

What Pinellas County is Doing to Address the Local Planning Requirements Outlined in HB 697

Requirement (F.S. 163.3177(6)(a)) The Future Land Use Plan shall be based upon the discouragement of urban sprawl; energy efficient land use patterns accounting for existing and future electric power generation and transmission systems; greenhouse gas reduction strategies.

Pinellas County Actions

Pinellas County encourages increased mixed-use development in certain areas of the County in order to create a more livable, walkable community, and to reduce the number of vehicle miles traveled, one of the leading contributors of greenhouse gasses into the local airshed. The Objectives and Policies of the Comprehensive Plan set the foundation for the discouragement of sprawl, the basis for an energy efficient land use pattern, and the reduction of greenhouse gas emissions.

Objective 4.5. of the Future Land Use and Quality Communities Element and its associated policies permit public utilities, including power generation and transmissions systems, in any future land use category. While Pinellas County does not specifically address energy efficiency and electric power and transmission systems, the County does have livable communities goals, objectives and policies and the aforementioned objective and policies related to public utilities, which when combined, address the requirement above.

Examples of related objectives and policies within the Pinellas County Comprehensive Plan.

Future Land Use and Quality Communities Element

- 1.3 Objective: Pinellas County, through its comprehensive planning program and land development regulations, shall support efforts to create, recreate, and maintain areas of mixed-use development at appropriate locations to achieve the following objectives:
- provide vibrant and safe walkable areas;
 - concentrate growth in relatively discrete areas that are compatible with the community character, local traditions, and historic heritage;
 - place housing in proximity to employment opportunities, services and amenities;

- establish urban areas that support transportation choices other than privately-owned vehicles and are more efficiently served by transit;
- establish quality-designed urban environments that create vibrant, livable places;
- provide locations that create a range of housing opportunities and choices, including the provision of affordable housing;
- provide urban areas that incorporate well-designed public spaces;
- encourage development at an intensity and scale that is compatible with proximate residential neighborhoods;
- provide adequate buffering and a transition gradient between non-residential and/or higher density residential development and proximate residential neighborhoods and/or less intensive nonresidential development;
- encourage development that is compatible with the natural environment and the overall vision of the community.

1.3.2. Policy

Mixed-use development shall be integrated into a walkable area, which exhibits most, if not all, of the following characteristics:

- a. A pedestrian-friendly environment that results in active, walkable streets.
- b. Building setbacks are reduced.
- c. Buildings are interconnected by a continuous network of safe, convenient, comfortable, and interesting sidewalks, paths, and bicycle routes.
- d. If residential neighborhoods and other walkable destinations are located nearby, mixed-use development is interconnected with the surrounding community by a network of safe, convenient, comfortable, and interesting sidewalks, paths, and bicycle routes.
- e. Pedestrian-scale streetlights and other amenities are installed.
- f. There is safe, convenient access to public transit.
- g. The development will provide well-designed public spaces (e.g. pocket parks and plazas) and space for civic uses such as libraries, community centers, law enforcement substations.
- h. Applicable livable community characteristics identified in the policies in support of Goal 2.

- 1.8. Objective: Pinellas County shall continue to implement future land use policies that restrict the proliferation of urban sprawl at a density which is not compatible with support facilities.
- 1.8.1. Policy: The County shall continue to utilize a maximum density of 0.5 unit per gross acre in the northern portion of Planning Sector 2 as a mechanism to contain urban sprawl and protect the County's wellfields.
- 1.8.2. Policy: Within the constraints imposed by approved major projects and developments of regional impact, the Future Land Use and Quality Communities Element for Planning Sector 2 shall continue to maintain a gradient of decreasing residential densities from west to east and from south to north within the Sector.
- 1.8.3. Policy: The Board shall continue to pursue acquisition of open space and environmentally sensitive areas.
- 1.8.4. Policy: The Board shall continue to designate environmentally sensitive areas as Preservation or Preservation-Resource Management on the Future Land Use Map.
- 1.14 Objective: Pinellas County will encourage a land use pattern that provides opportunities for employment in proximity to housing and that more effectively balances the number of jobs with the number of housing units within different areas of the County.
- 1.14.1 Policy: As a means to reduce vehicle miles traveled and vehicle hours traveled for work trips, Pinellas County shall take steps to encourage the creation of housing and employment in proximity to each other where analysis of existing conditions and future growth reveals a significant disparity between the number of housing units and jobs.
- 1.14.2 Policy: By June 2009, Pinellas County will identify specific policies and/or actions that would encourage additional employment in Planning Sectors 1 through 6 so that projected employment growth would be more comparable with projected population growth in these sectors.

