

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



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

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

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

**PLANNING STAFF RECOMMENDATION:**

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

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**OVERVIEW:**

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implement transportation concurrency, including adopted level of service standards for transportation facilities, was repealed.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

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

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

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

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

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

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

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

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

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

## **SUMMARY**

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

## **CONSISTENCY WITH COMPREHENSIVE PLAN:**

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

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

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

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

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

#### *Provide Realistic Mobility and Transportation Choices*

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

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

#### **TRANSPORTATION ELEMENT:**

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

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

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

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

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

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

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

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

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

**INTERGOVERNMENTAL COORDINATION ELEMENT:**

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

# **ATTACHMENT A**

Proposed Ordinance