capacity deficit could occur within 10 years, Pinellas County Utilities will prepare a more detailed capacity analysis as directed by 62-600.405, F.A.C, and determine whether facility expansion is required or if the service area is built out.

To determine whether adequate capacity is available for a development or redevelopment project in the unincorporated County that is served by a municipal wastewater system, Pinellas County will utilize the level of service standards adopted by the municipal service provider.

### **SECTION X: POLICIES 1.5.3 AND 1.5.4 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:**

1.5.3. Policy: Amendments to the Pinellas County Comprehensive Plan and request for new development or redevelopment shall be evaluated according to the following guidelines:

1. Contribute to a condition of public hazard as described in the Surface Water Management, Coastal Management, Natural Resources, Conservation, and Management, Potable Water and Sanitary Sewer, and/or Solid Waste and Resource Recovery Elements.
2. Aggravate any existing condition of public facility deficiencies, as described in the Surface Water Management, Potable Water and Sanitary Sewer, Recreation, Open

Space, and Culture, Solid Waste and Resource Recovery, and Transportation Elements.

3. Generate public facility demands that may exceed capacity increases planned in the Ten-Year Schedule of Improvements.
4. Conform to land uses as shown on the Future Land Use Map of the Future Land Use and Quality Communities Element.
5. Accommodate public demands based upon adopted level of service standards and attempts to meet specified measurable objectives when public facilities are provided by developers.
6. Demonstrate financial feasibility, subject to this Element, when public facilities will be provided, in part or whole, by Pinellas County.
7. Affect on state agencies and the Southwest Florida Water Management District's facility plans.

1.5.4. Policy: Pinellas County shall ensure that public facilities and services for which a level of service standard has been adopted and that are needed to support development will be available concurrent with the impacts of development. This policy shall be implemented through use of the Concurrency Management System adopted as part of the Pinellas County Comprehensive Plan.

**SECTION XI: POLICY 1.4.1 OF THE INTERGOVERNMENTAL COORDINATION ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

1.4.1. Policy: As provided for within the Transportation Element, Pinellas County shall coordinate with the Florida Department of Transportation (FDOT), Metropolitan Planning Organization (MPO), Pinellas Suncoast Transit Authority (PTSA), Pinellas Planning Council (PPC) and local governments to implement the County-wide Mobility Management System and MPO corridor plans.

**SECTION XII: POLICY 1.4.3 OF THE INTERGOVERNMENTAL COORDINATION ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

1.4.3. Policy: Pinellas County shall continue to coordinate with the MPO, PSTA, FDOT and local governments in monitoring the performance of the transportation and mobility system.

**SECTION XIII: THE CONCURRENCY MANAGEMENT SYSTEM SECTION OF THE COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:**

**I. PURPOSE**

The following statements contain the Pinellas County policy as it applies to establishing a Concurrency Management System for Pinellas County.

## II. DEFINITIONS

### A. Concurrency Management System

The procedures and processes that Pinellas County shall utilize to ensure that Development Orders and permits when issued shall not result in a reduction of the adopted level of service standards at the time that the impact of development occurs except as defined in the Pinellas County Comprehensive Plan.

### B. Concurrency Review Determination

The Concurrency Review Determination, or finding by the County regarding whether a development proposal is subject to development limitations, and whether measures might be available to mitigate development impacts, based on the adopted Concurrency Test Statement. This finding is issued as a prerequisite to the issuance of any development order or development permit. At a minimum, the Concurrency Review Determination shall include the following information:

1. Type of development proposal;
2. Date of review and findings for a development proposal; and
3. Whether the development proposal is subject to development limitations, and any other limitations that may be identified in the adopted Concurrency Test Statement.

### C. Concurrency Test Statement

A public facility and service status report contained in Section 134 of the Pinellas County Land Development Code, annually approved and adopted by ordinance, which, at a minimum, establishes for public facilities and services, the following:

1. The existing and committed development in each service area;
2. The existing levels of service for utilities, recreation and open space, and drainage;
3. Updates of the above items, based upon the most recently adopted schedule of capital improvements from the Capital Improvements Element; and
4. The methods used in determining the nature of projected development impacts on public facilities and services for which a level of service standard has been adopted.

### D. Currently Available Revenue Sources

An existing source and amount of revenue presently available to Pinellas County. It does not include Pinellas County's present intent to increase revenue sources which may require future action by the County.

### E. Public Facilities and Services which Must be Available Concurrent with the Impacts of Development.

Those covered by a comprehensive plan element for which level of service standards have been adopted by Pinellas County, which includes sanitary sewer, solid waste, drainage, potable water, and recreation/open space.

#### F. Final Local Development Order

For purpose of this plan, a Final Development Order shall be that last discretionary approval necessary to carry out the development provided that the proposed project has been precisely defined. The last discretionary approval for a given type of development activity shall be as provided in Section 134 of the Land Development Code. Terms used in this definition shall be as defined in the Pinellas County Comprehensive Zoning and Land Development Code as subsequently adopted by the Board of County Commissioners.

#### G. Final Site Plan

Final site plan approval shall mean that a site development plan has been reviewed and approved by the appropriate Pinellas County departments for compliance with all currently applicable rules, regulations, and ordinances and has subsequently been reviewed, approved, and signed by the County Administrator.

#### H. Level of Service (LOS)

A measure of performance and/or of demand versus available capacity of public services and facilities.

#### I. Lots of Record

Either a lot or contiguous lots which exist under single ownership at time of adoption of this Comprehensive Plan and which are part of a subdivision, the plat of which has been recorded in the office of the Clerk of the Circuit Court of Pinellas County; or any parcel of land not part of a subdivision that has been officially recorded by deed in the office of the Clerk, provided such platted lot or parcel was of a size which met the minimum lot area requirement for the zoning district in which the lot or parcel was located at the time of recording, or provided that the deed for the lot or parcel was recorded prior to the effective date of zoning in the area where the lot is located. Notwithstanding the above, all lots of record shall also be consistent with any substandard lot provision contained in land development regulations developed pursuant to Section 163.3202, F.S.

### **III. THE CONCURRENCY MANAGEMENT SYSTEM**

The purpose of the Pinellas County Concurrency Management System is to ensure that facilities and services needed to support development are available concurrent with the impacts of such development. The concurrency management system requires that the adopted level of service standards for potable water, sanitary sewer, solid waste, drainage, and recreation be maintained. The Concurrency Management System shall ensure that issuance

of a development order or development permit is conditioned upon the availability of public facilities and services for which a level of service standard has been adopted and that are necessary to serve new development, consistent with the provisions of Chapter 163, Part II, F.S., and Rule 9J-5, F.A.C.

#### A. Procedures

1. Application for Development - The concurrency management system is accessed by the property owner, or his/her representative, when an application for development containing the required documentation for the given development order or permit is submitted to the County. A Pinellas County representative shall then ascertain the completeness of the documentation, in a timely manner, to ensure that the required information is sufficient to accept the application for development for review.
2. When the application for a development order or permit has been accepted, it shall be processed and reviewed in accordance with adopted procedures. These procedures shall include a review of the application for development for potable water, sanitary sewer, solid waste, drainage, and recreation, as they may apply.
3. After an application for development is accepted, it will be compared to the most recently adopted Concurrency Test Statement. Pinellas County shall compare the application for development to the public facilities and services on the current Concurrency Test Statement, as they may apply to the location described on the application for development.
4. If the application for development is found by the latest Concurrency Test Statement to fall within an area with a deficient level of service for a facility or service for which a level of service standard has been adopted, Concurrency Review Determination shall indicate that development shall either not be authorized or be authorized with conditions to be identified in the Concurrency Test Statement.

#### B. Concurrency Review Determination - Continued Validity

1. The Concurrency Review Determination shall indicate the date of issuance and will be valid for purposes of the issuance of development orders or permits for twelve months from date of issuance.
2. The Pinellas County Land Development Code shall specify the criteria determining the validity period for a development order, permit or application for development under an existing Concurrency Review Determination.
3. For those Concurrency Review Determinations issued for a development agreement entered into by Pinellas County, pursuant to the provisions of Chapter 163.3220-163.3243, F.S., as amended, the duration of such determinations as issued, shall be for the time period stated within the development agreement.

### C. Development Order or Development Permit Compliance

All development orders and development permits issued and approved shall be based upon and in compliance with the Concurrency Review Determination issued for that development proposal. A development order or development permit shall be in compliance with its underlying Concurrency Review Determination if the impacts associated with that development order or development permit are equal to or less than the allocations made in association with the underlying Concurrency Review Determination.

### D. Concurrency Test Statement

1. On an annual basis, a Concurrency Test Statement shall be developed for final adoption by the Board of County Commissioners.
2. The County shall monitor and assess the status of public facilities and services on an annual basis. Information derived through this process shall be reflected in the Concurrency Test Statement.
3. The remaining capacity reported for each public facility and service on the annual Concurrency Test Statement should be determined by calculating the existing demand as well as the committed impacts including those associated with multi-year, phased development proposals or projects (including Developments of Regional Impact, Development Agreements, etc.).
4. A Concurrency Test Statement shall be issued every year. Nothing herein precludes the issuance and effectiveness of amendments to the current Concurrency Test Statement if updating or correction is deemed necessary by the Board of County Commissioners for, including, but not limited to, the following circumstances: errors in preparation and adoption are noted; the impact of issued development orders or permits, as monitored by the Planning Department, indicate an unacceptable degradation to an adopted level of service; where changes in the status of capital improvement projects, of the State or any local government, changes the underlying assumptions of the current Concurrency Test Statement.
5. Under no circumstances will an amended Concurrency Test Statement divest those rights acquired, pursuant to approval of a development, under the Concurrency Test Statement as it existed prior to amendment, except where a divestiture of such rights is clearly established by the Board of County Commissioners to be essential to the health, safety or welfare of the general public.

#### **IV. LEVEL OF SERVICE STANDARDS**

- A. For the purpose of issuance of development orders and permits, Pinellas County shall adopt level of service standards for public facilities and services within Pinellas County for which Pinellas County has authority to issue development orders and permits. For the purposes of concurrency, public facilities and services include the following for which level of service standards shall be adopted: 1) sanitary sewer, 2) solid waste, 3) drainage, 4) potable water, and 5) recreation. If Pinellas County desires to make other public facilities and services subject to the concurrency management system, level of service standards of such additional facilities and services must be adopted in the comprehensive plan.
- B. The Capital Improvements Element shall set forth a financial feasibility plan which demonstrates that Pinellas County can achieve and maintain the adopted level of service standards.