- 1.14.3 Policy: Mixed-use projects and mixed-use areas that contain both residential units and jobs aligned with the employment objectives in the Economic Element shall be supported at appropriate locations as determined by the locational criteria for mixed-use development and other pertinent policies within this Plan.

Livable Communities Objectives from the Future Land Use and Quality Communities Element

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

- 2.1.1 Policy: Where appropriate, the County Land Development Code will promote development and re-development in commercial and employment corridors, and/or in mixed-use development as determined by Policies 1.3.1 and 1.3.2 of this element that includes the following pedestrian-friendly design features:
- a. Continuous sidewalks with a minimum width of five feet, buffered from traffic by on-street parking and/or landscaping, and that include pedestrian amenities such as benches, trash receptacles, bus shelters, and lighting.
 - b. Minimal front setbacks, building heights within a comparable range, and street trees to provide a sense of vertical enclosure on streets. Building heights should occur within a comparable range of surrounding structures.
 - c. Buildings should be served by primary walkways that directly link the building's main entryway to the street and parking lot. These primary walkways should be visually distinct from parking lot and driveway surfaces and may include textured or colored materials.
 - d. Permanent structures such as utility poles and traffic control poles within the sidewalk that restrict pedestrian movement should be discouraged.
 - e. Provide direct routes between destinations, especially between adjacent parcels, to create walking and bicycling connections between neighborhoods and centers as described in the FLUM Category Descriptions and Rules of this element. Potential conflicts between pedestrians and motor vehicles should be minimized.

- f. Clear passage zones equal to the required minimum sidewalk width in areas with movable obstructions, such as outdoor seating. Benches should be placed on a separate pad behind the back of sidewalk or between the sidewalk and the street to avoid clear passage zone obstruction.
- g. Drive-through windows along building façades facing the public right-of-way should be discouraged.
- h. Access across property lines that allow vehicular and pedestrian movement between properties without returning to the street.
- i. Build-to lines are used as an alternative to setbacks in order to form a continuous street edge and provide a sense of enclosure.
- j. Parking located to the side or rear of the structure.
- k. Land development regulations that ensure signage requirements do not create visual clutter.

2.1.2 Policy: When appropriate, implement the following livable roadway strategies within the public right-of-way on commercial corridors, employment corridors, residential corridors, scenic/non-commercial corridors, transit corridors, the coastal corridor, and in mixed-use centers and districts:

- a. Construct sidewalks on both sides of the street with a landscape strip;
- b. Provide bike lanes, wider sidewalks, landscape strip, raised median, or other roadway treatment;
- c. For roads that contain more than 4 travel lanes, consider pedestrian crossing treatments such as bulb-outs, crossing islands, pedestrian refuge islands in the median, in-pavement pedestrian lights, countdown signals, mid-block signals, and “hot response” signals;
- d. For roads that have blocks more than 800 linear feet in length, consider the use of mid-block crossings; and
- e. Require accommodation of bicycle travel and pedestrian needs in plans for future arterial and collector road construction, widening or reconstruction projects.

2.1.3 Policy: Where there is not enough existing right-of-way to accommodate the design features in Policy 2.1,

consider requiring or providing an incentive for the dedication of additional right-of-way.

2.1.4 Policy: In areas where arterial roadway volumes and speeds are not appropriate for the design standards in Policy 2.1.2, consider the use of these roadway designs on parallel service roads or perpendicular collector roads.

2.1.5 Policy: The following criteria should be used in prioritizing sidewalk improvements needed to fill gaps: (1) proximity to public schools; (2) proximity to major public parks or cultural facilities; (3) proximity to high density residential and commercial areas, or any area exhibiting (or potentially exhibiting) a high volume of pedestrian activity; (4) location alongside arterial and collector streets; (5) proximity to transit routes; and (6) proximity to identified redevelopment areas.

2.1.6 Policy: Pinellas County will support improvements to Alternate U.S. Highway 19 in Palm Harbor that enhance this roadway's function as a coastal corridor linking downtown Clearwater, Dunedin, Palm Harbor, and Tarpon Springs, and will coordinate with the Florida Department of Transportation on the design of these improvements within Palm Harbor.

