

# **City of Clearwater**

## **Mission Statement**

The Mission of the City of Clearwater is to provide cost effective municipal services and infrastructure necessary for a high quality of life for all our citizens.

## **Vision Statement**

Sparkling Clearwater is a uniquely beautiful and vibrant waterfront community that is socially and economically diverse, that reinvests in itself, and is a wonderful place to live, learn, work and play.

# City of Clearwater Comprehensive Plan - 2008

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## A. FUTURE LAND USE ELEMENT

### INTRODUCTION

The purpose and intent of the Future Land Use Element is to provide a framework for land use and zoning decisions. It establishes the allowable use, intensity and density of land and provides for consistency between land use classifications and zoning atlas districts. Additionally, this element provides for a citywide design structure consisting of a hierarchy of places and the linkages between them to guide future development. Since Clearwater is effectively built-out, the element provides for sustainable redevelopment and infill development, as well as neighborhood preservation. Goals, objectives and policies are designed to preserve and enhance community character and quality of life, while ensuring the continued economic vitality of the community. The City of Clearwater's planning horizon for the Comprehensive Plan is 2018.

### Future Land Use Needs Summary

The following summarizes the Future Land Use Element:

- Clearwater has two (2) main natural resources, a moist, sub-tropical climate and buildable land. With gradual variations in topography from sea level to one hundred three (103) feet, we have mostly well drained sandy soils with pockets of wetlands. There are natural drainage ways to Clearwater Harbor and Tampa Bay. The virgin landscape presented relatively few obstacles to development, and urbanization occurred rapidly throughout the 1960s and 1970s. The supply of buildable land has been depleted. City policies will have to compensate for the scarcity of land.
- Vacant developable land in Clearwater has been reduced from approximately 1,034 acres in 1989, to approximately 600 acres in 1996, and then further reduced to 420 in 2005. Most of these parcels are less than one acre in size. Infill development, urban conservation, and urban renewal strategies will continue to be prevalent in implementing Clearwater's plan.
- In 2005, residential was the largest category of land use within the City of Clearwater (approximately 7,072 acres). Commercial was the second largest category of land use within the City (approximately 1,762 acres), followed by Recreation/Open Space (approximately 1,717 acres) and Public/Semi Public (approximately 1,417 acres)
- Since 1989, the majority of the amendments made to the Future Land Use Map have involved parcels under one acre in size.
- Clearwater has 6.98 times more land devoted to open space / recreation uses such as golf courses than industrial use (1,717 vs. 246 acres). The economic base of the City is tourism, retirement income, retailing and services. These sectors of the economy need to be maintained and enhanced.
- Clearwater is the third largest City in the metropolitan area; it is a net importer of labor, and a focus of shopping, health care, recreation and office employment. The transportation system must be maintained and improved to connect the region's urban centers and support economic growth objectives.
- Clearwater provides a full spectrum of urban public services and utilities. There are relatively few areas of service deficiencies. The City continues to implement and address expansion of key arterial and collector streets, drainage improvements for enhanced stormwater quality and conveyance, and upgrading wastewater treatment levels.
- Within the Clearwater Planning Area, there is a significant amount of land located in enclaves and

unincorporated areas located along the City's boundaries. Approximately 3,700 acres of land within the Planning Area is available for annexation.

- Clearwater's redevelopment plans will continue the evolution of a multi-faceted, multi-model City with tourism being a major industry impacting the City's economic base.
- As of August, 2006, the City's Unsafe Structures Program has resulted in either the demolition or full code compliance of over 1,020 structures. Due to the age of much of the City's commercial and residential structures, this program must be continued as a means of combating urban blight and spurring redevelopment.
- In 2007, the voters of Pinellas County approved a referendum to continue the Local Government Infrastructure Surtax (LGIS), or better known as the "Penny for Pinellas". The "Penny for Pinellas" provides funding for infrastructure improvements within the City of Clearwater.
- Clearwater has a current population of approximately 110,831 people. Seasonal residents add about 10,110 people during the winter months. The permanent population is projected to increase to 120,028 by the year 2018.
- Clearwater will continue to protect historic resources and properties through the implementation of the City historic designation process.
- Coordination among governments, business, and civic groups continues to be necessary to implement comprehensive plan objectives.
- The planning horizon for the City's Comprehensive Plan is 2018. This is a 10-year plan as per Chapter 163, F.S. and 9J-5.005(4), F.A.C., following adoption of City Ordinance Number 7993-08 on December 18, 2008.

## GOALS OBJECTIVES AND POLICIES

### **A.1 GOAL - THE CITY OF CLEARWATER SHALL CONTINUE TO PROTECT NATURAL RESOURCES AND SYSTEMS THROUGHOUT THE CITY AND ENSURE THAT THESE RESOURCES ARE SUCCESSFULLY INTEGRATED INTO THE URBAN ENVIRONMENT THROUGH LAND DEVELOPMENT REGULATIONS, MANAGEMENT PROGRAMS, AND COORDINATION WITH FUTURE LAND USE INTENSITIES AND CATEGORIES.**

**A.1.1 Objective - On an ongoing basis, natural resources and systems shall be protected through the application of local, state, and regional regulations, mitigation and management plans, and permitting procedures as well as through locally instituted land purchase programs focusing on environmentally sensitive properties and significant open space areas.**

#### Policies

- A.1.1.1 Any permanent and temporary alteration of Department of Environmental Protection (D.E.P.) jurisdictional or non-jurisdictional wetlands, the jurisdictional wetlands of the Southwest Florida Water Management District (SWFWMD), beach dunes, sensitive soils, or other natural systems shall be prohibited unless such alteration is fully consistent with all local, state, and federal regulations, mitigation and management plans, and permitting procedures that may be applicable, including the wetland vegetative buffer requirement of the City's Community Development Code.
- A.1.1.2 No development which has the potential to discharge toxic chemicals (solvents, contaminating fluids, acids, etc.) may be permitted within one thousand (1,000) feet of a City water well, unless provision is made to store chemical containers in an enclosure approved by the City and a wellhead protection permit is obtained.
- A.1.1.3 Environmentally sensitive wetlands subject to Department of Environmental Protection (DEP) jurisdiction and the jurisdictional wetlands of the Southwest Florida Water Management District (SWFWMD) shall be designated by "Preservation" (P) zoning and prevented from being built upon except as permitted by the Preservation Zoning District.
- A.1.1.4 The provisions of the City of Clearwater Wellhead Protection Ordinance shall be strictly implemented in order to protect a major source of the City's potable water, with the Engineering Department serving as the chief implementing local agency.
- A.1.1.5 Stormwater shall be controlled through consistent application of local, state, and federal regulations, mitigation and management plans, and permitting procedures for both site-specific and basin-level development plans.
- A.1.1.6 All development and/or redevelopment activities in floodways and floodplains shall be controlled through consistent application of local, state, and federal regulations, mitigation and management plans, and the permitting process.
- A.1.1.7 New development or redevelopment in the Coastal High Hazard Area shall be permitted consistent with F.E.M.A. and City Guidelines.
- A.1.1.8 Mitigation plans for alteration of non-jurisdictional wetlands, beach dunes, swamps, marshes, streams, creeks, one hundred (100) year flood plains, or lakes

shall require not less than a 1:1 ratio of mitigation land (on- or off-site) as approved by the Engineering Department and/or City Council, and in coordination with the Southwest Florida Water Management District (SWFWMD).

- A.1.1.9 The effects of erosion shall be carefully controlled through local permitting and construction standards, procedures and regulations, and through the development of local and regional erosion control management programs.
- A.1.1.10 The Community Development Code shall provide for on-site drainage detention and/or retention or payment in lieu thereof for compatibility with community master drainage plans.

**A.1.2 Objective – Population densities in the coastal storm areas are restricted to the maximum density allowed by the Countywide Future Land Use Designation of the property, except for specific areas identified in *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines*, in which case densities identified in *Beach by Design* shall govern. All densities in the coastal storm area and shall be consistent with the Pinellas County Comprehensive Emergency Management Plan and the Regional Hurricane Evacuation Study.**

Policies

- A.1.2.1 The City shall require new or redeveloped overnight accommodations uses located within the City's coastal storm area to have a hurricane evacuation plan, approved by the City, for all guests. This plan shall require the commencement of evacuation of hotel guests as soon as a hurricane watch is posted for the City.
- A.1.2.2 Continue to cooperate with the Tampa Bay Regional Planning Council and Pinellas County to meet the regional objectives for evacuation of permanent populations as well as other emergency concerns.

**A.2 GOAL – A SUFFICIENT VARIETY AND AMOUNT OF FUTURE LAND USE CATEGORIES SHALL BE PROVIDED TO ACCOMMODATE PUBLIC DEMAND AND PROMOTE INFILL DEVELOPMENT.**

**A.2.1 Objective – Public institutions, such as hospitals, parks, utility facilities and government facilities, shall be provided sufficient land area to accommodate identified public needs.**

Policies

- A.2.1.1 Utility facilities shall continue to be allowed in all City of Clearwater land use categories and zoning districts consistent with City regulations.
- A.2.1.2 Growth of Morton Plant hospital shall continue to be consistent with the Morton Plant Hospital Master Plan.

**A.2.2 Objective – Future Land Use in the City of Clearwater shall be guided by the Comprehensive Land Use Plan Map and implemented through the City's Community Development Code. Map categories are further defined in Policy #A.2.2.1 below.**

Policies

- A.2.2.1 Land Uses on the Comprehensive Land Use Plan Map shall generally be interpreted as indicated in the following table. The intensity standards listed in the table (FAR – floor area ratio; ISR – impervious surface ratio) are the maximum

allowed for each plan category, except where otherwise permitted by special area plans or redevelopment plans approved by the City Council. Consequently, individual zoning districts, as established by the City's Community Development Code, may have more stringent intensity standards than those listed in the table but will not exceed the maximum allowable intensity of the plan category, unless otherwise permitted by approved special area plans or redevelopment plans.

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PLAN CLASSIFICATION	PRIMARY USES PER PLAN CATEGORY	MAX. DENSITY / INTENSITY PER PLAN CATEGORY	CONSISTENT ZONING DISTRICTS	
Residential Estate (RE)	Very Low Density Residential	1 Dwelling Unit Per Acre; FAR 0.30; ISR 0.60	Low Density Residential (LDR)	
Residential Suburban (RS)	Low Density Residential	2.5 Dwelling Units Per Acre; FAR 0.30; ISR 0.60	Low Density Residential (LDR)	
Residential Low (RL)	Low Density Residential	5 Dwelling Units Per Acre; FAR 0.40; ISR 0.65	Low Density Residential (LDR); Low Medium Density Residential (LMDR)	
Residential Urban (RU)	Urban Low Density Residential	7.5 Dwelling Units Per Acre; FAR 0.40; ISR 0.65	Low Medium Density Residential (LMDR); Medium Density Residential (MDR)	
Residential Low Medium (RLM)	Low to Moderate Density Residential	10 Dwelling Units Per Acre; FAR 0.50; ISR 0.75	Mobile Home Park (MHP); Medium Density Residential (MDR)	
Residential Medium (RM)	Moderate to High Density Residential	15 Dwelling Units Per Acre; FAR 0.50; ISR 0.75	Medium Density Residential (MDR); Medium High Density Residential (MHDR)	
Residential High (RH)	High Density Residential	30 Dwelling Units Per Acre; FAR 0.60; ISR 0.85	Medium High Density Residential (MHDR); High Density Residential (HDR)	
Resort Facilities High (RFH)	High Density Residential/Overnight Accommodations	30 Dwelling Units Per Acre; FAR 1.2; ISR 0.95; 50 Overnight Accommodation Units Per Acre; FAR 1.2; ISR 0.95 (Base)	Tourist (T); High Density Residential (HDR); Commercial (C)	
		Overnight Accommodations: Less Than 1 Acre (Alternative)		70 Units Per Acre; FAR 2.0; ISR 0.95
		Overnight Accommodations: Between 1 and 3 Acres (Alternative)		90 Units Per Acre; FAR 3.0; ISR 0.95
		Overnight Accommodations: Greater Than 3 Acres (Alternative)		110 Units Per Acre; FAR 4.0; ISR 0.95
		Or as set forth in Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines, the special area plan governing Clearwater Beach adopted by Ord. No. 6689-01 and as amended.		
Residential/Office Limited	Low Density	7.5 Dwelling Units Per Acre; FAR 0.40; ISR 0.75	Office (O);	

PLAN CLASSIFICATION	PRIMARY USES PER PLAN CATEGORY	MAX. DENSITY / INTENSITY PER PLAN CATEGORY	CONSISTENT ZONING DISTRICTS
(R/OL)	Residential/Office		Low Medium Density Residential (LMDR)
Residential/Office General (R/OG)	Medium Density Residential/Office	15 Dwelling Units Per Acre; FAR 0.50; ISR 0.75	Office (O); Medium Density Residential (MDR)
Central Business District (CBD)	Residential; Office; Retail; Public/Semi-Public Uses as indicated in approved Redevelopment Plan	As set forth in the approved Redevelopment Plan	Downtown (D)
Transit Oriented Development (TOD)		Minimum and Maximum Intensity *	
Transit Station Area Type I: Urban Center Downtown	Residential; Office; Retail; Institutional; Public/Semi-Public	FAR 3.0-10.0 (40-100 Dwelling Units Per Acre) within 1/8 mile radius of the transit station	Transit Oriented Development**
		FAR 1.5-7.0 (40-100 Dwelling Units Per Acre) between 1/8 mile radius of the transit station and the station area boundary	
Transit Station Area Type II: Suburban Center	Residential; Office; Retail; Institutional; Public/Semi-Public	FAR 0.5-5.0 (30-50 Dwelling Units Per Acre)	Transit Oriented Development**
Transit Station Area Type III: Neighborhood Center	Residential; Office; Retail; Institutional; Public/Semi-Public	FAR 0.5-3.0 (10-20 Dwelling Units Per Acre)	Transit Oriented Development**
Transit Station Area Type IV: Complete Street Corridor	Residential; Office; Retail; Institutional; Public/Semi-Public	FAR 0.5-2.0 (10-20 Dwelling Units Per Acre)	Transit Oriented Development**
Residential/Office/Retail (R/O/R)	Residential; Residential Equivalent; Office; Retail; Overnight accommodation; Personal/Business Services	18 Dwelling Units Per Acre; FAR 0.40; ISR 0.85	Office (O); Commercial (C); Medium Density Residential (MDR)
		30 Overnight Accommodation Units Per Acre; FAR 0.40; ISR 0.85	

<b>PLAN CLASSIFICATION</b>	<b>PRIMARY USES PER PLAN CATEGORY</b>	<b>MAX. DENSITY / INTENSITY PER PLAN CATEGORY</b>	<b>CONSISTENT ZONING DISTRICTS</b>
Commercial Neighborhood (CN)	Office; Retail; Personal Service	10 Dwelling Units Per Acre; FAR 0.40; ISR 0.80	Commercial (C); Office (O)
Commercial Limited (CL)	Office; Retail; Overnight Accommodations; Personal Service	18 Dwelling Units Per Acre; FAR 0.45; ISR 0.85	Commercial (C); Office (O)
		30 Overnight Accommodation Units Per Acre; FAR 0.45; ISR 0.85	
Commercial General (CG)	Office; Retail; Personal Service; Overnight Accommodations; Wholesale; Warehouse	24 Dwelling Units Per Acre; FAR 0.55; ISR 0.90	Commercial (C); Office (O)
		40 Overnight Accommodation Units Per Acre; FAR 0.55; ISR 0.90	
Industrial Limited (IL)	Light Manufacturing; Overnight Accommodations; Research/Development; Wholesale; Warehouse	FAR 0.65; ISR 0.85	Industrial, Research and Technology (IRT)
		50 Overnight Accommodation Units Per Acre; FAR 0.65; ISR 0.85 [Subject to Master Development Plan requirements in Section 2.3.3.6.1 of the Countywide Plan Rules] (Base)	
		75 Overnight Accommodation Units Per Acre; FAR 1.5; ISR 0.85 [Subject to Master Development Plan requirements in Section 2.3.3.6.1 of the Countywide Plan Rules] (Alternative)	
Industrial General (IG)	Light and/or Heavy Manufacturing; Wholesale; Warehouse; Research/Development; Vehicular Salvage	FAR 0.75; ISR 0.95	Industrial, Research and Technology (IRT)
Recreation/Open Space (R/OS)	Public/Private Open Space and/or Recreation Facility; Beach/Water Access	FAR 0.25; ISR 0.60	Open Space/Recreation (OS/R)
Preservation (P)	Natural/Undeveloped Water Features; Beaches and Dunes	FAR 0.10; ISR 0.20	Preservation (P)
Institutional (I)	Public/Private Schools; Churches; Public Offices;	12.5 Dwelling Units Per Acre; FAR 0.65; ISR 0.85; Hospital Bonus Provision FAR 1.0 Subject to Bonus	Institutional (I)

PLAN CLASSIFICATION	PRIMARY USES PER PLAN CATEGORY	MAX. DENSITY / INTENSITY PER PLAN CATEGORY	CONSISTENT ZONING DISTRICTS
	Hospitals	Provisions Provided Below	
Transportation/Utility (T/U)	Airports; Marina; Utility Facilities	FAR 0.70; ISR 0.90	Institutional (I)
Transportation/Utility (T/U) Overlay	Utility transmission line located in an easement	FAR and ISR based on underlying plan classification; applicable to properties ten (10) acres or less in area	All categories
Water/Drainage Feature(s)	Water Body and/or Drainage Features	Submerged land; drainage feature (other than as an overlay) - No density/intensity allocation; for water bodies, applicable to those of three (3) or more acres in area	All categories
Drainage Feature Overlay	Drainage features	Density, FAR and ISR based on the underlying plan classification	All categories

**Notes:**

- \* The Transit Oriented Development (TOD) categories are assigned a minimum and maximum intensity standards measured in terms of floor area ratio (FAR) and inclusive of residential and non-residential square footage. If a development has a residential component, the residential use shall be limited to the dwelling units per acre ranges specified for each TOD category. Development intensity shall be greatest within a core of approximately 1/8<sup>th</sup> mile from the center of the transit station area and transition to lower intensities with increasing distance from the center.
- \*\* The general term for the zoning district “Transit Oriented Development” will be used until the station locations are determined and transit station area plans are developed, at which time the zoning district will be specific to the geographic location of the transit station area.
- \*\*\* FAR bonus provisions for hospital uses in the Institutional classification:
1. Hospital uses must be based on and subject to an approved final master plan or site plan; and
  2. The master plan or site plan must include any and all adjacent, contiguous, or touching property, structures, facilities, and uses, which are:
    - a. Attributable to common ownership; or
    - b. Part of a common plan of operation, administration, promotion, advertising, service, or business; or
    - c. Voluntarily sharing facilities or infrastructure; or
    - d. Used in any way in conjunction with the hospital use; and
  3. Where the municipal boundary of any adjoining local government is contiguous to or within 150 feet of the hospital use, the provisions set forth hereunder shall apply. The City shall approve the final master or site plan or any amendment thereto, subject to the following specific provisions:
    - a. The hospital use shall not exceed a FAR of 0.65 for the uses located within 150 feet of a municipal boundary of adjoining local government(s);
    - b. Adjoining local government(s) shall be given an opportunity to review and comment on the master plan or site plan, or any amendment thereto, as it applies to the property within 150 feet of the municipal boundary. This shall include the following:
      - 1) Transmittal of two copies of the master plan or site plan or any amendment thereto, to the adjoining local government(s) not less than 30 days prior to scheduled action by the City;
      - 2) The opportunity and specific process by which to provide comments and recommendations by the adjoining local government(s) so as to be timely and

- meaningfully considered by the City.
- c. Any proposed use within 150 feet of adjoining local government(s) shall be so designed and located as to consider specifically each of the following:
- 1) The height of any building or structure in relationship to the distance from adjoining property and buildings in the adjoining jurisdiction(s) to ensure minimum negative visual impact based on the standards for setback, separation distance and buffering in the adjoining local government(s).
  - 2) The separation distance and landscape buffer provisions for any vehicular use, storage, or service area or structure, consistent with the character and use of the adjoining property based on the standards for such buffer area in the adjoining local government(s).
  - 3) The landscape treatment, including the type, size and intensity of vegetative buffer areas consistent with the character and use of the adjoining property based on the standards for such landscape treatment in the adjoining local government(s).
  - 4) That no use shall constitute a nuisance with respect to noise, odor, air quality, fire or explosive hazard, vibration or electromagnetic interference based on the performance standards in the adjoining local government(s).



- A.2.2.2 Residential land uses shall be sited on well-drained soils, in proximity to parks, schools, mass transit and other neighborhood-serving land uses.
- A.2.2.3 Commercial land uses shall be located at the intersection of arterial or collector streets and should be sited in such a way as to minimize the intrusion of off-site impacts into residential neighborhoods. New plats and site plans shall discourage the creation of "strip commercial" zones by insuring that adequate lot depths are maintained and by zoning for commercial development at major intersections.
- A.2.2.4 Industrial land uses shall be located along arterial or major collector streets, with rail access if possible. Siting and operation of industrial land uses should not create adverse off-site impacts, particularly as these off-site impacts may degrade residential areas.
- A.2.2.5 Subdivision of land shall be consistent with and governed by the Comprehensive Plan objectives and policies regarding land use, transportation, conservation, and utility services.
- A.2.2.6 The Community Development Code shall provide for safe on-site traffic circulation and connections to adjacent arterial and collector streets consistent with Florida Department of Transportation and Institute of Traffic Engineers design guidelines.
- A.2.2.7 The City will provide density bonuses for affordable housing developments that demonstrate that a minimum of 15% of the total units are reserved as affordable housing units. Such bonuses shall not exceed 50% of the density permitted by the Future Land Use Map and shall not include properties located in the Coastal Storm Area. The density bonus shall be established by ordinance in the Community Development Code.
- A.2.2.8 All land use categories on the Future Land Use Map shall be consistent with the density and intensity standards and other standards contained in the Pinellas Planning Council *Countywide Plan Rules*, including criteria and standards for nomenclature, continuum of plan classifications and categories, use and locational characteristics, map delineation, other standards, and special rules.

**A.3 GOAL - THE CITY OF CLEARWATER SHALL ENSURE THAT ALL DEVELOPMENT OR REDEVELOPMENT INITIATIVES MEET THE SAFETY, ENVIRONMENTAL, AND AESTHETIC NEEDS OF THE CITY THROUGH CONSISTENT IMPLEMENTATION OF THE COMMUNITY DEVELOPMENT CODE.**

- A.3.1 Objective – All signage within the City of Clearwater shall be consistent with the Clearwater sign code, as found within the Community Development Code, and all proposed signs shall be evaluated to determine their effectiveness in reducing visual clutter and in enhancing the safety and attractiveness of the streetscape.**

Policies

- A.3.1.1 Commercial signs in Clearwater shall be restricted to discourage the proliferation of visual clutter, promote community aesthetics, provide for highway safety, and to allow the identification of business locations.
- A.3.1.2 Proliferation of billboards along major collector and arterial streets shall be prevented as is currently provided.

A.3.1.3 Sign identification of City parks and buildings shall be used as a positive example of aesthetic and legible site identification.

**A.3.2 Objective – All development or redevelopment initiatives within the City of Clearwater shall meet the minimum landscaping / tree protection standards of the Community Development Code in order to promote the preservation of existing tree canopies, the expansion of that canopy, and the overall quality of development within the City.**

Policies

**A.3.2.1 All new development or redevelopment of property within the City of Clearwater shall meet all landscape requirements of the Community Development Code.**

**A.4 GOAL - THE CITY SHALL NOT PERMIT DEVELOPMENT TO OCCUR UNLESS AN ADEQUATE LEVEL OF SERVICE IS AVAILABLE TO ACCOMMODATE THE IMPACTS OF DEVELOPMENT. AREAS IN WHICH THE IMPACT OF EXISTING DEVELOPMENT EXCEEDS THE DESIRED LEVELS OF SERVICE WILL BE UPGRADED CONSISTENT WITH THE TARGET DATES FOR INFRASTRUCTURE IMPROVEMENTS INCLUDED IN THE APPLICABLE FUNCTIONAL PLAN ELEMENT.**

**A.4.1 Objective - The City shall examine and upgrade the Concurrency Management and information system as appropriate for granting development permits. This system shall continue to consider the current, interim, and ultimately desired Levels of Service for roads, transit, water, sewer, garbage collection, public school facilities, and drainage systems and shall provide data on sub-sectors of the City in which service deficiencies exist or in which services are adequate to serve existing and planned new development. This level of service status will be considered and made part of the staff recommendation at the time of zoning, site plan, or plat approval. The level of service monitoring system shall be adjusted, at a minimum, annually to determine adequacy of service capacity.**

**Should a requested development permit result in approvals which would burden service systems above adopted levels, permission to proceed with the development will not be granted until the City has assured that adequate services will be available concurrent with the impacts of development.**

Policies

A.4.1.1 No new development or redevelopment will be permitted which causes the level of City services (roads, recreation and open space, water, sewage treatment, garbage collection, public school facilities, and drainage) to fall below minimum acceptable levels. However, development orders may be phased or otherwise modified consistent with provisions of the concurrency management system to allow services to be upgraded concurrently with the impacts of development.

A.4.1.2 The City shall recognize the overriding Constitutional principle that private property shall not be taken without due process of law and the payment of just compensation, which principle is restated in Section 163.3194 (4) (a), Florida Statutes.

**A.5 GOAL-THE CITY OF CLEARWATER SHALL IDENTIFY AND UTILIZE A CITYWIDE DESIGN STRUCTURE COMPRISED OF A HIERARCHY OF PLACES AND LINKAGES. THE CITYWIDE DESIGN STRUCTURE WILL SERVE AS A GUIDE TO DEVELOPMENT AND LAND USE DECISIONS WHILE PROTECTING THOSE ELEMENTS THAT MAKE THE CITY UNIQUELY CLEARWATER.**

**A.5.1 Objective – Establish the Hierarchy of Places as shown on Map A-14**

Policies:

- A.5.1.1 Identify Activity Centers: high intensity, high-density multi-use areas designated as appropriate for intensive growth and routinely provide service to a significant number of citizens of more than one county. Activity centers are proximate and accessible to interstate or major arterial roadways, and are composed of multiple destination points, landmarks and neighborhood centers and character features.
- A.5.1.2 Identify Destination Points: active man-made features that create community-wide interest in an area and draw people to them.
- A.5.1.3 Identify Multi - Neighborhood Shopping Centers and Surrounding Non-Residential Uses: commercial establishments that serve more than one neighborhood and these can be pedestrian friendly or automobile oriented.
- A.5.1.4 Identify Neighborhoods: geographically localized community located within the city.
- A.5.1.5 Identify Neighborhood Shopping Centers And Surrounding Non-Residential Uses: a limited number of commercial establishments that fulfill the basic needs of residents within one mile of the center.
- A.5.1.6 Identify Landmarks: passive natural or man-made features that are prominent or well-known objects in a particular landscape, as well as features and facilities that build pride in local residents.
- A.5.1.7 Identify Neighborhood Character Features: natural or manmade elements that give neighborhoods their distinct personalities.
- A.5.1.8 Protect community assets such as landmarks, destination points and neighborhood character features through the development review process.