#### **V. MINIMUM REQUIREMENTS FOR CONCURRENCY**

A concurrency management system shall be developed and adopted to ensure that public facilities and services needed to support development are available concurrent with the impacts of such developments.

- A. For potable water, sewer, solid waste, and drainage, at a minimum, provisions in the Pinellas County Comprehensive Plan and the Concurrency Test Statement that ensure that the following standards shall be met will satisfy the concurrency requirement:
  - 1. The necessary facilities and services are in place at the time a development order or permit is issued;
  - 2. A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services are in place and available to serve the new development; or
  - 3. At the time the development order, or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement that includes the provisions of V. A. 1 and 2 of this section. An enforceable development agreement includes development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes.
- B. For recreation, Pinellas County shall satisfy the concurrency requirement by complying with the following standards:
  - 1. At the time the development order or permit is issued, the necessary facilities and services are in place or under actual construction; or

2. A development order or permit is issued subject to the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the acreage for the necessary facilities and services to serve the new development is dedicated or acquired by the local government, or funds in the amount of the developer's fair share are committed; and
3. A development order or permit is issued subject to the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted 10-year schedule of capital improvements in the Pinellas County Capital Improvements Element; or
4. At the time the development order or permit is issued, the necessary facilities and services are the subject of a binding executed agreement which requires the necessary facilities and services to serve the new development to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent; or
5. At the time the development order or permit is issued, the necessary facilities and services are guaranteed in an enforceable development agreement, pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes, to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent.

#### **SECTION XIV: SEVERABILITY**

If any section, paragraph, clause, sentence, or provision of the Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate, or nullify the remainder of this Ordinance, but the effect therefore shall be confined to the section, paragraph, clause, sentence, or provision immediately involved in the controversy in which such judgment or decree shall be rendered.

#### **SECTION XV: LOCATION OF RECORDS**

Pursuant to requirements of Section 125.68, Florida Statutes, this Ordinance to amend the Pinellas County Comprehensive Plan is incorporated into the Transportation, Intergovernmental Coordination and Capital Improvements Elements and the Concurrency Management System of the Pinellas County Comprehensive Plan, located at, and maintained by, the Clerk of the Pinellas County Board of County Commissioners.

**SECTION XVI: FILING OF ORDINANCE: ESTABLISHING AN EFFECTIVE DATE**

Pursuant to Section 163.3184(3), Florida Statutes, if not timely challenged, an amendment adopted under the expedited provisions of this section shall not become effective until 31 days after adoption. If timely challenged, the amendment shall not become effective until the state land planning agency or the Administration Commission enters a final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this Amendment may be issued or commence before the amendment has become effective.

APPROVED AS TO FORM:

\_\_\_\_\_  
(Attorney)

APPROVED AS TO FORM

By:



\_\_\_\_\_  
Office of the County Attorney

**LOCAL PLANNING AGENCY (LPA) RECOMMENDATION to the  
Board of County Commissioners**



**Regarding: Proposed Amendments to the Transportation, Capital Improvements, and Intergovernmental Coordination Elements and Concurrency Management section of the Pinellas County's Comprehensive Plan**

**LPA Recommendation:** The LPA finds that the proposed amendments to the Transportation, Capital Improvements and Intergovernmental Coordination Elements and Concurrency Management Section are consistent with the Pinellas County Comprehensive Plan and recommends approval with the amendment to 1.2.5. and eliminating 1.3.6. (The vote was 5-0, in favor.)

**LPA Report No. CP-23-9-15      LPA Public Hearing Date: September 10, 2015**

**PLANNING STAFF RECOMMENDATION:**

- Staff recommends that the LPA find the proposed amendments to the Transportation, Capital Improvements, and Intergovernmental Coordination elements and Concurrency Management section of the Pinellas County's Comprehensive Plan to be consistent with the Pinellas County Comprehensive Plan.
- Further, staff recommends that the LPA recommend approval of the proposed amendments to the Pinellas County Board of County Commissioners following required public hearings and agency reviews.

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**OVERVIEW:**

The application of transportation concurrency requirements and the assessment of transportation impact fees through the site plan review process are the primary tools utilized by Pinellas County and other local governments to manage the traffic impacts of development projects. Concurrency requirements are traditionally imposed to ensure that development is not permitted without assurance that the public facilities and services necessary to handle the development impact are available. Under the 2011 Community Planning Act, which amended Chapter 163, F.S., the requirement to implement transportation concurrency, including adopted level of service standards for transportation facilities, was repealed. The intent of this change was to enable

implementation of more livable community and mobility-oriented solutions to managing transportation impacts.

The Metropolitan Planning Organization (MPO) subsequently facilitated coordination among the County's local governments to develop a consistent countywide transportation mobility management approach, and multimodal impact fee, as a replacement to transportation concurrency and traditional transportation impact fees.

Development projects would be required to pay an impact fee commensurate with the number of new trips they generate on the transportation system. The new approach is a tiered development review approach requiring projects adding new trips on deficient roads to implement transportation management strategies in lieu of, or as credit toward, their impact fee assessment. These strategies could include, for example, trail, sidewalk, bus stop and intersection improvements or trip reduction programs such as vanpooling or telecommuting.

The main purpose of the Comprehensive Plan amendments now proposed to the Transportation, Intergovernmental Coordination, and Capital Improvements Elements and the Concurrency Management System, is to eliminate transportation concurrency and associated level of service standards, and set up the policy framework necessary to implement a more flexible mobility management system in its place.

These amendments were originally heard by the Local Planning Agency and the Board of County Commissioners in late 2014; however, it became evident after the amendments were transmitted for review to the State Department of Economic Opportunity, that the all of the municipalities were not quite ready to take action on their corresponding amendment packages. This was important as the mobility fee, similar to the existing countywide impact fee, is a countywide fee and approach, requiring countywide agreement on both the policy and regulatory approach. Consequently, adoption of the County's original amendment package was postponed until each of the municipalities were ready to adopt their related amendment packages. At this time, with the municipalities now on a similar timeline, the County is ready to proceed with its amendment package.

**Also included in this amendment package are the following recommended changes:**

1. **Transportation Element:** several minor clean-up/corrections have been made, including changes to reflect current site plan and right of way utilization review procedures and practices related to transportation; revising the truck route planning policy; and to recognize the change in the name of the St. Pete-Clearwater International Airport. Additionally, policy language has been added to recognize the purpose and efficiencies of a Complete Streets approach to Right-of-Way (ROW) planning which incorporates design and infrastructure to provide for diverse modes of transportation, including bicycle, pedestrian, vehicular, and public transit into in an

urban redevelopment environment. Also, policy language is included recognizing the value of ROW to local mobility, connectivity and community character goals.

2. **10-Year Capital Improvement Schedule:** In order to create consistency with the County's Capital Improvement Program, the Capital Improvements Element of the Comprehensive Plan is being amended to change the six-year schedule of improvements to ten-years, consistent with current County practice. Additionally, to support the changes to the Transportation Element, references to road and mass transit level of service standards have been removed, and references to the Transportation Impact Fee are revised to a Multimodal Impact Fee.
3. **Intergovernmental Coordination:** Minor changes have been made to reflect the coordination of local governments and partner agencies required to implement the Pinellas County Mobility Plan, Metropolitan Planning Organization corridor plans, and transportation system monitoring.
4. **Concurrency Management Section:** Changes made to this section of the Comprehensive Plan reflect elimination of transportation concurrency management and make minor updates to reflect the current concurrency review process.

## **SUMMARY**

In order to implement the mobility-related policy changes, related amendments are also required to Chapters 134 and 150 of the Pinellas County Land Development Code, which currently implement the County's transportation concurrency management System and countywide impact fee respectively. The amendments to those Chapters of the Land Development Code were originally heard by the LPA and the Board of County Commissioners in the Fall of 2014. No changes have been made to those Ordinances since they were originally heard, and they are anticipated to be adopted along with these Comprehensive Plan amendments in late 2015 or early 2016.

## **CONSISTENCY WITH COMPREHENSIVE PLAN:**

The proposed amendments are consistent with the following adopted principles, goals, and objectives of the Pinellas county comprehensive Plan:

### **Planning to Stay Element – Governing Principles to Guide Decisions on Buildout**

*Sustain a Quality Urban Community and Promote Strong Neighborhoods and Diverse housing Opportunities.*

**Principle 14:** The transportation system must fit into and support the overall goals of the community, whether they are historic and/or community preservation, the revitalization of downtown, providing a safe, pedestrian-friendly neighborhood, or

preserving the natural environments. The movement of people and goods as quickly and efficiently as possible will not be the sole criterion for planning and designing transportation projects.

### *Provide Realistic Mobility and Transportation Choices*

**Principle 1:** Viable transportation alternatives will reduce dependence upon the automobile for moving people about the County and region. These transportation alternatives include transit, pedestrian, and bicycle systems and will be effectively integrated into the overall transportation network to maximize access and use by residents and visitors for all types of trips.

**Principle 4:** Transportation improvements will support pedestrian enhancements and alternative modes of travel such as bicycle use. Streets should be safe, comfortable, and interesting to the pedestrian and bicyclist.

### **TRANSPORTATION ELEMENT:**

1. GOAL: PROVIDE FOR A SAFE, CONVENIENT, AND ENERGY EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM THAT SERVES TO INCREASE MOBILITY, REDUCE THE INCIDENCE OF SINGLE-OCCUPANT VEHICLES, PROTECT ROADWAY CAPACITY, REDUCE THE CONTRIBUTION TO AIR POLLUTION FROM MOTORIZED VEHICLES AND IMPROVE THE QUALITY OF LIFE FOR THE CITIZENS OF PINELLAS COUNTY. *(Note: The proposed amendments described in this report include a revision to the above goal that would change “protect” to “efficiently utilize.” The remainder of the goal as currently stated, however, supports the proposed amendments.)*

1.3. Objective: The Transportation Element shall be coordinated with the goals, objectives and policies of the Future Land Use and Quality Communities elements in guiding population distribution, economic growth, and the overall pattern of urban development.

1.6. Objective: Encourage bicycle use and pedestrian activity throughout Pinellas County for recreational and non-recreational purposes.

1.8. Objective: Pinellas County’s transportation system should provide for safety and efficiency in the movement of people and goods.

1.9. Objective: Pinellas County shall coordinate its transportation planning with transportation planning at the local regional and state level.