2.2 Objective: Design and provide safe, attractive, convenient, and comfortable transit stops.

2.2.1 Policy: Where feasible, provide transit stops with amenities including weather protection, ample paved walkways, sidewalks, lighting, and landscaping, and ancillary uses that provide conveniences to transit patrons such as cafes, news stands and food kiosks. Where transit stops can be retrofitted to meet these standards, the re-design of these stops may be prioritized in areas where higher residential densities or higher intensity commercial, employment, mixed use centers exist.

2.2.2 Policy: Land development regulations should ensure that parking, landscaping, or other design requirements do not contain barriers to transit.

- 2.2.3 Policy: The provision of landscaping, consistent with Policies 1.21.1 and 1.21.2 of the Future Land Use and Quality Communities Element, near the transit stop in the form of shade trees is encouraged to maximize passenger comfort.
- 2.3 Objective: The County Land Development Code will encourage design of parking lots and driveways to support pedestrian safety, connections and comfort by reducing the number of curb cuts and providing interconnectivity between and through sites.
- 2.3.1 Policy: Allow a parking requirement reduction for properties that share both cross access and a common entrance drive.
- 2.3.2 Policy: New commercial, office, and retail buildings and centers should be planned to reduce the number of curb cuts and driveways. Where possible, projects should share driveways and parking access with adjacent sites to provide an interconnected system of auto and service access points.
- 2.3.3 Policy: The location and width of driveways should be reviewed through local site plan review processes to identify opportunities for shared driveways with neighboring properties and to reduce access points on the surrounding road network to the extent possible.
- 2.3.4 Policy: Parking lots and driveways should provide pedestrian connections to building entrances. Dedicated walkways through parking lots and sidewalks should be included in the design of access roadways.
- 2.3.5 Policy: Parking lots should include trees to provide shade and reduce temperature for pedestrians.
- 2.3.6 Policy: Service windows and stacking lanes for drive-through businesses should not face public streets.
- 2.3.7 Policy: Mid-block and rear alleys should be utilized where feasible for access to parking, utilities, service and unloading areas in order to minimize the number of required curb cuts along primary access routes.

- 2.4 Objective: The County Land Development Code will promote high quality design standards that support a community's image and contribute to its identity and unique sense of place.
- 2.4.1 Policy: Encourage building design to provide an ordered variety of entries, porches, windows, bays and balconies along public rights-of-way where it is consistent with neighborhood character.
- 2.4.2 Policy: Buildings with facades greater than 50 feet in length should be broken down in scale by means of the articulation of well-proportioned and separate areas. Strategic elements include the variation of architectural treatment and elements such as colors, materials, and heights.
- 2.4.3 Policy: For ground-level facades that face a right-of-way, a minimum standard should be established for the percentage of the exterior wall containing transparent structures such as windows and doors. This standard should apply to both facades of a building on a corner lot.
- 2.4.4 Policy: Buildings should include street level elements oriented to the pedestrian, such as awnings, arcades, and signage.
- 2.4.5 Policy: In areas of the County having a historic or consistent design character, new development should be designed to maintain and support the existing character.
- 2.4.6 Policy: Preserve the character of existing residential neighborhoods by requiring infill or remodeled structures to be compatible with the neighborhood and adjacent structures.
- 2.4.7 Policy: Promote housing diversity and avoid creation of homogeneous developments, and promote the inclusion of a variety of housing types in all residential communities through local land development regulations.
- 2.4.8 Policy: Local setback requirements should allow porch easements in subdivision design and promote living

areas of the structure that are closer to the street than garage areas.

2.4.9 Policy: Encourage single family attached and multi-family developments to be designed to include orientation of the front door to a neighborhood sidewalk and street.

Requirement (F.S. 163.3177(6)(b)) Transportation element shall incorporate transportation strategies to address reduction in greenhouse gas emissions from the transportation sector.

Pinellas County Actions

Pinellas County already has a number of policies in the Comprehensive Plan that encourage mass transit, bike paths and lanes, and address air quality. Reducing the number of vehicles on the roadways would contribute to reducing the amount of greenhouse gas emissions coming from the transportation sector.

Transportation Element

- 1.2.1. 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 application of the Concurrency Management System, Site Plan Review Process and the implementation of MPO corridor strategy plans.

- 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 and 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 Concurrency 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 in 2009, 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 Concurrency Management System.
- 1.6.13. Policy: In 2009, Pinellas County shall amend the Land Development Code to implement livable community improvements that will require and/or encourage 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 amendment 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, 2009.

