

BOARD OF COUNTY COMMISSIONERS

DATE: October 21, 2014

AGENDA ITEM NO. 39

Consent Agenda ☐

Regular Agenda ☐

Public Hearing ☒

 **County Administrator's Signature:**

Subject:

Public Hearing for Proposed Amendment of the Pinellas County Comprehensive Plan to Repeal Transportation Concurrency and Establish Policies Necessary for a Mobility Management System to Manage the Traffic Impacts of Development Projects through the Site Plan Review Process in Unincorporated Pinellas County

Department:

Planning and Development Services

Staff Member Responsible:

Jake Stowers, Interim Executive Director

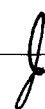
Recommended Action:

I RECOMMEND THE BOARD OF COUNTY COMMISSIONERS (BOARD) RECEIVE PUBLIC COMMENT ON THE PROPOSED AMENDMENT OF THE COMPREHENSIVE PLAN AND AUTHORIZE ITS TRANSMITTAL TO THE STATE LAND PLANNING AGENCY FOR REVIEW AND COMMENT.

Summary Explanation/Background:

In response to the 2011 Community Planning Act, which removed State mandated transportation concurrency management requirements, the Pinellas County Metropolitan Planning Organization (MPO) endorsed the Pinellas County Mobility Plan on September 11, 2013. The Mobility Plan provides a framework for a coordinated multi-modal approach to managing the traffic impacts of development projects as a replacement for local transportation concurrency systems. It calls for establishing a tiered development review approach requiring larger scale projects adding new trips to the surrounding road network to implement transportation management plans (TMPs) as credit toward their impact fee assessment. Transportation management plans would include strategies such as trail, sidewalk, bus stop and intersection improvements or trip reduction programs such as vanpooling or telecommuting. Smaller scale projects with limited impact on the transportation system would only be required to pay an impact fee commensurate with the number of new trips they generate. The Plan is also intended to ensure consistency between County and municipal site plan review processes as they pertain to reviewing and managing the traffic impacts of development projects while increasing mobility for all users of the transportation system.

On July 9, 2014, the MPO approved model comprehensive plan policies and land development code provisions intended for local governments to implement the Mobility Plan in their respective jurisdictions. Pinellas County staff utilized the model comprehensive plan policies to develop the attached Ordinance. The land development code provisions were utilized to develop an Ordinance proposing amendments to Chapter 150, Impact Fees, of the Land Development Code. This companion Ordinance is presented under a subsequent agenda item. On July 22, 2014, the Board held a workshop, reviewed the Mobility Plan and authorized advertisement of public hearings on the two ordinances. The proposed Comprehensive Plan amendments are intended to modify four elements of the Plan as well as the Concurrency Management Section. The affected Comprehensive Plan elements include Transportation, Future Land Use and Quality Communities, Capital Improvements and Intergovernmental Coordination.



The main purpose of the proposed Comprehensive Plan amendments is to repeal transportation concurrency and set up the policy framework necessary to establish a mobility management system designed to implement the Pinellas County Mobility Plan. Other proposed policy changes are intended to reflect a greater emphasis on the need to address safety and efficiency relative to road projects and to reflect current site plan and right-of-way utilization review procedures and practices related to transportation.

Further information regarding the proposed amendment is provided in the attached LPA Report. More details on the Pinellas County Mobility Plan are provided in the attached Mobility Plan Summary Report.

The Local Planning Agency (LPA) held a public hearing on the proposed amendment of the Comprehensive Plan on September 11, 2014. Staff concurs with the recommendation of approval by the LPA (attached). A second public hearing for the Board to adopt the attached Ordinance along with the companion Ordinance amending Chapter 150 of the Land Development Code is anticipated to occur in January or February, 2015.

Fiscal Impact/Cost/Revenue Summary:

There is no additional cost to Pinellas County associated with the proposed amendment.

Exhibits/Attachments Attached:

Local Planning Agency Report and Recommendation
Proposed Comprehensive Plan Ordinance (strikethrough/underline version and clean version)
Mobility Plan Summary Report

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



Regarding: Proposed Amendments to the Transportation, Future Land Use and Quality Communities, 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, Future Land Use and Quality Communities, Capital Improvements and Intergovernmental Coordination element and Concurrency Management Section are consistent with the Pinellas County Comprehensive Plan and recommends that the amendments be approved.

(The vote was 5-0, in favor)

LPA Report No. CP-22-9-14

LPA Public Hearing Date: September 11, 2014

PLANNING STAFF RECOMMENDATION:

- Staff recommends that the LPA find the proposed amendments to the Transportation, Future Land Use and Quality Communities, 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.

STAFF REVIEW AND ANALYSIS

Purpose of the Proposed Amendments

The Pinellas County Comprehensive Plan includes several policies addressing concurrency management in the Transportation, Future Land Use and Quality Communities, Capital Improvements and Intergovernmental Coordination elements. It also includes a Concurrency Management Section that sets forth the procedures, process and land development requirements for the Concurrency Management System as it is implemented through the Land Development Code and Site Plan Review Process. This proposed amendment affects the Concurrency Management System Section and the aforementioned elements.

The application of concurrency management requirements and the assessment of transportation impact fees through local site plan review processes are the primary tools utilized by Pinellas County and other local governments to manage the traffic impacts of development projects. Concurrency management requirements are imposed to ensure that permits are not issued for a development project without the public facilities and services necessary to handle its impacts being in place. Concurrency management rules also require local governments to adopt level of service standards for public services and facilities that must be maintained as a condition of development approval. While local governments in Pinellas County follow the same ordinance regarding the implementation of transportation impact fees, there are significant variations in their approaches to transportation concurrency. This is largely due to amendments to the State Growth Management Law that have allowed them to implement alternative approaches to concurrency management in areas designated for more concentrated and mixed-use development and multi-modal transportation systems.

Under the 2011 Community Planning Act, which amended Chapter 163, F.S., the State imposed mandate for local governments to implement concurrency management for transportation purposes was repealed. In the absence of State mandated transportation concurrency management, the MPO launched an effort to develop an alternative approach that facilitated coordination among the County's local governments while furthering the development of a countywide multi-modal transportation system that could better accommodate travel options other than the personal automobile. This effort resulted in the approval of the Pinellas County Mobility Plan by the MPO in September, 2013.

The Mobility Plan is a countywide approach for managing the traffic impacts of development projects while increasing mobility for pedestrians, bicyclists, transit users and motor vehicles through local site plan review processes and the assessment of impact fees. The plan calls for establishing a tiered development review approach requiring larger scale projects adding new trips to the surrounding road network 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. Smaller scale projects with limited impact on the transportation system would only be required to pay an impact fee commensurate with the number of new trips they generate. Further details on the plan are provided in the attached Pinellas County Mobility Plan Summary Report.

The main purpose of the proposed Comprehensive Plan amendments is to repeal transportation concurrency and set up the policy framework necessary to establish a mobility management system designed to implement the Pinellas County Mobility Plan. Other changes are included in the proposed amendment to reflect current site plan and right of way utilization review procedures and practices related to transportation, include a policy on truck route planning regarding County roads, recognize a change in the name of the St. Pete-Clearwater International Airport and address multi-modal transportation in Future Land Use and Quality Communities Element policies pertaining to mixed-use areas.

This proposed amendment is associated with the proposed amendment of Chapter 150 of the Pinellas County Land Development Code as described in LPA Report LDR 23-9-14. The proposed amendment of Chapter 150 is primarily intended to establish land development requirements and related provisions for the mobility management system, which would serve

to implement the Mobility Plan through the Pinellas County Site Plan Review Process. In addition, proposed amendments to Chapter 134 to remove transportation concurrency provisions from the Land Development Code will be presented with the annual update of the Concurrency Test Statement at a forthcoming LPA meeting.

As the Mobility Plan is intended for countywide application, County staff will continue working with the MPO and other local governments to draft and adopt amendments to their respective comprehensive plans and land development codes necessary to implement the Mobility Plan. The proposed amendments to the Comprehensive Plan are further described below.

- **Transportation Element** - Establish a mobility management system, remove road and mass transit level of service standards and repeal transportation concurrency. The proposed amendment of the Transportation Element is also intended to reflect current site plan and right of way utilization permit review procedures and practices related to transportation, address truck route planning regarding County roads, remove policies focusing on strategies already addressed in existing policies, and recognize a change in the name of the St. Pete-Clearwater International Airport. Objectives and policies have been reorganized to combine separate sections on traffic circulation, bicycle and pedestrian travel, and public transportation into one section addressing traffic circulation and mobility.
- **Future Land Use and Quality Communities** - Revise policies to address multi-modal transportation in mixed-use areas, revise policies as to how proposed Future Land Use Map and zoning amendments will be reviewed for their potential impact on the transportation system, and remove/revise language pertaining to transportation concurrency.
- **Capital Improvements** - Remove reference to road and mass transit level of service standards and recognize proposed name change of Transportation Impact Fee Ordinance to Multi-modal Impact Fee Ordinance.
- **Intergovernmental Coordination** - 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.
- **Concurrency Management Section** - Repeal transportation concurrency management and reflect current practices and procedures relative to existing concurrency management system associated with other public services and facilities.

IMPLEMENTATION OF THE PINELLAS COUNTY COMPREHENSIVE PLAN

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

Planning To Stay – 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 environment. 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 Element in guiding population distribution, economic growth, and the overall pattern of urban development.
- 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: Pinellas County Mobility Plan Summary Report

STRIKE-THROUGH/UNDERLINE
Version of the Ordinance

ORDINANCE 14 - ____

AN ORDINANCE OF THE COUNTY OF PINELLAS ESTABLISHING A MOBILITY MANAGEMENT SYSTEM AND REPEALING TRANSPORTATION CONCURRENCY BY AMENDING THE GOALS, OBJECTIVES AND POLICIES OF THE TRANSPORTATION, FUTURE LAND USE AND QUALITY COMMUNITIES, CAPITAL IMPROVEMENTS AND INTERGOVERNMENTAL COORDINATION ELEMENTS AND CONCURRENCY MANAGEMENT SECTION OF THE PINELLAS COUNTY COMPREHENSIVE PLAN; 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.