**A.5.2 Objective – Define linkages as shown on Map A-14.**

Policies:

- A.5.2.1 Identify Gateways: entryways to the City of Clearwater.
- A.5.2.2 Identify Trails: paved, bicycle/pedestrian corridors designated and restricted to non-motorized traffic, built to standards that provide a high degree of safety, efficiency and comfort for the user, while reflecting the unique circumstances of the trail's location.
- A.5.2.3 Identify Designated Scenic Non-Commercial Corridors: specially designated roadway for which policies exist to preserve traffic capacity and to protect the aesthetic qualities of the roadway corridor as well as limiting commercial

development.

- A.5.2.4 Identify Scenic Corridors: areas in the City which have particular significance in terms of natural beauty or community character.
- A.5.2.5 Identify View Corridors: distant view or prospect, especially one seen through an opening, as between rows of buildings or trees.
- A.5.2.6 Identify Preservation Corridors: corridors or portions of corridors that need to be preserved for their unique character.
- A.5.2.7 Identify Redevelopment Corridors: those corridors or portions of corridors that need a character change or restoration to a better condition.
- A.5.2.8 Identify P-S-T-A- Routes: those corridors in the City of Clearwater along which the PSTA (Pinellas Suncoast Transit Authority) transit service operates.

**A.5.3 Objective – Use the city-wide design structure as a guide to preserve the existing character of certain corridors within the City of Clearwater.**

Policies:

- A.5.3.1 Preserve the residential character of the designated scenic non-commercial corridor of Belcher Road from Sunset Point Road to the northern City Limits.
- A.5.3.2 Maintain the mix of residential and commercial uses along Belcher Road from Countryside Boulevard to Northeast Coachman Road.
- A.5.3.3 Support the unique character of Belleair Road by maintaining the large lot residential character of the area and the unique tree canopy formed over the right-of-way.
- A.5.3.4 Protect the golf course community character of the Countryside neighborhood and preserve the residential character, landscaped medians and landscaping along both sides of Countryside Boulevard from S.R. 580 to Curlew Road.
- A.5.3.5 Preserve the residential character, landscaped medians, sidewalks and landscaping along both sides of Harn Boulevard.
- A.5.3.6 Maintain the residential character of Keene Road by limiting commercial development to key intersections consistent with the scenic non-commercial corridor provisions.
- A.5.3.7 Support the continued existence of the residential and institutional character along Nursery Road between Belcher and U.S. 19 by precluding the expansion of existing commercial areas.
- A.5.3.8 Protect the unique residential character and distinctive tree canopy along Cleveland Street between Highland Avenue and Belcher Road.
- A.5.3.9 Protect view corridors such as Magnolia Street looking west from Druid Road and Bayview Avenue looking south.

**A.5.4 Objective – Use the Citywide design structure as a guide to support redevelopment of properties along important corridors, such as:**

## Policies:

- A.5.4.1 South Martin Luther King, Jr. Avenue from Lakeview Road to Woodlawn Street. The established character of the area should continue; however limited amendments to the Future Land Use Plan and Zoning Atlas may be considered to support commercial uses at key locations. The redevelopment of nonconforming industrial uses, the improvement of blighted commercial uses, and streetscape improvements should be encouraged.
- A.5.4.2 Lakeview Road from South Fort Harrison Avenue to South Martin Luther King, Jr. Avenue. Amendments to the Future Land Use Plan and Zoning Atlas may be considered to support the emerging character of the area and Morton Plant Hospital. Land assembly for redevelopment should be encouraged.
- A.5.4.3 North Martin Luther King, Jr. Avenue from Fairmont Street to Drew Street. The existing walkable community and livable neighborhood features should be maintained, while residential, office and institutional uses should be supported.
- A.5.4.4 Missouri Avenue from Drew Street to Belleair Road. The creation of affordable housing and mixed-use development should be supported, and lot consolidation and streetscape improvements should be encouraged.
- A.5.4.5 Gulf-to-Bay Boulevard east of U.S. Highway 19. Amendments to the Future Land Use Plan and Zoning Atlas may be considered to promote redevelopment and land assembly. Annexations and the installation of appropriate streetscape improvements should be encouraged.
- A.5.4.6 Drew Street from Myrtle Avenue to U.S. Highway 19. The creation of walkable communities and livable neighborhoods shall be supported. Annexation, lot consolidation, the facilitation of mass transit, and installation of appropriate streetscape improvements should be encouraged.
- A.5.4.7 South Fort Harrison Avenue from A Street to E Street. Amendments to the Future Land Use Plan and Zoning Atlas may be considered to promote affordable housing, mixed-use development, and to support the emerging character of the area and Morton Plant Hospital.
- A.5.4.8 Study the establishment of transportation concurrency alternatives to support higher densities along redevelopment corridors and in activity centers.
- A.5.4.9 Support the adoption and utilization of Future Land Use Plan categories made available by the Countywide Plan Rules that are consistent with and promote infill and desired redevelopment along corridors.

**A.5.5 Objective - Promote high quality design standards that support Clearwater’s image and contribute to its identity.**

## Policies:

- A.5.5.1 Development should be designed to maintain and support the existing or envisioned character of the neighborhood.

- A.5.5.2 Preserve the unique qualities of Clearwater and its cultural heritage as exemplified by historic buildings, landmarks, landscapes, streetscapes, lighting, and building design.
- A.5.5.3 Explore the development of special area plans and/or design guidelines for Westfield Shoppingtown Countryside, Clearwater Mall, Hercules Industrial Area, Morton Plant Hospital Area and others, as appropriate.
- A.5.5.4 Update *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines*, the Clearwater Downtown Redevelopment Plan, as needed.

**A.5.6 Objective - Use the Public Art and Design Program to contribute to Clearwater’s visual identity, create memorable images of the city for visitors and residents, reinforce Clearwater’s role as an emerging regional leader in culture, recreation and environmental management and the City’s reputation as a wonderful place to live, earn, work and play.**

Policies:

- A.5.6.1 Create art projects that help to shape the City’s image, strengthen civic connectivity and support neighborhood identity.
- A.5.6.2 Implement the public art program to create attraction points, enhance neighborhood character and support personal interaction.
- A.5.6.3 Improve city connectivity through the placement of public art in areas where neighborhoods come together through recreation and social activities.
- A.5.6.4 Strengthen neighborhood identity through the placement of public art at libraries, public safety facilities and neighborhood parks.
- A.5.6.5 Create landmarks in the city by locating public art in highly visible and accessible areas such as in Downtown, Clearwater Beach, at city gateways, and at recreational and cultural destinations to project the City’s image.
- A.5.6.6 Encourage the incorporation of historic and current elements of Clearwater character into public art projects.

**A.6 GOAL - THE CITY OF CLEARWATER SHALL UTILIZE INNOVATIVE AND FLEXIBLE PLANNING AND ENGINEERING PRACTICES, AND URBAN DESIGN STANDARDS IN ORDER TO PROTECT HISTORIC RESOURCES, ENSURE NEIGHBORHOOD PRESERVATION, REDEVELOP BLIGHTED AREAS, AND ENCOURAGE INFILL DEVELOPMENT.**

**A.6.1 Objective - The redevelopment of blighted, substandard, inefficient and/or obsolete areas shall be a high priority and promoted through the implementation of redevelopment and special area plans, the construction of catalytic private projects, city investment, and continued emphasis on property maintenance standards.**

Policies

- A.6.1.1 Redevelopment shall be encouraged, where appropriate, by providing development incentives such as density bonuses for significant lot consolidation and/or catalytic projects, as well as the use of transfer of developments rights pursuant to approved

special area plans and redevelopment plans.

- A.6.1.2 Renewal of the beach tourist district shall be encouraged through the establishment of distinct districts within Clearwater Beach, the establishment of a limited density pool of additional hotel rooms to be used in specified geographic areas of Clearwater Beach, enhancement of public rights-of-way, the vacation of public rights-of-way when appropriate, transportation improvements, inter-beach and intra-beach transit, transfer of development rights and the use of design guidelines, pursuant to *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines*.
- A.6.1.3 The area governed by *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines* shall be recognized on the Countywide Future Land Use map as a Community Redevelopment District. This area is bounded on the north by the line dividing the block between Acacia Street and Somerset Street, the Gulf of Mexico on the west, Clearwater Harbor on the east, excluding Island Estates, and the Sand Key Bridge on the south, excluding Devon Avenue and Bayside Drive. Beachfront and public property located adjacent to the Gulf of Mexico and the Intracoastal Waterway with a Future Land Use designation of Recreation/Open Space shall be excluded from the Community Redevelopment District.
- A.6.1.4 The use of the density pool of additional hotel rooms established in *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines* is permitted in the following areas:
1. The land located between Mandalay Avenue and the Gulf of Mexico between Rockaway Street and Papaya Street; and
  2. The land located south of the Pier 60 parking lot and north of the southerly lot lines of Lots 77 and 126 of the Lloyd-White-Skinner Subdivision between South Gulfview Boulevard and Coronado Drive.
- A.6.1.5 A tracking system for the allocation of units from the density pool permitted by *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines* will be established, administered and monitored by the Clearwater Planning Department.
- A.6.1.6 Land use decisions in Clearwater shall support the expansion of economic opportunity, the creation of jobs and training opportunities as well as the maintenance of existing industries through establishment of enterprise zones, activity centers and redevelopment areas and by coordination with the Chamber of Commerce, Tourist Development Council and other economic development organizations and agencies.
- A.6.1.7 Downtown Clearwater is designated as a Regional Activity Center suitable for increased threshold intensity for development consistent with the boundaries of the Central Business District as identified by the Tampa Bay Regional Planning Council's Strategic Regional Policy Plan and as indicated in the Clearwater Downtown Redevelopment Plan approved in 2004.
- A.6.1.8 The City shall continue to support and implement approved community redevelopment area plans, such as the Clearwater Downtown Redevelopment Plan

adopted in 2004 and Beach By Design adopted in 2001.

- A.6.1.9 The City shall continue to review the boundaries of the downtown redevelopment district to determine whether boundary adjustments are needed.
- A.6.1.10 Clearwater will continue to support the tax increment financing program and redevelopment efforts of the downtown area through activities of the economic development office and actions of the City Council as the Community Redevelopment Agency.
- A.6.1.11 The City of Clearwater will continue to promote infill development and the removal of blight through the Unsafe Structures Program.

**A.6.2 Objective – The City of Clearwater shall continue to support innovative planned development and mixed land use development techniques in order to promote infill development that is consistent and compatible with the surrounding environment.**

Policies

- A.6.2.1 On a continuing basis, the Community Development Code and the site plan approval process shall be utilized in promoting infill development and/or planned developments that are compatible.
- A.6.2.2 Encourage land use conversions on economically underutilized parcels and corridors, and promote redevelopment activities in these areas.
- A.6.2.3 Identify areas where land assembly opportunities exist and target redevelopment activities in these areas.
- A.6.2.4 Through economic development programs, facilitate the development of abandoned, idled, brownfield or underutilized properties and buildings, bringing them back into productive use.
- A.6.2.5 Work with the Pinellas Planning Council to amend the Countywide Rules concerning mixed-use calculations in order to facilitate mixed-use development.
- A.6.2.6 Use the site plan approval process to solicit input from the Police Department to ensure that redevelopment is consistent with Crime Prevention Through Environmental Design (CPTED) principles.

**A.6.3 Objective - The City shall encourage the implementation of historic overlay districts, the maintenance of existing historic properties, and the preservation of existing neighborhoods through the use of design guidelines and the implementation of the City's Community Development Code.**

Policies

- A.6.3.1 The City Council shall consider designating historic properties and districts within the City of Clearwater; designations shall be consistent with the standards for designation found in the City's Community Development Code. Procedures identified in the Community Development Code should be amended to permit the City, in addition to property owners, to initiate such designation.
- A.6.3.2 Any changes to approved historic structures shall be approved by the Community Development Board in accordance with the procedures and requirements found in

the Community Development Code.

- A.6.3.3 Consider conducting surveys to identify and evaluate potential historic resources for designation.
- A.6.3.4 Establish an Historic Preservation Steering Committee with direction to promote historic preservation in the City and to research local historic preservation issues.
- A.6.3.5 Provide methods to help stabilize neighborhoods in transition through the neighborhood planning process.
- A.6.3.6 Work with the Harbor Oaks Neighborhood Association to determine whether there is property owner interest in pursuing local historic district designation of the City's only National Register Historic District.

**A.6.4 Objective – Due to the built-out character of the city of Clearwater, compact urban development within the urban service area shall be promoted through application of the Clearwater Community Development Code.**

Policies

- A.6.4.1 The development or redevelopment of small parcels [less than one (1) acre] which are currently receiving an adequate level of service shall be specifically encouraged by administration of land development and concurrency management regulatory systems as a method of promoting urban infill.

**A.6.5 Objective - The City shall encourage improved land use compatibility through the evaluation of traffic calming techniques, multi-modal transportation networks, and the use of transit oriented development planning.**

Policies

- A.6.5.1 The City shall support the Pinellas Trail and examine opportunities for Trail extensions or spurs to connect regional attractions and employers.
- A.6.5.2 On an ongoing basis, the city shall explore traffic calming techniques in the effort to improve safety and promote a livable environment within the City's residential and tourist areas.
- A.6.5.3 All proposed development/redevelopment initiatives shall be reviewed for opportunities to improve pedestrian and bicycle access and consider the integration of bicycle and pedestrian transportation modes in all phases of transportation planning, new roadway design, roadway construction, roadway resurfacing and other capital projects consistent with the City's *Shifting Gears Bicycle and Pedestrian Master Plan 2006*. On Clearwater Beach, pedestrian and bicycle improvements should adhere to the policies and design guidelines set forth in *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines*.
- A.6.5.4 The City shall evaluate the potential for an intra-beach transit system on Clearwater Beach and investigate potential funding sources.

**A.6.6 Objective - Tourism is a substantial element of the City's economic base and as such the City shall continue to support the maintenance and enhancement of this important economic sector.**

## Policies

- A.6.6.1 The City supports and encourages the continued development and redevelopment of overnight accommodation uses.
- A.6.6.2 The City supports the adoption of higher density/intensity standards for overnight accommodation uses such that a sufficient supply shall be available within the City provided that concurrency standards are met.
- A.6.6.3 The City shall continue to work with the Clearwater Beach Chamber of Commerce, Clearwater Regional Chamber of Commerce, and the Tourist Development Council to promote Clearwater as a tourist destination.

**A.6.7 Objective – Redevelopment activities shall be sensitive to the city’s waterfront and promote appropriate public access to the city’s waterfront resources.**

## Policies

- A.6.7.1 Encourage the preservation of recreational and commercial working waterfronts and marinas and other water-dependent facilities.
- A.6.7.2 Work with applicants to discourage the rezoning and land use changes of recreational and commercial working waterfronts.

**A.6.8 Objective - Identify those areas of the City that are appropriate for redevelopment as livable communities and require that specific sustainable elements be used in the redevelopment of these areas.**

## Policies

- A.6.8.1 Build active, attractive communities that are designed at a human scale and encourage walking, cycling and use of mass transit.
- A.6.8.2 Encourage mixed-use development that includes a combination of compatible land uses having functional interrelationships and aesthetic features.
- A.6.8.3 Where appropriate, development shall provide a sense of pedestrian scale on streets through minimal front setbacks, similar building heights, street trees and proportionality of building heights to street widths.
- A.6.8.4 Use native plants in landscaped areas, use xeriscaping wherever possible and protect natural features of a developing site.
- A.6.8.5 Provide easy access to residential, commercial and recreational areas by providing direct routes such as trails and continuous sidewalks between destinations, in order to minimize potential conflicts between pedestrians and motor vehicles.
- A.6.8.6 Encourage the development of interconnected systems of natural areas, parks, sidewalks, greenways, trails and open spaces.
- A.6.8.7 Create mixed-use, higher density, livable communities through design, layout and use of walkability techniques within existing and proposed transit corridors, including proposed TBARTA lines and stations.
- A.6.8.8. Design and construct pedestrian-oriented streets to include continuous tree-lined sidewalks buffered from traffic by on-street parking and/or landscaping and that

include pedestrian amenities such as benches, trash receptacles, bus shelters and lighting.

- A.6.8.9 Promote a variety of transportation modes such as walking, bicycling, ride sharing and mass transit to increase transportation choices and decrease dependence on the single-occupancy automobile.

**A.6.9 Objective - Decrease energy consumption, use more renewable energy and reduce the impact of the built environment on the natural environment.**

Policies

- A.6.9.1 Pursue Green City Certification from the Florida Green Builder's Coalition (FGBC).
- A.6.9.2 Support the construction or renovation of buildings consistent with US Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) principles or the (FGBC) Florida Green Building Coalition's Green Land development and building standards.

**A.6.10 Objective – Create energy-efficient transit oriented development where residents, visitors and tourists can travel to a variety of places without using a personal vehicle, provide direction for transit-supportive development and redevelopment in transit stations areas that makes it convenient for people to walk and use transit, and incorporate the land use and economic development criteria outlined in the Federal Transit Administration New Starts Planning and Development Process.**

Policies

- A.6.10.1 Plan for transit oriented development around transit stations that are part of a rail or fixed guideway system as established in the Pinellas County Metropolitan Planning Organization Long-Range Transportation Plan. Transit station locations and typologies will be determined at the conclusion of the Pinellas Alternatives Analysis through a multi-agency joint planning process.
- A.6.10.2 When the location of fixed-guideway transit stations and station typologies have been determined through the process described in A.6.10.1, an amendment to the Future Land Use Map will be processed by the City to delineate the transit station area and apply the appropriate Transit Oriented Development category pursuant Policy A.2.2.1 and adopt transit station area plans after consideration of input from a community involvement process. A station area will generally comprise the area within a ½ mile radius (easy walking distance) of the transit station.
- A.6.10.3 If a transit station area encompasses more than one jurisdiction, the city will coordinate with the other affected jurisdiction(s) in determining the station area boundary and developing the transit station area plan.
- A.6.10.4 Each transit station area plan must include existing conditions, neighborhood context, station area types, redevelopment vision, concept plan, market research and development projections, land use recommendations, zoning requirements, building design standards, site development standards, street cross sections, streetscape development standards, pedestrian and bicycle access plans, public infrastructure improvements, wayfinding plan, public realm and open space plan, parking plan and implementation plan.

- A.6.10.5 Where a transit station area coincides with the area governed by *Clearwater Downtown Redevelopment Plan* (Downtown Plan), the development of the Transit Station Area Plan will be closely coordinated with and, potentially, integrated into the Downtown Plan to ensure consistency in approach and implementation strategies. Amendments to the Downtown Plan may be required to ensure that the specific target intensities related to the transit station typologies will be accommodated.
- A.6.10.6 An appropriate ratio of residential and non-residential land uses in the transit station area is critical to achieving a desirable jobs to housing balance. The following land use targets shall guide future development within transit station areas:
- a. Transit Station Area Type I: 20% Residential, 80% Nonresidential
  - b. Transit Station Area Type II: 50% Residential, 50% Nonresidential
  - c. Transit Station Area Type III: 80% Residential, 20% Nonresidential
  - d. Transit Station Area Type IV: 60% Residential, 40% Nonresidential
- A.6.10.7 Where a transit station area coincides with the Coastal Storm Area, population densities are restricted to the maximum density allowed by the Future Land Use Map, except for specific areas identified in Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines, in which case densities identified in Beach by Design shall govern. All densities in the coastal storm area and shall be consistent with the Pinellas County Comprehensive Emergency Management Plan and the Regional Hurricane Evacuation Study.
- A.6.10.8 Optimize the potential of transit oriented development to support transit investments and create livable and sustainable urban communities by adhering to the following guiding principles in the planning, design, and development of transit station area plans:
- a. Community & Economic Development
    - (1) Recognize that each station area around a rail or fixed guideway transit station is different and that each station area is located within its own unique context and serves a defined purpose in the context of the transit corridor and the regional transit system.
    - (2) Conduct a location-based market analysis for development projections to identify land use mix and density/intensity of uses to make more viable.
    - (3) Ensure the land uses along transit routes and station locations are appropriate for the transit type.
    - (4) Establish a method for preparing transit station area plans that engages multiple stakeholders including government agencies, development interests and the public.
    - (5) Promote the implementation of transit station area plans through regulatory and financial incentives, public-private partnerships, joint/shared facilities, environmental remediation and property aggregation.
    - (6) Consider the Clearwater Economic Development Strategic Plan goals

when planning for transit station areas.

b. Land Use

- (1) Mix complementary, compact and well-integrated land uses within station areas and the area of influence up to one mile around stations.
- (2) Promote a range of higher-density and intensity uses in station areas, including residential, office, service-oriented retail and civic uses that support transit ridership and takes advantage of the major public investment in transit.
- (3) Provide greater flexibility for mixing uses and higher density/intensity that is easier to implement than traditional requirements and are able to respond to changing conditions.
- (4) Provide a mixture of housing types affordable to households with a range of incomes within station areas.
- (5) Provide uses that serve the daily needs of residents, commuters and visitors (e.g., grocery, laundry, banking, fitness centers, and parks).
- (6) Ensure appropriate transition in densities, intensities and building heights, concentrating the highest densities closest to the transit station and transitioning to lower densities at the edges of the station area, especially when adjacent to lower-density development (e.g. single-family neighborhoods).
- (7) Require active uses that attract/generate pedestrian activity such as retail and office on the ground floor of buildings, including parking garages.
- (8) Identify station area types that address transit technology, community character, density/intensity and mix of land uses, housing mix, and building heights.
- (9) Discourage loss of industrial lands due to station area development.

c. Mobility

- (1) Make the pedestrian the focus of the transit oriented development strategy without excluding vehicular traffic.
- (2) Provide an extensive pedestrian system that minimizes obstacles, provides connectivity with shorter walking distances, and provides protection from the elements where appropriate.
- (3) Create continuous, direct, safe, and convenient transit and pedestrian linkages, including walkways between principal entrances of buildings and adjacent lots.
- (4) Design the pedestrian network for the anticipated pedestrian level of service. Provide wide sidewalks and unencumbered walkways on key pedestrian corridors.
- (5) Design streets to be multimodal “complete streets,” with an emphasis on pedestrian and bicycle safety, access and circulation. Incorporate

traffic calming and context sensitive street design, as appropriate.

- (6) Design an interconnected street network based upon a block system, with blocks at the appropriate maximum length for the station type.
- (7) Provide pedestrian and bicycle networks to connect dead-end streets, pass through long blocks, and create public pathways in station areas.
- (8) Accommodate local and regional multimodal connections for all types of vehicular transport, including, where applicable, trains, buses, bicycles, cars, watercraft, aircraft and taxicabs.

d. Parking

- (1) Require a coordinated approach to vehicular parking for all developments within one mile of station locations.
- (2) Develop area-wide parking strategies through a coordinated approach to vehicular parking for all development within the station area.
- (3) Implement parking strategies, including shared and centralized parking, and reduce parking requirements over time with the option of implementing parking maximums as station area development becomes increasingly integrated with transit service.
- (4) Require transit station area plans or large-scale site plans to include a parking plan that reduces the number of spaces as the transit system evolves and station area development becomes increasingly integrated with transit service.
- (5) Discourage large surface parking lots within  $\frac{1}{4}$  mile of transit stations.
- (6) Require structured parking within transit station areas, when and where appropriate.
- (7) Provide bicycle parking and encourage other bicycle amenities, such as bicycle repair, rental, and cyclist comfort stations.
- (8) Provide park and ride facilities where appropriate.

e. Urban Design

- (1) Use urban design to create sense of place, enhance community identity and make attractive, safe and convenient environments within station areas.
- (2) Adopt building design guidelines based on street types such as pedestrian priority streets where building fronts, doors, windows, and elements that protect the pedestrian from rain and sun are emphasized and secondary streets where buildings rears and service areas may be tolerated.
- (3) Require building frontage to be oriented to public streets or open space with minimal setbacks.
- (4) Require building entrances to be located to minimize the walking distance between the transit station and the building entrance.

- (5) Prohibit motor vehicle surface parking between building fronts and public rights-of-way.
- (6) Require clearly delineated pedestrian pathways through surface parking lots to the transit station.
- (7) Require parking structures to include active uses along the ground floor street frontage.
- (8) Incorporate sustainable technologies in station design and operations, such as in lighting, signage, audio/visual, cooling, waste management, landscape, and stormwater systems.
- (9) Develop graphic wayfinding systems to facilitate visitor and tourist navigation of station areas.
- (10) Make safety, with the emphasis on pedestrian, bicycle and Americans with Disabilities Act access, a key focus of the transit oriented development strategy.
- (11) Require open spaces to be engaging, high quality public spaces that function as organizing features for buildings and gathering places in station areas.

**A.7 GOAL - THE CITY OF CLEARWATER SHALL ENSURE THE EFFICIENT DELIVERY OF URBAN SERVICES AND UNIFIED LAND USE AND PROPERTY MAINTENANCE STANDARDS, AS WELL AS FOSTER COMMUNITY IDENTITY AND REDUCE SOURCES OF ENVIRONMENTAL CONTAMINATION THROUGH THE ANNEXATION OF UNINCORPORATED PROPERTIES WITHIN THE CLEARWATER PLANNING AREA.**

**A.7.1 Objective - Develop a strategic annexation program focused on eliminating enclaves and other unincorporated areas within the Clearwater Planning Area.**

Policies:

- A.7.1.1 Establish an interdepartmental annexation committee to prioritize areas for annexation.
- A.7.1.2 When evaluating and prioritizing areas to annex, consideration should be given to the following:
  - Whether sanitary sewer service is currently available;
  - Whether the property could be efficiently served with solid waste service even though sanitary sewer service is not readily available;
  - Whether the property is located in an enclave;
  - Whether the annexation would alleviate conflicts for public safety services;
  - Whether property was given high priority in the City's *Sewer Expansion Feasibility Study* completed in 2002;
  - Whether property already receives sanitary sewer service;
  - Impact of annexation on City's tax base and enterprise funds;
  - Size of unincorporated area; and
  - Extent of neighborhood currently located within the City boundaries.

- A.7.1.3 Invoke agreements to annex where properties located within enclaves meet the contiguity requirements of Florida Statutes Chapter 171.
- A.7.1.4 Explore with Pinellas County the annexation of select enclaves of 10 acres or less by interlocal agreement pursuant to Florida Statutes Chapter 171.
- A.7.1.5 Develop informational materials regarding the costs of annexation and the services and amenities offered by the City of Clearwater and distribute to the public via the City's website, open houses and other means.
- A.7.1.6 Utilize opinion surveys when considering area(s) for annexation to determine the feasibility of conducting a referendum pursuant to Florida Statutes Chapter 171 prior to initiating an annexation action.

**A.7.2 Objective - Diversify and expand the City's tax base through the annexation of a variety of land uses located within the Clearwater Planning Area.**

Policies

- A.7.2.1 Consider utilizing the referendum annexation provisions pursuant to Florida Statutes Chapter 171 where there are no registered electors to annex nonresidential properties.
- A.7.2.2 Provide for public facilities and/or improvements to existing facilities to ensure an appropriate standard is met for areas being considered for annexation.
- A.7.2.3 Continue to process voluntary annexations for single-family residential properties upon request.
- A.7.2.4 Promote economic development programs and activities to businesses within the unincorporated areas of the Clearwater Planning Area.
- A.7.2.5 Continue to work with property owners and Pinellas County to permit development activities in the County prior to the effective date of annexation provided the proposed development complies with the provisions of the City Clearwater Development Code.