- 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 participate in the MPO-sponsored Pinellas Mobility in the effort to identify and develop long-term mobility solutions in Pinellas County.
- 1.7.2. Policy: Pinellas County shall consider PMI 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 Bay Area Commuter Services 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 2009, 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.

1.7.14. 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.

1.9.8. Policy: Pinellas County shall address air quality issues in transportation planning through the MPO's Technical Coordinating Committee and ensure that the Transportation Element and Concurrency Management System support the Florida State Implementation Plan (SIP), which sets forth actions necessary to maintain National Ambient Air Quality standards.

Requirement (F.S. 163.3177(6)(d)) Conservation element shall include factors that affect energy conservation and a land use map or map series that generally identifies and depicts energy conservation.

Pinellas County Actions

Factors Contributing to Energy Conservation

There are a number of factors that can affect energy conservation in a local community, including construction standards and requirements, traveling and idling times for vehicles, the availability of land for future development, the utilization of renewable energy resources, the utilization of cleaner-burning fuels for electricity generation, and the retention of the urban tree canopy.

As the built environment is one of the biggest energy consumers, construction standards and requirements play a significant role in any effort to promote energy conservation. Through the objectives and policies of the Comprehensive Plan, Pinellas County encourages the preservation of existing buildings to conserve the energy expended by constructing new buildings, and encourages the development of cottage housing to make new housing smaller and more energy efficient.

Housing Element

1.2.16. Policy: By 2010, Pinellas County will evaluate whether to adopt a cottage housing development (CHD) zoning ordinance to expand affordable housing options.

1.3. Objective: Pinellas County supports the retention of viable mobile home/manufactured home communities, and supports modern manufactured home/modular homes, as forms of housing that can be more affordable to a broader range of people than traditional site-built homes and add to the variety of available housing options.

1.3.1. Policy: Consistent with the purpose and intent of the Comprehensive Plan, Section 134-82(c) of the Land Development Code, Pinellas County shall support decisions and actions that encourage mobile home and manufactured home communities where they provide a viable option for low and moderate income households in Pinellas County. These mobile home/manufactured home communities help provide housing that is affordable to income groups that are needed to support the local economy.

1.3.2. Policy: Pinellas County will continue to support programs that assist residents of viable mobile home, manufactured and modern manufactured home communities in purchasing their parks.

1.3.3. Policy: The Pinellas County Land Development Code shall contain provisions that support modern manufactured housing, providing surrounding land uses are compatible.

1.3.4. Policy: Encourage replacement/upgrading of existing mobile homes with modern manufactured homes so that homesites are less likely to be lost in a community in the event of a natural disaster such as a hurricane.

Note: Manufactured housing can be built in a fraction of the time as a site built home can, and often produces significantly less construction waste due to its automated construction processes. These factors contribute to manufactured and modular housing consuming less energy during the construction process than their site built counterparts. The Objective and Policies above support this.

1.4.8. Policy: To promote housing that is affordable for the long term, by December 2008, Pinellas County will have identified appropriate sustainability initiatives, such as energy efficiency, that can be encouraged or required during the development review process.

Note: As noted in the above Policy, Pinellas County is currently evaluating the Land Development regulations to determine if energy efficiency should be required or encouraged in private developments to promote the conservation of energy in single family housing.

1.11. Objective: Preserve, upgrade and extend the life of existing rental and ownership housing stock and eliminate substandard housing in unincorporated Pinellas County, to provide for quality housing that is affordable to very low, low and moderate income households.

1.11.1. Policy: Through the year 2025, target rehabilitation funds to prevent neighborhood decline, promote the improvement of rental properties, and promote sustainable development and redevelopment to maximize Pinellas County's investments in the housing community.

- 1.11.2 Policy Through both private and public resources, continue to work towards eliminating substandard housing conditions in the unincorporated area.
- 1.11.3. Policy: Pinellas County will provide programs to continue to assist with repair and/or remodel qualifying renter and owner-occupied housing and thereby contribute to the preservation of units that are affordable to very low, low and moderate income renters.
- 1.11.4 Policy: Continue the County's housing rehabilitation programs for owner and renter-occupied housing.
- 1.11.5. Policy: Pinellas County will continue to utilize Community Development Block Grants (CDBG), State Housing Initiative Partnership (SHIP), the HOME Investment Partnerships (HOME) program, and other state and federal funds to implement programs that improve blighted areas, and increase/or preserve the number of affordable housing units within unincorporated Pinellas County.
- 1.11.6. Policy: Continue enforcement of the Pinellas County Housing Code to ensure minimum housing standards are maintained.
- 1.11.8. Policy: Support federal actions to maintain the supply of federally assisted housing, and shall support federal and state legislation designed to foster and stimulate local initiatives to develop, renovate and conserve low- and moderate-income housing.