WHEREAS, Section 163, Part II, Florida Statutes, establishes the Local Government Comprehensive Planning and Land Development Act; and

WHEREAS, Pinellas County adopted its Comprehensive Plan on August 8, 1989, and significantly amended the Plan on March 18, 2008, based on the adopted Evaluation and Appraisal Report and following review by the State; and

WHEREAS, Florida House Bill 7207, also known as the Community Planning Act, was signed into law in 2011; and

WHEREAS, the Community Planning Act removed State requirements for local government implementation of transportation concurrency management systems; and

WHEREAS, in the absence of state imposed transportation concurrency management requirements, the Pinellas County Metropolitan Planning Organization authorized a multi-jurisdictional task force to develop a countywide approach to manage the transportation impacts of development projects through local site plan review processes; and

WHEREAS, the Mobility Plan Task Force participated in the development of a countywide mobility plan through a coordinated effort involving the local governments of Pinellas County, and the Pinellas Suncoast Transit Authority, Pinellas Planning Council and Florida Department of Transportation which was approved by the Metropolitan Planning Organization on September 11, 2013; and

WHEREAS, the Pinellas County Mobility Plan provides a more flexible and efficient alternative to the traditional form of concurrency management, which ties development approvals to maintaining adopted roadway level of service standards, while facilitating multi-modal transportation solutions; and

WHEREAS, implementation of the Pinellas County Mobility Plan recommendations require amendments to local comprehensive plans to establish supporting policies, associated

land development provisions and repeal existing transportation concurrency management systems; and

WHEREAS, amendments to the Transportation Element of the Comprehensive Plan are needed to establish a mobility management system designed to implement the Pinellas County Mobility Plan; and

WHEREAS, road and mass transit level of service standards are not recognized in the policies, codes and processes related to the implementation of the Pinellas County Mobility Plan; and

WHEREAS, the name of the St. Petersburg-Clearwater International Airport was changed to St. Pete-Clearwater International Airport; and

WHEREAS, amendments to the goals, objectives and policies of the Transportation Element of the Comprehensive Plan are needed to reflect current practices and conditions and include references to the right-of-way utilization review process as it relates to the implementation of the Land Development Code; and

WHEREAS, it is necessary to remove policies in the Transportation Element of the Comprehensive Plan focusing on strategies that are already addressed in existing policies; and

WHEREAS, descriptions of mixed use projects and areas require revisions to address multi-modal transportation; and

WHEREAS, implementation of the Pinellas County Mobility Plan requires amendments to the Capital Improvements Element regarding changes to the names of corresponding land development code sections and related processes and removal of reference to road and mass transit level of service standards that are not recognized in the policies, codes and processes related to the implementation of the Pinellas County Mobility Plan; and

WHEREAS, revision of policy regarding transportation related infrastructure construction in coastal high hazard areas is necessary for clarification purposes; and

WHEREAS, implementation of the Pinellas County Mobility Plan requires amendments to the Intergovernmental Coordination Element regarding the coordination of local governments, the Metropolitan Planning Organization, Pinellas Suncoast Transit Authority, Florida Department of Transportation and Pinellas Planning Council and recognition of changes to the names of corresponding land development code sections and related processes; and

WHEREAS, implementation of the Pinellas County Mobility Plan requires amendments to the Concurrency Management Section to repeal transportation concurrency management in unincorporated Pinellas County.

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 _____, 2014, that:

SECTION I: PURPOSE AND INTENT

The main purpose of this Ordinance is to establish the policy framework for the establishment of a mobility management system designed to implement the Pinellas County Mobility Plan, a countywide multi-modal approach to managing the transportation impacts of development projects in accordance with the Community Planning Act amendments to Section 163, F.S. The mobility management system replaces the existing transportation concurrency management system. The Ordinance amends four elements and the Concurrency Management Section of the Comprehensive Plan as described below.

- Transportation Element - Establish the purpose and framework of the mobility management system, remove road and mass transit level of service standards, repeal transportation concurrency, reflect current practices and procedures, address truck route planning regarding County roads, remove policies focusing on strategies already addressed in existing policies, and recognize a change in the name of the St. Pete-Clearwater International Airport.
- Future Land Use and Quality Communities - Revise policies to address multi-modal transportation in mixed-use areas, and remove/revise language pertaining to transportation concurrency.
- Capital Improvements - Remove reference to road and mass transit level of service standards and recognize proposed name change of Transportation Impact Fee Ordinance to Multi-modal Impact Fee Ordinance.
- Intergovernmental Coordination - 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.
- Concurrency Management Section - Repeal transportation concurrency management and reflect current practices and procedures relative to existing concurrency management system associated with 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 multi-modal 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 multi-modal 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. Multi-modal 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 shall be required if necessary 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/D peak hour and a volume to capacity ratio of less than 0.9. Florida Intrastate Highway System**~~

~~(FIHS) facilities, with the exception of US Highway 19 for an interim period described in policy 1.1.7, 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.~~

- ~~1.1.42. 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.~~
- ~~1.1.26. Policy: Capacity 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.~~
- ~~1.1.63. 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:~~

| FROM | TO | LN/ MD | AADT (1998) | PH VOL. (1998) | MAIN T PH | AADT | PH |
|--------------------|--------------------|-----------|----------------|----------------------|--------------|--------|-------|
| 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 |

| FROM | TO | LN/ MD | AADT (1998) | PH VOL. (1998) | MAIN T-PH | AADT | PH |
|------------------|-----------------|-----------|----------------|----------------------|--------------|--------|-------|
| Sunset Point Rd. | NE Coachman Rd. | 6D | 74,912 | 7,177 | 7,828 | 77,705 | 7,382 |
| 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).~~

1.1.94. 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.~~

~~1.1.119. Policy: Pinellas County shall continue to evaluate additional capacity improvement needs on the County's major road network.~~

~~1.1.120. 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 Concurrence 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.~~

~~1.21.13. 1.1.5 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 Concurrence Management System, Site Plan Review Process and the implementation of MPO corridor strategy plans.~~

Note: Most of the policies 1.1.6 – 1.1.23 listed below are underlined to indicate they were moved from the Bicycle and Pedestrian Travel and Public Transportation and Demand Management sections. New policies and revisions to existing policies in this group are shown in double underline. Issues/subjects addressed in policies proposed for deletion in the Bicycle and Pedestrian Travel Section and not included in 1.1.6 – 1.1.23 are covered in other sections.

1.1.6. Policy: Pinellas County shall, 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.

1.1.7. Policy: Where sufficient pavement width exists, Pinellas County shall 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.

- 1.1.8. Policy: When roads are improved to the standards identified in Policy 1.1.6., the bicycle lane shall be designated by marking and signage.
- 1.1.9. Policy: When it is not feasible for the area intended for bicycle travel to meet the minimum width standards, a bicycle lane shall 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.
- 1.1.10. Policy: Pinellas County shall include sidewalks alongside roadways scheduled for improvement resurfacing in its Capital Improvement Program where feasible.
- 1.1.11. Policy: The planned Pinellas Trail Loop is critically important in the County's efforts toward to allow 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 Concurrence Management System.
- 1.1.12. Policy: Pinellas County shall require sidewalk Construction of frontage sidewalks shall be required in the all road rights-of-way under the jurisdiction of Pinellas County 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.
- 1.1.13. 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.
- 1.1.14. 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 site plan and right-of-way utilization review processes.
- 1.1.15. 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.
- 1.1.16. Policy: Pinellas County shall work with the MPO's Bicycle Pedestrian Transportation Advisory Committee, FDOT's Community Traffic Safety Team, the MPO's

School Transportation Safety Committee, 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.

1.1.17. Policy: Pinellas County shall facilitate the provision of bus stop improvements and pullout bays along major roadways through the application of the ~~Concurrency and Transportation Management System~~ site plan and right-of-way utilization review processes.

1.1.18. Policy: Pinellas County shall continue to coordinate with TBARTA as necessary to provide ride sharing opportunities for ~~facilitate ride sharing activities among~~ Pinellas County employees.

1.1.19. Policy: Pinellas County shall continue to work with the MPO in identifying and monitoring “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.

1.1.20. Policy: Pinellas County shall assist the MPO in maintaining 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.

1.1.21. Policy: Pinellas County shall work with 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 and on the implementation of necessary improvements.

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

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

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. ~~to protect the traffic carrying capacity of roads designated as concurrency management corridors in the Concurrency Test Statement.~~
- ~~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.~~
- 1.32.23. 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).
- 1.2.34. 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.
- 1.32.45. 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.
- 1.32.56. Policy: After carrying out policy 1.32.45, 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.
- 1.32.67. 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.

~~1.4. 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. 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 Functional Classification

1.53. 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.

1.53.1. 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.

1.53.2. Policy: Pinellas County shall amend the future right-of-way maps, as deemed necessary, in order to reflect changes in right-of-way needs.

1.53.3. Policy: Pinellas County shall not vacate public right-of-way until it is determined that the right-of-way is not required for present or future public use, including stormwater treatment facilities, ~~roads~~ transportation facilities and attendant use.

1.53.4. Policy: Pinellas County shall coordinate with the municipalities regarding the maintenance responsibilities for County roads within their respective jurisdictions.

~~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 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, 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 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

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

1.84.1. 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 Processes ~~and Concurrence Management System for development projects adjacent to County roads.~~

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

1.84.3. Policy: Pinellas County shall continue to implement an ongoing roadway maintenance program to provide for safe operating conditions for multi-modal travel and to preserve roadway capacity.

1.84.4. 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.