# ATTACHMENT TO MAP A-14

## CITYWIDE DESIGN STRUCTURE

### HIERARCHY OF PLACES

**MAJOR ACTIVITY CENTERS-** Activity centers are high intensity, high-density multi-use areas designated as appropriate for intensive growth and routinely provide service to a significant number of citizens of more than one county. Activity centers are proximate and accessible to interstate or major arterial roadways, and are composed of multiple destination points, landmarks and neighborhood centers and character features.

<u>Regional (as per State)</u>	<u>Tourist Activities</u>	<u>Shopping Centers</u>	<u>Medical</u>	<u>Industrial</u>
Downtown	Clearwater Beach	Clearwater Mall/ Parkplace Area  Countryside Mall/ Westfield Area	Morton Plant Hospital Campus	Hercules Industrial Park

**DESTINATION POINTS** – Destination points typically are active man-made features that create community-wide interest in an area and draw people to them.

<u>Transportation</u>	<u>Sports / Recreation</u>	<u>Tourist / Entertainment</u>	<u>Government / Education</u>	<u>Other</u>
Airpark	Bright House Field	Clearwater Marina	City/ County Govt. Complex	Church of Scientology campus*
P.S.T.A Park St. Terminal	Eddie C. Moore Complex  Long Center	Clearwater Marine Aquarium  Coachman Park	Main Library  St. Petersburg College – Clearwater Campus and surrounding shopping area	
	Downtown Boat Slips (currently in design phase) Seminole Boat Ramp	Pier 60  Ruth Eckerd Hall  Sand Key Park		

\*Generally located between Drew St., Court St., Myrtle Ave. and Clearwater Bay

**MULTI-NEIGHBORHOOD SHOPPING CENTERS AND SURROUNDING NON-RESIDENTIAL USES-** Multi-Neighborhood Centers are commercial establishments that serve more than one neighborhood and these can be pedestrian friendly or automobile oriented.

- La Belle Plaza
- Northwood Plaza
- Shoppes on Sand Key
- Sunset Point Plaza and Wal-mart Shopping Area

**NEIGHBORHOOD SHOPPING CENTERS AND SURROUNDING NON-RESIDENTIAL USES-** Neighborhood Centers typically consist of a limited number of commercial establishments that fulfill the basic needs of residents within one mile of the center.

- Bayside Bridge Plaza
- Clearwater Plaza
- Cleveland Plaza
- Gulf to Bay Plaza
- Harbor Oaks Shopping Center
- Highland Plaza
- Imperial Square Shopping Center
- Island Village Shopping Center
- Sunset Square Shopping Center

**LANDMARKS** – Landmarks are passive natural or man-made features that are prominent or well-known objects in a particular landscape, as well as features and facilities that build pride in local residents.

**“Natural” Features**

**Historic**

Clearwater Country Club

US Post Office (Downtown)

Cooper’s Bayou Park

Harbor Oaks Historic District

Countryside Country Club

Telephone Building in Downtown

Crest Lake Park

Pinellas County Courthouse

Moccasin Lake Nature Park

Peace Memorial Church

Glen Oaks Lake Park

Bank of Clearwater Building in Downtown

Kapok Tree

Royalty Theatre

Lake Chautauqua and Chautauqua Park South

Beach Walk

Sunset Sam Park at Island Estates

St. Brendan Roman Catholic Church

Stevenson’s Creek

South Ward School

Chi Chi Rodriguez

Clearwater Executive Golf Course

**NEIGHBORHOOD CHARACTER FEATURES-** Neighborhood character features can be natural or manmade elements that give neighborhoods their distinct personalities.

<b><u>“Natural” Features</u></b>	<b><u>Historic</u></b>	<b><u>Other Special Features</u></b>
Beckett Lake	Clearwater’s Municipal Cemetery	High-rise Residential Towers, view corridors and Landscaping on Sand Key
Clearview Lake	Rousseau Cemetery (Hercules St.)	Lakeside Trail Park Neighborhood – College Street Names
Lake Bellevue	Jack Russell Stadium Site	Magnolia St. Docks
Oak Lake	McMullen Family Cemetery	Morningside Meadows Neighborhood – Boulevards and tree lined streets
Spring Lake	Plumb House	Salvation Army Complex and YMCA on Highland / Druid
	Sylvan Abbey Cemetery	Skycrest – Planetary Street Names and trees  Countryclub Addition- U.S. President’s Names

## LINKAGES

### GATEWAYS TO THE CITY

1. Bayside Bridge
2. Belcher Rd. and Belleair Rd.
3. Belcher Rd. and Countryside Blvd.
4. Courtney Campbell Causeway
5. Curlew and McMullen Booth Rd
6. Edgewater
7. Gulf Blvd
8. Keene Rd. and Druid Rd.
9. Keene Rd. and Union St.
10. Highland Ave. and Union St.
11. Missouri Ave. and Belleair Rd.
12. S. Ft. Harrison
13. S.R. 580 and McMullen Booth Rd. (Main St. from Oldsmar-Dunedin, McMullen Booth Rd in Clearwater)

### TRAILS

#### EXISTING:

1. Pinellas Trail
2. Progress Energy Trail
3. Ream Wilson Trail

#### PROPOSED:

1. Belleair Trail
2. Bayshore Trail
3. Druid Trail
4. Enterprise Trail
5. Landmark Trail
6. Old Coachman Trail
7. Progress Energy Trail

### DESIGNATED SCENIC NON-COMMERCIAL CORRIDORS

1. Bayshore Blvd.
2. Bayside Bridge
3. Courtney Campbell Causeway
4. Edgewater Drive
5. McMullen Booth Rd.
6. Memorial Bridge
7. Belcher Rd.

**SCENIC CORRIDORS-** (per Section 3-1203 of the Community Development Code)-the primary and secondary scenic corridors are those that establish areas in the city which have particular significance, in terms

of tourism, economic development or community character, and which therefore should have enhanced and differentiated landscaping requirements.

PRIMARY CORRIDORS: (CDC: 3-1203)

1. Bayshore Blvd.
2. Belcher Rd.
3. Causeway Blvd.
4. Chestnut St.
5. Cleveland St.
6. Coronado Dr.
7. Court St.
8. Courtney Campbell Causeway
9. Druid Rd.
10. East Shore Dr.
11. Ft. Harrison Ave.
12. Gulf Blvd.
13. Gulf-to-Bay Blvd.
14. Gulfview Blvd.
15. Hamden Dr.
16. Mandalay Ave.
17. McMullen Booth Rd.
18. Memorial Causeway
19. Missouri Ave.
20. Pierce Blvd.
21. Poinsetta St.
22. State Rd. 580
23. U.S. 19

SECONDARY CORRIDORS: (CDC: 3-1203)

1. Bayshore Dr.
2. Belleair Rd.
3. Countryside Blvd.
4. Curlew Rd.
5. Drew St.
6. East Ave.
7. Edgewater Dr.
8. Enterprise Rd.
9. Hampton Rd.
10. Hercules Ave.
11. Highland Ave.
12. Keene Rd.
13. Lakeview Rd.
14. Landmark Dr.
15. Myrtle Ave.
16. Northeast Coachman Rd.
17. Nursery Rd.
18. Old Coachman Rd.
19. State Rd. 590

20. Sunset Pt. Rd.

**VIEW CORRIDORS-** A distant view or prospect, especially one seen through an opening, as between rows of buildings or trees.

1. Union St. looking West from Douglas Ave.
2. Palmetto looking West from Wood Ave.
3. Magnolia Dr. looking West from Druid Rd.
4. Jeffords St. looking West from Druid Rd.
5. Bayview Ave. looking South-East
6. CR 31 looking South-West
7. Thornton Rd. looking South
8. Damascus Rd. looking South-West
9. Scenic overlook from Coachman park
10. Scenic overlook from City's grass parking lot
11. Nicholson St. looking West from N. Garden Ave.
12. Seminole St. looking West from N. Garden Ave.
13. Eldridge St. looking West from N. Garden Ave.
14. Cleveland St. looking West from San Remo Ave.

**CORRIDORS TO PRESERVE (due to Landscaping or Character)**

1. Belcher from Sunset Point Rd. north to Clearwater City limits.
2. Belleair Rd.
3. Countryside from S.R. 580 to Curlew
4. Harn Blvd.
5. Keene Road
6. Landmark Dr.
7. Nursery Rd.
8. Cleveland St. from Highland Ave. to Belcher Rd.

**CORRIDORS TO REDEVELOP**

1. Belcher Rd. from Gulf-to-Bay Blvd. to N.E.Coachman Rd.
2. Drew St.
3. Ft. Harrison from Belleair to Druid and from Sunset Pt. Rd. to Seminole St.
4. Gulf-to-Bay Blvd.
5. Hercules Ave. from Drew St. to Sunset Pt. Rd.
6. Missouri Ave.
7. Myrtle Ave. from Lakeview Rd. until it merges with Ft. Harrison
8. U.S.19
9. N. Martin Luther King Jr. Ave.
10. S. Martin Luther King Jr. Ave.

**P.S.T.A Routes**

See Map / <http://www.psta.net/systemmap.htm>

## **B. TRANSPORTATION ELEMENT**

The purpose of the Transportation Element is to plan for a multi-modal transportation system in Clearwater which includes public transit, bicycling, walking, air travel, rail facilities, vehicular traffic and parking facilities, establish intermodal connections and support the Future Land Use Element.

### **Transportation Needs Summary**

The following summarizes Clearwater's transportation needs:

#### **Traffic Circulation**

- Multi-modal transportation improvements to Clearwater Beach should continue to be planned and/or utilized to alleviate traffic congestion and parking demands on the Memorial Causeway and the beach.
- Access management to improve traffic flow will continue to be an important issue in development reviews, with particular emphasis on congested links.
- The traffic concurrency system will continue to monitor vehicle trips on the roadway system.
- Belleair Road (CR462) and Clearwater Memorial Causeway (SR60) are physically and/or environmentally constrained and will continue to operate below the acceptable levels-of-service.
- The City will continue to work with Florida Department of Transportation (FDOT), the Metropolitan Planning Organization (MPO), Tampa Bay Area Regional Transportation Authority (TBARTA), Pinellas Suncoast Transit Authority (PSTA) and other agencies to promote transportation alternatives and demand management.
- Recent and proposed FDOT improvements including new overpasses, frontage roads, and limited access to U.S. 19 are alleviating prior capacity issues that were due to both local traffic from adjacent development and regional movement, the control of which was beyond Clearwater's jurisdiction.

#### **Mass Transit**

- Mass transit service is provided by the system of buses operated by the Pinellas Suncoast Transit Authority (PSTA). All arterial and collector streets in the City are now served by PSTA.
- Fixed route service is generally adequate to provide service to low income and areas of elderly concentration. Elderly and handicapped transportation is supplemented by dial-a-ride service.
- Mass transit service is operated by a countywide agency subsidized by State and Federal funds and Ad Valorem taxes.
- Mass transit provisions should be included in future road expansions to allow for more efficient commuter patterns.

- The City will continue to work with the PSTA, MPO, TBARTA, and other agencies to promote the use of mass transit and address needs as identified in the long range mass transit plans.

### **Aviation**

- Clearwater Airpark is a general aviation airport with no control tower, it has a three thousand (3,000) foot runway, and it is the home base for over one hundred aircraft. It has no Federal funding for improvements, and is under local control with restricted hours of operation and limitations on the types of operations that may be conducted.
- Most of Clearwater's aviation needs are satisfied by use of the passenger and freight facilities at Tampa International Airport and at St. Petersburg/Clearwater Airport; private aircraft needs can also be accommodated at St. Petersburg/Clearwater Airport.
- Current and predicted off-site environmental impacts are not anticipated to be a source of incompatibility based on Federal Aviation Administration's (F.A.A.) official land use guidance.
- An Airport Master Plan was developed in 2002 to identify improvements necessary to maintain and enhance airport operations. Updates to the Airport Master Plan are planned to be made by 2010 to include the current size of the property and planned facilities.

**GOALS, OBJECTIVES, AND POLICIES****TRAFFIC CIRCULATION****B.1 GOAL - THE TRAFFIC CIRCULATION SYSTEM SHALL PROVIDE FOR THE SAFE, CONVENIENT AND EFFICIENT DELIVERY OF PEOPLE AND GOODS BY A MULTIMODAL TRANSPORTATION SYSTEM.**

**B.1.1 Objective - Every expansion or extension of arterial and collector streets shall be constructed consistent with Florida Department of Transportation engineering standards. Future improvements to arterial and collector streets shall include, where possible, enhanced design to accommodate bicycle/pedestrian traffic.**

## Policies

B.1.1.1 The City shall continue to administer access management and right-of-way requirements through the Community Development Code.

B.1.1.2 The City will promote programs that ensure physical safety of non-motorized transportation users in accordance with the City's *Shifting Gears: Bicycle and Pedestrian Master Plan*.

**B.1.2 Objective - Traffic signals along arterials and collectors in the City and adjacent to the City will be operated by a central computer system.**

## Policies

B.1.2.1 Clearwater shall work with Pinellas County and engineering consultants to continue the implementation of the computerized traffic signal system, *The Intelligent Transportation System (ITS) Master Plan*, covering all of Clearwater and adjacent areas.

B.1.2.2 The City shall continue to monitor the effectiveness of the Intelligent Transportation System (ITS), the City's implemented computerized traffic signal system.

B.1.2.3 The City shall monitor accident totals for all major intersections in the City. Intersections with the worst accident rates should be established as priorities for improvements when possible.

**B.1.3 Objective - The City will continue to monitor traffic counts, accidents, and road improvements, to provide timely status evaluation of level of service conditions for issuance of development approvals.**

## Policies

B.1.3.1 Requests for amendment to the Future Land Use Map will have an analysis of traffic impacts.

- B.1.3.2 The City's Traffic Concurrency Management System will continue to monitor roadways' level-of-service (LOS) consistent with specific procedures and requirements in the Community Development Code, to issue and track certificates of concurrency/capacity, along with required traffic impact studies and mitigation strategies for any development which may degrade the acceptable level of service of an affected transportation facility, and required documentation of the 110% de minimis transportation impact threshold as per 163.3180, F.S.
- B.1.3.3 The concurrency management system will be enhanced through improved departmental coordination and the proactive identification and resolution of level of service concerns.

**B.1.4 Objective - The City shall specifically consider the existing and planned LOS the road network affected by a proposed development, when considering an amendment to the land use map, rezoning, subdivision plat, or site plan approval.**

Policies

- B.1.4.1 The City shall continue to review trips generated by development projects through the Traffic Concurrency Management Program.
- B.1.4.2 For those roads which are not currently operating at an acceptable LOS, or which do not have programmed improvements to upgrade service to an acceptable level, the concurrency management system shall be used to monitor traffic growth, with the dual intent of maintaining average operating speeds and restricting the aggregate and individual trips generated by development in the City limits.
- B.1.4.3 The concurrency management system shall address thresholds in applying the standards for determining concurrency, and shall consider mitigation of impacts and alternative means to maintain acceptable traffic flows as alternatives to denying a development permit.
- B.1.4.4 The City shall explore transportation concurrency alternatives, such as Multimodal Transportation Districts (MMTD's), for downtown, Clearwater Beach and/or other potential redevelopment areas or activity centers, to incorporate community design features that reduce vehicular usage while supporting an integrated multimodal transportation system.
- B.1.4.5 If an alternative to transportation concurrency is being considered for a designated redevelopment and/or revitalization area that requires approval by the State, it shall be coordinated with the FDOT and the Department of Community Affairs (DCA) to assess impacts on US 19.
- B.1.4.6 When a development results in traffic generation volumes causing a degradation of service below D in the pm peak hour, the City shall require transportation facilities to be in place or under actual construction within 3 years after issuance

of a building permit, in accordance with the City's Proportionate Fair Share Program.

B.1.4.7 The City shall cooperate with the MPO to ensure consistency between comprehensive plan amendments and the Pinellas MPO Long Range Transportation Plan (LRTP) 2025.

**B.1.5 Objective - All County roadways in Clearwater, except those identified as backlogged or constrained by the Pinellas County MPO, shall operate at level C average daily/D peak hour.**

Policies

B.1.5.1 Acceptable peak-hour Levels-of-Service for arterial and collector streets as listed in the MPO's current "Level-of-Service Inventory Report" are the desired minimum levels.

B.1.5.2 The City shall provide the MPO with available up-to-date traffic data, such as signal timings and traffic counts to assist with level-of-service monitoring and development of the MPO's Long Range Transportation Plan.

B.1.5.3 Due to unique conditions of the natural and built environments, and/or seasonal traffic demand, Belleair Road and Clearwater Memorial Causeway shall be considered environmentally constrained facilities.

B.1.5.4 The City shall ensure that comprehensive plan amendments are consistent with the Florida Department of Transportation's (FDOT) statewide minimum levels of service standards for roadway facilities.

B.1.5.5 The City shall continue to participate with the MPO and/or its Technical Coordinating Committee (TCC) to ensure that the level of service standard for US Highway 19, a Strategic Intermodal System (SIS) facility is consistent with FDOT's LOS designation of D for this road.

B.1.5.6 Recognize the LOS standard of C average daily/D peak hour and volume/capacity ratio of 0.9 on roads under county jurisdiction, in accordance with the MPO's countywide concurrency management standards.

**B.1.6 Objective – The City shall monitor seasonal traffic on Clearwater Beach and explore methods to address any issues identified.**

Policies

B.1.6.1 The City shall evaluate the feasibility of traffic improvements on Clearwater Beach, as well as investigate funding sources for such improvements.

**B.1.7 Objective – The natural, recreational, scenic, historic, and cultural resources of the Courtney Campbell Causeway shall be preserved and enhanced for the City of Clearwater residents.**

## Policies

- B.1.7.1 The City shall support the mission and goals, objectives and strategies of the Courtney Campbell Causeway Florida Scenic Highway designation as approved by the City Council on July 15, 2004 for the causeway located between McMullen Booth Road and Veteran's Highway as shown on Citywide Design Structure Map A-14 in the Future Land Use Element.
- B.1.7.2 The City shall support efforts to retain the current physical cross sectional character of the causeway reminiscent of its historic origin.
- B.1.7.3 The City shall participate in efforts to maintain the natural environment by supporting a coastal-style, native Florida landscape and promoting community partnerships to control litter on the causeway.
- B.1.7.4 The City shall support FDOT's pedestrian, bicycle and transportation initiatives for the causeway including safety enhancements.
- B.1.7.5 The City shall continue to participate with the Corridor Management Entity (CME) as an ongoing and effective sponsor and advocate for the Scenic Highway designation process and implementation of improvements.
- B.1.7.6 The City shall continue to cooperate with intergovernmental coordination efforts as one of the four governmental entities that include City of Clearwater, Pinellas County, City of Tampa and Hillsborough County
- B.1.7.7 The City shall participate in the education program efforts for promoting the location and features of the causeway
- B.1.7.8 The City shall participate in the maintenance and enhancements of the recreational opportunities along the causeway and in establishing the Causeway as a tourist point of interest.
- B.1.7.9 The City shall cooperate with FDOT's enhancement efforts to improve the visual appearance of the causeway.

**B.2. GOAL - THE RESOURCES OF ALL RESPONSIBLE JURISDICTIONS SHALL BE DIRECTED TOWARD IMPROVEMENT OF ROAD LINKS TO DESIRED LEVEL OF SERVICE STANDARDS.**

- B.2.1 Objective - Roadway improvements to obtain desired Levels of Service must be included in State, County, and City capital budgets. The City shall actively participate, on a continuing basis, with both the staff and elected official support, in the preparation, adoption and implementation of transportation plans and expenditure programs of the M.P.O., P.S.T.A., Board of County Commissioners, and the F.D.O.T.**

## Policies

B.2.1.1 The City shall review and comment on the proposed capital improvement programs and provide input to the adopting agencies relative to consistency with Clearwater's Comprehensive Plan.

**B.2.2 Objective - Proposed developments accessing back logged roadways operating at a LOS lower than E, shall be subject to additional service enhancement proposals, which may include ride-sharing, access control, signal optimization, transit accessibility, and staggered work hours, to maintain and improve the roadways' average peak hour operating speeds at the time of plan adoption:**

- A) Site design shall provide a stacking lane or lanes to permit vehicles to wait on-site and enter the traffic flow when gaps occur.**
- B) Site design shall provide a deceleration lane or lanes to enter the site without impeding the traffic flow.**
- C) No new traffic signals that will reduce peak hour travel speeds will be permitted, unless a high accident rate exists.**
- D) New or revised median openings will only be permitted where they do not impede free flow of traffic.**
- E) Additional service enhancements, as appropriate.**

## Policies

B.2.2.1 The City shall require as a condition of permit approval, new development and redevelopment projects adjacent to state roads to obtain FDOT permits as required.

B.2.2.2 Access points to collector and arterial streets from all development should be limited to one (1) major access point or curb cut along each roadway frontage; additional access and egress points may be granted for unusually large parcels, based on site characteristics or as considered appropriate by the Traffic Engineer and approving agencies, to provide for safe and efficient site-related traffic movements on adjacent street.

B.2.2.3 As a condition of site plan or subdivision plat approval for development or redevelopment, the access or egress points, or approved cross access easements to major collector or arterial streets may be relocated, restricted or otherwise controlled to facilitate traffic flow along the adjacent thoroughfare.

B.2.2.4 Out-parcels, created in previously approved developments, shall have no inherent right of direct access to major collector or arterial streets unless such access is the only access available to the property. New out-parcels may be denied direct access to arterial or collector streets, unless approved by Florida D.O.T. when the development abuts a State road.

B.2.2.5 Where appropriate, primary access on backlogged streets should be directed to adjacent non-residential collector streets, with limited secondary access to adjacent arterials.

**B.2.3 Objective - The City of Clearwater shall annually update the City's Transportation Improvement Program to include projects that increase the capacity of roadways, and provide input in the update of the Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP) involving County and State roads. The following transportation improvement projects that will enhance road capacity are scheduled for construction within City, County and State work programs for FY2008/09-2012/13:**

- **Sunset Point Road US 19A to Keene Road County**  
Summary: Construct to a 2 lane divided urban arterial roadway
- **McMullen Booth Road at Drew Street County**  
Summary: Construct southbound right turn lane and extend left turn lanes
- **McMullen Booth Road at Enterprise Road County**  
Summary: Construct northbound to eastbound right turn lane and receiving lane
- **US Highway 19 From: N of Whitney Rd. to S of Seville Blvd. State**  
Summary: Construct northbound to eastbound right turn lane and receiving lane
- **US Highway 19 From: S of Seville Blvd. to N of SR 60 State**  
Summary: Reconstruct US 19 w/Frontage Rd., Seville Interchange

#### Policies

B.2.3.1 Road improvements which are currently programmed for construction should be continued in the Capital Improvement Element of the jurisdiction having operational responsibility for those roads.

B.2.3.2 When designing roadway improvements, the City will consider incorporating pedestrian and bicycle facilities if physically and financially feasible.

**B.2.4 Objective - The City shall actively encourage the expenditure of funds by the Florida Department of Transportation and the Board of County Commissioners to alleviate the most severe congestion problems in support of desired levels of service.**

## Policies

B.2.4.1 The City shall direct its input on the Metropolitan Planning Organization to further the alleviation of the most severe congestion problems before less severe problems are programmed for improvement.

**B.2.5 Objective - The City shall direct its own expenditures toward alleviating its most severe congestion problems, providing continuity in roadway lane arrangements, and providing for economic development and redevelopment needs.**

## Policies

B.2.5.1 The City shall incorporate the recommendations of Preliminary Design and Engineering Studies, as accepted by the Florida Department of Transportation, into the Clearwater Transportation Element, as these findings affect future alignments and lane arrangements of State highways.

B.2.5.2 The City's mission, vision and/or initiatives will continue to include transportation improvements as articulated in the annual budget document.

**B.2.6 Objective - The City shall preserve and protect existing and future transportation corridors by administering Article 3 of the Land Development Code, Division 9, General Applicability Standards which incorporate FDOT's Stand Specifications and Roadway and Traffic and Design Standards and Clearwater's Subdivision Ordinance identify building setbacks to protect rights-of-way in accordance with the Pinellas County Future Rights-of-Way map.**

## Policies

B.2.6.1 The City shall protect existing and future transportation corridors by implementing the requirements of the subdivision ordinance, including mandatory dedication of rights-of-way, where required, as a condition of plat approval.

B.2.6.2 The City shall require developer dedication of rights-of-way for all new development or redevelopment projects in the City where necessary.

B.2.6.3 The City shall review all site plans and subdivision plats with consideration of future right-of-way needs, and shall require the preservation and advance acquisition of right-of-way prior to or concurrent with land development to the maximum extent feasible.

**MASS TRANSIT**

**B.3 GOAL - THE CITY SHALL SUPPORT THE EFFORTS OF MASS TRANSIT SERVICE OPERATORS TO PROVIDE GENERALIZED AND SPECIAL MASS TRANSIT SERVICES.**

**B.3.1 Objective - Existing and future major trip generators should be provided with fixed route or para transit service when possible**

## Policies

B.3.1.1 Clearwater supports adequate funding for the Pinellas Suncoast Transit Authority (PSTA) to provide fixed route and demand-responsive transit service to increase the mobility of the transit service population.

**B.3.2 Objective - The City of Clearwater shall encourage and promote mass transit with appropriate land use, zoning and land development policies.**

## Policies

B.3.2.1 Clearwater shall allow the establishment of park-and-ride lots, and smaller outlying transit terminals where appropriate, to support the operation of the main P.S.T.A. terminal in downtown.

B.3.2.2 Clearwater shall coordinate planning efforts, where applicable, for future high-speed rail in Hillsborough and Pinellas Counties.

B.3.2.3 The City will encourage the development of water mass transit service between the mainland and beach destinations.

**B.4 GOAL - THE CITY SHALL CONTINUE TO ACTIVELY SUPPORT AND PARTICIPATE IN PSTA, THE DIRECT PRIMARY TRANSIT SERVICE PROVIDER IN THE CITY OF CLEARWATER**

**B.4.1 Objective - The City shall require that large scale developments (greater than fifty [50] units) of housing specifically proposed to serve elderly, handicapped or low income populations either locate within one thousand (1,000) feet of an existing bus route; if service is not presently available the PSTA shall be petitioned to provide service.**

## Policies

B.4.1.1 Whenever possible, community serving facilities and public offices should be located within one thousand (1,000) feet of an existing bus route.

B.4.1.2 The City adopts one thousand (1,000) feet as the desired level of service standard for transit service to be applied as the minimum for all major generators and attractors or for all census tracts with a concentration of elderly, handicapped, low income or non-automobile owning households.

**B.4.2 Objective – Clearwater shall participate with the MPO in coordinating the planning and implementation of the Pinellas Mobility Initiative and the Pinellas Guideway which is intended to connect the beach and the downtown.**

Policies

- B.4.2.1 The City shall ensure that the proposed guideway corridors planned by the Pinellas Mobility Initiative and the Pinellas Guideway are protected from encroachment, where possible.
- B.4.2.2 Acquisition of future mass transit corridors and exclusive right-of-way should be considered eligible expenditures for use of transportation impact fees and for right-of-way at time of site plan or plat approval, once the corridors have been included in adopted corridor and right-of-way designation maps.
- B.4.2.3 Due to the constraints of development and available land, mass transit service shall be urged to provide recreation and commuter employee access to Clearwater Beach and Sand Key.
- B.4.2.4 A beach trolley system is encouraged to operate in order to reduce automobile trips on Clearwater Beach.