Note: Housing that is already built can be viewed as the 'greenest' housing, as raw materials and energy do not have to be expended to construct new housing. Pinellas County supports the retention and retrofitting of existing housing as a way to conserve energy and natural resources, as is demonstrated in the above Objective and Policies.

- 1.13. Objective: Encourage, and provide incentives, when appropriate for design and construction techniques and building materials capable of significantly reducing the cost of construction, maintenance and energy consumption of housing while providing for a more healthy and durable home environment.

- 1.13.1. Policy: Promote sustainable communities by encouraging green housing that conserves natural resources and reduces monthly operating costs.
- 1.13.2. Policy: Pinellas County will encourage housing construction that uses the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) principles or the Florida Green Building Coalition's Green land development and building standards.
- 1.13.3. Policy: By 2010, determine a threshold and criteria for requiring LEED standards/certification in development and redevelopment projects, and implement through update to the land development code. In addition, consider pilot incentive programs to encourage green building and development.
- 1.13.4. Policy: Continue to implement the requirements of the latest Florida Energy Efficiency Code for Building Construction that assures a conscious effort toward energy efficiency so that proper equipment, building orientation on site, adequate insulation, and appliance selection will be considered by developers.
- 1.13.5. Policy: Pinellas County will encourage and support the provision of smaller, energy efficient dwelling units that make homes more affordable by being less expensive to heat and cool.

Note: Pinellas County is currently evaluating ways to incentivize "green" development practices, including the ability to expedite development projects that adhere to certain 'green' building standards.

Natural Resource Conservation and Management Element

- 7.1. Objective: Pinellas County intends to lead by example and will both exemplify and promote environmentally sustainable practices.
- 7.1.1. Policy: By December 2008, for new County construction and in the redevelopment of County properties, Pinellas County will utilize low impact development principles, to the extent practicable, to address stormwater management needs and to model innovative techniques.

- 7.1.5. Policy: By December 2008, at new and remodeled County offices, identify, schedule and begin to implement green building practices that are appropriate to our climate and to the particular building type, and consider, if feasible, seeking certification of existing buildings under one of the green building standard programs (e.g. US Green Building Council, Florida Green Building Coalition, etc.)
- 7.1.7. Policy: By 2012, Pinellas County will require energy efficiency in all of its operations, buildings and leased spaces, and will incorporate, to the extent practicable, non-traditional, sustainable energy options where feasible, so as to be a model for sustainability and to reduce carbon emissions.
- 7.1.13. Policy: Pinellas County will require that all new County buildings be constructed to meet a nationally recognized, high-performance green building rating system approved by the State of Florida Department of Management Services.
- 7.1.14. Policy: By December 2008, determine a threshold, incentives and criteria for requiring and/or encouraging LEED standards/certification, or equivalent standard, in private design, that can be implemented through the update to Land Development Code.

When employment, residences and commercial establishments are located far away from one another, people must get in their vehicles and drive themselves around to each, consuming large amounts of energy. In heavily urbanized areas such as Pinellas County, the distances between these various uses may not be great, but the time that vehicles must spend idling in traffic can often expend as much, if not more, energy than driving at a distance without idling. Objectives and Policies in the Transportation Element support the continuing efforts to coordinate traffic signals through the Intelligent Transportation Systems (ITS) program to decrease idling time and the livable communities objectives and policies of the Future Land Use and Quality Communities Element support the development of areas where people can live, work and shop so that vehicle miles traveled can be reduced as well. The Natural Resource Conservation and Management Element also contains policies which support the improvement of air quality through the ITS program, which would reduce the amount of idling time by vehicles, conserving energy in the process.

Transportation Element

- 1.8. Objective: Pinellas County's transportation system should provide for safety and efficiency in the movement of people and goods.
- 1.8.2. Policy: Pinellas County shall continue monitoring signalized intersections to coordinate signal timing along major County and State facilities.
- 1.8.9. Policy: Pinellas County shall expand the use of ITS for transportation information gathering and incident management functions.
- 1.8.10. Policy: Pinellas County shall work with the MPO and all the cities of Pinellas County to establish a comprehensive traffic management system through the deployment of ITS.
- 1.8.11. 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.