1.84.5. 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.

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

- 1.84.7. 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.
- 1.84.8. Policy: Pinellas County shall expand the use of intelligent transportation systems (ITS) for transportation information gathering and incident management functions.
- 1.84.9. 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.
- 1.84.10. 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.
- 1.84.11. 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).
- 1.4.12. Policy: Pinellas County shall continue to identify and maintain roadways suitable for truck travel.

State, Regional and Local Coordination

- 1.95. Objective: Pinellas County shall coordinate its transportation planning with transportation planning at the local, regional and state level.
- 1.95.1. 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.
- 1.95.2. 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.

- 1.95.3. Policy: Through 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 necessary to administer and update Pinellas County's Transportation Element and Concurrency related land development codes Management System.
- 1.95.4. 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.~~
- 1.95.65. 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.
- 1.95.76. 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.
- 1.95.87. 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 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.
- 1.95.98. 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.
- 1.95.109. Policy: Pinellas County shall continue cooperative efforts between State and local transportation operating agencies for a unified approach to traffic management.
- 1.95.110. 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.~~

1.95.121. 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.~~

1.95.142. Policy: Pinellas County shall work with the MPO in support of efforts to coordinate the application of ~~concurrency management systems~~ the Pinellas County Mobility Plan throughout the County.

1.95.153. 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.

1.95.164. 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.

SECTION III: OBJECTIVE 1.3. AND THE ASSOCIATED POLICIES OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:

- 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;
- transition to a pattern of various types of land use that is more efficient in the use of energy and reduces the emission of greenhouse gases.

- 1.3.1. Policy: The following guidelines shall be used in determining appropriate locations for mixed-use development:

| Table 1 | | | | |
|--|--|------------------------------------|---|-------------------------------------|
| FORM OF DEVELOPMENT² | Type of Mixed - Use Development | | | |
| | Mixed-Use Projects | Large-scale Mixed-Use Areas | Neighborhood-scale Mixed-Use Areas | Transit Oriented Development |
| Neighborhoods | | | | |
| Traditional | - | - | - | - |
| Suburban | - | - | - | - |
| Mobile Home & Manufactured | - | - | - | - |
| Large Multi-family Communities & Resorts | - | - | R | - |
| Centers | | | | |
| Urban | A | A | A | - |
| Town | A | A | A | - |
| Suburban Commercial | A | A | - | - |
| Neighborhood | A | - | A | - |
| Village | A | - | A | - |
| Corridors | | | | |
| Interstate | A | A | - | - |
| Commercial | A | A | A | - |
| Employment | A | A | - | - |
| Residential | - | - | - | - |
| Scenic/Non-Commercial ³ | R | R | R | - |
| Coastal ¹ | A | A | A | - |
| Transit | A | A | A | A |
| Districts | | | | |
| Employment | A | A | - | - |
| Airport | A | A | - | - |
| University/College Campuses | A | A | - | - |
| Arts and Cultural | R | A | - | - |
| Medical | R | R | - | - |
| Historic ⁴ - | | | | |

A = This type of mixed-use development is generally appropriate within this specific form of development

R = This type of mixed-use development should be regulated to ensure that it is compatible with this specific form of development

¹ = Limitations on residential densities within the coastal high hazard area and the coastal storm area may restrict residential development

² = The general forms of development that comprise the urban land use morphology in Pinellas County are described in the Definition Section of the Future Land Use and Quality Communities Element

³ = Development policies specific to scenic/non-commercial corridors place additional requirements for locating mixed use development along these corridors

⁴ Appropriate types of mixed use development will depend upon the historic development pattern within the district.

In addition to using Table 1, appropriate locations for large-scale or neighborhood-scale mixed use development shall be determined based on a balancing of the guidelines listed below that are applicable to the area under consideration, and the appropriate location for transit oriented development shall be based on the requirements listed at the end of the following guidelines:

LARGE-SCALE MIXED-USE PROJECT OR MIXED-USE AREA

1. The location can serve as a walkable destination for nearby areas.
2. There is adequate infrastructure existing or planned that serves ~~serving~~ the proposed location, including a transportation network that will meet the mobility needs of all principal modes of travel including bicycling, walking and transit as well as motor vehicles. ~~provide an acceptable level of service.~~
3. There are transportation choices other than privately-owned vehicles that service the proposed location. At least one of the following public transit services is available to serve the proposed mixed-use development:
 - a. The location is served, or is scheduled to be served within 6 months, by enhanced bus service with no more than 15 minute headways during morning and evening rush hours. Service by more than one bus route is preferred, and the presence of a public or private circulator system that serves the location and has a service interconnection with the bus system may improve the location's suitability for mixed-use development.
 - b. The location is served by a Bus Rapid Transit (BRT) route that is in operation or that has been selected for BRT service through the MPO process and there is a firm funding commitment to establish BRT and have it operational within 5 years.
4. The location has direct access or is in close proximity to a segment of the countywide or a local multi-use path or trail system.
5. The location can accommodate a mix of land uses, including a residential component, that are able to blend with surrounding uses without juxtaposing incompatible uses or building types.
6. The mixed-use development will create opportunities for providing a mix of housing types in a range of prices, a certain percentage of which will meet the County's affordable housing criteria.
7. The mixed-use development can accommodate one or more of the County's targeted industries or businesses.
8. The mixed-use development is of sufficient size to allow a decrease in density/intensity from the center of the mixed-use development to the periphery that is compatible with the surrounding land uses.

9. The mixed-use development will provide services (e.g. services such as convenience groceries, dry cleaners, and personal care) and amenities within walking distance of residential development within the mixed use project or area or of residents in the surrounding community, if applicable.
10. Compatibility of mixed-use development with other goals, objectives, and policies of the Pinellas County Comprehensive Plan.
11. The relationship of the mixed-use development to plans of other local governments and the Regional Planning Council, to the Countywide Plan, and to the strategies in Pinellas by Design.

NEIGHBORHOOD-SCALE MIXED-USE PROJECT OR MIXED-USE AREA

1. The location can serve as a walkable destination for nearby areas.
2. There is adequate infrastructure existing or planned that serves ~~serving~~ the proposed location, including a transportation network that will meet the mobility needs of all principal modes of travel including bicycling, walking and transit as well as motor vehicles. ~~provide an acceptable level of service.~~
3. The location can accommodate a mix of land uses, including a residential component, that are able to blend with surrounding uses without juxtaposing incompatible uses or building types.
4. The mixed-use development is of sufficient size to allow a decrease in density/intensity from the center of the mixed-use development to the periphery that is compatible with the surrounding land uses.
5. The mixed-use development will provide or have access to services (e.g. services such as convenience groceries, dry cleaners, and personal care) and amenities within walking distance of residential development within the mixed use project or area or of residents in the surrounding community, if applicable.
6. Compatibility of mixed-use development with other goals, objectives, and policies of the Pinellas County Comprehensive Plan.
7. The relationship of the mixed-use development to plans of other local governments and the Regional Planning Council, to the Countywide Plan, and to the strategies in Pinellas by Design.

TRANSIT ORIENTED DEVELOPMENT

Transit oriented development shall be located within an easy walking distance (roughly ½ mile) of transit stations that are part of a rail or fixed-guideway system as established in the

Pinellas County Metropolitan Planning Organization's Long-Range Transportation Plan. The specific station locations are determined through a multi-agency process for transit corridor planning that is based on the Federal Transit Administration planning process in Pinellas County.

- 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.
- 1.3.3. Policy: Pinellas County shall establish the Community Redevelopment District- Activity Center Future Land Use Map category to recognize those areas of the County that are appropriate locations for mixed use development that serve as community focal points of commerce, employment, and housing.
- 1.3.4. Policy: Use of the Community Redevelopment District-Activity Center Future Land Use Map (FLUM) category shall require a special area plan approved by the Board of County Commissioners. The special area plan shall, at a minimum, address the following:
- a. Permitted uses and locational criteria;

- b. Density and intensity standards;
- c. Provisions for mixed use;
- d. Design guidelines, if any;
- e. Provisions for affordable housing and employment, if any;
- f. Provisions that achieve a walkable area;
- g. Impacts on public services and facilities;
- h. Integration with planned and existing mobility systems;
- i. Integration and compatibility with the surrounding community;
- j. Incentives that may be offered to encourage development that has an overall community benefit; and
- k. Consistency with the Pinellas County Comprehensive Plan.

- 1.3.5. Policy: Special area plans, as described in Policy 1.3.4., and the County's land development regulations as they apply to the Community Redevelopment District-Activity Center FLUM category may require that, in order to exceed an established base residential density or intensity of use, a project shall provide public benefits and amenities that support one or more of the objectives listed in Objective 1.3. Pinellas County would determine what public benefits and amenities would be acceptable for receiving additional development rights, and the extent of those additional development rights.
- 1.3.6 Policy: Special area plans, as described in Policy 1.3.4., and the County's land development regulations as they apply to the Community Redevelopment District-Activity Center FLUM category may require that development above an established base residential density or intensity of use rely upon the transfer of development rights from other properties to the subject property or properties.
- 1.3.7 Policy: Mixed-use development shall enhance, and not compromise, the integrity and viability of existing and planned residential neighborhoods.
- 1.3.8. Policy: Mixed-use development shall create a strong sense of community identity through consideration of such mechanisms as optional

and/or required urban design and architectural design criteria, recognizing historic setback patterns and lot sizes, the creation of places that are oriented to the pedestrian and alternative modes of travel such as bicycle use, providing greenspace and landscaping in public spaces, and other appropriate mechanisms that may be specific to a particular location.