### **FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT:**

2. GOAL: IMPROVE THE QUALITY OF LIFE IN PINELLAS COUNTY BY CREATING DIVERSE AND WELL-DESIGNED WALKABLE

DESTINATIONS THAT PROVIDE CHOICES IN HOUSING, SERVICES, WORKPLACES, AND TRAVEL MODES.

2.1. Objective: Create livable streets that are designed and oriented towards a multimodal transportation system.

**INTERGOVERNMENTAL COORDINATION ELEMENT:**

1. GOAL: PINELLAS COUNTY MAINTAINS AN INNOVATIVE AND PROACTIVE PROGRAM OF INTERGOVERNMENTAL AND INTERAGENCY COORDINATION, COOPERATION AND PARTNERSHIP IN ORDER TO PROVIDE THE MOST EFFICIENT AND EFFECTIVE OPERATIONS AND SERVICES, TO IDENTIFY AND RESOLVE MUTUAL ISSUES AND CONCERNS, TO PROTECT, PRESERVE, AND ENHANCE SIGNIFICANT NATURAL RESOURCES, AND TO PROTECT AND IMPROVE THE QUALITY OF LIFE FOR EXISTING AND FUTURE PINELLAS COUNTY RESIDENTS AND VISITORS.

# **ATTACHMENT A**

Proposed Ordinance

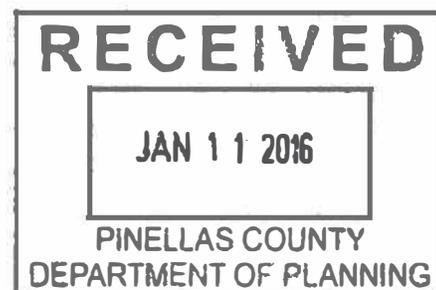
Rick Scott  
GOVERNOR



Jesse Panuccio  
EXECUTIVE DIRECTOR

January 6, 2016

The Honorable John Morroni  
Chairman, Pinellas County  
Board of County Commissioners  
310 Court Street  
Clearwater, Florida 33756



Dear Chairman Morroni:

The Department of Economic Opportunity has completed its review of the proposed comprehensive plan amendment for Pinellas County (Amendment No. 16-2ESR), which was received on December 8, 2015. We have reviewed the proposed amendment pursuant to Sections 163.3184(2) and (3), Florida Statutes (F.S.), and identified no comment related to important state resources and facilities within the Department of Economic Opportunity's authorized scope of review that will be adversely impacted by the amendment if adopted.

The County is reminded that pursuant to Section 163.3184(3)(b), F.S., other reviewing agencies have the authority to provide comments directly to the County. If other reviewing agencies provide comments, we recommend the County consider appropriate changes to the amendment based on those comments. If unresolved, such comments could form the basis for a challenge to the amendment after adoption.

The County should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. Also, please note that Section 163.3184(3)(c)1, F.S., provides that if the second public hearing is not held within 180 days of your receipt of agency comments, the amendment shall be deemed withdrawn unless extended by agreement with notice to the Department of Economic Opportunity and any affected party that provided comment on the amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment.

If you have any questions concerning this review, please contact Valerie Jenkins, at (850) 717-8493, or by email at [valerie.jenkins@deo.myflorida.com](mailto:valerie.jenkins@deo.myflorida.com).

Sincerely,

Julie A. Dennis, Interim Director  
Division of Community Development

JAD/vj

Enclosure(s): Procedures for Adoption

cc: Mr. Gordon Beardslee, Director, Pinellas County Department of Planning  
Mr. Avera Wynne, AICP, Interim Executive Director, Tampa Bay Regional Planning Council

**SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS  
FOR EXPEDITED STATE REVIEW**

Section 163.3184(3), Florida Statutes

**NUMBER OF COPIES TO BE SUBMITTED:** Please submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the Department of Economic Opportunity and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

**SUBMITTAL LETTER:** Please include the following information in the cover letter transmitting the adopted amendment:

\_\_\_\_\_ Department of Economic Opportunity identification number for adopted amendment package;

\_\_\_\_\_ Summary description of the adoption package, including any amendments proposed but not adopted;

\_\_\_\_\_ Identify if concurrency has been rescinded and indicate for which public facilities. (Transportation, schools, recreation and open space).

\_\_\_\_\_ Ordinance number and adoption date;

\_\_\_\_\_ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

\_\_\_\_\_ Name, title, address, telephone, FAX number and e-mail address of local government contact;

\_\_\_\_\_ Letter signed by the chief elected official or the person designated by the local government.

**ADOPTION AMENDMENT PACKAGE:** Please include the following information in the amendment package:

\_\_\_\_\_ In the case of text amendments, changes should be shown in strike-through/underline format.

\_\_\_\_\_ In the case of future land use map amendments, an adopted future land use map, **in color format**, clearly depicting the parcel, its future land use designation, and its adopted designation.

\_\_\_\_\_ A copy of any data and analyses the local government deems appropriate.

**Note:** If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

\_\_\_\_\_ Copy of the executed ordinance adopting the comprehensive plan amendment(s);

**Suggested effective date language for the adoption ordinance for expedited review:**

The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the Department of Economic Opportunity notifies the local government that the plan amendment package is complete. If timely challenged, this amendment shall become effective on the date the Department of Economic Opportunity or the Administration Commission enters a final order determining this adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the Department of Economic Opportunity.

\_\_\_\_\_ List of additional changes made in the adopted amendment that the Department of Economic Opportunity did not previously review;

\_\_\_\_\_ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

\_\_\_\_\_ Statement indicating the relationship of the additional changes not previously reviewed by the Department of Economic Opportunity in response to the comment letter from the Department of Economic Opportunity.



*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

11201 N. McKinley Drive  
Tampa, Florida 33612

JIM BOXOLD  
SECRETARY

January 6, 2016

Mr. Gordon Beardslee, Planning Division Director  
Pinellas County Department of Planning  
310 Court Street  
Clearwater, FL 33756

Re: Pinellas County Comprehensive Plan Amendment 16-2 ESR

Dear Mr. Beardslee:

We have reviewed the Pinellas County proposed Comprehensive Plan (the Plan) Amendment 16-2 ESR according to Chapter 163, Florida Statutes, and the Florida Department of Transportation (the Department) review guidelines.

Background: Unincorporated Pinellas County had a 2010 estimated population of 271,022, and was composed of roughly 97 square miles. Residential, Conservation/Preservation, Recreation/Open Space and Public/Semi-public land uses predominate. Twenty-four other incorporated local governments collectively make Pinellas County the most densely populated county in Florida. A plethora of federal and state roads traverse the county, including I-175, I-275, I-375, US 19, US 19A, US 92, SR 60, SR 580, SR 582, SR 586, SR 590, SR 666, SR 679, SR 682, SR 686, SR 688, SR 693, SR 694, and SR 699.

Proposal: The County is proposing two sets of amendments:

CP 23-9-15: This amendment proposes to modify the Transportation, Capital Improvements and Intergovernmental Coordination Elements and the Concurrency Management Section of their comprehensive plan in order to remove the requirements of transportation concurrency. For the Transportation Element, this involved modifications reflecting current site plan and right-of-way utilization review; changes to truck route planning policy; altering the name of the St. Pete-Clearwater International Airport; adding language regarding Complete Streets right-of-way planning; and including language that recognizes the value of right-of-way to local mobility and connectivity. The Capital Improvements Element was revised to make the schedule of improvements ten years, to remove road and mass transit level of service standards, and revise the Transportation Impact Fee to the Multimodal Impact Fee. For the Intergovernmental Coordination Element, "minor changes have been made to reflect the coordination of local governments and partner agencies required to implement the Pinellas County Mobility Plan,

Metropolitan Planning Organization corridor plans, and transportation system monitoring.” Finally, the Concurrency Management Section was altered to eliminate transportation concurrency management and make updates to delineate the current concurrency review process.

Comments:

Transportation Element, Policy 1.1.20: “Pinellas County shall continue to coordinate with TBARTA as necessary to provide ride sharing opportunities for Pinellas County employees and to promote this service to other employers.”

Transportation Element, Policy 1.1.27: “Pinellas County shall develop pedestrian ways and bikeways in and around the vicinity of schools where opportunities exist to utilize utility rights-of-way and, drainage easements.”

Capital Improvements Element, Policy 1.5.1: “*Water Supply* ...Pinellas County shall respond with one or more of the following actions and alternatives:....”

Concurrency Management System, Minimum Requirements for Concurrency, B.3: “...or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent as provided in the adopted ~~ten~~-year schedule of capital improvements in the Pinellas County Capital Improvements Element;....”

Transportation Data and Analysis: In addition to the Mobility Management System, would the County want to consider updating the background information in the document to reflect recent conditions? Much has changed with regard to US 19 and the SR 686 partially controlled access facility.

CP 22-9-25: This amendment proposes the addition of new Future Land Use Map Categories, including Activity Center-Neighborhood, Mixed Use Corridor, and Employment (previously Industrial Limited); it also provides for specific area plans for the former two categories, and maximum permitted densities and intensities for the latter two categories. Additionally, the density in Residential/Office General (ROG) and Residential/Office/Retail (R/O/R) is proposed to be increased from 10 UPA to 15 UPA, and Residential up to 15 UPA will be allowed in the Commercial General (CG) category. As well, the FAR for R/OG, R/O/R, Commercial Recreation (CR), CG, Employment, Industrial General and AC-N is being proposed to be increased. Objectives and policies, or changes thereto, within the Future Land Use and Quality Communities Element are also being proposed, including providing guidance on mixed use development locations; minimum requirements for preparing a specific area plan; deleting a policy “since those employment uses that are considered conditional uses in this policy would now be recognized as

permitted uses in the proposed amendments”; adding a policy that will prioritize determining appropriate increases in Target Employment Center development potential; specifying the consideration of potential impacts on the transportation system when amending the Future Land Use Map or Zoning Atlas; and more flexibility is being allowed in the planning for future development along US 19 in north Pinellas. Finally, changes to the Future Land use Map include identifying Industrial Limited parcels as Employment and designating Community Redevelopment District-Activity Center as Activity Center-Neighborhood.

Comments:

Future Land Use and Quality Communities Element, Policy 1.15.3: “Redevelopment of the St. Petersburg-Clearwater International Airport property....”