Future Land Use Element

See Livable Communities Objectives and Policies listed under the first requirement in this Attachment.

Natural Resource Conservation and Management Element

- 8.2. Objective: Pinellas County shall continue to assess and monitor and reduce transportation related air quality impacts.
- 8.2.1. Policy: Pinellas County shall maintain detailed mobile source emission inventories for criteria pollutants in order to assess air quality impacts.
- 8.2.2. Policy: Pinellas County shall give priority, whenever feasible, to those transportation projects (e.g. highway improvements) that result in the greatest reductions of air pollution concentrations.
- 8.2.3. Policy: Pinellas County shall continue to implement countywide systems (e.g. signalization and ITS) as a

means of improving traffic flow and reducing vehicular air pollution emissions.

- 8.2.4. Policy: Pinellas County shall continue to assess existing and planned transportation facilities in order to identify potential air quality problems and, where appropriate, develop mitigation plans.
- 8.2.5. Policy: The Pinellas County Air Quality Division will continue to support the Technical Coordinating Committee of the Metropolitan Planning Organization (MPO), and review transportation related projects subject to the requirements of the SAFE, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA – LU).
- 8.2.6. Policy: The Pinellas County Air Quality Division shall continue to support diesel emission reduction programs such as the Environmental Protection Agency Region 4 Diesel Collaborative and grant applications for diesel reduction projects.

Pinellas County has utilized the Preservation and Recreation/Open Space future land use categories to set aside vital environmental lands for conservation and to reserve open space areas for public recreation. Acquisition of these areas has removed the development potential from the sites, and ensured that they will not be utilized in energy-intensive development patterns in the future. These areas are also heavily vegetated, acting as a type of carbon sink, absorbing carbon dioxide from the air. Recently, Pinellas County acquired an addition 900 acres of land located in the northeastern corner of the County. This area will be added to the Brooker Creek Preserve and will be protected from becoming an isolated pocket of low density residential development located far from goods and services. Objectives and Policies in the Comprehensive Plan support environmental lands acquisitions to preserve the land for its environmental benefit and to protect it from energy intensive development.

Natural Resource Conservation and Management Element

- 2.1. Objective: Pinellas County shall continue to implement management programs for the conservation of natural ecosystems and species of conservation concern (inclusive of native vegetative communities, terrestrial, marine, estuarine and aquatic ecosystems, and native wildlife species).
- 2.1.2. Policy: Pinellas County shall follow an active program of identification, protection, conservation and/or

restoration of functioning native ecosystems and native habitats, including for species of conservation concern.

- 2.1.3. Policy: Pinellas County shall continue to enforce existing ordinances that protect and conserve native ecosystems and wildlife habitat, including habitat for species of conservation concern, from destruction by development activities.
- 2.1.8. Policy: Pinellas County shall continue to pursue the acquisition of properties which contain desirable habitats, have the potential to be restored to provide desirable habitat, or serve to “fill in the gaps” in ecological corridors, or connect and enhance functional wildlife habitats in Pinellas County and throughout the region.
- 2.1.10. Policy: Pinellas County shall protect natural reservations as identified within the Recreation, Open Space and Culture Element by designating, whenever possible, natural reservations as Recreation/Open Space, Preservation-Resource Management, or Preservation on the County’s Future Land Use Map.

Pinellas County operates a Waste-to-Energy Plant to divert waste from the land fill and send it to an incinerator. The energy created by the incinerator is then sold to the local power utility and used to provide energy to local homes and businesses. In doing so, energy created at power plants utilizing non-renewable energy resources can be conserved.

In order to reduce the amount of greenhouse gas emissions and conserve other fossil fuel resources, the Progress Energy Bartow Plant is currently undergoing a conversion from oil fuel to natural gas, a cleaner-burning alternative.

The retention of the tree canopy further aids in the conservation of energy. Trees shade homes and businesses, reducing the need for energy to cool the buildings and also reducing the urban heat island effect but shading rooftops, roads, and driveways. The Natural Resource Conservation and Management Element of the Comprehensive Plan contains policies aimed at tree canopy retention.

Natural Resource Conservation and Management Element

7.3. Objective: Pinellas County will initiate a program to maximize retention and enhancement of the County's mature native shade tree canopy for the environmental value and for the contribution to this County's quality of life.