- 1.3.9. Policy: When considering a Future Land Use Map amendment to designate a Community Redevelopment District-Activity Center, implementation of Policies ~~4.2.3. and 4.2.4.~~ of the Future Land Use and Quality Communities Element shall take into consideration the area's historic development pattern, the interrelationship of the proposed designation with the surrounding community, whether the proposed Community Redevelopment District-Activity Center has historically served as a community focal point, the impact on traffic patterns resulting from mixed use development and an emphasis on pedestrian activity and non-motorized modes of travel, and the ability of the surrounding road network to distribute vehicle trips away from road corridors experiencing ~~concurrency~~ congestion problems.
- 1.3.10. Policy: In association with the update to the Land Development Code, Pinellas County shall identify proposed amendments to the Land Development Code to include mixed-use development standards to achieve the intent expressed in Objective 1.3. The proposals shall also consider additional code amendments to implement recommendations in *Pinellas by Design* and the livable community objectives and policies under Goal 2 of this element.
- 1.3.11. Policy: In association with the update to the Land Development Code, Pinellas County in coordination with the Pinellas County Metropolitan Planning Organization shall recommend parking standards for mixed-use development.
- 1.3.12. Policy: Pinellas County will amend its land development regulations as determined appropriate based on the recommendations from Policy 1.3.11.
- 1.3.13. Policy: The Residential/Office Limited, Residential/Office General, Residential/Office/Retail, and Community Redevelopment District-Activity Center land use categories shall require a mixture of uses distributed as follows within each category: Residential (5 percent to 30 percent), and Non-residential (70 percent to 95 percent).

- 1.3.14. Policy: The Transit Oriented Development (TOD) land use categories, with the exception of the TOD – RC- E category, shall require a mixture of uses distributed as follows: Residential (20 percent to 75 percent), and Non-residential (25 percent to 80 percent).

SECTION IV: GOAL 4 AND THE ASSOCIATED OBJECTIVES AND POLICIES OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:

GOAL FOUR: PINELLAS COUNTY SHALL WORK TOWARD A LAND USE PATTERN THAT CAN BE SUPPORTED BY THE AVAILABLE COMMUNITY AND PUBLIC FACILITIES THAT WOULD BE REQUIRED TO SERVE THAT DEVELOPMENT.

- 4.1. Objective: The Pinellas County Concurrency Management System will insure the compatibility of all proposed development with the capacities of the existing and planned support facilities for which a level of service standard has been adopted in this plan.
- 4.1.1. Policy: The Concurrency Management System will ensure proposed development to be considered for approval shall be in conformance with existing and planned support facilities for which a level of service standard has been adopted and that such facilities and services are available, at the adopted level of service standards, concurrent with the impacts of development.
- 4.1.2. Policy: On an annual basis, the Local Planning Agency of the Board shall develop and recommend adoption of a concurrency test statement that assesses the demands of existing and committed development upon support facilities.
- 4.2. Objective: The Concurrency Management System, applicable policies within the Pinellas County Comprehensive Plan, and the standards and the locational and use characteristics as set out in the Future Land Use Category Descriptions and Rules of the Future Land Use and Quality Communities Element comprise the County's program in which development shall be coordinated with the availability of public and private utilities.
- 4.2.1. Policy: Land use location and intensity shall be accurately defined and monitored through the Concurrency Management System, the Future Land Use and Quality Communities Element, including Policy 1.2.1., to ensure coordination with the availability of facilities and services.

- 4.2.2. Policy: Pinellas County's Land Development Regulations shall require developers to submit their proposed development plans to the affected public utilities, who will in turn submit to the County, prior to the County's issuance of development orders or building permits, a statement of their ability to serve the proposed development.
- 4.2.3. Policy: ~~Pinellas County shall discourage approval of Zoning and/or Future Land Use Map (FLUM) amendments that would increase the number of trips generated on corridors designated as long term concurrency management, congestion containment and constrained corridors in the Concurrency Test Statement.~~ When making decisions on requests to amend the Future Land Use Map (FLUM) or the Zoning Atlas (other than decisions on appropriate locations for mixed-use development and transit oriented development), Pinellas County shall review the potential impact on the transportation system by considering the following:
- Ability of the surrounding existing and planned transportation network to meet the mobility objectives of the Comprehensive Plan;
 - Capacity of the surrounding existing and planned transportation network to accommodate any projected additional demand; and
 - Extent to which the proposed FLUM amendment or rezoning furthers the intent of the Comprehensive Plan to improve mobility.
- 4.2.4. Policy: ~~Pinellas County shall discourage approval of Future Land Use Map (FLUM) amendments that would increase the number of trips generated on corridors operating at peak hour level of service E and F in 2005 and 2015 as identified in the Transportation Element.~~ When making decisions on appropriate locations for mixed-use development and transit oriented development, Pinellas County shall use the guidelines in Policy 1.3.1 and Policy 1.3.9 of the Future Land Use and Quality Communities Element.
- 4.2.5. Policy: As a part of its water supply and water resource protection program, Pinellas County shall continue to implement its concurrency management system, to schedule capital improvements, and to make land use and development-related decisions that consider both existing and projected water demand as well as fiscal and environmental constraints.
- 4.3. Objective: Pinellas County Land Development Regulations shall require that the level of population density and development intensity in the coastal planning

area shall be compatible with the evacuation capabilities provided for in the hurricane evacuation program.

- 4.3.1. Policy: In order to limit the exposure of residents and property to coastal hazards and not increase existing and planned demands on hurricane evacuation corridors and public shelters, the population density and development intensity within the coastal planning area shall be consistent with Objective 1.3 of the Coastal Management Element and the supporting policies.
- 4.4. Objective: The Pinellas County Concurrency Management System shall insure that building permits and development orders for developments of regional impact are not authorized unless the needed support facilities and services are available or such authorization is conditioned on the availability of the facilities and services necessary to serve that development at the time it is needed.
- 4.4.1. Policy: Pinellas County's Concurrency Management System shall include, as a minimum, level of service standards for ~~roadways~~, potable water, sanitary sewer, solid waste, drainage and recreation and open space.
- 4.5. Objective: Pinellas County's land development regulations shall be applied to ensure the availability of suitable land for utility facilities necessary to support development.
- 4.5.1. Policy: The County shall maintain procedures in cooperation with utility companies by which the utilities are informed of development occurring in the County.
- 4.5.2. Policy: Public utilities shall be permitted in all future land use categories including planned residential developments and developments of regional impact provided the performance standards in the Power Plant Siting Act, Transmission Line Siting Act, Pinellas County Future Land Use and Quality Communities Element, Pinellas County Zoning Regulations, and any other applicable land development regulations are met.
- 4.6. Objective: Development and redevelopment activities along U.S. Highway 19 shall be consistent with state and local efforts to provide an efficient north/south limited access highway corridor within Pinellas County.
- 4.6.1. Policy: Mixed-use development, as provided in the Residential/Office/Retail future land use designation, shall continue to be the preferred land use pattern along U.S. Highway 19. The restrictive floor area ratio and residential density requirements of this

designation shall be utilized to limit the impact of development upon the traffic carrying capacity of U.S. Highway 19.

- 4.6.2. Policy: The number of curb cuts on U.S. Highway 19 providing access to businesses and other development located along this corridor shall be kept to a minimum by requiring new development and redeveloped sites to provide access to adjacent projects whenever feasible.
- 4.6.3. Policy: As part of the County's sector planning program, Pinellas County, in coordination with affected local governments and agencies, shall study the U.S. Highway 19 corridor in north Pinellas County to determine if changes to the adjacent land use pattern could enhance both its function as a major commercial and employment corridor and as the primary north-south highway in the County.
- 4.7. Objective: 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.
- 4.7.1. Policy: Pinellas County shall, as a component of its Future Land Use and Quality Communities Element, establish and maintain consistency with the Countywide Future Land Use Plan and Rules.

SECTION V: 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 VI: 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 continue to implement its ~~transportation~~ multi-modal impact fee ordinance to finance transportation ~~improvements~~ management strategies necessitated by new development.

SECTION VII: 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 (gpcd)*

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 VIII: POLICY 1.5.4 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:

- 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 IX: 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 (PSTA), Pinellas Planning Council (PPC) and local governments concerning the implementation of the Pinellas County Mobility Plan and MPO corridor plans. ~~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, the Metropolitan Planning Organization, and affected local governments.~~

SECTION X: 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 their fixed route the transportation 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 XI: 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.~~

D. ~~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~~;
35. 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
46. 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.

M. 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.~~

~~OH. 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 ~~(or its functional equivalent)~~.

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 ~~Certificate of Concurrency (or its functional equivalent)~~ 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/D 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-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 XII: 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 XIII: 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 Element of the Pinellas County Comprehensive Plan, located at, and maintained by, the Clerk of the Pinellas County Board of County Commissioners.

SECTION XIV: 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.

CLEAN VERSION of the Ordinance

ORDINANCE 14 - ____

AN ORDINANCE OF THE COUNTY OF PINELLAS ESTABLISHING A MOBILITY MANAGEMENT SYSTEM AND REPEALING TRANSPORTATION CONCURRENCY BY AMENDING THE GOALS, OBJECTIVES AND POLICIES OF THE TRANSPORTATION, FUTURE LAND USE AND QUALITY COMMUNITIES, CAPITAL IMPROVEMENTS AND INTERGOVERNMENTAL COORDINATION ELEMENTS AND CONCURRENCY MANAGEMENT SECTION OF THE PINELLAS COUNTY COMPREHENSIVE PLAN; 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.