**B.4.3 Objective - The City, in coordination with PSTA, shall continue to develop model designs for transit shelters and benches to be integrated into new and existing development.**

Policies

- B.4.3.1 Developers shall be encouraged to incorporate model transit stops with new development where appropriate.
- B.4.3.2 Where appropriate, the City shall support the placement and/or improvements of the local transit service terminal in the downtown.

**B.4.4 Objective - The City shall participate and cooperate with agencies and committees to promote the use of mass transit.**

Policies

- B.4.4.1 Clearwater shall coordinate with PSTA and the MPO in the continued adoption of the Five-Year Transit Development Program to address transit needs consistent with adopted level-of-service policies and transit planning guidelines.
- B.4.4.2 Clearwater will cooperate with PSTA and the MPO to improve the transit system to coincide with the improvements detailed in the year 2010 and 2015 Long Range Mass Transit Plans.

B.4.4.3 The City shall continue to participate on the board of PSTA and by other appropriate intergovernmental coordination mechanisms to assist the Pinellas County MPO and the PSTA implementing the countywide mass transit plan.

B.4.4.4 As initiatives are proposed to be adopted by the MPO, PSTA, FDOT and/or TBARTA, the City shall support transportation/commuter alternatives where appropriate.

B.4.4.5 The City will coordinate with TBARTA on locating routes and feeder lines as well as locations for park and ride lots.

## **AIRPORT**

### **B.5 GOAL - CLEARWATER AIRPARK SHALL CONTINUE TO SERVE THE GENERAL AVIATION DEMAND OF LOCAL AIRCRAFT OWNERS AND THE BUSINESS COMMUNITY IN A MANNER COMPATIBLE WITH NEARBY RESIDENTIAL USES.**

#### **B.5.1 Objective - The 2002 Airport Master Plan shall be updated by 2010 and the City shall ensure compliance with current safety standards and land use regulations.**

##### Policies

B.5.1.1 The City shall explore federal, state and county funding sources to supplement City expenditures for airport improvements.

B.5.1.2 Operation and expansion of activities at the airpark shall be consistent with community land use and economic development objectives, with aviation related industrial use being the preferred function for any surplus airport land.

B.5.1.3 The City shall program adequate resources from facility users, enterprise funds, and grants to maintain aviation facilities.

#### **B.5.2 Objective - Expansion of the facilities at Clearwater Airpark and construction of new facilities shall be coordinated with Future Land Use and Conservation Elements of the Comprehensive Plan.**

##### Policies

B.5.2.1 Redevelopment and improvement of facilities at Clearwater Airpark shall insure that nearby residential developments are buffered from additional impacts of aviation activities.

B.5.2.2 The City shall maintain operating policies to forbid touch-and-go landings, banner towing, glider, and model aircraft operations.

### **B.6 GOAL - CLEARWATER AIRPARK WILL CONTINUE TO BE A VIABLE VISUAL FLIGHT RULES (VFR)/GENERAL AVIATION FACILITY, COMPLEMENTARY TO**

**THE INSTRUMENT FLIGHT RULES (IFR) FACILITIES AT ST. PETERSBURG/CLEARWATER INTERNATIONAL AND TAMPA INTERNATIONAL AIRPORTS AND WILL BE FURTHER ADDRESSED IN THE DEVELOPMENT OF AN UPDATED AIRPORT MASTER PLAN BY 2010.**

**B.6.1 Objective -The City will identify airport improvements that are necessary to maintaining existing operations through an updated airport master plan.**

Policies

B.6.1.1 The current Airport Master Plan shall be updated by 2010 to reflect airport capital needs.

B.6.1.2 The City will continue to maintain existing aviation facilities, including all infrastructure, safety fencing, taxiways, pavement marking, aprons and other operational facilities.

**B.7 GOAL - THE CONSTRUCTION, LAYOUT, AND OPERATION OF THE AIRPARK SHALL RECOGNIZE ENVIRONMENTAL AND RESOURCE CONSERVATION CONSTRAINTS AND IMPACTS, BOTH ON AND OFF SITE.**

**B.7.1 Objective - The fuel farm shall be maintained consistent with current State requirements.**

Policy

B.7.1.1 Ultimate development of fuel facilities shall include access to the road network, proximity to the terminal, direct aircraft access, and full compliance with State and Federal environmental requirements.

**B.7.2 Objective - Airpark expansion shall specifically protect the City's existing potable water well that is located on the airpark site.**

Policies

B.7.2.1 The existing monitor wells will continue to be maintained.

B.7.2.2 The Airpark shall continue to be operated with land ownership and management review retained by the City. The City shall approve all leases and planned facility improvements.

**B.8 GOAL - INTERGOVERNMENTAL COORDINATION SHALL ENSURE SAFE, COST-EFFECTIVE AND RESOURCE-EFFICIENT OPERATION OF THE CLEARWATER AIRPARK.**

**B.8.1 Objective - The airport shall continue to coordinate operational and expansion activities with all appropriate agencies and City departments.**

Policies

- B.8.1.1 The City shall carry out all day-to-day airport operations and long-term development in a manner that will minimize any detrimental effects on the environment, through compliance with the permitting requirements of all applicable permitting agencies, including the monitoring of air, noise and water quality if necessary.
- B.8.1.2 Any revisions to the airport development plans shall be reviewed against the City's Comprehensive Plan to ensure consistency.
- B.8.1.3 The City will review and update, as needed, all airport horizontal, clear and obstruction zone maps for penetration of these zones due to natural or man-made occurrences to ensure safe operating conditions.

## C. HOUSING ELEMENT

### Introduction

The purpose of the Housing Element is to provide guidance to the City to develop appropriate plans and policies to meet identified or projected deficits in the supply of housing for the different economic sectors and needs in the community. The intent is to address the City's activities as well as to provide direction and assistance to the efforts of the private sector.

The housing element consists of standards, plans, and principles to be followed in:

- The provision of housing for all current and anticipated future residents of the city,
- The elimination of substandard dwelling conditions,
- The structural and aesthetic improvement of existing housing,
- The provision of adequate sites for future housing, including affordable housing, group home facilities, residential shelters, foster care facilities, transitional and permanent supportive housing,
- The provision for relocation of housing and identification of historically significant and other housing for purposes of conservation, rehabilitation, or replacement,
- The formulation of housing implementation programs, and
- A plan for ensuring affordable workforce housing that would, at a minimum, identify adequate sites for such housing.

### Housing Needs Summary

The following summarizes the Housing Element:

- The mix of housing types is proportional with single-family at 45% and multi-family homes at 48% of existing housing stock, with much of the growth attributed to multi-family housing. Mobile homes account for approximately 7% of the total housing units in the City. City policies with regard to zoning and development will need to continue to recognize this housing mix.
- The increase in the cost of new single-family homes has risen dramatically faster than the sale price of existing single-family homes. To maintain affordable housing, rehabilitation and neighborhood preservation is to be preferred over demolition and redevelopment of existing neighborhoods.
- Close to 40 percent of renters of "renter occupied housing units" pay more than sixty percent of household income for housing. Accordingly, there continues to be a need for affordable housing for very low, low, and moderate-income households.
- Although the number of housing units lacking complete plumbing, kitchen facilities or heating equipment is relatively small (less than 0.5%) and was declining prior to 1990, the 2000 Census showed an increase from 85 to 169 units over 1990 figures. This data needs to be confirmed by the 2010 Census in order to be validated. Close cooperation with the Census Bureau to ensure an accurate count in the 2010 Census is critical. Meanwhile, continued code enforcement to reduce these conditions further should be supported.
- Clearwater's Community Development Code provides for group homes and group care facilities. Certain types of facilities, such as child or spouse abuse centers require increased

confidentiality and require additional coordination by the police department and the Department of Health and Rehabilitative Services.

- The population of the City of Clearwater is expected to grow to 121,352 permanent residents by the year 2020. To accommodate permanent and seasonal residents and maintain a healthy vacancy rate, approximately 4,460 new housing units will be needed.
- Large, vacant parcels of land are scarce in Clearwater. Because of this, infill development of small vacant lots and under-utilized parcels will be necessary, and should be encouraged, to provide for new households.
- Impact fees significantly affect the cost of new housing. Methods of balancing the objectives of affordable housing and adequate infrastructure need to be explored.
- Clearwater will continue, as it has in the past, to promote and support fair housing practices.
- While local data is unavailable for the specific number of homeless in Clearwater, a County-wide survey conducted by the Pinellas County Coalition for the Homeless in 2007, identified a total of 5,195 homeless men, women and children in Pinellas County. The City is a member of the Coalition as well as the Pinellas County Homeless Policy Group.

**GOALS, OBJECTIVES, AND POLICIES****C.1 GOAL - AN AFFORDABLE VARIETY OF STANDARD HOUSING UNITS IN DECENT AND SAFE NEIGHBORHOODS TO MEET THE NEEDS OF CURRENT AND FUTURE RESIDENTS REGARDLESS OF RACE, NATIONALITY, AGE, MARITAL STATUS, HANDICAP, OR RELIGION.****C.1.1 Objective for Adequate Housing - Assure an adequate supply of housing in Clearwater by providing for additional new dwelling units in a variety of types, costs, and locations to meet the needs of the residents of the City of Clearwater.**

## Policies

- C.1.1.1 Maintain sufficient residentially zoned acreage, of varying densities and locations, to accommodate the existing and future housing needs of the City of Clearwater.
- C.1.1.2 Residential Infill Projects, as defined in the Community Development Code, shall be utilized in order to accommodate innovative project designs, which provide for a mix of dwelling types at varying costs. Opportunities and conditions for the provision of accessory dwelling units (ADUs) may be considered for inclusion within infill development and redevelopment projects, provided that strict compliance standards be established within the Community Development Code.
- C.1.1.3 Through application of the Concurrency Management Section of the Community Development Code, the City of Clearwater shall assure sufficient utility capacity to accommodate an adequate supply of housing.
- C.1.1.4 The City shall encourage the involvement of private sector financial institutions in recognizing and meeting the community's housing needs.
- C.1.1.5 The City of Clearwater shall continue to provide information, incentives, and technical assistance to the private sector in order to achieve housing production that meets the needs of very low, low, and moderate households.
- C.1.1.6 The City shall further fair housing goals so that a variety of housing choices are available to households without regard to religion, handicap, age, race, national origin, or marital status.
- C.1.1.7 The City shall further the goal of providing a variety of housing choices by encouraging land assembly where possible, through such things as density bonuses, height increases, and setback reductions.
- C.1.1.8 The City may permit one accessory dwelling unit per lot wherever such units can be accommodated by adequate lot area, and provided that they meet strict compliance standards such as building restrictions, visual buffering, parking and other requirements to be developed for inclusion in the Community Development Code.

**C.1.2 Objective for Affordable Housing - The City of Clearwater shall continue to provide assistance and incentives for the development of housing that is affordable to very low, low, and moderate income households, including those with special needs, consistent with the level of growth in these income categories.**

Policies

- C.1.2.1 Continue to utilize Community Development Block Grant funds for the construction and/or rehabilitation of housing units that will be affordable to very low and low-income, households consistent with Federal income guidelines.
- C.1.2.2 The City shall support the continuation of the Clearwater Housing Authority's programs for affordable housing opportunities, including its rental subsidy program and public housing units.
- C.1.2.3 Continue to review new construction techniques, materials, building codes, and housing codes in order to determine where housing costs can be reduced without sacrificing the quality of housing for very low and low income households.
- C.1.2.4 The City shall continue to support the addition of rental housing as needed to meet the needs of very low, low, and moderate income households.
- C.1.2.5 Define Affordable Housing as any residential dwelling unit leased or owned by a household with a household income of one hundred twenty percent (120%) or less of the adjusted area median family income for Pinellas County, Florida, as determined by the U.S. Department of Housing and Urban Development (HUD). The rental rates for leased Workforce Affordable Housing Units shall not exceed the rates published by the Florida Housing Finance Corporation for annual "Maximum Rents by Number of Bedroom Unit" for the Tampa-St. Petersburg-Clearwater Metropolitan Statistical Area (MSA). For non-rental units, the sales price may not exceed ninety percent (90%) of the average area price for the Tampa- St. Petersburg-Clearwater MSA, as established by the annual revenue procedure which provides issuers of qualified mortgage bonds, as defined in Section 143(a) of the internal Revenue Code, and issuers of mortgage credit certificates, as defined in Section 25(c) of the Internal Revenue Code, with the nationwide average purchase price for the residences located in the United States.
- C.1.2.6 The City shall identify vacant and underutilized city-owned property that may be deemed surplus property and make it available for the development of affordable housing.
- C.1.2.7 The City shall work with the U.S. Department of Housing and Urban Development, the Florida Housing Finance Corporation and local government bodies to protect dedicated affordable housing revenues, as provided by the Economic Development & Housing Department's 2005 – 2010 Consolidated

Planning Document, the Sadowski Act, and Federal, State and Local Government Housing Trust Funds.

**C.1.3 Objective for Housing Conditions - The City of Clearwater shall encourage the elimination of substandard housing units through demolition, upgrades, renovation and preservation efforts.**

Policies

C.1.3.1 The City defines "substandard" housing units as those which do not provide safe and adequate shelter and require major renovation to bring them up to the Clearwater Minimum Housing Code or are lacking one or more essential plumbing facilities, i.e., hot and cold piped water, private toilet, and private shower or bath for the exclusive use of the unit.

C.1.3.2 Define "suitable for rehabilitation" as those housing units which require repair equal to or less than fifty percent of its value or \$50,000, whichever is less, before renovation, or having the lack of one or more essential plumbing facilities. Units must be located in a neighborhood, which has either adequate community facilities or has needed capital improvements in the current Capital Improvements Program (CIP).

C.1.3.3 The City shall continue to monitor and evaluate factors which contribute to neighborhood stability and adopt strategies for neighborhood preservation.

C.1.3.4 Program capital improvements in concert with the neighborhood preservation strategies to encourage neighborhood stability.

C.1.3.5 Encourage ongoing maintenance through programs that foster pride in ownership and individual efforts.

C.1.3.6 Encourage voluntary, private rehabilitation of owner occupied and rental housing units.

C.1.3.7 Continue to utilize the Unsafe Structures Program as a means of rehabilitating and/or demolishing unsafe structures within the City of Clearwater.

C.1.3.8 Continue to review and update housing related codes to allow optimum use of labor and materials.

C.1.3.9 Continue to contribute to the support of non-profit and for-profit housing, housing providers and other organizations promoting neighborhood revitalization and stability.

**C.1.4 Objective for Adequate Sites for Very Low, Low and Moderate Income Households - Continue to provide zoning and land use regulations that allow for the development and redevelopment of affordable housing in stable neighborhoods.**

## Policies

- C.1.4.1 All assisted housing shall meet the requirements of the Community Development Code, including landscaping, and shall be consistent with the character of the surrounding neighborhood.
- C.1.4.2 Assisted housing should be located in close proximity to employment centers, mass transit services, parks, and commercial centers.
- C.1.4.3 Buildings and grounds at assisted housing locations should be maintained so as to preserve a desirable living environment.
- C.1.4.4 Maintain residential zoning districts in a variety of densities and locations in order to accommodate more affordable small lots, small and medium size apartments, and mobile homes.
- C.1.4.5 Continue to utilize zoning to minimize and mitigate commercial encroachment in residential areas.
- C.1.4.6 Continue to utilize the Mobile Home Park zoning classification for defining existing and proposed mobile home sites.
- C.1.4.7 Neighborhoods shall be encouraged to follow the three Crime Prevention Through Environmental Design (CPTED) strategies of access control, surveillance, and territorial enforcement.

**C.1.5 Objective for Group Homes and Foster Care Facilities and Special Needs Housing- Continue to provide zoning and land use regulations which allow the establishment of group homes, foster care facilities and special needs housing subject to minimum State requirements.**

## Policies

- C.1.5.1 Establish population-based standards for group homes and foster care facilities in concert with knowledgeable State and community human services organizations.
- C.1.5.2 Encourage and assist human services agencies and other community groups in developing special living facilities at a level appropriate to Clearwater's population and needs.
- C.1.5.3 Periodically review and adjust the separation requirement for group homes as found in the Community Development Code so that the requirement continues to function to provide broad dispersion without inhibiting these facilities by saturation of available areas. The separation requirements will not be more restrictive than the minimum requirements of the State of Florida.
- C.1.5.4 The City of Clearwater shall continue to permit licensed group homes in all residential districts provided the use meets the minimum separation requirement of the State of Florida and development standards found in the Community Development Code.

C.1.5.5 The City shall coordinate with the Department of Children and Families and the Clearwater Police Department in the placement of child and spousal abuse facilities in order to ensure the requisite confidentiality.

C.1.5.6 Special Needs Housing is defined as housing that is temporary, supportive, or permanent that provides shelter for the elderly, frail elderly, persons with disabilities (mental, physical, developmental, persons with HIV/AIDS and their families) persons with alcohol or other drug addiction, and other categories the City of Clearwater may specify and describe as special needs housing. Special needs housing shall include but not be limited to include emergency and supportive housing, transitional housing and other permanent housing designed to allow for independent living and prevent individuals from becoming homeless.

**C.1.6 Objective for Housing Conservation and Rehabilitation - Through both private and public resources, the City of Clearwater shall encourage the conservation, rehabilitation, and preservation of the existing housing stock, including historically significant housing.**

Policies

C.1.6.1 The Community Response Team shall continue to utilize a collaborative code enforcement process for housing in the North Greenwood and Lake Belleview neighborhoods and in the East Gateway area in order to provide residents with information regarding rehabilitation assistance programs and the additional time needed to bring housing structures in this area into compliance.

C.1.6.2 Use Community Development Block Grant, HOME, SHIP, and any other available funds for programs and improvements throughout the City with special emphasis on North Greenwood, Lake Belleview, and East Gateway neighborhoods and such other neighborhoods as may require program-attention.

C.1.6.3 Involve private lending institutions in the development of programs that encourage a greater degree of flexibility in lending policies with respect to improving older neighborhoods.

C.1.6.4 Encourage private lending institutions, through their participation in program and project planning, to be more responsive to the home income needs of very low, low, and moderate-income households.

C.1.6.5 Involve private lending institutions in the planning and development of programs designed to help with small business economic development loan needs in very low, low and moderate income neighborhoods.

C.1.6.6 Improve community services and facilities as appropriate in target revitalization areas.

C.1.6.7 Use rehabilitation of public housing units as well as the provision of new housing to increase the housing stock for low and moderate income households.

C.1.6.8 The City of Clearwater shall continue to protect and preserve historically significant housing and neighborhoods through the implementation of Historic Preservation Section (Division 10) of the Community Development Code.

**C.1.7 Objective for Relocation Housing - Where public projects of the City require the relocation of individuals and/or families, relocation assistance shall be provided where it is necessary for safe and adequate shelter.**

Policies

C.1.7.1 The City shall provide temporary relocation assistance to enable rehabilitation of substandard housing.

C.1.7.2 The City shall provide relocation assistance and counseling, as needed, to effect the clearance of dangerously deteriorated houses.

C.1.7.3 The City shall regularly monitor grant opportunities and provide coordinating services to assist in maximizing intergovernmental revenues and assistance targeted to housing and neighborhood improvements.

C.1.7.4 Pursuant to the Community Development Code requirements, the City shall determine that adequate mobile home sites or other suitable sites exist for the relocation of mobile home owners prior to actions, including the approval of a rezoning, which result in removal or relocation of mobile home owners.

**C.1.8 Objective for Housing Implementation Programs – the Clearwater Neighborhood and Affordable Housing Advisory Board (NAHAB), which includes representatives from organizations directly and indirectly involved in affordable housing, will serve as a standing committee on housing related issues and will review, monitor, and evaluate City policies, procedures, and programs directed to improving the physical environment and lifestyle of low to moderate income residents and will make recommendations to the City Manager and City Council.**

Policies

C.1.8.1 Utilize applicable Federal, State, and County programs to provide local housing.

C.1.8.2 Participate with the Tampa Bay Regional Planning Council in the preparation of housing plans and programs for consistency with City of Clearwater housing implementation programs.

C.1.8.3 Participate with Pinellas County in providing short-term emergency housing for the homeless and transitional housing for qualifying households with special needs.

C.1.8.4 Continue to provide assistance to qualified residents to retrofit housing in order to be barrier free and accessible.

- C.1.8.5 Promote equal opportunity for all persons, regardless of race, sex, age, or marital status in obtaining adequate housing and eliminate discrimination in housing.
- C.1.8.6 Continue to implement all existing and future housing programs without regard to race, national origin, handicap, age, or familial status.
- C.1.8.7 Continue to investigate complaints concerning the lending policies of local lending institutions to assure non-discriminatory lending practices and guard against redlining.
- C.1.8.8 Continue to work with the Clearwater Housing Authority in providing a public housing stock that is consistent with the existing and future needs of the residents of the City of Clearwater.
- C.1.8.9 Continue to work with non-profit and for-profit housing providers to leverage resources to implement housing programs

**C.1.9 Objective - The City of Clearwater shall be proactive in incentivizing the construction of affordable housing.**

Policies

- C.1.9.1 The City will provide density bonuses for affordable housing developments that demonstrate that a minimum of 15% of the total units are reserved as affordable housing units. Such bonuses shall not exceed 50% of the density permitted by the Future Land Use Map and shall not include properties located in the Coastal Storm Area. The density bonus shall be established by ordinance in the Community Development Code.
- C.1.9.2 Allow flexibility with regard to setbacks and off-street parking to accommodate density bonuses associated with affordable housing developments provided the project design does not detract from the established or emerging character of the immediate vicinity.
- C.1.9.3 Allow flexibility with regard to off-street parking for projects containing affordable housing units located within 1000 feet of a transit stop.

**C.1.10 Objective - Recognizing that sustainable building techniques contribute to keeping housing units affordable over the long term by reducing energy consumption, lowering utility bills and decreasing maintenance costs, the City of Clearwater will promote the use of green housing construction and renovation and rehabilitation techniques.**

Policies

- C.1.10.1 Encourage affordable housing projects that are constructed consistent with US Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) principles or the Florida Green Building Coalition's (FGBC) Green Land Development and Building Standards.

C.1.10.2 Encourage construction of efficient and lasting homes by developing Green Building standards, using resources such as those available through Global Green USA.

C.1.10.3 Provide “green building information” to local area housing providers.

C.1.10.4 Work with the local chapter of the USGBC to provide information regarding LEED renovation techniques at Neighborhood Week and other outreach events.

C.1.10.5 Develop prototypical xeriscape plans that can be provided to local area housing non-profits and neighborhood associations.

**C.1.11 Objective - Cooperate with Pinellas County, other municipalities and other organizations to seek an end to homelessness.**

Policies

C.1.11.1 Cooperate with Pinellas County and other municipalities in implementing provisions found within *Opening Doors of Opportunity: A 10-Year Plan to End Homelessness in Pinellas County*.

C.1.11.2 Implement provisions of the *2005 – 2010 Consolidated Planning Document* that address solutions to homelessness

C.1.11.3 Continue to participate in the Pinellas County Homeless Coalition, the Homeless Leadership Network, and the Pinellas County Homeless Policy Group.

C.1.11.4 Continue to work with area housing providers to make shelters and transitional housing and/or programs available to the homeless.

## D. UTILITIES ELEMENT

### Introduction

The purpose of the Utilities Element is to provide guidance to the City to develop appropriate plans and policies to meet identified or projected deficits in the supply of utilities for the different economic sectors and needs in the community. The intent is to address the City's activities as well as to provide direction and assistance to the efforts of the private sector, as the private sector plans, designs, and constructs new buildings and subdivisions.

The utilities element consists of standards, plans, and principles to be followed in:

- The provision of utilities for all current and anticipated future residents of the city,
- The provision of specific utilities to address sanitary sewer, stormwater and stormwater management, potable water and natural ground water aquifer recharge needs, and solid waste.

### Utilities Needs Summary

The following summarizes the Utilities Element:

#### Sanitary Sewer

- Rainfall during the rainy season exerts the greatest influence in producing peak wastewater flows or infiltration. The City has embarked on an extensive evaluation of the sanitary sewer system. The information for the evaluation will be included in a Master Plan which will direct the lining and replacement of the older sewer lines.
- The minimum level of service standard is an average of 127 gallons per person per day (GPCD).
- Clearwater's projected peak population in 2020 will be 164,356 permanent and seasonal residents and guests. Sewage flow rates projected for 2020 will utilize sixty-nine percent (69%) of the system capacity.
- Clearwater has adequate sewage treatment, collection capacity and system redundancy to serve existing and planned development. Current total design capacity is twenty-eight and a half (28.5) MGD; with four MGD allocated to the City of Safety Harbor through interlocal agreement.
- The City requires all new development to provide sanitary sewer systems to connect to appropriate sewage treatment districts. New septic tanks should not be permitted. Residents located in nearby unincorporated areas using septic tanks should connect to the City sewage system as sewer lines become available. Soil characteristics have moderate to severe limitations in areas where septic use has been identified.
- Currently there are four (4) private treatment plants in areas adjacent to the City. As these "package treatment plants" become inoperable the City should encourage those needing sanitary sewer service to connect to the City sewage system. The City should continue to require annexation into the City when connecting to the City sewer system.

- Clearwater has undertaken major pumping station replacement and upgrades for pumping stations located throughout the city. Upgrades to twenty four (24) additional pumping stations will be completed based on the recommendations from the Pump Station Capital Improvement Report. The remaining stations will be evaluated and a scheduled renewal and replacement program will be developed.

### **Solid Waste**

- The City of Clearwater has entered into an interlocal agreement with Pinellas County to assist the County in accomplishing responsibilities emanating from the recycling program mandated by the State.
- Voluntary cooperation and participation in the residential curbside source separation program is imperative to the success of the program and ~~will depends~~ on the willingness of City residents. Public awareness and education programs are important elements to motivate the citizenry to maintain their support and participation in the residential curbside separation program.
- The recycling of used office paper generated by City of Clearwater personnel will contribute to the preservation of natural resources and will continue to be a source of revenue for the City to help offset the cost of office paper.
- The necessity to monitor market fluctuations for the price of recyclable materials should be reviewed at all times; this should accompany a regular and continuous market evaluation to optimize revenue received.
- The solid waste level of service is based on a demand of seven and twelve one hundredths (7.12) pounds per capita per day.
- Clearwater residents should continue to partake in the utilization of the Pinellas County small quantity generator disposal site for hazardous/toxic waste materials for households and small generators of hazardous wastes. The City should also promote the Household Chemical Collection program that is held on an annual basis.