Future Land Use and Quality Communities Element, Objective 4.7: “The Future Land Use Element of the Pinellas County Comprehensive Plan shall be consistent with the Countywide Future Land Use Plan, including the categories, rules, policies, and procedures thereof. ~~Future Land Use and Quality Communities Element~~”

Residential Urban: “Residential Use – Shall not exceed seven and one-half (7.5) ~~acre~~ dwelling units per acre.”

There are several proposed increases in either density or intensity or both in R/OG, R/O/R, CG, IG and CR (for marina facilities). Additionally, the transient accommodation density is proposed to increase in the Employment category. An analysis of such changes to the R/O/R category along US 19 lead to the conclusion that “it is not anticipated that increasing the FAR in the ROR [sic] category will create substantial impact on traffic in the US 19 corridor.” While the Department does not dispute the findings, it is still concerned that these wholesale changes will eventually cause countywide impacts as parcels are redeveloped at higher allowable densities and intensities. The Department encourages the County to take proactive steps in order to minimize these impacts in all of the categories through the following (some of which are touched on in policies sprinkled throughout the amendment):

- ✓ Maximize internal capture through integration, orientation, connection and appropriate proportions of residential and non-residential land uses;
- ✓ The creation of backage roads connecting different developments that will keep local traffic off of the major facilities;

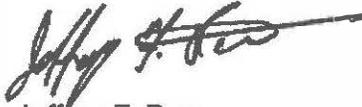
Mr. Gordon Beardslee  
Page 4  
January 6, 2016

- ✓ The incorporation into development agreements of Transportation Demand Management strategies such as flexible work schedules and telecommuting; and
- ✓ The promotion of bicycle, carpooling and transit alternatives.

Indeed, Future Land Use and Quality Communities Element Policy 4.6.1 says that Mixed-use development is preferred along US 19 but impacts of development will be limited. Such approaches countywide would reduce impacts not only on state facilities but on county and local roadways as well.

Thank you for the opportunity to review this amendment. Please ensure that we receive a copy of the adopted amendment. Should you have any questions please do not hesitate to contact me at 813-975-6444 or at [jeffery.dow@dot.state.fl.us](mailto:jeffery.dow@dot.state.fl.us).

Sincerely,



Jeffery F. Dow  
LGCP Coordinator

cc: Carmen Monroy, Director of Policy Planning, FDOT  
Dana Reiding, Administrator of Intergovernmental Programs, FDOT  
Maria Cahill, AICP, Statewide Growth Management Coordinator, FDOT  
Ray Eubanks, Plan Processing Administrator, DCA  
Waddah Farah, PDA Administrator, FDOT District 7  
Daniel Santos, AICP, Growth Management Supervisor, FDOT District 7



# LGCPAR

**Local Government Comprehensive Plan Amendment Review**  
4000 Gateway Centre Boulevard, Suite 100, Pinellas Park, FL 33782  
(727) 570-5151 / www.tbrpc.org

**LOCAL GOVERNMENT:**  
**STATE LAND PLANNING AGENCY REFERENCE:**  
**LOCAL GOVT REFERENCE:**  
**AMENDMENT TYPE:**  
**ELEMENTS AFFECTED:**

**Pinellas County**  
**DEO #16-2ESR**  
**CP-22-9-15 and CP-23-9-15** (2 amendments)  
**Text & Map**  
**Future Land Use and Quality Communities,**  
**Transportation, Capital Improvements,**  
**Intergovernmental Coordination, and**  
**Concurrency Management Elements, Future**  
**Land Use Map**  
**12/7/2015**

**DATE RECEIVED FROM LOCAL GOVERNMENT:**

**LINK TO PROPOSED AMENDMENT TRANSMITTAL PACKAGE:**

<https://papers.deo.myflorida.com/FloridaPapers/FlashAug16/Model/documentView.cfm?UserID=6239&AreaID=11&DocumentID=467935>

**AMENDMENT INITIATED BY:** Pinellas County

**SUMMARY OF THE PROPOSED AMENDMENTS:**

**CP-22-9-15**

This proposed amendment would make changes to the text of the Future Land Use and Quality Communities Element and Future Land Use Map (FLUM) as follows (Source: Local Planning Agency (LPA) Recommendation to the Pinellas County Board of County Commissioners [LPA meeting date 10/8/15]):

**Changes to the Future Land Use Map (FLUM) Category Descriptions and Rules:**

- A new Activity Center FLUM category is added to depict those areas to be developed as dynamic areas of mixed use. Activity Centers would be differentiated as neighborhood, community or regional in scale and type of activities.
- A new Mixed Use Corridor FLUM category is added to depict those unincorporated corridors that are served by multiple modes of transportation where development would be characterized by building density and land uses that support accessible transit service.
- Application of the new Activity Center and Mixed Use Corridor categories would require a specific area plan to be developed and approved for each area designated with these categories. These new categories would permit development at a density and intensity that is greater than what is allowed in most other FLUM categories. Floor Area Ratio (FAR) may be used to determine the number of dwelling units and transient accommodation units rather than density.
- The Industrial Limited FLUM category is being renamed as the "Employment" category to reflect the range of employment uses permitted in this category in addition to light industrial uses.
- The maximum permitted density in the Residential/Office General and the Residential/Office/Retail FLUM categories would be increased from 10 units per acre to 15 units per acre. Residential use up to 15 units per acre would be allowed in the Commercial General category; currently residential uses are not allowed in this category and would continue to be prohibited in the coastal storm areas. (See table below.)
- The maximum permitted Floor Area Ratio (FAR) for nonresidential uses in the following FLUM categories would be increased: Residential/Office General, Residential/Office/Retail, Commercial Recreation, Commercial General, Employment, Industrial General, Activity Center - Neighborhood. (See table below.)
- Employment uses that have limited off-site impacts (e.g. light manufacturing, medium manufacturing, and research/development) would be permitted in certain commercial and office FLUM categories. In some situations, there would be acreage limitations on these uses.
- The Definitions section would be amended to add some new definitions and to modify some existing definitions to support the proposed amendments to the FLUM categories.

Proposed Amendments to the Future Land Use Map Category Descriptions and Rules of the Pinellas County Comprehensive Plan

FLUM Category	Existing Density (units/acre)	Proposed Density (units/acre)	Existing FAR	Proposed FAR
Activity Center - Neighborhood	12.5	15	0.6	0.75
Residential/Office General	10	15	0.4	0.5
Residential/Office/Retail	10	15	0.2 commercial 0.3 office 0.3 for com and 0.4 for office at major US 19 Intersect <sup>1</sup>	0.300m and 0.4 office
Commercial Recreation			0.35	0.33 0.50 marinas
Commercial General	not allowed	15 (Not allowed in CSA <sup>2</sup> )	0.35	0.55
Employment			0.6	0.65
General Industrial			0.5-0.7	0.5-0.75

<sup>1</sup>Major intersections on US 19 from SR 60 to SR 506 (Chiefland Road)

<sup>2</sup>CSA = Coastal Storm Area

Table revised on November 23, 2015

**Changes to the objectives and policies of the Future Land Use and Quality Communities Element:**

- Objectives and policies providing guidance on appropriate locations for mixed use development are being amended to take into consideration the mobility needs of all anticipated users of the transportation network serving these mixed use areas.
- Table 1 in Objective 1.3 is being amended to reflect some changes in what locations are considered to be generally appropriate for different types of mixed use development.
- The minimum requirements for preparing a specific area plan in support of an Activity Center or Mixed Use Corridor FLUM designation (Policy 1.3.4) are expanded to clarify how potential impacts on the transportation network are to be addressed in the plan.
- Policy 1.13.3 would be deleted since those employment uses that are considered conditional uses in this policy would now be recognized as permitted uses in the proposed amendments to the FLUM Category Descriptions and Rules.
- A new Policy 1.13.3 would be added to prioritize determining appropriate increases in development potential within Target Employment Centers.
- The proposed amendments to Policies 4.2.3 and 4.2.4 would specify how potential impacts on the transportation system are considered when the FLUM or the Zoning Atlas is being amended.
- Objective 4.6 and its associated policies that provide direction on the development pattern along U.S. Highway 19 in north Pinellas would be amended to provide more flexibility in planning for future development along this important transportation corridor.

**Changes to the Future Land Use Map:**

- Properties designated as Industrial Limited on the Future Land Use Map shall be identified as Employment to reflect the amended name of this category from Industrial Limited to Employment in the Future Land Use Map Category Descriptions and Rules; and
- Properties designated as Community Redevelopment District-Activity Center on the Future Land Use Map shall be identified as Activity Center-Neighborhood to reflect the replacement of the Community Redevelopment District-Activity Center category with the Activity Center-Neighborhood category in the Future Land Use Map Category Descriptions and Rules.

**CP-23-9-15**

This proposed amendment would make changes to the Transportation, Intergovernmental Coordination, and Capital Improvements Elements, and the Concurrency Management Section. According to the Local Planning Agency (LPA) Recommendation to the Board of County Commissioners for this amendment (LPA meeting date 9/10/15), "The main purpose of the (amendments)... is to eliminate transportation concurrency and associated level of service standards, and set up the policy framework necessary to implement a more flexible mobility management system in place."

In addition, the proposed amendment would make the following changes to the County's comprehensive plan:

1. **Transportation Element:** several minor clean-up/corrections have been made, including changes to reflect current site plan and right of way utilization review procedures and practices related to transportation; revising the truck route planning policy; and to recognize the change in the name of the St. Pete-Clearwater International Airport. Additionally, policy language has been added to recognize the purpose and efficiencies of a Complete Streets approach to Right-of-Way (ROW) planning which incorporates design and infrastructure to provide for diverse modes of transportation, including bicycle, pedestrian, vehicular, and public transit into in an
2. **10-Year Capital Improvement Schedule:** In order to create consistency with the County's Capital Improvement Program, the Capital Improvements Element of the Comprehensive Plan is being amended to change the six-year schedule of improvements to ten-years, consistent with current County practice. Additionally, to support the changes to the Transportation Element, references to road and mass transit level of service standards have been removed, and references to the Transportation Impact Fee are revised to a Multimodal Impact Fee.
3. **Intergovernmental Coordination:** Minor changes have been made to reflect the coordination of local governments and partner agencies required to implement the Pinellas County Mobility Plan, Metropolitan Planning Organization corridor plans, and transportation system monitoring.
4. **Concurrency Management Section:** Changes made to this section of the Comprehensive Plan reflect elimination of transportation concurrency management and make minor updates to reflect the current concurrency review process.