WHEREAS, Section 163, Part II, Florida Statutes, establishes the Local Government Comprehensive Planning and Land Development Act; and

WHEREAS, Pinellas County adopted its Comprehensive Plan on August 8, 1989, and significantly amended the Plan on March 18, 2008, based on the adopted Evaluation and Appraisal Report and following review by the State; and

WHEREAS, Florida House Bill 7207, also known as the Community Planning Act, was signed into law in 2011; and

WHEREAS, the Community Planning Act removed State requirements for local government implementation of transportation concurrency management systems; and

WHEREAS, in the absence of state imposed transportation concurrency management requirements, the Pinellas County Metropolitan Planning Organization authorized a multi-jurisdictional task force to develop a countywide approach to manage the transportation impacts of development projects through local site plan review processes; and

WHEREAS, the Mobility Plan Task Force participated in the development of a countywide mobility plan through a coordinated effort involving the local governments of Pinellas County, and the Pinellas Suncoast Transit Authority, Pinellas Planning Council and Florida Department of Transportation which was approved by the Metropolitan Planning Organization on September 11, 2013; and

WHEREAS, the Pinellas County Mobility Plan provides a more flexible and efficient alternative to the traditional form of concurrency management, which ties development approvals to maintaining adopted roadway level of service standards, while facilitating multi-modal transportation solutions; and

WHEREAS, implementation of the Pinellas County Mobility Plan recommendations require amendments to local comprehensive plans to establish supporting policies, associated

land development provisions and repeal existing transportation concurrency management systems; and

WHEREAS, amendments to the Transportation Element of the Comprehensive Plan are needed to establish a mobility management system designed to implement the Pinellas County Mobility Plan; and

WHEREAS, road and mass transit level of service standards are not recognized in the policies, codes and processes related to the implementation of the Pinellas County Mobility Plan; and

WHEREAS, the name of the St. Petersburg-Clearwater International Airport was changed to St. Pete-Clearwater International Airport; and

WHEREAS, amendments to the goals, objectives and policies of the Transportation Element of the Comprehensive Plan are needed to reflect current practices and conditions and include references to the right-of-way utilization review process as it relates to the implementation of the Land Development Code; and

WHEREAS, it is necessary to remove policies in the Transportation Element of the Comprehensive Plan focusing on strategies that are already addressed in existing policies; and

WHEREAS, descriptions of mixed use projects and areas require revisions to address multi-modal transportation; and

WHEREAS, implementation of the Pinellas County Mobility Plan requires amendments to the Capital Improvements Element regarding changes to the names of corresponding land development code sections and related processes and removal of reference to road and mass transit level of service standards that are not recognized in the policies, codes and processes related to the implementation of the Pinellas County Mobility Plan; and

WHEREAS, revision of policy regarding transportation related infrastructure construction in coastal high hazard areas is necessary for clarification purposes; and

WHEREAS, implementation of the Pinellas County Mobility Plan requires amendments to the Intergovernmental Coordination Element regarding the coordination of local governments, the Metropolitan Planning Organization, Pinellas Suncoast Transit Authority, Florida Department of Transportation and Pinellas Planning Council and recognition of changes to the names of corresponding land development code sections and related processes; and

WHEREAS, implementation of the Pinellas County Mobility Plan requires amendments to the Concurrency Management Section to repeal transportation concurrency management in unincorporated Pinellas County.

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 _____, 2014, that:

SECTION I: PURPOSE AND INTENT

The main purpose of this Ordinance is to establish the policy framework for the establishment of a mobility management system designed to implement the Pinellas County Mobility Plan, a countywide multi-modal approach to managing the transportation impacts of development projects in accordance with the Community Planning Act amendments to Section 163, F.S. The mobility management system replaces the existing transportation concurrency management system. The Ordinance amends four elements and the Concurrency Management Section of the Comprehensive Plan as described below.

- **Transportation Element** - Establish the purpose and framework of the mobility management system, remove road and mass transit level of service standards, repeal transportation concurrency, reflect current practices and procedures, address truck route planning regarding County roads, remove policies focusing on strategies already addressed in existing policies, and recognize a change in the name of the St. Pete-Clearwater International Airport.
- **Future Land Use and Quality Communities** - Revise policies to address multi-modal transportation in mixed-use areas, and remove/revise language pertaining to transportation concurrency.
- **Capital Improvements** - Remove reference to road and mass transit level of service standards and recognize proposed name change of Transportation Impact Fee Ordinance to Multi-modal Impact Fee Ordinance.
- **Intergovernmental Coordination** - 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.
- **Concurrency Management Section** - Repeal transportation concurrency management and reflect current practices and procedures relative to existing concurrency management system associated with 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 multi-modal 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 multi-modal 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. Multi-modal 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 shall be required if necessary 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.

1.1.2. 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: 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.
- 1.1.4. Policy: Pinellas County shall coordinate road improvement plans with the needs of local residents in terms of historic and community preservation.
- 1.1.5 Policy: Pinellas County shall continue to work with the Pinellas Suncoast Transit Authority (PSTA) to increase the efficiency of the transit system.
- 1.1.6. Policy: Pinellas County shall, 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.
- 1.1.7. Policy: Where sufficient pavement width exists, Pinellas County shall 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.
- 1.1.8. Policy: When roads are improved to the standards identified in Policy 1.1.6., the bicycle lane shall be designated by marking and signage.
- 1.1.9. Policy: When it is not feasible for the area intended for bicycle travel to meet the minimum width standards, a bicycle lane shall 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.
- 1.1.10. Policy: Pinellas County shall include sidewalks alongside roadways scheduled for resurfacing in its Capital Improvement Program where feasible.
- 1.1.11. Policy: The planned Pinellas Trail Loop is critically important to allow 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.
- 1.1.12. Policy: Construction of frontage sidewalks shall be required in all road rights-of-way under the jurisdiction of Pinellas County 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.

- 1.1.13. Policy: Pinellas County shall require development projects to make adequate provisions for storage/parking areas for bicycles as appropriate.
- 1.1.14. 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.
- 1.1.15. Policy: 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.
- 1.1.16. Policy: Pinellas County shall work with the MPO's Bicycle Pedestrian Transportation Advisory Committee, FDOT's Community Traffic Safety Team, the MPO's School Transportation Safety Committee, 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.
- 1.1.17. Policy: Pinellas County shall facilitate the provision of bus stop improvements and pullout bays along major roadways through the application of the site plan and right-of-way utilization review processes.
- 1.1.18. Policy: Pinellas County shall continue to coordinate with TBARTA as necessary to provide ride sharing opportunities for Pinellas County employees.
- 1.1.19. Policy: Pinellas County shall continue to work with the MPO in identifying and monitoring "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.
- 1.1.20. Policy: Pinellas County shall assist the MPO in maintaining 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.
- 1.1.21. Policy: Pinellas County shall work with 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 and on the implementation of necessary improvements.

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

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

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 the 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.

Right-of-Way Protection, Functional Classification

1.3. 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.

1.3.1. 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.

1.3.2. Policy: Pinellas County shall amend the future right-of-way maps, as deemed necessary, in order to reflect changes in right-of-way needs.

1.3.3. Policy: Pinellas County shall not vacate public right-of-way until it is determined that the right-of-way is not required for present or future public use, including stormwater treatment facilities, transportation facilities and attendant use.

1.3.4. Policy: Pinellas County shall coordinate with the municipalities regarding the maintenance responsibilities for County roads within their respective jurisdictions.

Safety, Efficiency and Goods Movement

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

1.4.1. 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 Processes.

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

1.4.3. Policy: Pinellas County shall continue to implement an ongoing roadway maintenance program to provide for safe operating conditions for multi-modal travel and to preserve roadway capacity.

- 1.4.4. 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.
- 1.4.5. 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.
- 1.4.6. Policy: Pinellas County, through its land development regulations, shall require that all development to make adequate provisions for safe and efficient on-site traffic flow and provide adequate parking facilities.
- 1.4.7. 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.
- 1.4.8. Policy: Pinellas County shall expand the use of intelligent transportation systems (ITS) for transportation information gathering and incident management functions.
- 1.4.9. 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.
- 1.4.10. 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.
- 1.4.11. 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).
- 1.4.12. Policy: Pinellas County shall continue to identify and maintain roadways suitable for truck travel.

State, Regional and Local Coordination

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

- 1.5.1. 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.
- 1.5.2. 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.
- 1.5.3. Policy: Through 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 necessary to administer and update Pinellas County's Transportation Element and related land development codes.
- 1.5.4. 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.
- 1.5.5. 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.
- 1.5.6. 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.
- 1.5.7. 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 related land development codes support the Florida State Implementation Plan (SIP), which sets forth actions necessary to maintain National Ambient Air Quality standards.
- 1.5.8. 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.

- 1.5.9. Policy: Pinellas County shall continue cooperative efforts between State and local transportation operating agencies for a unified approach to traffic management.
- 1.5.10. 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.
- 1.5.11. 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.
- 1.5.12. Policy: Pinellas County shall work with the MPO in support of efforts to coordinate the application of the Pinellas County Mobility Plan throughout the County.
- 1.5.13. 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.
- 1.5.14. 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.

SECTION III: OBJECTIVE 1.3. AND THE ASSOCIATED POLICIES OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:

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;
- transition to a pattern of various types of land use that is more efficient in the use of energy and reduces the emission of greenhouse gases.

- 1.3.1. Policy: The following guidelines shall be used in determining appropriate locations for mixed-use development:

| Table 1 | | | | |
|--|--|------------------------------------|---|-------------------------------------|
| FORM OF DEVELOPMENT² | Type of Mixed - Use Development | | | |
| | Mixed-Use Projects | Large-scale Mixed-Use Areas | Neighborhood-scale Mixed-Use Areas | Transit Oriented Development |
| Neighborhoods | | | | |
| Traditional | - | - | - | - |
| Suburban | - | - | - | - |
| Mobile Home & Manufactured | - | - | - | - |
| Large Multi-family Communities & Resorts | - | - | R | - |
| Centers | | | | |
| Urban | A | A | A | - |
| Town | A | A | A | - |
| Suburban Commercial | A | A | - | - |
| Neighborhood | A | - | A | - |
| Village | A | - | A | - |
| Corridors | | | | |
| Interstate | A | A | - | - |
| Commercial | A | A | A | - |
| Employment | A | A | - | - |
| Residential | - | - | - | - |
| Scenic/Non-Commercial ³ | R | R | R | - |
| Coastal ¹ | A | A | A | - |
| Transit | A | A | A | A |
| Districts | | | | |
| Employment | A | A | - | - |
| Airport | A | A | - | - |
| University/College Campuses | A | A | - | - |
| Arts and Cultural | R | A | - | - |
| Medical | R | R | - | - |
| Historic ⁴ - | | | | |

A = This type of mixed-use development is generally appropriate within this specific form of development

R = This type of mixed-use development should be regulated to ensure that it is compatible with this specific form of development

¹ = Limitations on residential densities within the coastal high hazard area and the coastal storm area may restrict residential development

² = The general forms of development that comprise the urban land use morphology in Pinellas County are described in the Definition Section of the Future Land Use and Quality Communities Element

³ = Development policies specific to scenic/non-commercial corridors place additional requirements for locating mixed use development along these corridors

⁴ Appropriate types of mixed use development will depend upon the historic development pattern within the district.