### **Stormwater Management**

- The City of Clearwater will continue to monitor the stormwater management utility fee rate structure and amend it as required to remain competitive and maintain an adequate funding source to provide revenue for flood control, maintenance, retrofitting, and treatment of stormwater. In addition to the hydraulic improvements, this would improve the quality of stormwater discharging into surface waters, and will complement the measures proposed in the Surface Water Improvement and Management (SWIM) program and the Tampa Bay Estuary Program to improve surface water quality standards.
- The City of Clearwater needs to take advantage of any alternative funding opportunities that may become available from any State agency with regard to watershed management and/or general stormwater improvements.
- The City of Clearwater needs to continue to reduce flooding problems and strive for abatement of flood damage to houses and streets.

- The City of Clearwater needs to continue to coordinate stormwater management improvement efforts with Pinellas County and other incorporated areas adjacent to Clearwater City limits for both water quality and attenuation.
- The City of Clearwater needs to continue to maintain, correct deficiencies and improve, where necessary, current levels of service. Maintenance and improvement of the City stormwater management system must be recognized as a service provided by the City on a regular and continuous basis.
- The City of Clearwater needs to continue to prepare stormwater management plans which will identify and prioritize the implementation of programs to improve and enhance stormwater quality and quantity.
- Natural and man-made wetlands need to be utilized for stormwater storage and protected as natural resources. Wetlands provide a natural wildlife habitat and groundwater recharge functions which are pivotal characteristics of the natural and urbanized environment. Such features are firmly established within Clearwater's quality of life values.
- The City of Clearwater must continue to obtain appropriate permits from all environmental regulatory agencies prior to implementation of water resource projects.
- The City of Clearwater needs to research and develop new methods that are technically, environmentally, and economically viable of treating stormwater runoff before final discharge to improve and enhance local surface waters.
- Prospect Lake will continue to serve as a basin for stormwater attenuation and water quality management, as well as enhancing the aesthetic beauty of the downtown area.
- The City of Clearwater needs to continue to participate in the National Flood Insurance Program's Community Rating System (NFIP/CRS). Clearwater has been an active participant since 1990.

#### **Potable Water and Natural Ground Water Aquifer Recharge Needs**

- Clearwater has maintained an interlocal agreement with Pinellas County since 1955 with approximately sixty-three percent (63%) of its water supply emanating from the County. The City also maintains a water use permit issued through the Southwest Florida Water Management District (SWFWMD) to pump an average of 6.25 million gallons daily (MGD) from its nineteen active wellheads. In 2007, the actual average pumpage from the City's wells is was approximately 5 MGD. The balance of the City's water demand is met through purchase from Pinellas County. In order to meet the city's future potable water supply needs in a fiscally responsible manner, several alternative actions must be explored and initiated both individually or in combination with other water supply source alternatives. The City's *Water Supply Plan - Capital Improvements Implementation Master Plan (Oct 2004)* includes projects based upon cost-benefit analysis that will enable the City to increase its local production of potable water to ten (10) MGD by 2015.
- Conservation of potable water supplies is of paramount importance to the City. Clearwater will continue to support Pinellas County and participate in the immediate action to provide for new potable water supplies at a reasonable cost.

- Clearwater must continue to utilize and provide efficient use of reclaimed water for irrigation purposes for both public and private use. Furthermore, it must constantly evaluate its approach to the desalination of marine water using reverse osmosis technology to provide a form of potable water backup for periods of drought, and when natural groundwater levels drop to critically low levels.
- Clearwater shall continue to explore and participate proportionately in the regional/and or County desalination and/ or reverse osmosis alternative strategies.
- The City needs to continue to recognize potable water as a scarce resource and to continue to operate the water utility prudently in implementing both conservation and consumption objectives. The current water consumption rate is approximately one hundred (100) gallons/person/day, which includes both the seasonal and permanent population of Clearwater and is inclusive of both City produced water and County purchased water.
- The City needs to continue to coordinate with SWFWMD in the study to determine surficial groundwater direction and flow at various depths. Groundwater data will continue to be needed to determine future well sites and conditions of subsurface transmissivity. This data will be an important tool for management of Clearwater's wellhead operation to determine the City's ability to continue to provide future water supplies.
- The City, in conjunction with the City's Water Use Permit, needs to continue to develop an ultimate well field management plan, including well configurations, pumping schedules, water quality monitoring and mitigation plans. This is needed to assure the continued supply of well withdrawal in accordance with the City's water use permit.
- The City needs to continue to implement the recommendations from the Alligator Creek study.
- The City needs to continue with its public education program to make the public aware of the value of reclaimed water use.

**GOALS, OBJECTIVES AND POLICIES****SANITARY SEWER****D.1 GOAL - TO PROVIDE HIGH QUALITY, RELIABLE, AND EFFICIENT SANITARY SEWER SERVICE IN AN ENVIRONMENTALLY SOUND MANNER WHICH WILL PROTECT THE PUBLIC HEALTH AND SAFETY.****D.1.1 Objective - To maintain adequate Levels of Service for existing and future populations through the year 2020.**

## Policies

D.1.1.1 In determining the availability of facility capacity and the demand created by new development, the minimum level of service standard is an average of 127 gallons per person per day (GPCD).

**D.1.2 Objective - The City shall continue to produce advanced wastewater treatment (AWT) improvements at all water pollution control facilities in accordance with Florida Department of Environmental Protection (DEP) and U.S. Environmental Protection Agency (E.P.A.) requirements.**

## Policies

D.1.2.1 Sewer services shall not be extended to properties outside the corporate limits of the City unless an agreement to annex or a petition to annex is filed and approved by the Clearwater City Council. Sufficient capacity must exist to serve the areas committed to City service, as well as those proposed for service.

D.1.2.2 Septic tanks and package treatment plants which are determined by the Pinellas County Health Department or the Florida Department of Environmental Protection (DEP) to have an adverse impact on the environment, shall hook up to the City sewer system after complying with all applicable City requirements when such connection can be made.

D.1.2.3 Should it appear likely that additional development will exceed the treatment capacity of a plant, the City Manager shall institute a method for temporarily limiting sewer hookups in the area, while concurrently making provisions to expand plant capacity, or capacity of the wastewater collection system to permit development.

D.1.2.4 Continue to develop a sewage treatment system which will minimize energy, water, and other resource needs in order to preserve these valuable resources.

D.1.2.5 Clearwater shall coordinate and cooperate with appropriate local, State, regional, and Federal agencies in implementing the sewer system plan.

D.1.2.6 Clearwater shall continue to develop qualified plant operators who meet applicable standards and certification in order to maximize the efficiency and effectiveness of the treatment process.

**D.1.3 Objective - Provide and maintain minimum demand of sewer service to all customers within the corporate limits of the City.**

Policies

D.1.3.1 Ensure that ordinances adequately address sewer provisions.

D.1.3.2 Annexation of developments which have deficient sewer systems is encouraged. Prior to annexation, a program for sewer system improvements shall be prepared by the City with estimated costs of these improvements to be submitted to the City Council at the time of annexation. The owner shall pay the costs of the improvements.

D.1.3.3 When new subdivisions are being developed, the developer shall provide internal sewer systems which are constructed to City specifications.

D.1.3.4 Continue to Develop and maintain a system inventory, by location and condition of underground sewer lines, to provide information for estimates of repair and replacement needs.

D.1.3.5 Extend force mains, lift station capacity and the gravity wastewater collection system to serve existing development as well as new infill development.

D.1.3.6 Continue the cleaning and lining of major interceptors to protect the integrity of the sewer system.

D.1.3.7 Continue to supply sewage treatment capacity to Safety Harbor at a rate not to exceed four (4) MGD.

**D.1.4 Objective - To maintain equitable charges to support fiscal and capital programs and to provide efficient financial management for all sewer system funds. Sewer rates structure shall be reviewed each fiscal year.**

Policies

D.1.4.1 The sewer system shall be a self-sustaining, utility enterprise, and rates should be based on sound engineering and economic principles.

D.1.4.2 Fees charged users of sewer services shall be adequate to cover system operating costs, repayment of capital costs, suitable coverage for payment of bonded indebtedness to maintain desirable bond rating and allow for repair and replacement of existing facilities.

D.1.4.3 Prioritization and scheduling of major sewer improvements should be done as a component of the capital improvements program.

D.1.4.4 Charges for sewer system usage shall reflect all operation costs consistent with the amount of waste water generated by each system user.

D.1.4.5 Maintain sufficient revenues to fund a portion of the capital improvements for repair and replacement on a pay-as-you-go basis.

D.1.4.6 Maintain periodic reevaluation of the sanitary sewer utility rate structure and annual notification to utility users of rate structure per requirements of the Florida Department of Environmental Protection (DEP) and U.S. Environmental Protection Agency (E.P.A.).

**D.1.5 Objective - Continue current practices of effluent disposal, including outfall of tertiary-treated effluent, and spray irrigation on open spaces; establish a multi-modal approach to effluent disposal to insure that the most resource-efficient methods are used, consistent with environmental and economic considerations.**

#### Policies

D.1.5.1 Continue to encourage long-term agreements with golf course operators and other individuals or groups to use reclaimed water for irrigation by offering reclaimed water.

D.1.5.2 Continue to develop the use of reclaimed water for irrigation of City parks, golf courses, ball fields, soccer fields and other appropriate land uses in an effort to conserve potable water.

D.1.5.3 Continue to provide for the best, cost-effective means of sludge disposal.

D.1.5.4 Continue to meet all E.P.A. and Florida (DEP) water quality standards for effluent discharge.

D.1.5.5 Expand the reclaimed water network to serve planned areas, in order to optimize potable water conservation efforts, while concurrently providing for optimum use for wastewater effluent.

D.1.5.6 Continue to evaluate reclaimed water rates with goals of user acceptance and cost recovery.

### **SOLID WASTE**

**D.2 GOAL - TO PROVIDE THE MOST RELIABLE, COST EFFECTIVE AND ENERGY EFFICIENT METHOD OF COLLECTING, RECYCLING, AND DISPOSING SOLID WASTES THROUGHOUT THE CITY OF CLEARWATER IN AN ENVIRONMENTALLY SOUND MANNER WHICH WILL PROTECT THE PUBLIC HEALTH AND SAFETY.**

**D.2.1 Objective - Continue To maintain adequate levels of service for existing and future populations through the year 2020.**

#### Policies

D.2.1.1 The following levels of service standards have been established for the City of Clearwater and shall be used in determining the availability of facility capacity and the demand created by new development:

Service  
Solid Waste Facility

Level of Service Standards  
Average Solid Waste Generator Rate

7.12 pounds per capita per day

**D.2.2 Objective - On an ongoing basis, continue to develop collection and transport strategies which minimize costs and use optimally located waste transfer facilities.**

Policies

D.2.2.1 Collection services shall not be extended to properties outside the City limits unless sufficient capacity exists to serve the areas committed to City services, as well as the area proposed for service.

D.2.2.2 Collection services shall not be extended to properties outside the City limits except by interlocal or other type agreement.

D.2.2.3 Provide collection service to every residential and commercial location within the Clearwater City limits.

**D.2.3 Objective - Continue to Provide sound fiscal management for solid waste collection, transport, disposal and recycling as it develops through State legislation.**

Policies

D.2.3.1 Fees charged subscribers shall be adequate to cover system operating costs, repayments of capital costs, and allow for repair and replacement of existing facilities.

D.2.3.2 Utilize a sound statistical methodology for quantifying the impact on the solid waste stream of recycling programs.

D.2.3.3 Charges to each subscriber shall reflect the average costs incurred to service that subscriber.

D.2.3.4 Funds set aside for repair and replacement shall not be diverted to other uses.

D.2.3.5 Replacement of equipment and containers shall be scheduled on a basis that permits a uniform replacement rate and avoids irregular capital outlays of substantial amounts of revenue.

**D.2.4 Objective - Continue to conserve natural resources used in the collection, disposal, and resource recovery systems.**

Policies

D.2.4.1 Utilize recycling and disposal techniques to conserve resources and minimize adverse environmental impact by recycling aluminum and steel cans, newspaper, glass, plastics, cardboard, office paper, other metals and yard waste.

D.2.4.2 Develop a solid waste collection, recycling disposal and recovery system that will, to the greatest degree possible, reduce the waste stream, conserve energy and minimize impact on natural resources.

D.2.4.3 Continue to reduce the solid waste stream through the recycling of aluminum, mixed paper, newspaper, plastic, steel, cardboard, office paper, other metals and yard waste.

D.2.4.4 Voluntary residential curbside source separation for both single-family homes and multi-family shall be the method used in the Clearwater recycling effort.

D.2.4.5 Commercial source separation shall continue to be used on an open competitive basis with registered private recovered materials dealers.

**D.2.5 Objective - Continue to coordinate and cooperate with other governments to solve extraterritorial solid waste disposal problems.**

Policies

D.2.5.1 Participate in the Pinellas County Solid Waste Disposal Recycling and Resource Recovery Programs.

D.2.5.2 Coordinate with other municipalities and cooperate in recycling and resource recovery programs to reduce the solid waste stream and dispose of solid waste in an efficient and environmentally sound manner.

**D.2.6 Objective - Employ the most efficient strategies in the city's continuous effort to reduce the residential waste stream through curb-side source separation and to reduce disposal costs by using available markets to return materials to use through recycling.**

Policies

D.2.6.1 Utilize available State grant funds to expand the processing capacity to provide a recycling center for residential, multi-family and commercial source separation; furthermore, the City should on a continuous basis conduct studies and develop methods for the most cost effective collecting, processing and marketing of recyclable materials.

D.2.6.2 Direct Clearwater citizens to authorized sites for disposal and transfer/temporary storage facilities located in Pinellas County for hazardous, household wastes.

D.2.6.3 Support and encourage the Household Chemical Collection Program provided by Pinellas County by assisting in notifying citizens of drop-off sites through the utility billing process.

D.2.6.4 The Clearwater Engineering Department and Pinellas County shall coordinate and manage manifest procedures with all applicable regulatory agencies for all City generated hazardous/toxic wastes as required by Federal and State laws.

**D.2.7 Objective – Continue the implementation of a dumpster and recycling container screening program to support the visual appearance objectives of the City.**

Policies

D.2.7.1 Where not impracticably constrained by site design features, all dumpster and recycling containers in the City shall continue to be screened.

### **STORM WATER**

**D.3 GOAL - PROVIDE THE MOST COST EFFECTIVE AND EFFICIENT PROVISION OF STORMWATER MANAGEMENT INCLUDING THE IMPROVEMENT AND ENHANCEMENT OF STORMWATER QUALITY DISCHARGING INTO LOCAL RECEIVING WATERS, AND PROVIDE MAXIMUM PRACTICAL PROTECTION TO PERSONS, PROPERTY, AND THE NATURAL ENVIRONMENT.**

**D.3.1 Objective - To maintain adequate levels of service for existing and future populations through the year 2020.**

#### Policies

D.3.1.1 The following level of service standards have been established for the City of Clearwater and shall be used in determining the availability of facility capacity and the demand created by new development and shall be applied to all new development, redevelopment, and for all City facilities through 2020.

<u>Service</u>	<u>Level of Service Standards</u>
Stormwater Management Facilities	Design storm 10 - year storm frequency for all new street development using the rational design method. 25 - year storm frequency with positive outfall for major storm systems with basin time of intensities controlling the duration.* 50 - year storm frequency when no outfall and discharge is to street right-of-way.* 100 - year storm frequency when no outfall and discharge is across private property.*

\* Design standards for stormwater quality treatment/storage quantity shall conform to the current SWFWMD requirement [Presently being the SCS Unit Hydrograph design method, using the design storm frequency and a twenty-four (24) hour duration for sites ten (10) acres or more, and the rational design method for sites under ten (10) acres].

**D.3.2 Objective -The City of Clearwater shall continue to develop watershed management plans which should seek to identify, evaluate and implement the most cost effective and cost efficient programs for stormwater management, including stormwater quantity and quality. These plans should also address any projects included in the Pinellas County Surface Water Management Plan for the implementation of all stormwater management, as well as recommended funding sources.**

#### Policies

D.3.2.1 Coordinate and cooperate with appropriate local, State, regional, and Federal agencies implementing the Pinellas County and City of Clearwater stormwater management plans.

- D.3.2.2 Continue to Provide a stormwater management system throughout the City that will afford the most economically feasible protection to residents and property.
- D.3.2.3 All stormwater management improvements should seek to meet applicable goals, guidelines, and regulations established to provide flood protection and pollution abatement.
- D.3.2.4 Participate in interlocal agreements to study and evaluate stormwater quality and stormwater runoff management issues consistent with the National Pollutant Discharge Elimination System (NPDES).
- D.3.2.5 Coordinate and cooperate with Southwest Florida Water Management District policies and regulations.
- D.3.2.6 Continue to require new development to detain water on site and control quantity, quality, and rate of flow being released into the receiving drainage systems.

**D.3.3 Objective - Lower high water profiles during storm events, as necessary, to reduce house flooding occurrences and to lessen the resulting adverse effects on public health, the natural environment, public and private property.**

Policies

- D.3.3.1 Continue to provide a program of regular maintenance to the stormwater management system to ensure maximum efficiency and performance. Ensure that stormwater management plans include measures to remove trash, sedimentation and other debris which impede flow and incorporate structural and non-structural measures to reduce or eliminate the discharge of oil, grease, heavy metals, and other suspended particles into the stormwater management systems.
- D.3.3.2 Natural and man-made wetlands shall be considered as a means to provide stormwater management wherever possible and shall be maintained for hydrologic purposes. The efficiency of natural and man-made systems to convey stormwater runoff shall be protected through the provision of routine water quality maintenance schedules overseen by city inspections.
- D.3.3.3 Continue to provide multiple use facilities, such as recreational open space uses, with open channel stormwater management systems, when appropriate.
- D.3.3.4 Development and redevelopment activities shall comply with all stormwater management design standards and criteria.
- D.3.3.5 Structural Development shall be prohibited where it is determined that such development will have an adverse impact on stormwater storage areas, increase flood prone areas, significantly increase rates of runoff, or cause other unfavorable drainage conditions. Both man-made and natural systems shall be treated on an equal basis as a sensitive preservation area; no distinction shall be made between a natural system and a man-made or man altered hydrologic system.

D.3.3.6 Limit development that will result in building(s) constructed within/or over stormwater retention/detention ponds, streams or channels. All wetlands, streams, channels, or other hydrologic features, whether wetlands, ponds or bodies of water having intrinsic hydrologic, biologic and zoological functions with no distinction made in regard to its status to whether it is man-made or natural shall be considered for a Preservation Land Use Plan classification to ensure protection from development.

D.3.3.7 Continue active participation and cooperation with the National Flood Insurance Program and the Florida Emergency Management Agency for the purpose of recognizing flood prone areas, and establishing abatement programs that endeavor toward a reduction in damages and losses due to flooding.

D.3.3.8 Continue the established requirement of a twenty-five foot setback from the tops of a bank from all wetlands whether natural or man-made, and require minimum finished floor elevations in areas adjacent to lakes, bays, creeks, the Gulf of Mexico, Tampa Bay and Old Tampa Bay, and other flood prone areas.

**D.3.4 Objective Continue the implementation of the most cost effective and efficient plan to reduce the occurrence of street flooding where safety issues and traffic problems exist as prioritized and set forth in the Capital Improvement Element, and listed in the stormwater management plans.**

Policies

D.3.4.1 Identify areas where inadequate stormwater management easements exist, and obtain proper access to stormwater management channels, structures and appurtenances for maintenance purposes.

D.3.4.2 Improve all street stormwater management systems where deficiencies exist as articulated in the City's annual budget document.

**D.3.5 Objective - Protect and enhance the quality of receiving waters by the use of "Best Management Practices" in accordance with the adopted watershed management plans.**

Policies

D.3.5.1 The use of "best management practices" shall be required before, during, and after construction activities to prevent water pollution resulting from erosion and siltation.

D.3.5.2 Vegetated swales, sodding, and appropriate landscaping will be required as components of the drainage system for natural filtration before final discharge into receiving waters.

D.3.5.3 Monitor major stormwater management outfalls and receiving water bodies to identify the quality of stormwater runoff and the impact on receiving bodies.

D.3.5.4 Maximize water recharge potential in designing stormwater management improvements by utilizing natural wetland areas for stormwater storage.

D.3.5.5 Coordinate stormwater management improvements with other local governments to assist in solving stormwater management problems of an extraterritorial nature.

D.3.5.6 Continue to identify impaired bodies of water and prioritize them for improvement and enhancement.

D.3.5.7 Water resource projects shall be consistent with the policies of the Conservation Element and with adopted watershed management plans.

D.3.5.8 All stormwater management plan projects of the City of Clearwater shall comply with the Florida Surface Water Improvement and Management (SWIM) program and the National Estuary Program.

D.3.5.9 The City of Clearwater shall continue to upgrade and retrofit City-owned drainage system facilities and include stormwater treatment for water quality in accordance with the proposed stormwater management plan.

**D.3.6 Objective - Continue to provide sound fiscal management of the stormwater management systems to include maintenance, operation, and construction in accordance with the watershed management plans and concurrent with its implementation.**

Policies

D.3.6.1 Operation and maintenance of the stormwater management systems may be financed through revenues from the City's stormwater utility fee.

**D.3.7 Objective - Provide economic development incentives that promote water resource protection and enhancement.**

Policies

D.3.7.1 Methods of financing stormwater management system improvements and new stormwater infrastructure construction should be evaluated to determine the most feasible and equitable arrangement, both city-wide and in local problem areas.

D.3.7.2 The City of Clearwater shall continue to seek and be on notice of financial support for system improvements through grant programs administered by appropriate State and Federal agencies.

D.3.7.3 The City of Clearwater shall pursue a system of regional stormwater management which is both economically and environmentally sound.

**D.4 GOAL - STORMWATER DISCHARGE SHALL BE MANAGED TO PROVIDE FLOOD PROTECTION FOR THE CITIZENS OF THE CITY OF CLEARWATER AND TO PRESERVE, PROTECT, AND ENHANCE THE WATER QUALITY OF RECEIVING WATERBODIES.**

**D.4.1 Objective - The protection, restoration, and enhancement of water quality associated with stormwater runoff will be considered a function of the City's overall stormwater management plans.**

Policies

- D.4.1.1 The City shall incorporate water quality protection and enhancement criteria into the City stormwater management plans.
- D.4.1.2 The use of natural alternatives, the conservation of natural stormwater management systems, and the protection and improvement of the quality of receiving waters shall be a goal of the City's stormwater management plans.
- D.4.1.3 Management plans shall continue to be developed on an ongoing basis for waterbodies with known or suspected water quality problems in the City to include Tampa Bay, Clearwater Harbor, Stevenson Creek, Allen's Creek, and Alligator Creek.
- D.4.1.4 The City shall systematically and timely prepare watershed or waterbody specific management plans, and update them as necessary for waterbodies within the City. Such plans shall include both water quality and flood control considerations and recommended funding sources.
- D.4.1.5 The City shall implement all City-approved watershed management plans.
- D.4.1.6 All City stormwater management plan projects within watersheds of the City shall comply with applicable SWFWMD, State, and Federal requirements, including SWIM Plans for that waterbody or watershed.
- D.4.1.7 The City shall continue to coordinate with and supplement the County's surface water monitoring program.

#### **POTABLE WATER AND NATURAL GROUND WATER AQUIFER RECHARGE**

#### **D.5 GOAL - PROVIDE, DEVELOP, AND MAINTAIN A PERMANENT POTABLE WATER SUPPLY SYSTEM TO MEET ANTICIPATED DEMAND WHILE PROVIDING MAXIMUM PRACTICAL PROTECTION TO THE ENVIRONMENT AT A COST CONSISTENT WITH THE PUBLIC'S ABILITY AND WILLINGNESS TO PAY.**

#### **D.5.1 Objective - To maintain adequate Levels of Service for existing and future populations through the year 2018.**

#### Policies

- D.5.1.1 The following level of service standards have been established for the City of Clearwater and shall be used in determining the availability of facility capacity and demand created by new development:

<u>Service Area</u>	<u>Level of Service Standards</u>
Potable Water Facilities City and County Water City Service Area	Average Water Consumption Rate  120 gallons per capita per day at a pressure of 40-45 psi.*

\*Continue to maintain water consumption of one hundred twenty (120) GPCPD or less as per the conditions set forth by Clearwater's Water Use Permit.

**D.5.2 Objective - Provide adequate quantity and quality of water service to all customers of the Clearwater service area. Current service level (July, 2007) is 40,390 customer accounts (potable, reclaimed and fire).**

Policies

- D.5.2.1 Ensure that land development regulations, building codes and City ordinances adequately address water system provisions by performing a thorough evaluation of City codes and by coordinating proposed provisions with the Southwest Florida Water Management District, Tampa Bay Water, Pinellas County, and the Florida Department of Environmental Protection.
- D.5.2.2 Engineering shall analyze the condition and adequacy of any water distribution system that the City may inherit through annexation and prepare cost estimates for upgrading those systems to meet City requirements.
- D.5.2.3 When new subdivisions are being developed, it shall be the responsibility of the developer to provide internal potable water and reclaimed water systems which are constructed to City specifications.
- D.5.2.4 Continue to construct water system improvements which will provide adequate quantity, pressure, and duration of fire flows while meeting system user needs.
- D.5.2.5 Continue to develop a system and construct improvements which will conserve energy, water, and other valuable resources.
- D.5.2.6 The City shall continue to participate with and assist the Southwest Florida Water Management District, Tampa Bay Water, Pinellas County Health Department, and the U.S. Environmental Protection Agency in developing innovative techniques to augment existing water supplies to provide for future needs.
- D.5.2.7 Continue to identify, acquire, and develop sources of water supply and methods of water treatment to meet existing and future needs. Some ways this can be accomplished are through well rehabilitation projects and/or exploration and drilling of new wells. Some type of water treatment may be initiated. Additional volumes of water may be acquired from the Pinellas County Water System through Clearwater's intergovernmental water service agreement. The City's long range *Water Master Plan* updated in 2008 shall serve as the guiding document for water supply and treatment methods.
- D.5.2.8 Ensure that water management projects are designed and operated to maintain and enhance natural systems as well as man made systems by working closely with the Southwest Florida Water Management District when proposing new projects and water management programs. The City's long range *Water Master Plan* outlines a work plan for continued coordination with the Southwest Florida Water Management District's Regional Water Supply Plan adopted in December 2006.

- D.5.2.9 Water service shall not be extended to properties outside the City's service area unless sufficient capacity and quality of water exists to serve the areas already committed to City service.
- D.5.2.10 Water services shall not be extended except in those areas so designated for City of Clearwater by interlocal or other agreement.
- D.5.2.11 Encourage the development of local and regional water supplies within the jurisdiction of the Southwest Florida Water Management to avoid transporting surface water across other district boundaries.

**D.5.3 Objective - Continue to maintain the water system in a safe, sound, and efficient manner on a daily basis.**

Policies

- D.5.3.1 The Public Utilities Department, Water Division, shall monitor water quality and the operation of the water distribution system with the intent of repairing and replacing deficient portions of the system within the framework of the capitalized budgeting process.
- D.5.3.2 Continue to provide a minimum operating pressure of 40-45 psi throughout the water distribution system.
- D.5.3.3 Continue to provide adequate spacing of fire hydrants to provide optimum hose lays and fire flow.
- D.5.3.4 Require at the time of application for connection to the public potable water system, that minimum fire flows and hydrant spacing be consistent with fire district standards. Also, require that proper size water pipes are installed to provide desired fire flow rates based on the most recent Insurance Service Office (ISO) Report.