**REVIEW COMMENTS:**

Pursuant to section 163.3184(3)(b), *Florida Statutes*, Tampa Bay Regional Planning Council (TBRPC) staff has reviewed the proposed comprehensive plan amendments, and identified no adverse effects on regional resources or facilities as identified in *Future of the Region: A Strategic Regional Policy Plan for the Tampa Bay Region*. Additionally, no extrajurisdictional impacts were identified that would be inconsistent with the comprehensive plan of any affected local government.

**TECHNICAL ASSISTANCE COMMENTS:**

TBRPC staff offers the following technical assistance comments related to CP-22-9-15 for consideration by the local government.

The proposed amendment would increase the allowable residential density for properties in four (4) different Future Land Use Map (FLUM) categories. A cursory review of the County's FLUM and the Pinellas County Storm Tide Atlas (TBRPC, 2010) finds that there are a handful of properties that currently have the Residential/Office General (ROG) or Residential/Office/Retail (ROR) FLUM designation that are also partially or entirely located in the Coastal High Hazard Area (CHHA). For these properties, any increase in residential density above the current allowable density of 10 dwelling units per acre should be mitigated in accordance with section 163.3178(8)(a)3., *Florida Statutes*.

OFFICE OF THE COMMISSIONER  
(850) 617-7700



THE CAPITOL  
400 SOUTH MONROE STREET  
TALLAHASSEE, FLORIDA 32399-0800

**FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES**  
COMMISSIONER ADAM H. PUTNAM

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January 5, 2016

VIA EMAIL ([gbeardsl@pinellascounty.org](mailto:gbeardsl@pinellascounty.org))

Pinellas County Planning Department  
Mr. Gordon Beardslee  
310 Court Street  
Clearwater, Florida 33756

Re: DACS Docket # -- 20151207-675  
Pinellas County CP-22-9-15; CP-23-9-15  
Submission dated December 4, 2015

Dear Mr. Beardslee:

The Florida Department of Agriculture and Consumer Services (the "Department") received the above-referenced proposed comprehensive plan amendment on December 7, 2015 and has reviewed it pursuant to the provisions of Chapter 163, Florida Statutes to address any potential adverse impacts to important state resources or facilities related to agricultural, aquacultural, or forestry resources in Florida if the proposed amendment(s) are adopted. Based on our review of your county's submission, the Department has no comment on the proposal.

If we may be of further assistance, please do not hesitate to contact me at 850-410-2289.

Sincerely,

Stormie Knight  
Sr. Management Analyst I  
Office of Policy and Budget

cc: Florida Department of Economic Opportunity  
(SLPA #: Pinellas County 16-2 ESR)

**Swarengen, Scott M**

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**From:** Beardslee, Gordon R  
**Sent:** Wednesday, December 23, 2015 10:14 AM  
**To:** Swarengen, Scott M  
**Subject:** FW: Pinellas County 16-2ESR Proposed

For file

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**From:** Ray, Suzanne E. [<mailto:Suzanne.E.Ray@dep.state.fl.us>]  
**Sent:** Wednesday, December 23, 2015 10:00 AM  
**To:** Beardslee, Gordon R; [DCPexternalagencycomments@DEO.myflorida.com](mailto:DCPexternalagencycomments@DEO.myflorida.com)  
**Subject:** FW: Pinellas County 16-2ESR Proposed

To: Gordon Beardslee, Director

Re: Pinellas County 16-2ESR – Expedited Review of Proposed Comprehensive Plan Amendment

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment package under the provisions of Chapter 163, Florida Statutes. The Department conducted a detailed review that focused on potential adverse impacts to important state resources and facilities, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails, conservation easements; solid waste; and water and wastewater treatment.

Based on our review of the submitted amendment package, the Department has found no provision that, if adopted, would result in adverse impacts to important state resources subject to the Department's jurisdiction.

Feel free to contact me at [Suzanne.e.ray@dep.state.fl.us](mailto:Suzanne.e.ray@dep.state.fl.us) or (850) 245-2172 for assistance or additional information. Please send all amendments, both proposed and adopted, to [plan.review@dep.state.fl.us](mailto:plan.review@dep.state.fl.us) or

Florida Department of Environmental Protection  
Office of Intergovernmental Programs, Plan Review  
3900 Commonwealth Blvd., MS 47  
Tallahassee, FL 32399-3000



## Swearngen, Scott M

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**From:** Beardslee, Gordon R  
**Sent:** Friday, December 18, 2015 10:29 AM  
**To:** Swearngen, Scott M  
**Subject:** FW: Pinellas County 16-2 CPA-ESR (CP-22-9-15 and CP-23-9-15)

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Comp Plan

For file

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**From:** Hight, Jason [<mailto:Jason.Hight@MyFWC.com>]  
**Sent:** Friday, December 18, 2015 10:16 AM  
**To:** [DCPexternalagencycomments@deo.myflorida.com](mailto:DCPexternalagencycomments@deo.myflorida.com); Beardslee, Gordon R  
**Cc:** Wallace, Traci; Chabre, Jane; Schulz, Mark  
**Subject:** Pinellas County 16-2 CPA-ESR (CP-22-9-15 and CP-23-9-15)

Dear Mr. Beardslee:

Florida Fish and Wildlife Conservation Commission (FWC) staff has reviewed the proposed comprehensive plan amendment in accordance with Chapter 163.3184(3), Florida Statutes. We have no comments, recommendations, or objections related to fish and wildlife or listed species and their habitat to offer on this amendment.

If you need any further assistance, please do not hesitate to contact Jane Chabre either by phone at (850) 410-5367 or by email at [FWCConservationPlanningServices@MyFWC.com](mailto:FWCConservationPlanningServices@MyFWC.com). If you have specific technical questions, please contact Mark Schulz at (863) 648-3820 or by email at [Mark.Schulz@myfwc.com](mailto:Mark.Schulz@myfwc.com).

Sincerely,

Jason Hight  
Biological Administrator II  
Office of Conservation Planning Services  
Division of Habitat and Species Conservation  
620 S. Meridian Street, MS 5B5  
Tallahassee, FL 32399-1600  
(850) 228-2055

Pinellas County 16-2 CPA-ESR\_22294



An Equal Opportunity Employer

# Southwest Florida Water Management District

2379 Broad Street, Brooksville, Florida 34604-6899

(352) 796-7211 or 1-800-423-1476 (FL only)

WaterMatters.org

**Bartow Service Office**  
170 Century Boulevard  
Bartow, Florida 33830-7700  
(863) 534-1448 or  
1-800-492-7862 (FL only)

**Sarasota Service Office**  
6750 Fruitville Road  
Sarasota, Florida 34240-9711  
(941) 377-3722 or  
1-800-320-3503 (FL only)

**Tampa Service Office**  
7601 U.S. 301 North (Fort King Highway)  
Tampa, Florida 33637-6759  
(813) 985-7481 or  
1-800-836-0797 (FL only)

- Michael A. Babb**  
Chair, Hillsborough
- Ronald S. Maggard**  
Vice Chair, Pasco
- Jeffrey M. Adams**  
Secretary, Pinellas
- David W. Dunbar**  
Treasurer, Hillsborough, Pinellas
- H. Paul Sewft, Jr.**  
Former Chair, Polk
- Ed Armstrong**  
Pinellas
- Bryan K. Beeswick**  
DeSoto, Herdree, Highlands
- Thomas E. Bronson**  
Hernando, Marion
- Wendy Griffin**  
Hillsborough
- John Henslick**  
Manatee
- George W. Mann**  
Polk
- Michael A. Moran**  
Charlotte, Sarasota
- Kelly S. Rice**  
Citrus, Lake, Levy, Sumter
- Robert R. Boltran, P.E.**  
Executive Director

December 15, 2015

Mr. Gordon Beardslee, Director  
Pinellas County Planning Department  
310 Court Street  
Clearwater, FL 33756

Subject: Pinellas 16-2ESR

Dear Mr. Beardslee:

The Southwest Florida Water Management District (District) has reviewed the proposed amendment package which includes two map/text amendments identified by the County as CP-22-9-15 and CP-23-9-15. We are not forwarding any comments for consideration on CP-23-9-15. We offer the following technical assistance comments for consideration on CP-22-9-15.

### Regional Water Supply

1. The amendment increases development density and intensity and the demand for potable water. Consequently, the adopted amendment should include supporting documentation that there is ongoing coordination between the County and Tampa Bay Water concerning the County's increasing potable water demands.

### Floodplains and Floodprone Areas

2. No comments.

### Wetlands and Other Surface Waters

3. No comments.

We appreciate this opportunity to participate in the review process. Please provide the District with a copy of the adopted amendment, including any supporting data and analysis. If you have any questions or require further assistance, please do not hesitate to contact me at (352) 796-7211, extension 4790, or [james.golden@watermatters.org](mailto:james.golden@watermatters.org).

Sincerely,

James J. Golden, AICP  
Senior Planner

JG  
cc: Ray Eubanks, DEO  
Estella Gray, SWFWMD  
Suzanne Ray, FDEP

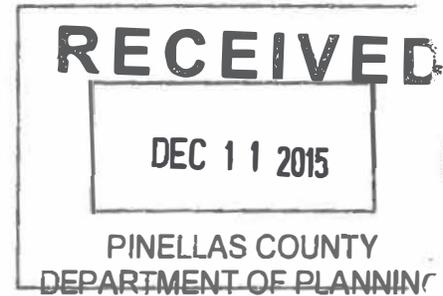
Rick Scott  
GOVERNOR



Jesse Panuccio  
EXECUTIVE DIRECTOR

December 8, 2015

Mr. Gordon Beardslee, Director  
Pinellas County Planning Department  
310 Court Street  
Clearwater, Florida 33756



Dear Mr. Beardslee:

Thank you for submitting Pinellas County's proposed comprehensive plan amendments (**CP-22-9-15 and CP-23-9-15**) submitted for our review pursuant to the Expedited State Review process. The reference number for this amendment package is **Pinellas County 16-2ESR**.

The proposed submission package will be reviewed pursuant to Section 163.3184(3), Florida Statutes. Once the review is underway, you may be asked to provide additional supporting documentation by the review team to ensure a thorough review. You will receive the State Land Planning Agency's Comment Letter no later than **January 6, 2016**.

If you have any questions please contact Anita Franklin, Senior Plan Processor at (850) 717-8486 or Brenda Winningham, Regional Planning Administrator, whom will be overseeing the review of the amendments, at (850) 717-8516.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Ray Eubanks'.