In addition to using Table 1, appropriate locations for large-scale or neighborhood-scale mixed use development shall be determined based on a balancing of the guidelines listed below that are applicable to the area under consideration, and the appropriate location for transit oriented development shall be based on the requirements listed at the end of the following guidelines:

LARGE-SCALE MIXED-USE PROJECT OR MIXED-USE AREA

1. The location can serve as a walkable destination for nearby areas.
2. There is adequate infrastructure existing or planned that serves the proposed location, including a transportation network that will meet the mobility needs of all principal modes of travel including bicycling, walking and transit as well as motor vehicles.
3. There are transportation choices other than privately-owned vehicles that service the proposed location. At least one of the following public transit services is available to serve the proposed mixed-use development:
 - a. The location is served, or is scheduled to be served within 6 months, by enhanced bus service with no more than 15 minute headways during morning and evening rush hours. Service by more than one bus route is preferred, and the presence of a public or private circulator system that serves the location and has a service interconnection with the bus system may improve the location's suitability for mixed-use development.
 - b. The location is served by a Bus Rapid Transit (BRT) route that is in operation or that has been selected for BRT service through the MPO process and there is a firm funding commitment to establish BRT and have it operational within 5 years.
4. The location has direct access or is in close proximity to a segment of the countywide or a local multi-use path or trail system.
5. The location can accommodate a mix of land uses, including a residential component, that are able to blend with surrounding uses without juxtaposing incompatible uses or building types.
6. The mixed-use development will create opportunities for providing a mix of housing types in a range of prices, a certain percentage of which will meet the County's affordable housing criteria.
7. The mixed-use development can accommodate one or more of the County's targeted industries or businesses.
8. The mixed-use development is of sufficient size to allow a decrease in density/intensity from the center of the mixed-use development to the periphery that is compatible with the surrounding land uses.

9. The mixed-use development will provide services (e.g. services such as convenience groceries, dry cleaners, and personal care) and amenities within walking distance of residential development within the mixed use project or area or of residents in the surrounding community, if applicable.
10. Compatibility of mixed-use development with other goals, objectives, and policies of the Pinellas County Comprehensive Plan.
11. The relationship of the mixed-use development to plans of other local governments and the Regional Planning Council, to the Countywide Plan, and to the strategies in Pinellas by Design.

NEIGHBORHOOD-SCALE MIXED-USE PROJECT OR MIXED-USE AREA

1. The location can serve as a walkable destination for nearby areas.
2. There is adequate infrastructure existing or planned that serves the proposed location, including a transportation network that will meet the mobility needs of all principal modes of travel including bicycling, walking and transit as well as motor vehicles.
3. The location can accommodate a mix of land uses, including a residential component, that are able to blend with surrounding uses without juxtaposing incompatible uses or building types.
4. The mixed-use development is of sufficient size to allow a decrease in density/intensity from the center of the mixed-use development to the periphery that is compatible with the surrounding land uses.
5. The mixed-use development will provide or have access to services (e.g. services such as convenience groceries, dry cleaners, and personal care) and amenities within walking distance of residential development within the mixed use project or area or of residents in the surrounding community, if applicable.
6. Compatibility of mixed-use development with other goals, objectives, and policies of the Pinellas County Comprehensive Plan.
7. The relationship of the mixed-use development to plans of other local governments and the Regional Planning Council, to the Countywide Plan, and to the strategies in Pinellas by Design.

TRANSIT ORIENTED DEVELOPMENT

Transit oriented development shall be located within an easy walking distance (roughly ½ mile) of transit stations that are part of a rail or fixed-guideway system as established in the Pinellas County Metropolitan Planning Organization's Long-Range Transportation Plan. The specific station locations are determined through a multi-agency process for transit

corridor planning that is based on the Federal Transit Administration planning process in Pinellas County.

- 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.
- 1.3.3. Policy: Pinellas County shall establish the Community Redevelopment District- Activity Center Future Land Use Map category to recognize those areas of the County that are appropriate locations for mixed use development that serve as community focal points of commerce, employment, and housing.
- 1.3.4. Policy: Use of the Community Redevelopment District-Activity Center Future Land Use Map (FLUM) category shall require a special area plan approved by the Board of County Commissioners. The special area plan shall, at a minimum, address the following:
- a. Permitted uses and locational criteria;
 - b. Density and intensity standards;

- c. Provisions for mixed use;
- d. Design guidelines, if any;
- e. Provisions for affordable housing and employment, if any;
- f. Provisions that achieve a walkable area;
- g. Impacts on public services and facilities;
- h. Integration with planned and existing mobility systems;
- i. Integration and compatibility with the surrounding community;
- j. Incentives that may be offered to encourage development that has an overall community benefit; and
- k. Consistency with the Pinellas County Comprehensive Plan.

- | | | |
|--------|---------|---|
| 1.3.5. | Policy: | Special area plans, as described in Policy 1.3.4., and the County's land development regulations as they apply to the Community Redevelopment District-Activity Center FLUM category may require that, in order to exceed an established base residential density or intensity of use, a project shall provide public benefits and amenities that support one or more of the objectives listed in Objective 1.3. Pinellas County would determine what public benefits and amenities would be acceptable for receiving additional development rights, and the extent of those additional development rights. |
| 1.3.6 | Policy: | Special area plans, as described in Policy 1.3.4., and the County's land development regulations as they apply to the Community Redevelopment District-Activity Center FLUM category may require that development above an established base residential density or intensity of use rely upon the transfer of development rights from other properties to the subject property or properties. |
| 1.3.7 | Policy: | Mixed-use development shall enhance, and not compromise, the integrity and viability of existing and planned residential neighborhoods. |
| 1.3.8. | Policy: | Mixed-use development shall create a strong sense of community identity through consideration of such mechanisms as optional and/or required urban design and architectural design criteria, recognizing historic setback patterns and lot sizes, the creation of |

places that are oriented to the pedestrian and alternative modes of travel such as bicycle use, providing greenspace and landscaping in public spaces, and other appropriate mechanisms that may be specific to a particular location.

- 1.3.9. Policy: When considering a Future Land Use Map amendment to designate a Community Redevelopment District-Activity Center, implementation of Policy 4.2.4. of the Future Land Use and Quality Communities Element shall take into consideration the area's historic development pattern, the interrelationship of the proposed designation with the surrounding community, whether the proposed Community Redevelopment District-Activity Center has historically served as a community focal point, the impact on traffic patterns resulting from mixed use development and an emphasis on pedestrian activity and non-motorized modes of travel, and the ability of the surrounding road network to distribute vehicle trips away from road corridors experiencing congestion problems.
- 1.3.10. Policy: In association with the update to the Land Development Code, Pinellas County shall identify proposed amendments to the Land Development Code to include mixed-use development standards to achieve the intent expressed in Objective 1.3. The proposals shall also consider additional code amendments to implement recommendations in *Pinellas by Design* and the livable community objectives and policies under Goal 2 of this element.
- 1.3.11. Policy: In association with the update to the Land Development Code, Pinellas County in coordination with the Pinellas County Metropolitan Planning Organization shall recommend parking standards for mixed-use development.
- 1.3.12. Policy: Pinellas County will amend its land development regulations as determined appropriate based on the recommendations from Policy 1.3.11.
- 1.3.13. Policy: The Residential/Office Limited, Residential/Office General, Residential/Office/Retail, and Community Redevelopment District-Activity Center land use categories shall require a mixture of uses distributed as follows within each category: Residential (5 percent to 30 percent), and Non-residential (70 percent to 95 percent).
- 1.3.14. Policy: The Transit Oriented Development (TOD) land use categories, with the exception of the TOD – RC- E category, shall require a

mixture of uses distributed as follows: Residential (20 percent to 75 percent), and Non-residential (25 percent to 80 percent).

SECTION IV: GOAL 4 AND THE ASSOCIATED OBJECTIVES AND POLICIES OF THE FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN ARE AMENDED TO READ AS FOLLOWS:

GOAL FOUR: PINELLAS COUNTY SHALL WORK TOWARD A LAND USE PATTERN THAT CAN BE SUPPORTED BY THE AVAILABLE COMMUNITY AND PUBLIC FACILITIES THAT WOULD BE REQUIRED TO SERVE THAT DEVELOPMENT.

4.1. Objective: The Pinellas County Concurrency Management System will insure the compatibility of all proposed development with the capacities of the existing and planned support facilities for which a level of service standard has been adopted in this plan.

4.1.1. Policy: The Concurrency Management System will ensure proposed development to be considered for approval shall be in conformance with existing and planned support facilities for which a level of service standard has been adopted and that such facilities and services are available, at the adopted level of service standards, concurrent with the impacts of development.

4.1.2. Policy: On an annual basis, the Local Planning Agency of the Board shall develop and recommend adoption of a concurrency test statement that assesses the demands of existing and committed development upon support facilities.