7.3.1. Policy: In association with the update to the Land Development Code, evaluate the need to update regulations aimed at preserving and enhancing the native tree canopy in the unincorporated area

7.3.2. Policy: By December 2008, establish a multi-jurisdictional task team to coordinate on native tree protection strategies and goals that could be modeled countywide.

Note: Pinellas County is currently evaluating various native tree protection strategies.

7.3.3. Policy: Recognize that protection and enhancement of the native tree canopy is integral to the County's sustainability ethic and contributes incrementally to improving the local and global climate.

Mapping Energy Conservation

Pinellas County has created a map to graphically demonstrate how the County is addressing factors that contribute to energy conservation. The map below depicts those areas whose development potential has been removed by designating them as Preservation or Recreation/Open Space on the Future Land Use Map, the location of the Waste-to-Energy Plant which provides a renewable energy resource, and the location of the Progress Energy Bartow Plant which is currently undergoing a conversion from burning oil for electricity generation to burning natural gas.

Energy Conservation and Resource Conservation

As the above examples demonstrate, there are a number of factors involved in conserving energy in a local community. However, energy conservation cannot be looked at in isolation. Resource conservation is an important goal in Pinellas County and the surrounding area, and efforts to conserve vital natural resources can use large amounts of energy. It is interesting to note that in an effort to conserve groundwater resources, the Tampa Bay area utilizes such methods as reverse-osmosis and desalinization, both of which are effective at conserving limited groundwater resources, but also consume large amounts of energy in order to operate.

In light of the importance of both resource and energy conservation, the Solid Waste Element may be an element that Pinellas County will analyze in the future

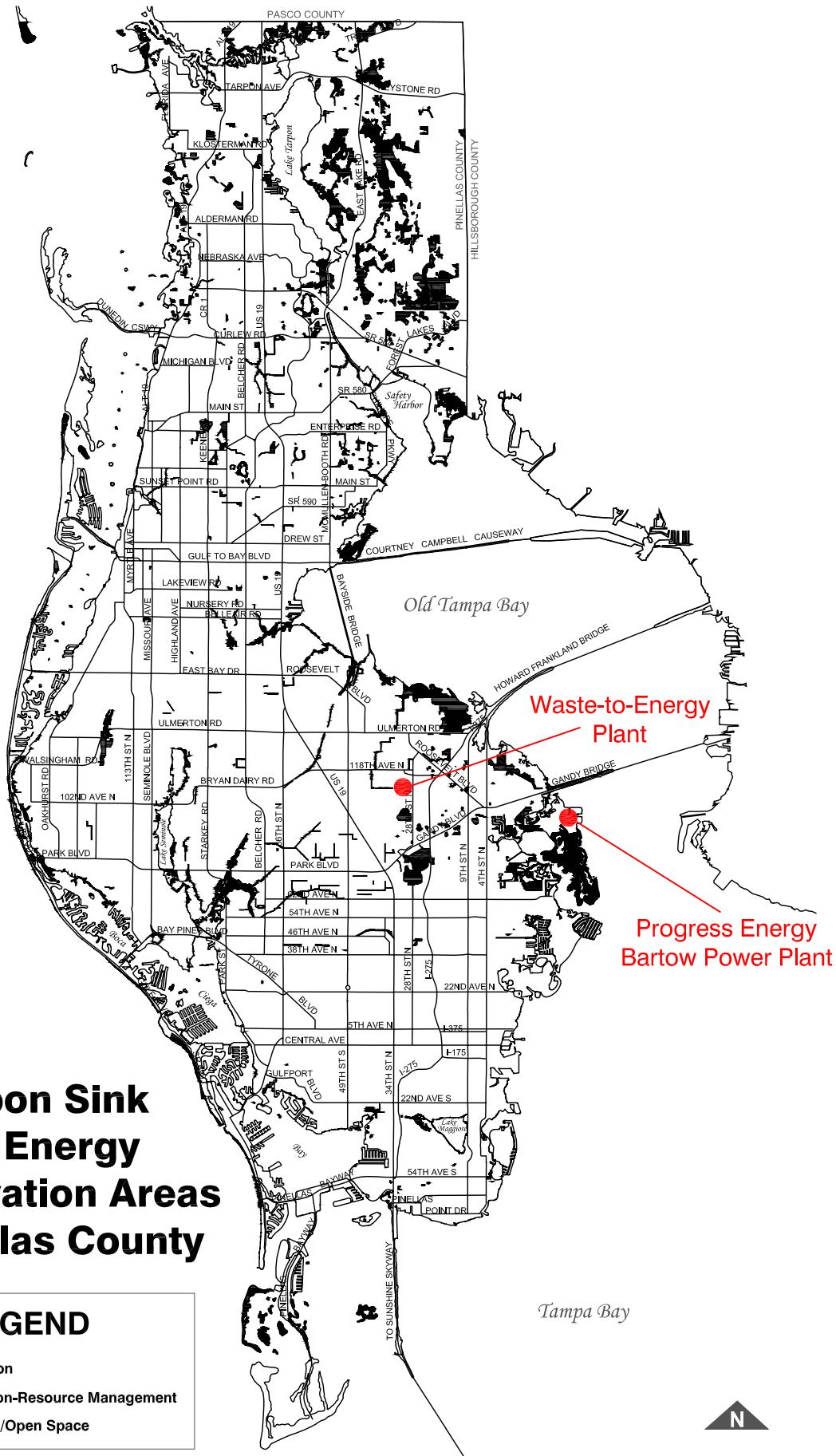
for additional energy conservation objectives, further linking these two important areas that should not be viewed in isolation. Pinellas County is closely monitoring the new requirements being developed by the State in terms of solid waste management and will work to keep the municipal governments of the County informed of what any new requirements will mean for them.