D. Ray Eubanks, Administrator  
Plan Review and Processing

DRE/af

**Rick Scott**  
GOVERNOR



**Jesse Panuccio**  
EXECUTIVE DIRECTOR

MEMORANDUM

TO: Suzanne Ray, DEP  
Deena Woodward, DOS  
Tracy Suber, DOE  
Dan Santos, FDOT7  
Brady Smith, Tampa Bay RPC  
Trisha Neasman, Southwest Florida WMD  
Wendy Evans, AG  
Scott Sanders, FWC

DATE: December 8, 2015

SUBJECT: EXPEDITED STATE REVIEW PROCESS

COMMENTS FOR PROPOSED COMPREHENSIVE PLAN AMENDMENT

LOCAL GOVERNMENT/ STATE LAND PLANNING AGENCY AMENDMENT #:

**Pinellas County 16-2ESR**

STATE LAND PLANNING AGENCY CONTACT PERSON/PHONE NUMBER:

Brenda Winningham/850-717-8516

The referenced proposed comprehensive plan amendment is being reviewed pursuant the Expedited State Review Process according to the provisions of Section 163.3184(3), Florida Statutes. Please review the proposed documents for consistency with applicable provisions of Chapter 163, Florida Statutes.

Please note that your comments must be sent directly to and received by the above referenced local government within 30 days of receipt of the proposed amendment package. A copy of any comments shall be sent directly to the local government and ALSO to the State Land Planning Agency to the attention of Ray Eubanks, Administrator, Plan Review and Processing at the Department E-mail address: [DCPexternalagencycomments@deo.myflorida.com](mailto:DCPexternalagencycomments@deo.myflorida.com)

Please use the above referenced State Land Planning Agency AMENDMENT NUMBER on all correspondence related to this amendment.

Note: Review Agencies - The local government has indicated that they have mailed the proposed amendment *directly to your agency*. See attached transmittal letter. *Be sure to contact the local government if you have not received the amendment.* Also, letter to the local government from State Land Planning Agency acknowledging receipt of amendment is attached.

**BOARD OF COUNTY  
COMMISSIONERS**

Dave Eggers  
Pat Gerard  
Charlie Justice  
Janet C. Long  
John Morroni  
Karen Williams Seel  
Kenneth T. Welch



December 4, 2015

Ray Eubanks, Plan Processing Administrator  
State Land Planning Agency  
Caldwell Building  
107 East Madison – MSC 160  
Tallahassee, Florida 32399

RECEIVED  
Bureau of Community Planning

DEC - 7 2015

Div. of Community Development  
Dept. of Economic Opportunity

**Subject: Transmittal of Proposed Amendments to the Pinellas County Comprehensive Plan  
– Expedited State Review (16-01)**

Dear Mr. Eubanks:

The Pinellas County Board of County Commissioners conducted a public hearing on November 24, 2015 and authorized transmittal of the attached proposed amendments to the Pinellas County Comprehensive Plan to the Florida Department of Economic Opportunity (DEO) for review and comment under the expedited state review process.

The Local Planning Agency (LPA) conducted public hearings on the proposed amendments on September 10, 2015 and on October 8, 2015. Staff Reports and Local Planning Agency Review and Recommendations, summarizing the content and effect of the proposed amendments, as well as documenting consistency of the amendments with the Comprehensive Plan, are attached to this transmittal.

**Included with this letter are three sets of the Amendment Package as described below (1 hard copy and 2 electronic copies):**

**Case No. CP-22-9-15:** This is a request to amend the Future Land Use and Quality Communities Element to provide the appropriate policy and regulatory framework within the Pinellas County Comprehensive Plan, including the Future Land Use Category Descriptions and Rules, for revisions that will be proposed to the Pinellas County Land Development Code. Additionally, with the recent update to the Countywide Plan, the Future Land Use and Quality Communities Element and the Future Land Use Map would be amended to incorporate selected changes from the updated Countywide Plan and to retain consistency with this updated plan. Other amendments recognize the creation of a policy framework for the establishment of a mobility management system as a replacement to transportation concurrency. Other minor changes update references and terms. Most of the changes contained in the proposed

Pinellas County Planning  
310 Court Street  
Clearwater, FL 33756  
Main Office: (727) 464-8200  
FAX: (727) 464-8201  
V/TDD: (727) 464-4062

[www.pinellascounty.org](http://www.pinellascounty.org)



amendment provide policy and regulatory support for redevelopment in the unincorporated areas of Pinellas County while recognizing that there are stable neighborhoods where minimal change is anticipated during the planning horizon of the Comprehensive Plan.

**Case No. CP-23-9-15:** This is a request to amend the Future Land Use, Transportation, Capital Improvements, Intergovernmental Coordination, and the Concurrency Management Elements of the Pinellas County Comprehensive Plan. These changes will effectively repeal Transportation Concurrency and replace it with the Mobility Management System. An almost identical version of this proposed amendment (Case CP-22-09-14) was transmitted to the State Land Planning Agency on November 10, 2014. On December 16, 2014, the Department of Economic Opportunity apprised Pinellas County that it had no comments on the proposed amendment (Case DEO #14-3ESR). The Pinellas County Planning Department, however, submitted a letter on June 8, 2015 rescinding DEO# 14-3ESR to allow more time to work with the municipalities on elimination of transportation concurrency and the implementation of a transportation mobility management system coordinated throughout the County. Additional coordination with the municipalities has occurred, and Case No. CP-23-9-15 includes only minor revisions to the prior case that was transmitted in 2014.

For each of the two cases, the following have been attached:

- *Staff Report and LPA Review and Recommendation;*
- Strike-through/underline amendatory ordinance identifying proposed changes described in the LPA Report;
- Clean version of amendatory ordinance;
- Agenda memorandum for the Board of County Commissioners meeting of November 24, 2015; and
- Additional data and analysis supporting the proposed amendments (for Case No. CP-22-9-15 this information is included in the LPA Report).

By this letter, Pinellas County is also **certifying its direct submittal on this same date** of the complete amendment package to each of the review agencies defined in 163.3184(1), F.S., and copied on this letter.

The amendments do not affect an area of critical state concern, 163.3184 (13), F.S.

At this time, Pinellas County anticipates adopting the amendments in February or March of 2016.

Should you have any comments, questions, or need additional information, please contact me or Scott Swarengen at (727) 464-8200, FAX (727) 464-8201. Or email us at [gbeardsl@pinellascounty.org](mailto:gbeardsl@pinellascounty.org) or [swarengen@pinellascounty.org](mailto:swarengen@pinellascounty.org). The mailing address is 310 Court Street, Clearwater, Florida 33756.

Sincerely,



Gordon Beardslee, Director  
Pinellas County Planning Department

Enclosures

cc: Brady Smith, Sr. Principal Planner, Tampa Bay Regional Planning Council  
Trisha Neasman, AICP, Planning Supervisor, Southwest Florida Water Management District

**Daniel C. Santos, AICP, Growth Management Supervisor, Florida Department of Transportation – District Seven Office**

**Attn: Plan Review, Office of Intergovernmental Programs, Florida Department of Environmental Protection – Office of Intergovernmental Programs**

**Tracy D. Suber, Educational Consultant- Growth Management Liaison, Department of Education**

**Deena Woodward, Historic Preservation Planner, Florida Department of State – Bureau of Historic Preservation**

**Scott Sanders, Florida Fish & Wildlife Conservation Commission – Conservation Planning Services**

**Attn: Comprehensive Plan Review, Department of Agriculture and Consumer Services – Office of Policy and Budget**

**NOTICE OF PUBLIC HEARING:  
PROPOSED ORDINANCES AND RESOLUTIONS  
AMENDING THE PINELLAS COUNTY COMPREHENSIVE  
PLAN, FUTURE LAND USE MAP, ZONING ATLAS, AND  
LAND DEVELOPMENT CODE, AND MODIFYING A  
DEVELOPMENT AGREEMENT**

The Pinellas County Board of County Commissioners proposes to adopt the following Ordinances and Resolutions amending the Pinellas County Comprehensive Plan, Future Land Use Map, Zoning Atlas, and the Land Development Code, and modifying a development agreement. A public hearing on the Resolutions and Ordinances will be held on Tuesday **March 29, 2016 at 6:00 p.m.** in the County Commission Assembly Room, Fifth Floor, Pinellas County Courthouse, 315 Court Street, Clearwater, FL 33756.

Interested parties may appear at the hearing and be heard regarding the proposed Resolutions and Ordinances:

**A. PROPOSED RESOLUTIONS AND ORDINANCE AMENDING THE FUTURE LAND USE MAP AND ZONING ATLAS AND MODIFYING A DEVELOPMENT AGREEMENT**

1. (Q) DA-4-2-16

Resolution for a modification of an existing Development Agreement for an assisted living facility by increasing the maximum number of beds from 39 to 58, allowing for the enlargement of the existing building, limiting the building height to 16 feet and one story, prohibiting the use of DeLong Way by commercial or delivery vehicles and removing the parking variance for a parcel of land containing approximately 1.56 acres located at 7770 128th Street in the unincorporated area of Seminole; page 282 of the Zoning Atlas, as being in Section 29, Township 30, Range 15; upon application of GIB Properties, LLC through Todd Pressman, Pressman & Associates, Inc., Representative.

2. (Q) Z/LU-5-2-16

Resolution changing the Zoning classification of approximately 0.7 acre located at 1003 Virginia Avenue in Palm Harbor; Page 74 of the Zoning Atlas, as being in Section 01, Township 28, Range 15; from R-3, Single Family Residential to P-1, General Professional Offices; upon application of Janet O'Harrow through Stephen O'Harrow, Representative,  
and

An Ordinance amending the Future Land Use Map of Pinellas County, Florida by changing the Land Use designation of approximately 0.7 acre located at 1003 Virginia Avenue in Palm Harbor, located in Section 01, Township 28, Range 15, from Residential Urban to Residential/Office-General, providing for other modifications that may arise from review of this Ordinance at the public hearing and/or with other responsible parties and providing an effective date.