**D.5.4 Objective – Continue to Provide sound fiscal management for the operation and maintenance of potable water service in the City's service area**

Policies

- D.5.4.1 Fees charged users of water services shall continue to be adequate to cover system operating costs, repayments of capital costs, and allow for repair and replacement of existing facilities. The City shall also continue to evaluate new rate structures as necessary.
- D.5.4.2 Prioritization and scheduling of major improvements associated with the water system should be accomplished as a component of the capital improvement program.
- D.5.4.3 Funds set aside for repair and replacement of the water system shall not be diverted to other uses.
- D.5.4.4 The City should continue to seek financial support of the water system through grant programs administered by appropriate State and Federal agencies.

- D.5.4.5 The City shall continue to refine the inverted rate structure for residential water meters, lawn meters and all other water meters permitted by the Water Division of the Public Utilities Department.
- D.5.4.6 Encourage partnerships among federal, state, local governments, and the private sector that would identify and build needed potable water facilities and allocate such facilities costs among the partners in proportion to the benefits accruing to each of them.

**D.5.5 Objective – Continue to develop a potable water system that is compatible with the environment and seeks to conserve and protect sensitive natural resources.**

**Policies**

- D.5.5.1 Except for areas of the City where reclaimed water is available, shallow wells shall be recognized as a source of water for irrigation purposes. Establish a City permit for shallow well installation by the end of 2008.
- D.5.5.2 The City's building code shall include the requirement for water conserving fixtures in newly constructed or remodeled buildings.
- D.5.5.3 Manage the supply of water in quantities which would minimize significant adverse impacts on the natural system and protect the long term public interest.
- D.5.5.4 Develop and modify rate structures and policies which encourage conservation of potable water.
- D.5.5.5 The City shall maintain its current Water Restriction Ordinance.
- D.5.5.6 Provide educational awareness to inform citizens of the need and opportunities for conserving potable water by visiting schools to speak with young children about water conservation practices.
- D.5.5.7 Reclaimed water service will continue to be extended to private residences based on the Twenty (20) Year Reclaimed Water Master Plan.
- D.5.5.8 When new subdivisions are being developed and/or redevelopment occurs, at locations where reclaimed water will be available within seven (7) years, the developer shall provide internal reclaimed water systems that are constructed to City specifications.
- D.5.5.9 The City will continue to develop strategies aimed at reducing potable water consumption by means such as water conservation rates, conservation codes, operational measures, rebate and plumbing retrofit programs, landscape and irrigation efficiency programs, research and evaluation, and re-use alternatives.
- D.5.5.10 The City will expand, in coordination with other stakeholders, educational programs to promote water conservation measures.

**D.5.6 Objective – Continue to achieve effective coordination with other government agencies to solve problems of an extraterritorial nature with cooperation and in conjunction with the Southwest Florida Water Management District (SWFWMD).**

Policies

- D.5.6.1 The City shall continue to participate in regional and County-wide studies which are or may be formed to seek solutions of problems of an extraterritorial nature.
- D.5.6.2 Continue to cooperate with the Southwest Florida Water Management District and Tampa Bay Water in developing environmental and hydrologic data that will identify safe and reliable potable water yields in existing and future well-fields.
- D.5.6.3 Continue to coordinate with appropriate local, State, regional and Federal agencies in implementing the water system plan.
- D.5.6.4 The City shall pursue a coordinated approach to interjurisdictional problems, by providing support of both staff and officials to participate in conservation efforts with Pinellas County and the Tampa Bay Regional Planning Council.
- D.5.6.5 Ensure consistency with the actions defined within the Regional Water Supply Plan prepared by Southwest Florida Water Management District.
- D.5.6.6 The City will maintain a Water Supply Facilities Work Plan that is consistent with the Southwest Florida Water Management District's Water Supply Plan by updating the work Plan within 18 months of an update to the District's Regional Supply Plan that affects the City.

**D.5.7 Objective - Continue to protect all natural recharge areas having functional hydrological characteristics.**

Policies

- D.5.7.1 Recognize the importance of groundwater aquifer recharge in the hydrological process and the need for natural groundwater recharge as an integral component of the City's urban environment.
- D.5.7.2 The City shall include incentives in the Community Development Code for the protection of natural groundwater aquifer recharge areas as identified in the Conservation Element of the Clearwater Comprehensive Plan.
- D.5.7.3 The City of Clearwater shall continue to protect groundwater quality by enforcing the Wellhead Protection Ordinance within the area specified on Map D-2. Guidelines and criteria for protection of potable water wellfields include:
  - 1. Issuance of a Permit
    - (a) A wellhead protection permit shall be obtained from the engineering director for any new business, commercial, industrial or other nonresidential activity on property within the city if any

portion of the subject property is within 1,000 feet of a potable water well. New residential construction on property located within the city should also obtain a permit if any portion of the subject property is within 100 feet of potable water well.

## 2. Permit Requirements:

- (a) Activities within a 1,000-foot radial distance around a potable water supply well shall conform to the requirements of Chapter 62-521, F.A.C., Wellhead Protection.
- (b) Activities defined as potentially high risk to ground water quality in Chapter 62-555.312, F.A.C. shall not be permitted within 100 feet of an existing potable water supply well.
- (c) Activities defined as a moderate risk to ground water quality in Chapter 62-555.312, F.A.C. shall not be permitted within 50 feet of an existing potable water supply well.
- (d) If any contaminating material is proposed to be used or stored for any business, commercial, industrial or other nonresidential use within 1,000 feet of a potable water supply well, a protection-containment plan shall be submitted. If any contaminating material is proposed to be used or stored for residential use within 100 feet of a potable water supply well, a protection-containment plan shall be submitted.
- (e) A wellhead protection permit application shall at a minimum include a location map of the potable water well and 1,000 feet surrounding the well, plans for the proposed development or expansion/change of an existing use (if applicable), the location and identification of existing uses in a 1,000-foot zone for a commercial use application or a 100-foot zone for a residential use application, a listing of any contaminating material to be used or stored on the site and a protection-containment plan if necessary.

## 3. Permit Review

- (a) In reviewing a protection-containment plan submitted by an applicant for a wellhead protection permit, the following factors shall be considered when determining the sufficiency of the plan:
  - (1) The amount, character and intended use of the contaminating material involved;
  - (2) Storage, conveyance and handling techniques to be employed by the applicant;
  - (3) The extent of any propensity to spill, break, lose or discharge contaminating material;
  - (4) The type of containment devices to be employed;
  - (5) The extent of employee safety training and practices; and
  - (6) Any other consideration appropriate to the protection of the wellhead.

- (b) No wellhead protection permit shall be issued unless the protection-containment plan and permit application fully addresses all contamination and safety matters to the satisfaction of the engineering director. A wellhead protection permit may be issued subject to conditions related to the protection of the public potable water supply.

## E. COASTAL MANAGEMENT

The intent of the coastal management element is to provide policies to guide the City of Clearwater's coastal water programs with respect to such areas as the coastal zone environment, wildlife and marine life, utilization and preservation of all living and nonliving coastal zone resources, avoidance of loss of coastal zone resources, ecological planning principles for permitting development, and the protection of human life against the effects of natural disasters.

Coastal disaster management is a coordinated regional effort in accordance with state and federal regulations that primarily involves the minimization of the vulnerability to and preparedness for hurricanes affecting certain areas of coastal communities.

Recreational surface water use policies address public access to the water, and protection of working waterfronts, recreation and economic demands.

### Coastal Management Needs Summary

The following summarizes the Coastal Management Element:

- Clearwater's coastal storm area is any area that includes the Coastal High Hazard Area (CHHA), all areas connected to the mainland of Clearwater by bridges or causeways, those areas at relatively higher elevations that are surrounded by the CHHA or by the CHHA and a body of water and all areas located within the Velocity Zone as designated by the Federal Emergency Management Agency (FEMA). This area includes the barrier islands and land adjacent to Clearwater Harbor and Tampa Bay. The diversity of natural systems and development patterns are a complex environment with a wide range of issues to be addressed.
- Land use patterns are generally compact. Water-dependent uses, which occupy a relatively small part of the overall shoreline, are defined to be marinas, beach access, boat launch areas and docks, wastewater plants, and beach concessions. Water-related uses are marine sales, marine product distribution, motels and related tourist facilities, and public parking; these occupy much of the land on Clearwater Beach and Sand Key but are not as significant in other parts of the coastal storm area. Water-dependent and water-related uses need to be given an emphasis in planning and permitting shoreline development.
- The economic base of the coastal storm area is largely tourism, which plays an important role for the County as a whole. Commercial uses, including tourism businesses, need revitalization, and the *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines* program addresses the needs of Clearwater Beach.
- The most significant areas for environmental preservation are the north end of Clearwater Beach, the sea grass beds in Clearwater Harbor, and Cooper's Point, with secondary significance determined for the Clearwater Harbor spoil islands, Sand Key Park, the south shore of Alligator Lake and Stevenson's Creek, both the shoreline and creek basin.
- Seasonal sea turtle nests are protected in partnership with Pinellas County and the Clearwater Marine Aquarium.

- There are not a significant number of historic structures in the coastal storm area.
- Evacuation of tourist facilities in the coastal storm area should be a priority.
- The City will continue to participate in the Pinellas County Local Mitigation Strategy and other hazard mitigation initiatives to reduce the vulnerability to disasters.
- In recent years the City has experienced a loss of working waterfront uses such as dock slips, marinas and high and dry storage.

**GOALS, OBJECTIVES AND POLICIES****E.1 GOAL - MANAGEMENT OF CLEARWATER'S COASTAL STORM AREA SHALL PROVIDE FOR THE LONG-TERM ACCESSIBILITY, SAFETY, ECONOMIC VIABILITY, NEIGHBORHOOD STABILITY, AND ENVIRONMENTAL INTEGRITY OF THESE UNIQUE RESOURCES.**

**E.1.1 Objective - Clearwater shall continue to protect beaches and dunes by use of the State Coastal Construction Control Line as the building and land alteration setback line for purposes of administering the Community Development Code. The Florida Building Code, Federal Emergency Management Agency (FEMA) regulations, and City coastal construction regulations will continue to govern the structural integrity of new buildings.**

## Policies

E.1.1.1 Development densities shall not be assigned seaward of the Coastal Construction Control Line.

**E.1.2 Objective - The coastal storm area shall be the area delineated in Map E-1 of the Coastal Management Element, which encompasses all of the following:**

- (1) the Coastal High Hazard Area (CHHA), which shall be defined by the *Sea, Lake and Overland Surges from Hurricanes (SLOSH)* model to be inundated from a category one hurricane, as reflected in the most recent *Regional Evacuation Study, Storm Tide Atlas*,**
- (2) all land connected to the mainland of Clearwater by bridges or causeways**
- (3) those isolated areas that are defined by the *SLOSH* model to be inundated by a category two hurricane or above and that are surrounded by the CHHA or by the CHHA and a body of water, and**
- (4) all land located within the Velocity Zone as designated by the Federal Emergency Management Agency.**

**The City shall direct permanent population concentrations away from the coastal storm area consistent with the goals, objectives and policies of the *Clearwater Comprehensive Plan*.**

## Policies

E.1.2.1 If 20% or more of a parcel of land is located within the coastal storm area, then the entire parcel shall be considered within the coastal storm area, with the exception of specific parcels located on the bluffs of Clearwater Harbor that the City has identified in Map E-1 of the Comprehensive Plan. However, if either a parcel of land or a group of parcels that are part of a master development plan is equal to or greater than 5 acres and less than 50% of the parcel or group of parcels is within the coastal storm area, the property owner may elect to provide a survey of the parcel or parcels to determine the exact location of the coastal storm area.

- E.1.2.2 Clearwater shall continue hazard mitigation by participation in the National Flood Insurance Program's (NFIP) Community Rating System, Pinellas County's Local Mitigation Strategy, administration of building and rebuilding regulations consistent with City and FEMA regulations, prohibition of beach sand dune alteration, and restriction of development in flood plains.
- E.1.2.3 The City will encourage natural hazard mitigation actions recommended by any interagency hazard report that the City deems appropriate.
- E.1.2.4 General hazard mitigation will be encouraged to include the regulation of building practices, floodplains, beach and dune alteration, stormwater management, sanitary sewer and septic tanks, and land use to reduce the exposure of human life and public and private property to natural hazards; and appropriate recommendation from the Pinellas County Local Mitigation Strategy will be incorporated into the Clearwater Comprehensive Plan.
- E.1.2.5 The City shall prohibit the location of new hospitals, nursing homes and assisted living facilities in the Coastal Storm Area and the area inundated by a category 2 hurricane as depicted by the *SLOSH* model, as reflected in the most recent *Regional Evacuation Study, Storm Tide Atlas*.

**E.1.3 Objective - Public access to the beach shall be maintained or improved through parking and multimodal transportation enhancements.**

Policies

- E.1.3.1 Public access to the beach is currently provided in all segments of the coastal storm area. Public access shall be enhanced through purchase, development of recreational lands, acquisition, and easement whenever feasible. Beaches renourished with public funds shall have both traverse access from the road to the beach, and parking, bus, or bicycle accessibility on or adjacent to the public street.
- E.1.3.2 The Coastal Management Element recognizes all existing public access ways, street ends, waterfront parks, and parking areas as easements to permit beach access. No current or future access ways shall be vacated in a manner adverse to the public interest. This policy shall enforce public access requirements of the Coastal Zone Protection Act of 1985.
- E.1.3.3 The City supports continuing the Pinellas County Suncoast Transit Authority's (PSTA) Suncoast Beach Trolley<sup>SM</sup> service between Clearwater Beach, Sand Key and the Pinellas County barrier islands located south of Sand Key.
- E.1.3.4 As downtown redevelopment occurs, the City will encourage private trolley service from the mainland to Clearwater Beach.
- E.1.3.5 The City supports continuing the PSTA bus service between Clearwater Beach and the mainland.

E.1.3.6 The City shall continue to encourage private ferry service from Clearwater Beach to the mainland.

E.1.3.7 The City shall retain all existing public access areas.

E.1.3.8 The City encourages the consolidation of public surface parking facilities into structure parking facilities open to the public on Clearwater Beach.

E.1.3.9 City projects as well as public/private partnerships will continue to be pursued to provide additional new parking on Clearwater Beach and to replace the public parking lot removed to accommodate the construction of Beach Walk.

**E.1.4 Objective - The City shall protect historical and archaeological resources in the coastal storm area.**

Policies

E.1.4.1 The City will continue to promote the preservation of historic and archaeological resources by providing information to the public and encouraging private groups to nominate sites to preserve.

E.1.4.2 The City will consider amendments to the Community Development Code that will establish performance standards for development and sensitive reuse of historic resources.

**E.1.5 Objective - level of service standards as defined in the functional elements of the Comprehensive Plan (traffic, public utilities, recreation and open space), are established and are recognized as applicable to the coastal storm area.**

Policies

E.1.5.1 Critical facilities and infrastructure in the Coastal Storm Area should be maintained and improved when necessary, and consistent with the Level of Service demands in the functional elements. Future projects are addressed in the Capital Improvement Element.

**E.1.6 Objective - Redevelopment areas established in the coastal storm areas should address the needs and opportunities unique to those locations.**

Policies

E.1.6.1 Redevelopment proposals and plans shall be reviewed for compliance with the goals, objectives and policies of the *Comprehensive Plan* and other appropriate plans including *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines* and the City's NFIP Community Rating System Floodplain Management Plan.

E.1.6.2 The City will encourage the preservation of recreational and commercial working waterfronts and marinas and other water-dependent facilities.

E.1.6.3 The City discourages the rezoning of recreational and commercial working waterfronts.

E.1.6.4 The City will support accessory transient marina docks or slips through the Community Development Code and special area plans.

**E.2 GOAL - MANAGEMENT OF CLEARWATER'S COASTAL RESOURCES SHALL PROHIBIT ACTIVITIES THAT WOULD DAMAGE OR DESTROY THE NATURAL OR BUILT ENVIRONMENT, OR THREATEN HUMAN LIFE DUE TO HURRICANE HAZARDS, AND SHALL PROMOTE ACTIVITIES THAT ENHANCE THE NATURAL AND BUILT ENVIRONMENT.**

**E.2.1 Objective - The City shall continue to protect coastal wetlands, estuaries and wildlife habitats to maintain or increase the acreage for threatened and endangered species populations.**

Policies

E.2.1.1 Restoration and enhancement of disturbed or degraded estuaries identified by the Surface Water Improvement and Management (SWIM) program shall be accomplished by strict regulation of proposed impacts to wetlands and by controls on the operation and installation of marinas and other water-dependent uses.

E.2.1.2 Development applications shall be reviewed to ensure that proposed new development or redevelopment will not encroach on or remove wetlands or beaches. New development and redevelopment shall be guided away from environmentally sensitive areas and into those most able to withstand impacts.

E.2.1.3 Marina siting criteria shall restrict marinas and related activities from areas of environmental significance, which include but are not limited to the north end of Clearwater Beach, grass beds in Clearwater Harbor, Cooper's Point, and Clearwater Harbor Spoil Islands 25, Sand Key Park, and the southern edge of Alligator Lake. Marinas shall only be allowed in these areas with appropriate and approved mitigation.

E.2.1.4 The City shall work toward reducing the existing quantity and improving the quality of stormwater runoff to estuarine and surface water bodies by ensuring that development and redevelopment adheres to the treatment standards set forth in State Water Policy, and complies with the retention and treatment requirements of Chapter 62-25 F.A.C., the Environmental Resource Permitting Rules 40D-4, 40D-40, 40D-400, F.A.C. of the Southwest Florida Water Management District (SWFWMD) and with any more stringent local regulations.

E.2.1.5 The City shall proactively pursue and facilitate coordination and participation in the implementation of the *Tampa Bay Estuary Comprehensive Conservation and Management Plan* (CCMP), and related plans, as a means of achieving

mutual local and regional resource management and restoration goals for Tampa Bay.

- E.2.1.6 The City shall permit passive recreation uses in appropriate coastal areas as identified in the Future Land Use Element of the Comprehensive Plan.
- E.2.1.7 The City shall coordinate with Pinellas County and other local governments for water quality monitoring and related program planning.
- E.2.1.8 Future land uses which are incompatible with the protection and conservation of wetlands and wetland functions shall be directed away from wetlands.
- E.2.1.9 The type, intensity or density, extent, distribution and location of allowable land uses and the types, values, functions, sizes, conditions and locations of wetlands are land use factors, which shall be considered when directing incompatible land use away from wetlands.
- E.2.1.10 Land uses shall be distributed in a manner that minimizes the effect and impact on wetlands. The protection and conservation of wetlands by the direction of incompatible land uses away from wetlands shall occur in combination with other goals, objectives and policies in the comprehensive plan. Where incompatible land uses are allowed to occur, mitigation shall be considered as one means to compensate for loss of wetlands functions.
- E.2.1.11 Vehicle traffic, except for emergency and maintenance vehicles, shall not be permitted on public beaches except as designated for the beach north of the Clearwater Sailing Center, and within designated areas on the Courtney Campbell Causeway and the Memorial Causeway.
- E.2.1.12 The City will continue to protect estuaries located entirely within the City limits and estuaries located within the City and another jurisdiction. The City will continue to coordinate and cooperate with other jurisdictions through such methods as interlocal agreements to ensure adequate sites for water-dependent uses, prevent estuarine pollution, control surface water runoff, protect living marine resources, reduce exposure to natural hazards, and ensure public access.

**E.2.2 Objective - Clearwater's barrier islands include natural resources which shall be preserved from encroachment and development.**

Policies

- E.2.2.1 Restoration and enhancement of disturbed or degraded dune and beach areas shall be implemented with the appropriate methods and quality of material necessary to enable successful reestablishment.
- E.2.2.2 The specific and cumulative impacts of development and redevelopment upon wetlands, water quality, water quantity, wildlife habitat, and beach and dune systems shall be limited by: strict maintenance of existing setback requirements,

adherence to storm water detention requirements, retaining all publicly owned natural habitats in their undeveloped state and transfer of development rights.

E.2.2.3 Maintain existing Recreation/Open Space Future Land Use Plan designations within the coastal storm area.

**E.2.3 Objective - Clearwater Harbor and Tampa Bay are designated Outstanding Florida Waters and are under a non-degradation rule. Clearwater will continue to manage stormwater runoff and control erosion during construction to reduce waterborne sediments. As additional initiatives are approved under the SWIM program, they will be considered for inclusion in the Community Development Code.**

Policies

E.2.3.1 Restoration and enhancement of disturbed or degraded drainage systems shall be implemented by upstream detention of stormwater, maintenance of existing drainage channels, widening of bridges, culverts and other stormwater conveyance structures.

**E.2.4 Objective - Clearwater shall seek funding and approval to renourish eroded beaches on Sand Key and Clearwater Beach when necessary. Restored beach areas shall be considered public resources seaward of construction setback lines and shall not be counted as plan density or buildable lot area.**

Policies

E.2.4.1 The City shall seek State funding and approval to enable beach renourishment when necessary.

E.2.4.2 The City shall renourish the beach with the appropriate quality of sand and obtain all necessary review and permits.

**E.3 GOAL - MANAGEMENT OF CLEARWATER'S COASTAL STORM AREA SHALL LIMIT PUBLIC EXPENDITURES TO THOSE NECESSARY TO SERVE EXISTING AND PLANNED DEVELOPMENT OR REDEVELOPMENT AND RESTORATION OR ENHANCEMENT OF NATURAL RESOURCES.**

**E.3.1 Objective - Clearwater shall administer land development regulations to protect public and private property and human life from the effects of hurricane winds and flooding.**

Policies

E.3.1.1 The City shall grant building permits in compliance with the rules of FEMA.

E.3.1.2 Post-disaster redevelopment plans of coastal areas shall be designed to reduce the vulnerability of public and private property and include proper elevations.

- E.3.1.3 Limit public expenditures that subsidize development permitted in coastal high-hazard areas except for the restoration or enhancement of natural resources.
- E.3.1.4 Ensure that construction of necessary infrastructure improvements in the coastal storm area are phased to coincide with the demands generated by development or redevelopment in support the proposed densities permitted by the City's adopted Future Land Use Map.
- E.3.1.5 The City's public expenditures in the CHHA, when available, will include program improvements that will restore and enhance natural resources.

**E.3.2 Objective - Overall density shall be retained in Clearwater's coastal storm area, except as otherwise permitted in the Future Land Use Element of the Comprehensive Plan. Transfer of development rights between beach parcels is allowed per the Community Development Code and by *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines*.**

Policies

- E.3.2.1 Continue to allow flexibility in regard to the dimensional requirements of the land development code in order to allow redevelopment consistent with allowable densities.
- E.3.2.2 The City shall develop operating policies that address post-disaster redevelopment needs to facilitate permissible reconstruction in a timely manner, which includes participating in the Pinellas County Local Mitigation Strategy.
- E.3.2.3 No development shall be permitted on barrier islands if there is evidence that the development will impede evacuation, hamper the geological function, alter dunes, or alter the environmental character. The adopted *Tampa Bay Region Hurricane Evacuation Study* will be used to determine if proposed development or redevelopment will cause roadways to fall below acceptable level-of-service standards for hurricane evacuation.

**E.3.3 Objective - The City shall cooperate with state, regional and county agencies to maintain or reduce hurricane evacuation times; and work with Pinellas County to find additional suitable hurricane shelter space.**

Policies

- E.3.3.1 The City shall encourage transportation alternatives for persons evacuating to a public shelter including the Pinellas County Emergency Management Department's pre-registration program for evacuation assistance.
- E.3.3.2 The City shall cooperate with the County to evaluate critical links and major evacuation routes to determine where operational improvements, such as allowing for one-way direction of traffic, rerouting of traffic or preempting signals, can be made to reduce delays during clearance.

- E.3.3.3 The City shall continue to prioritize roadway maintenance and construction projects on identified critical links and on major evacuation routes.
- E.3.3.4 The City shall work with Pinellas County local governments and other appropriate agencies to address the public shelter deficit.
- E.3.3.5 The City shall cooperate with Pinellas County Emergency Management toward reducing the out-of-county hurricane evacuation clearance time of 55 hours in 2006, as determined in the *Tampa Bay Region Hurricane Evacuation Study 2006*, for a category 5 storm event as measured on the Saffir-Simpson scale.
- E.3.3.6 The adopted level of service standard for out-of-county hurricane evacuation clearance time for a category 5-storm event as measured on the Saffir-Simpson scale shall be 16 hours.
- E.3.3.7 Notify the Pinellas County Emergency Management Department of the availability of any facilities within the City that may be used as a public shelter.
- E.3.3.8 Require disaster plans for all hospitals, nursing homes, and assisted living facilities, as required by law, to be kept on file with the Emergency Management Coordinator.
- E.3.3.9 The City shall not amend the Future Land Use Plan map or Zoning Atlas to permit any mobile home parks to be located within the coastal storm area.
- E.3.3.10 The City shall require new or redeveloped overnight accommodations uses located within the City's coastal storm area to have a hurricane evacuation plan, approved by the City, for all guests. This plan shall require the use to close when a hurricane watch is posted for the City.

**E.4 GOAL - THE CITY SHALL ACCOMPLISH POST-DISASTER REDEVELOPMENT IN A MANNER THAT SHALL MINIMIZE PUBLIC AND PRIVATE VULNERABILITY TO FUTURE DISASTERS.**

**E.4.1 Objective - Post-disaster redevelopment shall be governed by all applicable codes and standards as well as complying with applicable state and county construction regulations.**

Policies

- E.4.1.1 Structures on the barrier islands located in FEMA-designated high hazard flood zones (AE and V) which have experienced over fifty percent (50%) damage, based on value of the structure prior to damage, may be redeveloped consistent with either the density established in the adopted Comprehensive Plan or with the existing as-built densities at the time of storm damage, if lawful when constructed in accordance with the applicable provisions of the Community Development Code.
- E.4.1.2 To the maximum extent feasible, sanitary sewer facilities and lift stations shall be built to resist the infiltration by floodwaters. The hazard mitigation annex,

which covers the wastewater treatment system, shall be followed in the event of a storm; and hazard mitigation plans shall be updated as necessary.

- E.4.1.3 Immediate repair and clean-up actions after a storm shall be limited to removal of debris, and repair of existing primary structures to allow re-occupancy (repairs to allow re-occupancy shall be considered when damage is limited to less than fifty percent (50%) of the value of the structure prior to damage). Long-term repair and redevelopment shall consist of upgrading structures and accessory facilities to expand habitable space or repair of greater than fifty percent (50%) of the value of the structure prior to damage. Post-disaster redevelopment and long-term repair can only be permitted consistent with the requirements of FEMA and the Florida Statutes.
  - E.4.1.4 Damaged infrastructure shall be repaired or rebuilt to minimize the potential for future damage. Unless the facility is necessary to serve the population of the coastal storm area, consideration shall be given to relocating public facilities outside the coastal storm area.
  - E.4.1.5 Temporary-building moratoriums may be declared in the coastal high hazard area when 50% or more of the homes have been destroyed in order to assess impacts and feasibility of redevelopment.
  - E.4.1.6 Repair and rebuilding of critical facilities such as water facilities, sewage treatment plants and lift stations, and other utilities damaged in future storms shall be reconstructed to minimize hurricane vulnerability.
  - E.4.1.7 Coastal infrastructure shall be maintained and replaced as necessary to insure adequate Levels of Service to the existing population and to projected population increases at the planned density consistent with the Future Land Use Element.
  - E.4.1.8 The City will maintain or expand agreements with other jurisdictions and private building plans reviewers and inspectors to aid with reconstruction after a disaster.
  - E.4.1.9 Prepare by 2012, a post disaster redevelopment plan in an effort to reduce or eliminate the exposure of human life and public and private property to natural disasters.
- E.4.2 Objective - Post-disaster redevelopment plans shall include provisions for repair and cleanup, assessment of infrastructure and limiting redevelopment of repeated damage properties.**

#### Policies

- E.4.2.1 Post-disaster redevelopment plans shall include policies that distinguish between immediate repair and cleanup actions needed by the City to protect public health and safety and long-term repair and redevelopment activities.