4.2. Objective: The Concurrency Management System, applicable policies within the Pinellas County Comprehensive Plan, and the standards and the locational and use characteristics as set out in the Future Land Use Category Descriptions and Rules of the Future Land Use and Quality Communities Element comprise the County's program in which development shall be coordinated with the availability of public and private utilities.

4.2.1. Policy: Land use location and intensity shall be accurately defined and monitored through the Concurrency Management System, the Future Land Use and Quality Communities Element, including Policy 1.2.1., to ensure coordination with the availability of facilities and services.

4.2.2. Policy: Pinellas County's Land Development Regulations shall require developers to submit their proposed development plans to the affected public utilities, who will in turn submit to the County,

prior to the County's issuance of development orders or building permits, a statement of their ability to serve the proposed development.

- 4.2.3. Policy: When making decisions on requests to amend the Future Land Use Map (FLUM) or the Zoning Atlas (other than decisions on appropriate locations for mixed-use development and transit oriented development), Pinellas County shall review the potential impact on the transportation system by considering the following:
- Ability of the surrounding existing and planned transportation network to meet the mobility objectives of the Comprehensive Plan;
 - Capacity of the surrounding existing and planned transportation network to accommodate any projected additional demand; and
 - Extent to which the proposed FLUM amendment or rezoning furthers the intent of the Comprehensive Plan to improve mobility.
- 4.2.4. Policy: When making decisions on appropriate locations for mixed-use development and transit oriented development, Pinellas County shall use the guidelines in Policy 1.3.1 and Policy 1.3.9 of the Future Land Use and Quality Communities Element.
- 4.2.5. Policy: As a part of its water supply and water resource protection program, Pinellas County shall continue to implement its concurrency management system, to schedule capital improvements, and to make land use and development-related decisions that consider both existing and projected water demand as well as fiscal and environmental constraints.
- 4.3. Objective: Pinellas County Land Development Regulations shall require that the level of population density and development intensity in the coastal planning area shall be compatible with the evacuation capabilities provided for in the hurricane evacuation program.
- 4.3.1. Policy: In order to limit the exposure of residents and property to coastal hazards and not increase existing and planned demands on hurricane evacuation corridors and public shelters, the population density and development intensity within the coastal planning area shall be consistent with Objective 1.3 of the Coastal Management Element and the supporting policies.
- 4.4. Objective: The Pinellas County Concurrency Management System shall insure that building permits and development orders for developments of regional impact are not authorized unless the needed support facilities and services

are available or such authorization is conditioned on the availability of the facilities and services necessary to serve that development at the time it is needed.

- 4.4.1. Policy: Pinellas County's Concurrency Management System shall include, as a minimum, level of service standards for potable water, sanitary sewer, solid waste, drainage and recreation and open space.
- 4.5. Objective: Pinellas County's land development regulations shall be applied to ensure the availability of suitable land for utility facilities necessary to support development.
 - 4.5.1. Policy: The County shall maintain procedures in cooperation with utility companies by which the utilities are informed of development occurring in the County.
 - 4.5.2. Policy: Public utilities shall be permitted in all future land use categories including planned residential developments and developments of regional impact provided the performance standards in the Power Plant Siting Act, Transmission Line Siting Act, Pinellas County Future Land Use and Quality Communities Element, Pinellas County Zoning Regulations, and any other applicable land development regulations are met.
- 4.6. Objective: Development and redevelopment activities along U.S. Highway 19 shall be consistent with state and local efforts to provide an efficient north/south limited access highway corridor within Pinellas County.
 - 4.6.1. Policy: Mixed-use development, as provided in the Residential/Office/Retail future land use designation, shall continue to be the preferred land use pattern along U.S. Highway 19. The restrictive floor area ratio and residential density requirements of this designation shall be utilized to limit the impact of development upon the traffic carrying capacity of U.S. Highway 19.
 - 4.6.2. Policy: The number of curb cuts on U.S. Highway 19 providing access to businesses and other development located along this corridor shall be kept to a minimum by requiring new development and redeveloped sites to provide access to adjacent projects whenever feasible.
 - 4.6.3. Policy: As part of the County's sector planning program, Pinellas County, in coordination with affected local governments and agencies, shall study the U.S. Highway 19 corridor in north Pinellas County to determine if changes to the adjacent land use pattern could enhance

both its function as a major commercial and employment corridor and as the primary north-south highway in the County.

4.7. Objective: 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.

4.7.1. Policy: Pinellas County shall, as a component of its Future Land Use and Quality Communities Element, establish and maintain consistency with the Countywide Future Land Use Plan and Rules.

SECTION V: 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 VI: 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 continue to implement its multi-modal impact fee ordinance to finance transportation management strategies necessitated by new development.

SECTION VII: 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 (gpcd)*

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 VIII: POLICY 1.5.4 OF THE CAPITAL IMPROVEMENTS ELEMENT OF THE PINELLAS COUNTY COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:

- 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 IX: 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 (PSTA), Pinellas Planning Council (PPC) and local governments concerning the implementation of the Pinellas County Mobility Plan and MPO corridor plans.

SECTION X: 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 system.

SECTION XI: 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. 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 then a 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 6-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
4. 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 XII: 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 XIII: LOCATION OF RECORDS

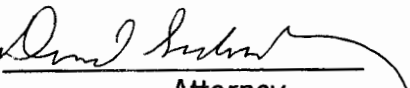
Pursuant to requirements of Section 125.68, Florida Statutes, this Ordinance to amend the Pinellas County Comprehensive Plan is incorporated into the Transportation Element of the

Pinellas County Comprehensive Plan, located at, and maintained by, the Clerk of the Pinellas County Board of County Commissioners.

SECTION XIV: 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
OFFICE OF COUNTY ATTORNEY

By 
Attorney

PINELLAS COUNTY MOBILITY PLAN SUMMARY REPORT

In September, 2013, the Pinellas County Mobility Plan Report was approved by the Metropolitan Planning Organization (MPO). This action endorsed a countywide framework for managing the traffic impacts of development projects while increasing mobility for pedestrians, bicyclists, transit users and motor vehicles through local site plan review processes. The Mobility Plan also seeks to further local plans to develop a multi-modal network and to reduce demand on single occupant vehicle travel throughout Pinellas County. This report is intended to present a summary discussion of the Mobility Plan related to its development, objectives and contents.

Growth Management Legislation

The Florida Legislature passed Senate Bill 360, the Florida Community Renewal Act, into law in 2009. The Act amended Florida's growth management law, Chapter 163, Florida Statutes. It designated eight counties, including Pinellas, as dense urban land areas (DULAs). The Act effectively removed State-mandated transportation concurrency management requirements in these designated areas. It also provided local governments within DULAs the option of establishing mobility plans and fees as growth management tools to be utilized in place of traditional concurrency management regulations. Following passage of the Community Renewal Act, the MPO began working with the County's local governments to develop a county-wide mobility plan and fee system as a replacement to local transportation concurrency management systems.

With the mobility fee provisions in Senate Bill 360, local governments were enabled to utilize a "pay and go" alternative to mitigation requirements applied to development projects as necessary to maintain adopted level of service (LOS) standards on impacted transportation facilities. The University of South Florida Center for Urban Transportation Research (CUTR) prepared the *Evaluation of the Mobility Fee Concept* in November, 2009 for the Florida Department of Community Affairs and the Florida Department of Transportation. The report provided a methodology for establishing a mobility fee.

Mobility Plan Development

To develop a mobility plan and fee methodology as provided for in Senate Bill 360, the MPO's Technical Coordinating Committee (TCC) formed the Mobility Plan Task Force in October, 2009. Comprised of planning staff from the County's local governments, Pinellas Suncoast Transit Authority (PSTA), Pinellas Planning Council (PPC) and the Florida Department of Transportation (FDOT) District 7 Office as well as citizen and business representatives, the Mobility Plan Task Force began meeting in January, 2010. The Task Force meetings were discontinued temporarily in August, 2010 after Senate Bill 360 was ruled unconstitutional by a Leon County circuit court. In response to the ruling, the bill was modified in the 2011 Florida Legislative Session and re-introduced and adopted as House Bill 7207, the Community Planning Act. This Act furthered the intent of Senate Bill 360 by removing State imposed concurrency management

requirements for all local governments in Florida. The Task Force resumed meeting in June, 2011 after the conclusion of the legislative session.

With the repeal of the concurrency mandate, House Bill 7207 provided local governments with an open slate in terms of their procedures for managing growth. The Bill encouraged the implementation of creative strategic approaches aimed at increasing mobility and managing growth, including the development of “mobility fees”. The objective of the Task Force in this effort was to create an approach that achieved the following:

- Improved efficiency of local site plan review processes in the application of growth management requirements;
- Consistency in the application of growth management requirements across jurisdictional boundaries;
- Furthering of the mobility goals of the local governments;
- Addressing the transportation impacts of development projects effectively and equitably; and
- Furthering the emphasis on multi-modal transportation embraced by local comprehensive plans as well as the MPO Long Range Transportation Plan (LRTP).

Rather than create a mobility fee, the Mobility Plan Task Force endorsed the idea of utilizing the County’s impact fee program to fund projects designed to improve travel conditions for bicyclists, pedestrians, transit users, and motorists. In addition, they supported a growth management process enabling local governments to address the impacts of moderate to large scale development projects through the implementation of multi-modal strategies and improvements commensurate with their transportation impacts. The combination of utilizing impact fees and a growth management process that addresses moderate to large scale development projects is central to the Pinellas County Mobility Plan.

Multi-modal Impact Fees

As called for in the Mobility Plan, the countywide Transportation Impact Fee Ordinance (TIFO) will be renamed the Multi-modal Impact Fee Ordinance to recognize that monies generated through these fees are intended to be used to fund improvements serving all principal modes of travel. These include walking, bicycling and transit as well as automobile use. In accordance with the terms of the Ordinance, the improvements must provide a capacity benefit to the major road network, either by infrastructure expansion or by lessening the demand for single occupant vehicle travel. They must also be consistent with the MPO Long Range Transportation Plan and local comprehensive plans. Other than the name change, the Mobility plan does not require any modifications to the TIFO, which has been in effect since 1986, and will continue to be applied countywide.