**B. PROPOSED ORDINANCES AMENDING THE PINELLAS COUNTY LAND DEVELOPMENT CODE**

1. AN ORDINANCE OF THE COUNTY OF PINELLAS UPDATING THE LEVEL OF SERVICE CONDITIONS FOR PUBLIC SERVICES AND FACILITIES AND REPEALING TRANSPORTATION CONCURRENCY FROM CHAPTER 134 OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE, CONCURRENCY SYSTEM; REVISING SECTIONS 134-221, 134-223, 134-225 AND 134-226 TO REMOVE LANGUAGE PERTAINING TO TRANSPORTATION CONCURRENCY; REPEALING SECTION 134-222 AND SECTIONS 134-227 THROUGH 134-231 TO REMOVE LANGUAGE PERTAINING TO TRANSPORTATION CONCURRENCY AND MANAGEMENT PLANS; RENUMBERING SECTIONS 134-224, 134-233 AND 134-261; REVISING SECTION 134-232 TO REMOVE TRAFFIC CIRCULATION AND MASS TRANSIT AS PERTAINING TO LEVEL OF SERVICE STANDARDS; REVISING SECTION 134-234 TO REMOVE LANGUAGE PERTAINING TO TRANSPORTATION CONCURRENCY IN REFERENCE TO THE BOARD OF ADJUSTMENT VARIANCE AND APPEALS REVIEW GUIDELINES; REVISING SECTION 134-256 TO REMOVE

LANGUAGE PERTAINING TO TRANSPORTATION CONCURRENCY IN THE ANNUAL CONCURRENCY TEST STATEMENT; UPDATING SECTIONS 134-258 THROUGH 134-261 TO REFLECT CURRENT YEAR LEVEL OF SERVICE CONDITIONS FOR PUBLIC SERVICES AND FACILITIES AND TO REPEAL CONCURRENCY TEST STATEMENT LANGUAGE PERTAINING TO TRANSPORTATION, ROADWAY AND MASS TRANSIT LEVEL OF SERVICE; PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING FOR AN EFFECTIVE DATE.

2. AN ORDINANCE OF THE COUNTY OF PINELLAS ESTABLISHING A MOBILITY MANAGEMENT SYSTEM BY AMENDING CHAPTER 150, IMPACT FEES, OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE, BY CHANGING THE NAME OF ARTICLE II FROM TRANSPORTATION IMPACT FEES TO MULTIMODAL IMPACT FEES; REVISING SECTIONS 150-36 THROUGH 150-47 TO REPEAL LANGUAGE REFERRING TO TRANSPORTATION IMPACT FEES AND CONCURRENCY AND REPLACING WITH MULTIMODAL IMPACT FEES AND MOBILITY MANAGEMENT RESPECTIVELY; REVISING SECTION 150-40, COMPUTATION OF AMOUNT, TO CORRECT UNIT RATE FOR ADULT CONGREGATE LIVING FACILITY AND ADDING FOOTNOTE RELATED TO GENERAL COMMERCIAL CATEGORY; ADDING SECTION 150-48 TO ESTABLISH A MOBILITY MANAGEMENT SYSTEM; RENUMBERING AND AMENDING SECTIONS 150-48 AND 150-49; REVISING EXHIBITS "A" THROUGH "J" TO REFLECT ARTICLE II NAME CHANGE AND ADDING EXHIBIT "K", DEFICIENT ROADS; MODIFYING IMPACT FEE DISTRICTS BOUNDARIES; PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE CODE; AND PROVIDING FOR AN EFFECTIVE DATE.
3. AN ORDINANCE OF THE COUNTY OF PINELLAS, PROVIDING THAT THE PINELLAS COUNTY LAND DEVELOPMENT CODE, BE AMENDED BY REVISING SECTIONS 166-242 (DEFINITIONS) & 166-322 (DOCK REPAIR PERMITS); PROVIDING THAT THE DEFINITION OF "REPAIR PERMIT" BE REMOVED FROM SECTION 166-242 (DEFINITIONS); PROVIDING THAT SECTION 166-322 (DOCK REPAIR PERMITS) BE RENAMED "DOCK REPAIR AND RECONSTRUCTION" AND REVISING THE STANDARDS AND CRITERIA CONTAINED THEREIN; PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE LAND DEVELOPMENT CODE; AND PROVIDING FOR AN EFFECTIVE DATE.

**C. PROPOSED ORDINANCES AMENDING TO THE PINELLAS COUNTY COMPREHENSIVE PLAN**

1. AN ORDINANCE OF THE COUNTY OF PINELLAS AMENDING THE GOALS, OBJECTIVES AND POLICIES, AND THE FUTURE LAND USE MAP CATEGORY DESCRIPTIONS AND RULES, OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN TO SUPPORT PROPOSED AMENDMENTS TO THE ZONING PROVISIONS OF THE PINELLAS COUNTY LAND DEVELOPMENT CODE, TO INCLUDE SELECTED COUNTYWIDE PLAN PROVISIONS AND RETAIN CONSISTENCY WITH THE RECENTLY UPDATED COUNTYWIDE PLAN, TO SUPPORT IMPLEMENTATION OF THE PINELLAS COUNTY MOBILITY MANAGEMENT SYSTEM, AND TO DELETE REFERENCES TO TRANSPORTATION CONCURRENCY; TO AMEND THE LEGEND OF THE FUTURE LAND USE MAP AND TO AMEND THE FUTURE LAND USE MAP TO REFLECT THE AMENDMENTS TO THE MAP LEGEND; PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR LOCATION OF RECORDS; AND ESTABLISHING AN EFFECTIVE DATE.
2. AN ORDINANCE OF THE COUNTY OF PINELLAS AMENDING THE GOALS, OBJECTIVES AND POLICIES OF THE TRANSPORTATION ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN TO ESTABLISH A MOBILITY MANAGEMENT SYSTEM, TO DELETE TRANSPORTATION CONCURRENCY, TO UPDATE VARIOUS TERMS AND REFERENCES, AND TO REFLECT NEW

INFORMATION; AMENDING THE INTERGOVERNMENTAL COORDINATION ELEMENT TO RECOGNIZE THE COORDINATION REQUIRED TO IMPLEMENT THE COUNTYWIDE COMPONENTS OF A MOBILITY MANAGEMENT SYSTEM; AMENDING THE CAPITAL IMPROVEMENTS ELEMENT TO SUPPORT ESTABLISHMENT OF A MOBILITY MANAGEMENT SYSTEM AND TO REFLECT IMPLEMENTATION OF A TEN-YEAR CAPITAL IMPROVEMENTS PROGRAM; AMENDING THE CONCURRENCY MANAGEMENT SYSTEM PROVISIONS OF THE COMPREHENSIVE PLAN TO ELIMINATE REFERENCES TO TRANSPORTATION CONCURRENCY; PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THIS ORDINANCE AT THE PUBLIC HEARING AND/OR WITH OTHER RESPONSIBLE PARTIES; PROVIDING FOR SEVERABILITY; PROVIDING FOR LOCATION OF RECORDS; AND ESTABLISHING AN EFFECTIVE DATE.

Any written arguments, evidence, explanations, studies, reports, petitions or other documentation that an applicant, proponent or opponent wishes to be provided to the Board of County Commissioners for their consideration in support of, or in opposition to, any of the applications proposed above should be submitted to the attention of the Pinellas County Zoning Manager, 440 Court Street, Fourth Floor, Clearwater, Florida 33756. Materials must be submitted at least one week (7 days) in advance of the advertised hearing. Hard copy written comments must be submitted on 8½ × 11-inch paper.

The proposed Resolutions and Ordinance amending the Pinellas County Zoning Atlas and the Future Land Use Map and modifying a development agreement can be inspected by the public in the Pinellas County Planning Department; Land Use and Zoning Division, located at 440 Court Street, Fourth Floor, Clearwater, Florida 33756, or at the Pinellas County Board Records Department, located at 315 Court Street, Fifth Floor, Clearwater, Florida 33756. You can contact the Pinellas County Zoning Division at (727) 464-5047 or [zoning@pinellascounty.org](mailto:zoning@pinellascounty.org) with any questions.

The proposed Resolutions and Ordinances amending the Pinellas County Comprehensive Plan and the Land Development Code can be inspected at the Pinellas County Planning Department, located at 310 Court Street, First Floor, Clearwater, Florida 33756, or at the at Pinellas County Board Records Department, located at 315 Court Street, Fifth Floor, Clearwater, Florida, 33756. You can contact the Pinellas County Long Range Planning Division at (727) 464-8200 with any questions.

Persons are advised that, if they decide to appeal any decision made at this meeting/hearing, they will need a record of the proceedings, and, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

IF YOU ARE A PERSON WITH A DISABILITY WHO NEEDS ANY ACCOMMODATION IN ORDER TO PARTICIPATE IN THIS PROCEEDING, YOU ARE ENTITLED, AT NO COST TO YOU, TO THE PROVISION OF CERTAIN ASSISTANCE WITHIN TWO (2) WORKING DAYS OF YOUR RECEIPT OF THIS NOTICE, PLEASE CONTACT THE OFFICE OF HUMAN RIGHTS, 400 SOUTH FORT HARRISON AVENUE, SUITE 500, CLEARWATER, FLORIDA 33756 (727) 464-4880 (VOICE) (727) 464-4062 (TDD).

KEN BURKE, CLERK TO THE  
BOARD OF COUNTY COMMISSIONERS  
By Norman D. Loy, Deputy Clerk

REQUEST FOR ADVERTISING FORM

Phone No. 464-8200

Fax No. 464-8201

To: Board Records

FROM: Tammy Swinton, Planning Department (March 29, 2016 BCC Hearing)

DATE: March 8, 2016

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AD COPY ATTACHED: Yes X No      WITH MAP

REQUIRES SPECIAL HANDLING: Yes      No X

NEWSPAPER: St. Petersburg Times X

DATE(S) TO APPEAR: March 18, 2016

SIZE OF AD: 2 COLUMN BY 10 INCH AD (or quarter-page ad if necessary for legibility)

SIZE OF HEADER: 18 Point Header

SIZE OF PRINT: N/A

SPECIAL INSTRUCTIONS: Do Not Print in Legal/Classified Section

cc: Glenn Bailey, Planning Department  
Gordon Beardslee, Planning Department  
Scott Swearengen, Planning Department  
Tammy Swinton, Planning Department  
Amber McGill, Planning Department



# Doing Things!

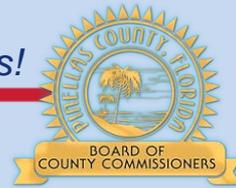
**Pinellas County Planning Department  
Pinellas County Mobility Management System**



# Proposal Summary

- Proposed amendments to the Pinellas County Comprehensive Plan:
  - Replaces traditional transportation concurrency and associated level of service (LOS) standards with a **mobility management system** and associated **multimodal impact fee**
    - Transportation, Capital Improvements and Intergovernmental Coordination Elements
    - Concurrency Management Section
- Proposed amendments to the Pinellas County Land Development Code (LDC):
  - From Transportation Concurrency to a **Mobility Management System**
  - From Transportation Impact Fee and Districts to **Multimodal Impact Fee and Districts**
  - Annual update to the **Concurrency Test Statement**