E.4.2.2 Post-disaster redevelopment plans shall include policies that address the removal, relocation, or structural modification of damaged infrastructure and be consistent with federal funding provisions and unsafe structures.

E.4.2.3 Post-disaster redevelopment plans shall establish criteria for limiting development in areas of repeated damage.

**E.5. GOAL - THE PRESERVATION OF ECONOMIC ACTIVITY WITHIN THE COASTAL STORM AREA IS A PRIORITY FOR THE CITY.**

**E.5.1 Objective - The reestablishment of businesses after a disaster is critical to the redevelopment of the coastal storm area.**

Policies

E.5.1.1 The City will cooperate with local businesses and organizations to aid in disaster planning and recovery for businesses located within the coastal storm area.

E.5.1.2 The City will cooperate with the Chambers of Commerce in developing an informational program about hurricane preparedness for local businesses.

**E.5.2 Objective - Water-dependent uses such as marinas, boat launch or dock facilities shall be given a higher priority over other uses.**

Policies

E.5.2.1 Priorities for shoreline uses in priority order shall be water-dependent uses, water-enhanced uses and non-water dependent uses. All priorities shall be encouraged in redevelopment programming, land use planning, zoning, and infrastructure development.

E.5.2.2 To insure land use compatibility, commercial marinas operated as a primary use shall not be located adjacent to residential land uses unless screening or adequate landscaped buffering is provided. Accessory use marina facilities may be located adjacent to residential land uses in accordance with the Community Development Code.

E.5.2.3 Upland support services, including adequate parking, loading, and clean up and maintenance areas, shall be provided on site for new or expanded marinas. If located adjacent to residential land uses, hours of operation may be reasonably limited. Permitting for new marinas shall consider distance from grass beds, protection of water quality, need for construction and maintenance dredging, spoil disposal, protective status, and ownership of bottomlands.

E.5.2.4 Marina siting and planning shall consider marinas in general to be a beneficial use, which augments the tourist and leisure facilities in Clearwater.

E.5.2.5 Adequate sites and access for water-dependent uses shall be coordinated and permitted through Pinellas County, Florida Department of Environmental

Protection (FDEP), the Southwest Florida Water Management District (SWFWMD) and/or the Army Corps of Engineers.

E.5.2.6. Marina permitting shall consider areas of essential manatee habitat in the City's permitting criteria if any areas are identified.

E.5.2.7 Adopt, prior to August 2010, minimum standard uses within the Tourist District to encourage the development of water-dependent uses.

**E.5.3 Objective - Water-enhanced uses such as tourist facilities and public parking shall be given higher priority than non-water dependent uses.**

Policies

E.5.3.1 The City will review and modify the Tourist District standards within the Community Development Code and modify *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines* where necessary to provide incentives for water-dependent and water-enhanced uses.

E.5.3.2 Consider incentives for developments that provide public docks and/or public parking.

## F. CONSERVATION ELEMENT

The intent and purpose of the City's Conservation Element is for the conservation, use and protection of natural resources in the area, including air, water, water-recharge areas, wetlands, soils, beaches, shores, flood plains, harbors, bays, minerals, and other natural and environmental resources. The maps for this element generally identify and depict these areas.

### Conservation Needs Summary

The following summarizes the needs identified in the Conservation Element:

- The protection, maintenance, and continued management of Clearwater's surface water resources, including both interior and coastal waters, are important for their natural functions.
- Clearwater's groundwater supplies are important and must be protected to ensure the continuance of the City's ability to provide potable water.
- The protection, maintenance, and continued management of Clearwater's shorelines, especially its barrier island beach shorelines, is critical. These areas provide an important social and economic function as these natural resources for Clearwater's tourism industry. Clearwater Beach, Sand Key, and the geographic proximity to Caladesi Island State Park are some of the most important and unique resources the City possesses.
- The protection, maintenance, and continued management of the City's seven hundred sixty (760) acres of natural wetlands including tidal swamps and marshes, both interior and coastal, are critical to the continued existence of both plant and animal wildlife and wildlife habitat. These areas contribute to Clearwater's quality of life. Wetlands shall not be destroyed, disturbed, or altered to prevent them from performing their natural functions, except through the implementation of State or City mitigation standards.

Public awareness and education programs are an important component in promoting and preserving the natural environment and the use of "Florida friendly" vegetation.

- Black, red, and white mangrove trees are important to the continuance of many species of marine life. Protection of these resources is crucial to the food chain necessary to sustain marine life and shoreline stabilization.
- Protection of the edges or "ecotones" associated with the different ecosystems is important to natural function and Clearwater's quality of life.
- Scenic vistas shall remain designated as "scenic and/or non-commercial highways or corridors." They are specifically: Memorial Causeway; Edgewater Drive; the Courtney Campbell Causeway/Parkway which is also designated a Florida Scenic Highway; Bayshore Boulevard; and Bayside Bridge.
- Tampa Bay has been ranked top priority for the Surface Water Improvement and Management Program (S.W.I.M.). Clearwater and other municipalities contiguous to Tampa Bay will

continue to cooperate and participate in the effort of cleaning-up the bay and restoring marine life and shellfish fisheries.

- Soil erosion is an issue that must continue to be managed for all applicable properties in the City through the site plan review process.
- Shade trees provide a number of valuable functions that include noise reduction, heat reduction, buffering, aesthetic beauty, and replenishment of ambient oxygen. The City of Clearwater will continue to administer tree regulations requiring sufficient plantings through the Community Development Code, and provide assistance to private property owners as needed.
- The City should continue to cooperate and participate in all efforts recommended by the Pinellas County Environmental Management Department, Division of Air Quality, toward the attainment of cleaner and healthier ambient air quality.
- Land uses which are associated with hazardous wastes and/or hazardous materials should be restricted from locating within designated wellfield protection areas that have been delineated on the future land use map. Cooperation from all other adjacent local governments is crucial to the success of this proposal, and will be coordinated through the Intergovernmental Coordination Element.
- The City of Clearwater will continue coordinate and participate with Pinellas County in an effort to provide a temporary storage and transfer facility to serve residential households in disposing of hazardous/toxic wastes and unused hazardous/toxic materials.

## GOALS, OBJECTIVES AND POLICIES

### **F.1 GOAL - TO PROTECT AND CONSERVE ALL ASPECTS OF THE NATURAL ENVIRONMENT AND TO ENHANCE NATURAL FEATURES WHICH CONTRIBUTE TO THE EXISTENCE OF THE NATURAL QUALITIES AND CHARACTERISTICS OF CLEARWATER'S SENSITIVE ENVIRONMENT.**

#### **F.1.1 Objective - The City shall continue to protect and improve ambient air quality.**

##### Policies

F.1.1.1 Require all new residential and non-residential development to provide a specified amount of Florida friendly shade trees based on an established desired ratio of pervious to impervious surface areas. Shade trees will serve to provide heat reduction, noise abatement, buffering, replenishment of oxygen, and aesthetic beauty.

F.1.1.2 The City of Clearwater shall cooperate with the Tampa Bay Regional Planning Council and Pinellas County in their efforts to develop plans for improving and monitoring air quality.

#### **F.1.2 Objective - The City shall continue to protect floodplains, drainage ways, and all other natural areas having functional hydrological characteristics.**

##### Policies

F.1.2.1 Any construction in the one hundred (100) year floodplain shall comply with all requirements and standards of the Federal Emergency Management Agency of the Federal Flood Insurance Administration, and the City's building codes.

F.1.2.2 Construction and development activities in natural drainage channels shall be prohibited, except for public flood protection projects designed to correct specifically identified pre-existing flood conditions and for which no reasonable alternative flood control measures are available; such activities shall not increase the flood potential for areas outside the project target area, nor shall the overall water quality of the affected drainage channels be reduced as a result of the activities.

F.1.2.3 The City shall support the establishment of Total Maximum Daily Loads (TMDL) for impaired water and its implementation as appropriate within the City.

F.1.2.4 Utilize design methods that will trap stormwater sediments before entering surface waters.

- F.1.2.5 Cooperate and coordinate activities with the Southwest Florida Water Management District (SWFWMD) and the Florida Department of Environmental Protection (FDEP) in the implementation of the Surface Water Improvement and Management (SWIM) Program including maintaining and upgrading the quality of water of Tampa Bay and Clearwater Harbor.
- F.1.2.6 Natural filtration techniques and methods such as grassy swales and natural wetland water storage should be implemented when appropriate to provide purification of stormwater runoff before entering any surface waters.
- F.1.2.7 Transfer of development rights should be implemented to provide alternatives to development and degradation of wetlands and other natural resources.
- F.1.2.8 Protect all natural drainage channels from destruction or any restriction of their functional use and regulate protection through the Clearwater Community Development Code: this policy may be waived for any public flood conditions when it can be demonstrated that: (a) No reasonable alternative flood control measures are available; (b) The project will not increase the flood potential for areas outside the project target area; and (c) Overall water quality of the affected drainage channel will not be reduced as a result of the project.
- F.1.2.9 Design and approve future redevelopment of Clearwater's downtown waterfront with consideration of the natural bluff features through the Future Land Use Plan, the Community Development Code, *Clearwater Downtown Redevelopment Plan*, and in accordance with the City Charter.
- F.1.2.10 Monitor and enforce City requirements for treatment ponds and environmental mitigation sites.

**F.1.3 Objective - The City shall continue to maintain and enhance the City's wildlife and natural native vegetation resources.**

Policies

- F.1.3.1 Prohibit destruction and disturbance of all conservation land uses to protect wildlife and plants especially those that are threatened or endangered species. This policy shall include known, professional wildlife management and habitat restoration techniques.
- F.1.3.2 Limit alteration of all urban forests utilizing the Community Development Code; protect natural and mitigated wetlands, marine life, shoreline vegetation, and wildlife habitat in the City from disturbance and destruction.
- F.1.3.3 Continue to monitor surface waters within the City, and support and coordinate these efforts with Pinellas County's surface water monitoring program.
- F.1.3.4 Prohibit development that will needlessly disturb or destroy native vegetation. This shall be achieved through the site plan review process and site inspections.

F.1.3.5 Adopt and continue administering regulations providing for the protection of threatened and endangered species and species of special concern.

F.1.3.6 The City of Clearwater shall not dredge or intentionally disturb or disrupt the sea floor of any sea waterbody without necessary required permits issued by the Florida Department of Environmental Protection, Southwest Florida Water Management District (SWFWMD) and Army Corps of Engineers. Mitigation shall be recognized as intrinsically worthwhile and not as primary justification for spoil disposal.

**F.1.4 Objective - The City shall continue to manage all conservation areas located in the City to prevent any unnatural disturbance or adverse impacts from the developed urban environment.**

Policies

F.1.4.1 The City shall maintain and enhance Memorial Causeway and continue beautification efforts to ensure its major contribution as a “unique/scenic view” on the Countywide Scenic/Non-Commercial Corridor Map, an aesthetic gateway and landmark to Clearwater Beach.

F.1.4.2 The City shall maintain and enhance Edgewater Drive as a “unique/scenic view” on the Countywide Scenic/Non-Commercial Corridor Map to ensure its major contribution as an aesthetic gateway and landmark of Clearwater.

F.1.4.3 The City shall maintain and enhance the Courtney Campbell Causeway/Parkway as a “unique/scenic view” on the Countywide Scenic/Non-Commercial Corridor Map, a Florida Scenic Highway, an aesthetic gateway and landmark of Clearwater.

F.1.4.4 The City shall maintain and enhance Bayshore Boulevard as a “unique/scenic view” on the Countywide Scenic/Non-Commercial Corridor Map to ensure its major contribution as an aesthetic gateway and landmark of Clearwater.

F.1.4.5 The bluff geographic area located along the bayfront from the southernmost City limits to the northernmost City limits is a unique topographic characteristic which should be preserved or developed with consideration of its features.

F.1.4.6 The City shall protect the urban forest from destruction or disturbance due to inappropriate proximity to incompatible land uses through the site plan review process.

**F.1.5 Objective - The City shall continue to maintain the wetland inventory of 760 acres as identified in the City’s 2005 Wetlands Survey.**

## Policies

- F.1.5.1 Wetlands shall not be dredged and filled or disturbed in any manner other than by natural phenomenon and their natural functions shall be protected, except through the implementation of State or City mitigation standards.
- F.1.5.2 The City shall protect and preserve riverine floodways from all new land uses other than recreational and/or open space through site plan review and enforcement of the Community Development Code.
- F.1.5.3 The City shall protect and prevent disturbance of any natural wetland areas whether publicly or privately owned, by utilizing assessments and authority provided by the Florida Department of Environmental (FDEP), the Southwest Florida Water Management District (SWFWMD), Pinellas County and the Army Corps of Engineer.
- F.1.5.4 The City shall within the limits of state legislation protect all mangrove species from disturbance and/or destruction and to provide public awareness of mangrove resources and their importance and value to the food chain of marine life through the strict enforcement of the City tree protection ordinance.

**F.1.6 Objective - The City shall continue to protect beaches, sand dunes, and dune vegetation for their natural function and for their recreational open space uses.**

## Policies

- F.1.6.1 Unauthorized motor vehicles shall be prohibited from parking on the City's beaches.
- F.1.6.2 Unauthorized motor vehicles shall be prohibited from operating on the City's beaches and dunes.
- F.1.6.3 Development and/or construction of any structures shall not be built seaward of the Coastal Construction Control Line, unless approved by the Florida Department of Environmental Protection and the City of Clearwater.
- F.1.6.4 Beach and beach dunes shall not be disturbed or destroyed by any form of construction or development with the exception of wooden boardwalk structures which provide access to and from beach areas.
- F.1.6.5 All beaches, dunes, and associated vegetation shall be protected by local ordinance.
- F.1.6.6 Shoreline development shall be prohibited from obstructing views of the Gulf of Mexico, Clearwater Harbor and Old Tampa Bay where public access is designated.
- F.1.6.7 All dune vegetation shall be protected by local ordinance and by provision of dune walk-over structures for beach access.

F.1.6.8 Access to recreational areas and facilities shall not be eliminated or reduced as a result of public or private improvement and/or acquisition of rights-of-way, bridges, accessways, or development.

**F.1.7 Objective - The City shall continue to manage and protect all City-owned lands that are in their natural state, and to provide educational information programs and create public awareness.**

Policies

F.1.7.1 Recognize the importance and functions of Clearwater's natural ecosystems and ecotones as an integral component of Clearwater's urban environment.

F.1.7.2 Interface and integrate the City's recreation and parks open space system with emphasis on conservation and recreation open space land uses.

F.1.7.3 The City shall continue to recognize Moccasin Lake Nature Park, an environmental and energy education center, as a unique facility that provides educational programs and activities dealing with natural sciences, habitat, wildlife, alternative energy systems and recycling.

F.1.7.4 The City shall establish conservation easements for the benefit of the general public to provide pedestrian ingress and egress to and from natural areas.

F.1.7.5 Provide education programs to encourage preservation of the natural environment and promote the use of "Florida friendly" and drought tolerant vegetation and ground cover in an effort to conserve water.

**F.1.8 Objective - The City shall continue to protect all City owned and maintained potable water wells from contamination by potentially dangerous land uses and associated activities which could contaminate groundwater aquifers.**

Policies

F.1.8.1 The City shall continue to administer a wellfield protection ordinance which will recognize wellfields as sensitive areas surrounding potable water wells which must be protected from contamination by land uses associated with activities involving: automobile repair shops; electroplating; ship building; gasoline stations; plastic products; oils/greases; photo processing; and/or any land use associated with hazardous wastes and materials.

F.1.8.2 Land uses which are associated with any toxic and/or hazardous materials shall be prohibited within the recommended distance established by environmental officials thus preventing possible accidental contamination of fresh and sea water bodies, streams, creeks, lakes, ponds, fresh and saltwater swamps and marshes, retention/detention areas, drainage ditches or any other designated natural conservation protection area.

- F.1.8.3 The Clearwater Parks and Recreation Department shall utilize xeriscape technology where soils and vegetation are suitable, in an effort to conserve potable water. The intent of this approach is to provide continued landscape beauty at a reduced cost.
- F.1.8.4 The City shall not exceed its permitted consumptive use quantity authorized by the Southwest Florida Water Management District (SWFWMD) in consideration and consistent with SWFWMD's Regional Water Supply Plan.
- F.1.8.5 The City shall not emit wastewater effluent from a wastewater disposal facility that does not meet U.S. Environmental Protection Agency (E.P.A.) and Florida Department of Environmental Protection (F.D.E.P.) water quality effluent standards.
- F.1.8.6 The City shall obey and enforce any emergency water shortage advisory notices issued by the Southwest Florida Water Management District. The City shall research and establish the most cost effective program to implement irrigation systems utilizing reclaimed water for other private land uses.
- F.1.8.7 The City shall continue to develop its reuse of treated wastewater for irrigation of City parks, both public and private, golf courses and other appropriate City owned properties, followed by studies of a phased expansion of the reclaimed water program into residential areas for private lawn watering purposes, in an effort to conserve potable water and replenish groundwater and aquifer supplies.
- F.1.8.8 The City shall consider adoption of an ordinance that will prohibit the irrigation and/or the sprinkling of all yards, lawns, and plant material with potable water during designated hours if SWFWMD water restrictions are lifted.
- F.1.8.9 Pesticide dealers, auto paint and repair shops, salvage yards, and other small-quantity generators of hazardous waste identified as per Florida State Law shall provide storage of hazardous products and by products outside of the elevation of the 26-year flood plain, shall not cause the direct discharge of runoff from said storage areas into water of the State, and shall have containment/separation traps of adequate size to prevent any discharge in case of a spill or accident.

**F.2 GOAL - DISCHARGES OF STORMWATER SHALL BE MANAGED TO PROVIDE FLOOD PROTECTION FOR THE CITIZENS OF THE CITY OF CLEARWATER AND TO PRESERVE, PROTECT, AND ENHANCE THE WATER QUALITY OF RECEIVING WATERBODIES.**

- F.2.1 Objective - The City shall continue to protect, improve and enhance surface waters from stormwater runoff discharging into both interior and coastal surface waters.**

- F.2.1.1 The City shall incorporate water quality protection and enhancement criteria into all City stormwater management plans.
- F.2.1.2 The use of natural alternatives, the conservation of natural drainage systems, and the protection and improvement of the quality of receiving waters shall be a goal of the City stormwater management plans.
- F.2.1.3 A stormwater utility fee or other adequate funding mechanism shall be continued to provide the necessary funding mechanism to achieve this goal.
- F.2.1.4 The City shall continue to implement a stormwater ordinance requiring redeveloped sites other than single-family residential areas, to incorporate water quantity and quality controls consistent with new development regulations, recognizing that case-by-case limitations may call for partial controls, off site improvements or payments in lieu of improvements to achieve this goal.
- F.2.1.5 Management plans shall be developed for waterbodies with known or suspected water quality problems in the City to include Tampa Bay, Clearwater Harbor, Stevenson Creek, Allen's Creek, and Alligator Creek.
- F.2.1.6 The City shall systematically and timely prepare and update watershed or waterbody specific management plans in accordance with the Surface Water Improvement and Management (SWIM) program. These plans shall include both water quality and flood control considerations and recommended funding sources.
- F.2.1.7 The City shall prioritize and implement all City approved stormwater management plans.
- F.2.1.8 All City stormwater management plan projects within watersheds of the City shall comply with applicable SWIM Plans for that waterbody or watershed.
- F.2.1.9 The City shall coordinate with and supplement the County's surface water monitoring program.
- F.2.1.10 The City will encourage the use of "Low Impact Development" techniques for stormwater management, such as minimal land disturbance, the preservation of native vegetation, and the minimization of impervious cover, through site plan and internal review processes.

## G. RECREATION AND OPEN SPACE ELEMENT

The purpose of the Recreation and Open Space Element is to provide the framework and direction for a comprehensive system of public and private sites for recreation, including, but not limited to, parks and playgrounds, parkways, beaches and public access to beaches, open spaces, waterways, and other recreational facilities.

### Recreation and Open Space Needs Summary

The following summarizes the Recreation and Open Space Element:

- There are three (3) principal land uses within the Recreation and Open Space element: parks, recreation facilities and open space. The benefits of these land uses and related land uses are many and include development pattern, aesthetic, environmental and recreational benefits. These land uses provide a benefit to the City and will continue to be incorporated into development and redevelopment plans.
- Currently, 13% of the City's total land area falls under the existing land use classification of "recreation open space," which includes parkland and recreational facilities.
- Vacant land (3% of land in the City) provides certain open space benefits to the City, and its loss will continue to be partially offset through the dedication of open space land on-site or elsewhere in the City.
- Beautification of open space along the gateway corridors is needed to enhance the City's image distinguishing "core" parkland, i.e., community, neighborhood, and scenic parks from other "adjunct" parkland.
- An established minimum level of service of four (4) acres of parkland per one thousand (1,000) persons for Citywide application will continue to be adequate.
- When new recreation and/or park uses are planned to be developed, priority should be given to areas of the city that are deficient.
- All needs of the City's diverse population will be taken into consideration when recreation provisions are being assessed. Clearwater has a variety of water-based recreation opportunities including beaches, boating and fishing which can continue to be developed for the benefit of both residents and visitors.

## GOALS, OBJECTIVES AND POLICIES

### **G.1 GOAL - TO DEVELOP A SYSTEM OF OPEN SPACES, PARKS AND RECREATION FACILITIES WHICH ARE DESIGNED FOR THE MAXIMUM SATISFACTION OF THE RECREATIONAL NEEDS OF CLEARWATER'S RESIDENTS AND TOURISTS.**

#### **G.1.1 Objective - The City shall ensure that parks, open space, trails and recreation facilities are efficiently and adequately maintained for all segments and districts of the population according to the level of service standards established for the City.**

##### Policies

G.1.1.1 Maintain the established minimum level of service standard of four (4) acres of core system parkland for every one thousand (1,000) persons for citywide application. For the purpose of applying this Level of Service standard, core system parkland includes community, neighborhood, and scenic parks.

G.1.1.2 Locate new neighborhood parks near schools, local or collector roads, and transit routes if feasible.

G.1.1.3 Locate new community parks and expansions to existing community parks adjacent to arterial streets and/or transit routes whenever possible.

G.1.1.4 Continue to provide automobile and bicycle parking facilities at all community parks and public beaches.

G.1.1.5 Parking lots, which serve public parks, may be constructed with a permeable surface subject to pavement requirements in the Community Development Code.

G.1.1.6 Preserve existing and develop new beach accessways through development control and preservation of accessible street ends.

G.1.1.7 Continue to provide accessible parking at public recreational facilities as well as ramps at park buildings to ensure that recreational lands and facilities are accessible to persons with disabilities consistent with the *Florida Accessibility Code*.

#### **G.1.2 Objective - The City of Clearwater shall continue intergovernmental coordination with the private sector and other public entities to increase public recreational opportunities and open space acreage.**

##### Policies

G.1.2.1 Continue to enforce the adopted recreation and open space land dedication requirements for the express purpose of maintaining the existing levels of service of recreation lands and facilities.

- G.1.2.2 Funds collected under dedication requirements shall be expended to benefit the development from which they were collected, specifically:
1. Open space funds shall be expended within a two (2) mile radius when used for the acquisition of community parkland, within a one (1) mile radius when used for the acquisition of neighborhood parkland, or at any location in the City when used for the acquisition of parkland to be used for the development of a resource-based recreation area;
  2. Recreation facilities land funds shall be expended within a two (2) mile radius when used for the acquisition of community parkland, within a one (1) mile radius when used for the acquisition of neighborhood parkland, or at any location in the City when used for the acquisition of parkland to be used for the development of a special facility site when the site is based on a recreational facility that is deemed to provide Citywide service in accordance with established service radius guidelines; and
  3. Recreation facilities funds shall be expended within a two (2) mile radius when used for facilities placed in a community park, within a one (1) mile radius when used for facilities placed in a neighborhood, or at any location in the City when used for a facility which serves as the basis for the development of a special facility site providing City wide service.
- G.1.2.3 Recreation facilities funds collected under dedication requirements shall be expended in consideration of the need for recreation facilities as determined by the application of the service radius guidelines and primary user guidelines contained in this plan and in conjunction with other considerations determined to be relevant by the Director of the Parks and Recreation Department and approved by the City Manager or designee.
- G.1.2.4 Provide an incentive within the City's recreation facility impact fee structure for private developers to provide recreational opportunities for their residents.
- G.1.2.5 Continue existing and facilitate new joint-use agreements between the Parks and Recreation Department and other private and public organizations including the Pinellas County School Board, St. Petersburg College, Pinellas County Government, and other governmental jurisdictions.
- G.1.2.6 Review, and revise if necessary, the City's recreation and open space land dedication requirements.
- G.1.2.7 Coordinate the Parks and Recreation Department's plans and activities with all other appropriate City departments and government agencies.
- G.1.2.8 Coordinate Parks and Recreation Department's plans with local community groups when appropriate.

**G.1.3 Objective - Continue to increase the supply of core system parkland in areas needing additional neighborhood parks.**

## Policies

- G.1.3.1 Review service radius and primary service guidelines for recreation facilities by the end of 2010 and every five years thereafter.
- G.1.3.2 Continue to acquire parkland for new supplemental parks to meet district deficiencies.
- G.1.3.3 Maintain the provisions of the City charter regarding the required referendum prior to approval the sale of public parklands to ensure adequate public recreation and open space lands within the City.
- G.1.3.4 Address the varying needs of the City's diverse population when creating and implementing parks and recreation plans with special attention to the needs of those who may have significantly limited recreational alternatives.
- G.1.3.5 Beautify parks and selected open space sites to enhance the city's visual quality.

**G.1.4 Objective - Preserve natural open space areas which constitute aesthetic, and/or ecological community assets.**

## Policies

- G.1.4.1 To maintain adequate open space in the City's neighborhoods and commercial areas, the City will continue to administer landscape, drainage and impervious surface regulations in the Community Development Code.
- G.1.4.2 The City shall pursue designation and acquisition of open space through the creation of green permeable areas in easements, traffic islands, etc., in compliance with the City's Community Development Code.
- G.1.4.3 Continue to designate appropriate land "Preservation" and "Recreation/Open Space" in the Future Land Use Plan whenever feasible.
- G.1.4.4 Preserve coastal and interior wetlands, floodways, floodplains, and other environmentally significant areas to protect their aesthetic and environmental qualities which benefit the City.
- G.1.4.5 Continue to promote environmental education through various programs including television, brochures, lectures and other public relations methods.
- G.1.4.6 Maintain at least four percent (4%) of the total land in the City as "recreation open space" park uses by enforcing the City's current open space land dedication requirements.