Gulf of Mexico

Carbon Sink and Energy Conservation Areas in Pinellas County

LEGEND

- Preservation
- Preservation-Resource Management
- Recreation/Open Space



Requirement (F.S. 163.3177(6)(f)) Housing Element shall consist of standards, plans and principles to be followed in energy efficiency in the design and construction of new housing; the use of renewable energy resources.

Pinellas County Actions

The age of the housing stock in Pinellas County poses a problem to energy efficiency. The majority of the dwelling units in the County were constructed prior to 1980, well before many energy efficiency improvements were introduced in the building code. While the reconstruction of these homes would use a much greater amount of energy than leaving them as they are, retrofitting the housing stock can increase energy efficiency significantly. The County will need to focus on retrofitting existing housing and upgrading the design standards for new housing in order to decrease the amount of energy required to maintain the existing housing stock.

Pinellas County has also adopted a number of policies into the Comprehensive Plan in order to encourage and promote sustainable housing options within the County. At this time, however, there are no policies encouraging the use of renewable energy resources in housing.

Housing Element

- 1.4.8. Policy: To promote housing that is affordable for the long term, by December 2008, Pinellas County will have identified appropriate sustainability initiatives, such as energy efficiency, that can be encouraged or required during the development review process.

- 1.13. Objective: Encourage, and provide incentives, when appropriate for design and construction techniques and building materials capable of significantly reducing the cost of construction, maintenance and energy consumption of housing while providing for a more healthy and durable home environment.
 - 1.13.1. Policy: Promote sustainable communities by encouraging green housing that conserves natural resources and reduces monthly operating costs.
 - 1.13.2. Policy: Pinellas County will encourage housing construction that uses the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) principles or the Florida Green Building Coalition's Green land development and building standards.

- 1.13.3. Policy: By 2010, determine a threshold and criteria for requiring LEED standards/certification in development and redevelopment projects, and implement through update to the land development code. In addition, consider pilot incentive programs to encourage green building and development.
- 1.13.4. Policy: Continue to implement the requirements of the latest Florida Energy Efficiency Code for Building Construction that assures a conscious effort toward energy efficiency so that proper equipment, building orientation on site, adequate insulation, and appliance selection will be considered by developers.
- 1.13.5. Policy: Pinellas County will encourage and support the provision of smaller, energy efficient dwelling units that make homes more affordable by being less expensive to heat and cool.
- 1.13.6. Policy: In association with the update to the Land Development Code, Pinellas County will consider encouraging and/or requiring all new construction to meet Green Building Standards.

Note: Pinellas County already promotes the construction of energy efficient housing through its Model Homes program which offers zero interest construction loans to builders and access to low cost infill land in exchange for a commitment to meet certain quality standards (including Energy Star certification) and to offer homes at an affordable price to eligible buyers.

Some Interesting Actions being Undertaken across the Country

- Require affordable housing to be built to Energy Star standards, or some other green building certification.
- Encourage other housing types to meet a more stringent green building certification program.
- Hawaii has recently passed a law requiring the installation of solar water heaters on all new homes beginning in 2010: this could be encouraged or required in Florida where solar has excellent potential.
- New Jersey requires Energy Star certification for all new government-funded affordable housing