# Pinellas County Strategic Plan

## Foster Continual Economic Growth and Vitality

- 4.3 Catalyze redevelopment through planning and regulatory programs
- 4.4 Invest in infrastructure to meet the current and future needs
- 4.5 Provide safe and effective transportation systems to support the efficient flow of motorists, commerce, and regional connectivity

# Transportation / Mobility Management

- Revisions to growth management legislation in Florida allow for removal of State-mandated transportation concurrency
  - If removed, State encourages adoption of an alternative mobility funding system in its place
- Mobility Management System provides more flexibility for transportation-related improvements – multimodal emphasis

# Mobility Management System *Objectives*

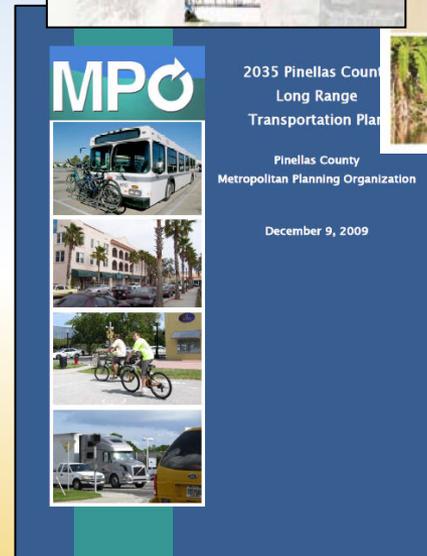
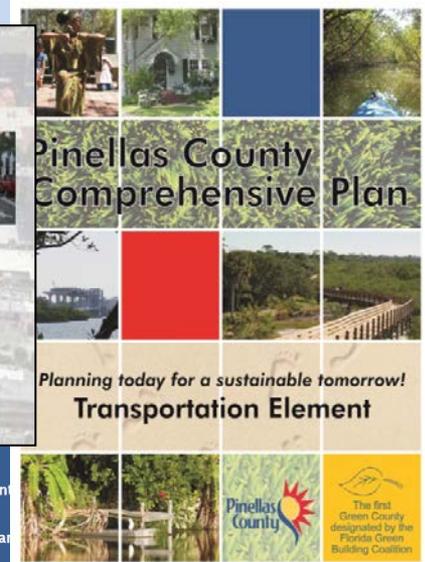
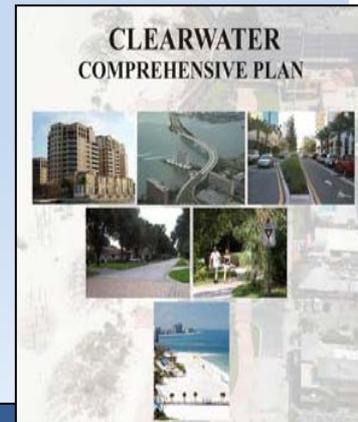
- Apply consistent mobility approach countywide
- Further local mobility goals
- Provide tool for integrating development and transportation goals
- Further emphasize multimodal transportation
- Utilize countywide impact fee program



# Mobility Management System

## *Mobility Improvements*

- Based on local comprehensive plans and MPO Long Range Transportation Plan
- Range of multimodal transportation-related improvements
- Capital projects
- Commuter assistance programs



# Comprehensive Plan Amendments

## ■ Transportation Element

- New Mobility Management System policies
- Site plan and right-of-way utilization review procedures and practices related to transportation
- Complete Streets and associated multimodal policy language

## ■ Capital Improvements Element

- Change Capital Improvement Program schedule from 6 years to 10 years, consistent with current County practice
- Language changes – from *transportation* impact fee to *multimodal* impact fee

## ■ Intergovernmental Coordination Element

- Minor changes to reflect coordination of local governments and partner agencies

## ■ Concurrency Management Section

- Removal of transportation concurrency language
- Minor updates to reflect current concurrency review process



# Land Development Code Amendments

## ■ Chapter 134, Article VI (Concurrency System)

- Repeals traditional transportation concurrency in support of the proposed Mobility Management System
- Removes references to roadway and mass transit level of service standards
- Annual Concurrency Test Statement: update to the level of service conditions for public services and facilities



## ■ Chapter 150, Impact Fees (*countywide*)

- Sets forth the site plan requirements associated with the proposed Mobility Management System
- Changes “transportation” impact fee to “multimodal” impact fee
- Updates to impact fee district boundaries
- Minor correction to the impact fee schedule



# Repeal Transportation Concurrency (Chapter 134)

- Transportation Concurrency is being removed to allow adoption of a Mobility Management System in its place
- Change from floor area ratio (FAR) based evaluation (i.e. Transportation Concurrency) to trip generation based evaluation (i.e. Mobility Management System)
  - Provides a more equitable approach to evaluating impacts
- Transportation Management Plans (TMPs) are still required for significant impacts to Deficient Roadways, per the Mobility Management System
  - TMPs can include a wider variety of multimodal transportation-related improvements to help mitigate impacts



# Annual Concurrency Test Statement (Chapter 134) *Results*

- Annual update to the level of service conditions for public services and facilities
- Status report on the ability of Pinellas County's public facilities and services to meet the demands of existing and committed development, while continuing to provide an acceptable level of service
- At this time, level of service conditions **remain acceptable**, meaning there is **adequate capacity** to meet existing and projected needs

# Land Development Code Amendments

## Chapter 134, Article VI (Concurrency System)

- Repeals traditional transportation concurrency in support of the proposed Mobility Management System
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- Annual Concurrency Test Statement: update to the level of service conditions for public services and facilities



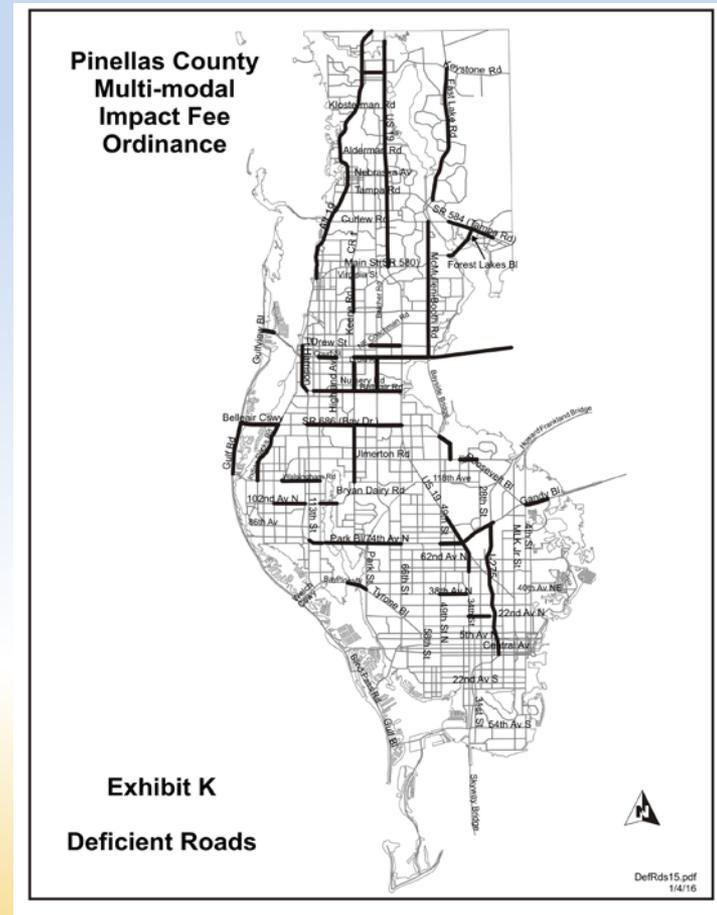
## Chapter 150, Impact Fees (*countywide*)

- Sets forth the site plan requirements associated with the proposed Mobility Management System
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# Evaluating Project Impacts (Chapter 150)

- **Deficient Roads**
  - Less than 51 new peak hour vehicle trips
    - Multimodal impact fee only
  - 51 to 300 new peak hour vehicle trips (Tier 1 Projects)
    - Transportation Management Plan (TMP)
  - More than 300 new peak hour vehicle trips (Tier 2 Projects)
    - Traffic study and TMP
- **Non-Deficient Roads**
  - Less than 51 new peak hour vehicle trips
    - Multimodal impact fee only
  - 51 or more new peak hour vehicle trips
    - TMP required if new trips cause adjacent roads to become Deficient Roads
- Credit for pre-existing uses
- Cost of TMP creditable toward fee assessment



# Tier 1 and 2 Examples (Chapter 150)

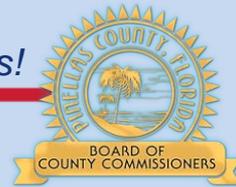
- 51 peak hour trips (Tier 1)
  - 55 single family homes
  - 35,076 sq. ft. general office
  - 11,335 sq. ft. general commercial
  - 81,677 sq. ft. general industrial
  
- 301 peak hour trips (Tier 2)
  - 330 single family homes
  - 298,393 sq. ft. general office
  - 68,035 sq. ft. general commercial
  - 490,217 sq. ft. general industrial



# Transportation Management Plan (Chapter 150) *Improvement Strategies*

- Access management improvements
- Intersection improvements
- Transit accommodations/amenities
- Bicycle/pedestrian accommodations
- Travel demand management programs
- Transit Oriented Development (TOD) features





# Pinellas County Actions

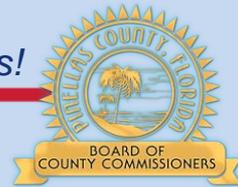
## ■ Comprehensive Plan Ordinance

- ✓ Local Planning Agency (LPA) public hearing in September 2015
- ✓ Board of Community Commissioners (BCC) 'transmittal' public hearing in November 2015
  - ✓ State Department of Economic Opportunity (DEO) and other authorized reviewing agency comments compiled in January 2016
- BCC 'adoption' public hearing in March 2016 (along with LDC Ordinances)

## ■ Land Development Code Ordinances

(Chapter 134 and Chapter 150)

- ✓ BCC 'authority to advertise' for public hearing in January 2016
- ✓ LPA public hearing in February 2016
- BCC 'adoption' public hearing in March 2016 (along with Comprehensive Plan Ordinance)



# Discussion