Impact fees that have been applied pursuant to the Pinellas County TIFO are “consumption-based” in that new development is assessed based on the value of the increment of a transportation facility needed to serve it. The other common approach to calculating impact

fees is improvement-based, whereby fees are based on the total cost of transportation improvement needs identified within a defined area or district. Developers pay a percentage of the total costs based on the number of vehicle trips their project generates.

Shown below is the impact fee formula that has been applied in Pinellas County. A table of land use categories with corresponding trip generation rates (TGR), percent new trips (NT) and trip lengths (TL) are included within Schedule A and Schedule B of the Ordinance. Schedule B is a discounted rate schedule applied in downtown districts. There are eight downtown districts located in Oldsmar, Palm Harbor, Dunedin, Safety Harbor, Clearwater, Largo, Pinellas Park and St. Petersburg. The reduced rates are based on trip generation data showing that, due to the concentration and mix of land uses in these areas, they produce less vehicle trips.

Current Transportation Impact Fee Calculation Formula

$$\text{TGR} \times \% \text{NT} \times \text{TL} \times \text{CST (RF)} / \text{CAP} \times 2$$

Where:

TGR = Trip generation rate, as per fee schedule

%NT = Percent new trips

TL = Average trip length, varies by land use

CST = Cost to construct one-lane mile of roadway (\$2,216,466.00)

CAP = Capacity of one-lane mile of roadway (6,900 vehicles per lane, per day)

2 = Allocation of one-half the impact to the origin and one-half to the destination

RF = Reduction factor (.268)

Percent NT and TL figures are derived from independent study data. Trip generation rates are based on the *Institute of Transportation Engineers (ITE) Manual* as well as independent studies. The cost of construction for one-lane mile of roadway is based on FDOT published estimates and the capacity figure is based on FDOT's *Generalized Annual Average Daily Volumes for Florida's Urbanized Areas* published in their Quality/Level of Service Manual. The reduction factor (RF) was established as a discretionary adjustment when the TIFO was initially adopted to provide a discount for development projects on the fully allocated impact fee cost of their projects. Using the impact fee for a single family home as an example, applying the fully allocated rate would result in a cost of \$32,497 to the fee payer. With the reduction factor applied, the cost is \$2,066, bringing the fee into proximity with that of other Florida counties.

The Ordinance requires a review of the fee schedule and the calculation formula variables every two years. The biennial review is carried out through the MPO planning process. Adoption of proposed amendments to the Ordinance is the responsibility of the Pinellas County Board of County Commissioners. This action relies on a recommendation of approval from the MPO.

Managing Development Impacts

The Pinellas County Mobility Plan seeks to allow local governments to manage moderate to large scale projects through the application of development requirements in addition to, in-lieu of or as credit toward their multi-modal impact fee assessment. These requirements are applied through local government land development codes and site plan review processes.

“Moderate to large scale” development projects impacting roads with deficient operating conditions are classified in the Mobility Plan as either Tier 1 or Tier 2. Tier 1 projects include those that generate between 51 and 300 new peak hour trips. Development projects generating more than 300 new peak hour trips are classified as Tier 2. “Deficient” roads operate with peak hour LOS E or F conditions and/or volume-to-capacity of 0.9 or higher. Volume-to-capacity (V/C) ratio is a measure of the saturation level of a roadway, expressing existing traffic volumes as a percentage of roadway capacity.

The Mobility Plan requires developers of Tier 1 and 2 projects to submit a transportation management plan (TMP) to the applicable local government during the site plan review process. Transportation management plans must address development impacts while increasing mobility and reducing the demand for single occupant vehicle travel. Listed below are strategies that can be identified in a TMP. The cost of transportation improvements or strategies included in a TMP would be creditable toward the multi-modal impact fee assessments of development projects. If the cost of the TMP meets or exceeds the assessment, the development project would not be subject to payment of the fee.

Transportation Management Plan Strategies

- Access management improvements:
 - Acceleration/deceleration lane;
 - Reduction of driveways; and
 - Shared driveways/cross access easements with neighboring properties.
- Intersection capacity improvements, such as signal timing and turn lane storage capacity
- Provision of transit accommodations developed in coordination with PSTA:
 - New or enhanced transit stop(s) or shelter(s);
 - Walkways connecting transit stops to the principle building(s);
 - Bus pull-off area(s); and
 - Dedication of park and ride parking spaces.
- Provision of pedestrian accommodations:
 - Sidewalks along all street frontages;
 - Sidewalk/walkway connecting building entrance with frontage sidewalk;
 - Other pedestrian treatments in parking areas; and
 - Other sidewalks connecting to adjacent neighborhoods.

- Provision of bicycle accommodations, such as, but not limited to:
 - Bicycle rack(s);
 - Trail improvement; and
 - Bicycle lane installation.
- Implementation of transportation demand management strategies:
 - Ridesharing programs;
 - Flexible work hours; and
 - Telecommuting.
- Provision of traditional neighborhood site design features:
 - Orientation of building toward street
 - Parking oriented to side or rear of building; and
 - Building entry on street.
- Pedestrian shade accommodations such as awnings over sidewalks and other outdoor walkways, and tree plantings providing canopy
- Site design that minimizes cut-through traffic on neighborhood streets by encouraging vehicular traffic to utilize the major road network to travel to or from the site, utilizing local roads only for immediate site access.

Developers of Tier 2 projects are required to conduct a traffic study and submit an accompanying report. The report must include the results of the study and a transportation management plan identifying improvements necessary to manage the impacts of their project as identified in the traffic study. The report is subject to review and approval during the site plan review processes by the applicable jurisdiction. The cost of the transportation management plan strategies can be applied as credit toward the development's multi-modal fee assessment or payment of the fee could be combined with a transportation improvement/strategy as part of the transportation management plan. It should be noted that, in accordance with House Bill 7207, developers can only be required to address the impacts associated with their project rather than any pre-existing traffic congestion or deficient level of service conditions. Shown below are examples of development projects that meet the threshold of the Tier 1 and 2 categories under the Mobility Plan.

Examples of development projects that would generate 51 peak hour trips (Tier 1) shown below.

- 55 single family homes
- 35,076 square foot general office
- 11,335 square foot general commercial
- 81,677 square foot general industrial

Examples of development projects that would generate 301 peak hour trips (Tier 2) shown below.

- 330 single family homes
- 298,393 square foot general office
- 68,035 square foot general commercial
- 490,217 square foot general industrial

Development projects that generate less than 51 new peak hour trips are required to pay a multi-modal impact fee based on the proposed land use. They are not required to submit a transportation management plan or traffic study. A traffic study and corresponding transportation management plan for a land development project generating more than 50 new peak hour trips outside a deficient road corridor may be required. This would be the case if through the site plan review process it is determined that operational improvements such as intersection or median modifications are necessary to accommodate the additional trips generated by the proposed land use.

Mobility Plan Improvements

Projects funded by multi-modal impact fee revenues need to be identified in a local comprehensive plan or the MPO LRTP and/or must be consistent with and further the goals and objectives of these plans. The LRTP identifies a countywide network of existing and planned sidewalk, trail and bicycle lanes developed as part of the MPO Bicycle Pedestrian Facilities Element. Regarding transit, the LRTP identifies a planned network that includes express service and bus rapid transit (BRT) on its existing core routes where headways will be reduced to 15 minutes or less and a rail system extending from downtown St. Petersburg to the Gateway/Carillon area in mid-county to downtown Clearwater and providing for a future connection from Gateway/Carillon to Tampa. Road improvement needs identified in the LRTP are primarily "enhancement" projects that involve intersection modifications (e.g., addition/extension of turn lanes) as well as the addition of curb and gutter, sidewalks and bike lanes. The LRTP is based on the policies and improvement needs of the local comprehensive plans. These types of projects and others that support their implementation such as bus stop amenities along a route planned for improvement can be funded with multi-modal impact fee revenue. In accordance with the Mobility Plan, particular emphasis is placed on funding multi-modal projects that increase the mobility of pedestrians, bicyclists and transit users while reducing demand on single-occupant vehicle travel. It should also be noted that the Mobility Plan does not support the use of impact fee revenue for operations funding or for improvements that are standard requirements of local site plan review processes.

Summary

The Mobility Plan provides Pinellas County's local governments with a new approach for managing growth as it relates to the transportation impacts of development projects. The Plan revolves around utilizing the established framework of the TIFO, which has provided a countywide uniform approach to the assessment, collection and expenditure of transportation impact fees since 1986. It also replaces traditional concurrency management systems based on maintaining roadway LOS standards with a more flexible approach that draws from existing practices in Pinellas County. Lastly, the Plan promotes multi-modal transportation and greater consistency among local governments in the application of growth management requirements through their site plan review processes.

Another advantage of utilizing the TIFO is that by affording developers credit for pre-existing uses, it encourages redevelopment and re-use of existing structures. It also encourages redevelopment activity in downtown districts where more density is desired with lower fees. It should be noted that the Ordinance doesn't allow for waiving or lowering impact fee rates on development projects without supporting technical data. Such data would need to show that the trip characteristics of the development warrant a lower fee or waiver. If a local government wishes to reduce or waive impact fees for certain developments in situations where such action isn't warranted by technical data, they need to subsidize the fees.

In terms of growth management procedures, the Mobility Plan shifts the focus from roadway LOS, which was central to traditional concurrency, to improving mobility through the implementation of multi-modal improvements and strategies. It also enables local governments to provide a pay and go option for development projects not determined to have a significant impact on the surrounding road network. This provides for a more efficient and consistent review process across the County.