- G.1.4.7 When possible, provide open space properties which have the diversity of resources necessary for nature study and the enjoyment of natural assets in order to assure environmental understanding.
- G.1.4.8 Coordinate recreation planning with other plans concerning water quality, stormwater management, fish and wildlife management, and environmental education.
- G.1.4.9 Enhance the image of Clearwater by developing gateway corridor beautification projects.
- G.1.4.10 Beautify and provide recreation and open space opportunities for the commercial redevelopment areas of Clearwater Beach and Downtown through the City's mission, vision and priority initiatives as articulated in the annual budget document.

**G.1.5 Objective - Enhance and maintain the City's unique physical characteristics by making the best use of existing and potential recreation lands and open spaces.**

Policies

- G.1.5.1 The City shall be responsible for maintaining the environmental integrity of significant and unique areas owned by the City.
- G.1.5.2 Incompatible land uses located in or near recreational areas and any action, which is known to have severe adverse impacts on such areas, should be minimized or abolished.
- G.1.5.3 The City should utilize and preserve areas of ecological, historical, or archaeological value for parks and recreation when possible.
- G.1.5.4 The historic preservation components of the City's Comprehensive Plan, the Florida Department of State and private historical and archaeological organizations should be consulted when considering development or redevelopment of lands thought to have some historical or archaeological significance.
- G.1.5.5 Coordinate with other federal, state or local agencies and/or non-profit organizations to manage natural areas and open space when appropriate.
- G.1.5.6 Enhance open space and natural areas by restoring degraded natural communities and eradicating non-native vegetation.

**G.1.6 Objective - Develop new and enhance existing blueways, greenways and recreational trail systems throughout Clearwater.**

Policies

- G.1.6.1 The City will continue to develop greenways and trails as identified in *Shifting Gears-Clearwater's Bicycle and Pedestrian Master Plan*.

G.1.6.2 The City will provide new access or enhance/maintain existing access to water bodies where possible for recreational use.

**G.1.7 Objective - The City shall take an active role as a facilitator in providing recreation, park facilities, trails, cultural activities, and art opportunities for the needs of citizens and visitors of the City of Clearwater as articulated in the City's 2002 *Parks and Recreation System Master Plan*, the 2002 *Clearwater Cultural Plan*, the City's 2005 *Public Art Ordinance* and the City's 2006 *Shifting Gears: Bicycle and Pedestrian Master Plan*.**

Policies

G.1.7.1 As funds become available, the City will continue to implement the priority, medium term and long term actions, and continuous actions/policies as detailed in the 2002 *Parks and Recreation System Master Plan*.

G.1.7.2 As funds become available, the City will continue to implement the goals, objectives and strategies of the 2002 *Clearwater Cultural Plan*, and *The Public Art Ordinance*, 2005.

G.1.7.3 The Parks and Recreation Department will act as the City liaison for the Sister City program as a way to promote education and understanding between different world cultures.

G.1.7.4 As funds become available, the City will continue to implement the actions outlined in *Shifting Gears: Bicycle and Pedestrian Master Plan*, 2006.

**G.1.8 Objective - The City of Clearwater shall ensure the provision of facilities for the aging population.**

Policies

G.1.8.1 The City of Clearwater shall complete the development of the proposed Aging Well Master Plan.

## H. INTERGOVERNMENTAL COORDINATION ELEMENT

The purpose of the Intergovernmental Coordination Element is to clearly show what the relationships are between the City's Comprehensive Plan and the plans of the school board, the water supply authority, and other units of local government, which provide services but do not have regulatory authority over land use. Intergovernmental also means coordinating with the comprehensive plans of the county, adjacent counties, adjacent municipalities, the region, the regional water supply plan, and the state. The intergovernmental coordination element consists of standards, plans, and principles to be followed when dealing with these entities.

### Intergovernmental Coordination Needs Summary

The following summarizes the Intergovernmental Coordination Element:

- Clearwater needs to continue to coordinate with the Pinellas Planning Council, and Pinellas County for the orderly annexation of unincorporated properties within the Clearwater planning area.
- Road improvements, backlogged facilities, and levels of service need the coordination of all jurisdictions along the corridor in establishing and maintaining appropriate land use and traffic policies. Coordination with the Florida Department of Transportation is also a major issue to be addressed by continued participation in the M.P.O. process. In addition, Clearwater should continue to be involved with the Tampa Bay Area Regional Transportation Authority (TBARTA) process.
- Recreation needs of enclave residents should be addressed through interlocal agreements, transfer of funds, or other appropriate methods.
- Continued coordination is needed with the water management district and the State of Florida Department of Environmental Protection to define and protect cones of influence surrounding public water supply wells.
- The City will continue to facilitate the local level process for private sector beach renourishment applications, and coordinate those applications to the State and Pinellas County.
- Cooperation is needed to provide quantitative and qualitative improvements in stormwater management.
- Cooperation is needed between Federal, State, and local jurisdictions to address sanitary sewer effluent standards.
- There is a need for cooperation regarding right-of-way, access management, and roadway cross-section design among State, County, and local jurisdictions.
- There is a need to continue coordination of land use planning decisions through the efforts of the Pinellas County Planning Council.

**GOALS, OBJECTIVES AND POLICIES****H.1 GOAL - INTERGOVERNMENTAL COORDINATION EFFORTS SHALL PROVIDE EFFICIENT, FAIR, AND IDENTIFIABLE METHODS FOR SHARING INFORMATION AND FUNDING ACROSS JURISDICTIONS TO DIRECT MUTUALLY BENEFICIAL ACTIONS TOWARD THE SOLUTION OF SHARED PROBLEMS.****H.1.1 Objective - The Clearwater Comprehensive Plan shall be forwarded to Pinellas County, other adjacent local governments, and agencies (previously noted), such as the M.P.O., which have regulatory or operating authority in the City for purposes of coordinating future operations and development in the City.**

## Policies

- H.1.1.1 Clearwater supports a multi-jurisdictional land use planning entity in Pinellas County.
- H.1.1.2 Clearwater supports intergovernmental coordination in transportation and mass transit planning, through the MPO, PSTA, and TBARTA.
- H.1.1.3 Clearwater shall propose additional intergovernmental coordination mechanisms to enhance services, as noted in the Parks and Recreation and Housing Elements.
- H.1.1.4 The City conforms to State public records laws, and as a policy, provides requested information on as timely a basis as possible.
- H.1.1.5 The City shall provide annual Comprehensive Plan monitoring information, in a timely fashion, to be used to direct public expenditures
- H.1.1.6 Clearwater shall present any community redevelopment district plans, or redevelopment district and boundary changes, for approval by the Board of County Commissioners.
- H.1.1.7 The City shall strengthen coordination with other municipalities, the MPO, Pinellas County and FDOT to establish, measure, and maintain the level of service standards for road ways in the Strategic Intermodal System (U.S. 19), and other State and Country Roads.
- H.1.1.8 The City shall coordinate with Pinellas Planning Council the definition and calculations for mixed uses, strategies regarding infill development, land assembly, land use conservations, and annexations to promote redevelopment.
- H.1.1.9 The City shall coordinate with the Pinellas Planning Council and the Pinellas County Economic Development Department to implement the appropriate recommendations for Clearwater in “Pinellas by Design”.

- H.1.1.10 The City shall strengthen the level of coordination with the Florida Department of Community Affairs (DCA), the Florida Department of Transportation (FDOT), the Tampa Bay Regional Planning Council (TBRPC), Pinellas County, and other municipalities to promote the concept of livable neighborhoods.
- H.1.1.11 The City shall establish specific policies to provide for enhanced hurricane and disaster management coordination between the City, Pinellas County, Pinellas County School Board, other cities, the Tampa Bay Regional Planning Council, and the State of Florida with particular emphasis on public outreach and education.
- H.1.2 Objective - The City of Clearwater shall continue to coordinate its Comprehensive Plan with plans of the School Board of Pinellas County and other local governments through participation in joint planning process and procedures.**

Policies

- H.1.2.1 The City of Clearwater shall implement the Public Schools Interlocal Agreement in coordination with the School District and the other local governments that are signatories to the Agreement (the partner local governments).
- H.1.2.2 In fulfillment of Section 8 of the Public Schools Interlocal Agreement, the City of Clearwater shall continue its participation on the Pinellas Schools Collaborative, which shall meet at least once a year to evaluate implementation of the Public Schools Interlocal Agreement and school concurrency, and propose amendments for improvement if deemed necessary.
- H.1.2.3 The City of Clearwater, the School District, and the partner local governments shall coordinate annually in preparing a staff report on the effectiveness of school concurrency that will be presented at the annual meeting of the Pinellas Schools Collaborative, with the annual *School Capacity and Level of Service Report* forming the basis for the staff report.
- H.1.2.4 The City of Clearwater, the School District, and the partner local governments shall coordinate in amending the Public School Facilities Element according to the procedures in Section 10 of the Public Schools Interlocal Agreement, to ensure that the Public School Facilities Element within the local government comprehensive plans remains coordinated and consistent with one another and with the plans of the School Board.
- H.1.2.5 The City of Clearwater, through the implementation of its concurrency management system and the Public Schools Interlocal Agreement, shall coordinate and share information with the School District and the Pinellas County Planning Department to determine whether there is available public school capacity to support the anticipated students from residential site plans and final residential subdivision approvals.

H.1.2.6 The City of Clearwater, its partner local governments, and the School District shall cooperate in establishing a procedural manual for implementation of school concurrency. This manual and any subsequent changes to the manual will be developed by the School Planning Workgroup and approved by the Pinellas Schools Collaborative.

H.1.2.7 The City of Clearwater shall coordinate with the School Board of Pinellas County to implement the public educational facilities siting requirements of Chapter 163 and Chapter 1013, F.S., as stipulated in Section 4 of the Public Schools Interlocal Agreement on April 24, 2007.

H.1.2.8 The City recognizes State legislation regarding continued State funding for schools which are designated as historic and shall continue to coordinate with the appropriate State and Federal agencies to ensure the continued preservation of South Ward School, a National Register building.

## **H.2 GOAL - CLEARWATER SHALL CONTINUE TO COORDINATE DEVELOPMENT WITH ADJACENT MUNICIPALITIES, THE COUNTY, REGION, AND STATE.**

**H.2.1 Objective - Clearwater shall continue to review the mandated plans of adjacent municipalities, and will pass formal resolutions as needed specifically noting any major substantive conflicts with the City's plan, which establishes a framework to address inconsistencies.**

### Policies

H.2.1.1 Any major substantive conflicts as noted by resolution shall be proposed for submittal to TBRPC's informal regional mediation process, or other mediation methods shall be sought.

H.2.1.2 Other conflicts, which may be considered minor or non-substantive, shall be transmitted as comments to the appropriate local government.

H.2.1.3 Clearwater shall participate in and support regional conflict resolution mechanisms as appropriate.

H.2.1.4 Clearwater shall coordinate with appropriate State and Federal agencies to insure the preservation of designated historic structures and neighborhoods.

H.2.1.5 Establishment of interlocal bicycle and recreational paths shall be recognized as an intergovernmental coordination effort under the auspices of the MPO.

H.2.1.6 The City shall continue to participate with the Agency on Bay Management and the Tampa Bay National Estuary Program in its partnership approach to the protection and restoration of Tampa Bay.

**H.2.2 Objective - The City shall adopt the F.D.O.T. level of service standards for State primary and secondary arterials as they may be modified by additional service designations (special transportation areas, etc.) approved by F.D.O.T. and shall use**

**intergovernmental coordination agreements to secure maximum City control over access and manage of roads in Clearwater.**

Policies

H.2.2.1 The City shall continue to cooperate with F.D.O.T. in all matters of traffic signal access requests that affect the State highway system.

H.2.2.2 Clearwater shall provide F.D.O.T. with annual reports that document efforts at concurrency management on State roads.

**H.2.3 Objective - The City shall continue to maintain A.P.A. and State Department of Environmental Protection (DEP) standards for sewage treatment.**

Policies

H.2.3.1 City shall continue to coordinate with the State Department of Environmental Protection (DEP) in implementation of the Grizzle-Figg Bill, as it relates to wastewater treatment.

H.2.3.2 Clearwater shall continue to monitor and update the interlocal agreement with Safety Harbor to provide for continued availability of capacity for sewage treatment.

**H.2.4 Objective - The City shall maintain State Department of Environmental Protection (DEP) potable water standards.**

Policies

H.2.4.1 Clearwater shall continue to coordinate with Southwest Florida Water Management District (SWFWMD) in matters pertaining to consumptive use, wellfield mapping, the wellfield Environmental Monitoring Program (EMP) and water conservation as identified in the SWFWMD Regional Water Supply Plan.

H.2.4.2 Clearwater shall continue coordination, through interlocal agreement and subsequent amendments, and participation with Pinellas County, to assure continued potable water delivery to retail users.

**H.2.5 Objective - Clearwater shall continue to participate in countywide solid waste management programs to increase the volume of recycled materials.**

Policies

H.2.5.1 Clearwater shall continue as a user of the County resource recovery facility.

H.2.5.2 The City shall continue to support the Household Chemical Collection Program in conjunction with Pinellas County.

H.2.5.3 Clearwater shall actively support efforts to increase recycling and reduce the solid waste stream by appropriate target amounts, consistent with applicable State law.

**H.2.6 Objective - Clearwater shall participate on a technical and a policy level in the preparation, planning, funding, coordination, and implementation of a master stormwater management plan with other governmental entities, SWFWMD, State Department of Environmental Protection (DEP) and other affected parties.**

Policies

H.2.6.1 The Engineering Department shall continue to coordinate and oversee preparation of stormwater management plans.

H.2.6.2 Clearwater shall participate in interlocal agreements to implement and fund stormwater management plan improvements.

H.2.6.3 The Engineering Department shall prepare, monitor, and update watershed plans and coordinate with other jurisdictions.

H.2.6.4 The City shall continue to support the efforts of SWFWMD, under the Surface Water Improvement (SWIM) program, to upgrade the water of Tampa Bay.

H.2.6.5 The City supports the efforts of the County and adjacent local governments to maintain and upgrade the condition of Clearwater Harbor.

**H.2.7 Objective - Clearwater shall coordinate with Pinellas County's Department of Environmental Management and with the Department of Environmental Protection to upgrade and maintain air quality.**

Policies

H.2.7.1 Clearwater shall cooperate in air quality monitoring and modeling efforts of the Pinellas County Department of Environmental Management (D.E.M.).

H.2.7.2 Clearwater shall continue and seek to expand, as necessary, joint use agreements for recreational facilities with the Pinellas County School Board and other recreation facility providers.

**H.3 GOAL - THE CITY SEEKS TO COORDINATE THE DELIVERY OF URBAN SERVICES AND ANNEX ALL OF THE PROPERTY IN ITS WATER SERVICE AREA, TO PROVIDE FOR COORDINATION OF LAND USE AND UTILITY SERVICE DEMANDS, AND TO ENCOURAGE AN ORDERLY PATTERN OF URBAN GROWTH AND SERVICES, AND SHALL WORK WITH OTHER LOCAL JURISDICTIONS TO AMEND STATE LAWS WHICH UNDULY RESTRICT ANNEXATION.**

**H.3.1 Objective - the City shall continue to work with the PPC, the State, and the County in the orderly annexation of the City's existing enclaves.**

Policies

H.3.1.1 The City shall continue to implement the existing interlocal agreement with the County for the exercise of planning authority relating to County enclaves and other adjacent areas for possible future voluntary annexation.

H.3.1.2 The City shall specifically examine proposed land use plans of local governments adjacent to its boundaries and determine where any inconsistencies exist.

H.3.1.3 The City will continue to support the efforts of the Pinellas Planning Council and Pinellas County to coordinate land use categories on the countywide and municipal plans to achieve a compatible system of land use categories.

H.3.1.4 The City shall be strategic and proactive in pursuing the annexation of enclaves as well as other unincorporated areas within the Clearwater Planning Area.

H.3.1.5 In order to better protect surface water and groundwater resources, the City will seek to enter into negotiations with Pinellas County in an effort to eliminate the issuance of septic system permits in areas served by the City of Clearwater sewer system.

H.3.1.6 The City will pursue an interlocal agreement with Pinellas County to formalize the written policy for provision of sanitary service that supports annexation as a means to obtain sewer service within the Clearwater Planning Area.

H.3.1.7 The City will pursue an interlocal agreement with Pinellas County that sets forth the timing of the transfer of maintenance responsibilities for streets and drainage facilities as a result of annexation.

**H.4 GOAL - THE CITY SHALL MAINTAIN REGULAR MEANS OF COMMUNICATION FOR THE PURPOSE OF ADDRESSING AND RESOLVING ISSUES OF MUTUAL INTEREST THAT ARISE FROM THE LOCAL GOVERNMENTS' COMPREHENSIVE PLANS AND PLANS OF OTHER AGENCIES AND JURISDICTIONS.**

**H.4.1 Objective - To identify and coordinate the effects of special districts in Pinellas County with the Comprehensive Plan.**

Policies

H.4.1.1 The City will review the plans and independent special district facility reports of the Pinellas County Suncoast Transit Authority (PSTA), and the SWFWMD, and identify and resolve conflicts with the City's comprehensive plan, including concurrency related items.

H.4.1.2 The City will coordinate with PSTA, and SWFWMD, to resolve issues in Policy H.4.1.1.

H.4.1.3 The City will consider amending its comprehensive plan based upon the review of plans and discussions identified in Policy H.4.1.2.

**H.4.2 Objective - Identify and describe joint processes for collaborative planning on population projections, facilities subject to concurrency, facilities with countywide significance, and problematic uses.**

Policies

H.4.2.1 The City will coordinate, through the Metropolitan Planning Organization (MPO), the transportation needs of the City with the needs of the remainder of the county and the Florida Department of Transportation (FDOT).

H.4.2.2 The City will continue to coordinate with the Pinellas County Board of County Commissioners staff for the provision of countywide facilities, including but not limited to, solid waste disposal, the St. Petersburg/Clearwater International Airport, and the Pinellas County Emergency Operations Center.

H.4.2.3 The City will continue to coordinate with the MPO and the Pinellas Suncoast Transit Authority staffs for the provision of bridges, major transportation facilities, and mass transit.

H.4.2.4 The City will forward notice of proposed future land use plan policies related to hurricane shelters and evacuation routes, as well as map amendments resulting in an increase in population within coastal high hazard areas, to the TBRPC and the Pinellas County Emergency Management Department to determine hurricane shelter space and the effect of increased evacuation clearance times and routes.

H.4.2.5 The City will coordinate with the Pinellas County Planning Department in order to develop countywide population projections that include expected growth shown in the comprehensive plan for the community.

H.4.2.6 The City will review the draft population projections and consider using them in the comprehensive plan.

H.4.2.7 The City will coordinate, through the Metropolitan Planning Organization (MPO), the transportation needs of the City with the needs of the remainder of the county and the Florida Department of Transportation (FDOT).

H.4.2.8 The City will continue to coordinate with the Pinellas County Board of County Commissioners staff for the provision of countywide facilities, including but not limited to, solid waste disposal, the St. Petersburg/Clearwater International Airport, and the Pinellas County Emergency Operations Center.

H.4.2.9 The City will continue to coordinate with the MPO and the Pinellas Suncoast Transit Authority staffs for the provision of bridges, major transportation facilities, and mass transit.

H.4.2.10 The City will forward notice of proposed future land use plan policies related to hurricane shelters and evacuation routes, as well as map amendments resulting in an increase in population within coastal high hazard areas, to the TBRPC and the Pinellas County Emergency Management Department to determine hurricane shelter space and the effect of increased evacuation clearance times and routes.

**H.4.3 Objective - Bring intergovernmental disputes to closure in a timely manner through the use of voluntary dispute resolution processes.**

Policies

H.4.3.1 The City will utilize the existing countywide planning process, as appropriate, to resolve local government future land use plan disputes, as well as other planning related intergovernmental disputes.

H.4.3.2 The City will utilize the TBRPC's role as a mediator and conciliator as outlined in the, F.A.C., to reconcile differences on planning and growth management issues.

## I. CAPITAL IMPROVEMENTS ELEMENT

### INTRODUCTION

The intent of the capital improvements element is to provide a component that outlines principles for construction, extension, or increase in capacity of public facilities, which are necessary to implement the comprehensive plan and to provide estimated public facility costs, needs, general location of the facilities, and projected revenue sources to fund the facilities. Standards to ensure the availability and the adequacy of public facilities including acceptable levels of service (LOS) and standards for the management of debt are included in the element.

A schedule of capital improvements, which includes details, agreements and revenue sources for all publicly and privately funded projects, is necessary to ensure that adopted level-of-service standards (LOS) are achieved and maintained. Transportation improvements in coordination with the Pinellas County Metropolitan Planning Organization (MPO) are included.

The City's 6-year Capital Improvements Program (CIP) provides the mechanism to implement the capital portion of the City Comprehensive Plan and support the City Council's "Vision" priorities. The CIP, updated by ordinance within the City's annual operating and capital budget, meets the state requirement to cover at least a 5-year period. A copy of the ordinance which updates the CIP is required to be transmitted annually to the state land-planning agency, the Department of Community Affairs (DCA).

### Capital Improvements Element Needs Summary

The following section highlights several current capital improvement projects and their respective funding sources supported in the other Comprehensive Plan elements and specified in the City's six-year schedule of the Capital Improvement Program (CIP). The CIP is updated and adopted annually by the City Council:

- The \$2.5 million Bayshore Boulevard Realignment Project is planned in FY2012/13. This project will eliminate a dangerous curve just north of Drew Street on heavily traveled Bayshore Boulevard. Funding is Penny for Pinellas III.
- The City's Streets and Sidewalks Program is currently budgeted for \$11.165 million in the six-year CIP schedule with a funding source of road millage.
- The City proposes a total of \$29.709 million of improvements within the City's Stormwater Infrastructure Program over the six-year CIP period. The funding sources for this project are the Stormwater Fund and a future bond issue.
- The \$1.620 million Commercial Container Acquisition CIP project is planned through Solid Waste funds.
- The \$1.2 million Reclaimed Water Distribution System CIP project is being funded through water funds.
- The \$9.885 million Sanitary Sewer Extensions CIP project is being funded through: \$1.642 million from Sewer Impact, \$4.101 million through Utility Renewal and Replacement, and \$4.142 through Sewer Revenue.
- The \$23.883 million Parks Development projects over the six-year CIP period are being funded through Penny III funds, General Fund, various grants, FDOT reimbursement, and Sports Events Revenue..

## GOALS OBJECTIVES AND POLICIES

### **I.1 GOAL - IT IS A GOAL OF THE CITY OF CLEARWATER TO PROVIDE ESSENTIAL PUBLIC FACILITIES IN A TIMELY, EFFICIENT AND FISCALLY SOUND MANNER.**

#### **I.1.1 Objective - The Capital Improvements Element (CIE) of the Comprehensive Plan of the City of Clearwater shall be reviewed and adopted annually in light of the needs addressed in the various elements of the Comprehensive Plan including the fifth year needs of each subsequent adoption.**

##### Policies

- I.1.1.1 The CIE shall be reviewed on an annual basis and modified as necessary in accordance with F.S. 163.3187 or 163.3189 in order to maintain a financially feasible (minimum) 5-year schedule of capital improvements. Corrections and modifications concerning costs, revenue sources, or acceptance of facilities pursuant to dedications which are consistent with the plan may be accomplished by ordinance and shall not be deemed to be amendments to the comprehensive plan.
- I.1.1.2 The City shall be permitted to amend the Schedule of Capital Improvements two times during any calendar year and as allowed for emergencies, developments of regional impact and certain small-scale development activities pursuant to Florida Statutes 163.3187. The annual update of the plan is hereby incorporated by reference and is located following policy I.1.7.6 as the FY2010/11 Annual Update to the Capital Improvements Element.
- I.1.1.3 The CIE shall pertain to the major projects identified as needed in the elements of the comprehensive plan and which have an estimated cost of more than \$100,000. This does not preclude the inclusion of other needs identified in the comprehensive plan of less than \$100,000 in the City's annual Capital Improvements Program.
- I.1.1.4 Any act or failure to act that causes any project listed in the Schedule of Capital Improvements of this Comprehensive Plan to be scheduled for completion in a fiscal year later than the fiscal year indicated in the Schedule of Capital Improvements shall be effective only if the act causing the delay is subject to one of the following:
  - 1. Projects providing capacity equal to or greater than the delayed project are accelerated or added to the Schedule of Capital Improvements in order to provide capacity of public facilities in the fiscal year at least equal to the capacity scheduled prior to the act which delayed the subject project.
  - 2. Modification of development orders issued conditionally or subject to the concurrent availability of public facility capacity provided by the delayed project. Such modification shall restrict the allowable amount and schedule of development to that which can be served by the capacity of public facilities according to the revised scheduled.
  - 3. Amendment of the Plan to reduce the adopted standard for the level of service for public facilities until the fiscal year in which the delayed project is scheduled to be completed.
- I.1.1.5 Capital improvements projects proposed for inclusion in the schedule of capital improvements should be evaluated on the following criteria and considered in the priority listed below:

1. New public facilities and improvements to existing public facilities that eliminate public hazards (Priority 1);
  2. A repair, remodeling, renovation or replacement of obsolete or worn out facilities that contribute to achieving or maintaining standards for levels of service (Priority 2);
  3. New or expanded facilities that reduce or eliminate deficiencies in levels of service for existing demand (Priority 3);
  4. New or expanded facilities that provide the adopted levels of service for new development and redevelopment during the next five fiscal years as updated by the annual review of this element in the following priority order serve:
    - (a) Previously approved orders permitting redevelopment;
    - (b) Previously approved orders permitting development;
    - (c) New orders permitting redevelopment; and
    - (d) New orders permitting new development (Priority 4);
  5. Improvements to existing facilities and new facilities that significantly reduce the operating costs of providing a service or facility or otherwise mitigate impacts of public facilities on future operating budgets (Priority 5);
  6. New facilities that exceed the adopted levels of service for growth during the next five fiscal years by either providing excess public facility capacity that is needed by future growth beyond the next five fiscal years or providing higher quality public facilities (Priority 6);
  7. Facilities not described above but which the City is obligated to complete provided that such obligation is evidenced by a written agreement the City executed prior to adoption of this Plan (Priority 7);
- I.1.1.6 Projects relating to the renewal and/or replacement of essential public facilities shall be included in the annual adoption of the capital improvements element when the renewal and/or replacement is required to maintain a minimum level of service and is more than \$100,000.
- I.1.1.7 Maximum use will be made of user fees, intergovernmental transfers, and other funding sources to limit the use of ad valorem revenues for funding capital improvements.
- I.1.1.8 The City shall, in cooperation with Pinellas County as approved by the voters in March 1997, and extended in March 2007, maintain a Local Government Infrastructure Surtax (LGIS) for the purpose of supplementing current revenue sources in order to fund the capital improvements called for in this Plan.
- I.1.1.9 As stated in the City Charter, the total indebtedness, which for the purpose of this limitation shall include revenue, refunding and improvement bonds, of the City of Clearwater shall not exceed twenty percent (20%) of the current assessed valuation of all real property located in the City; and the total budgeted expenditures in any fiscal year shall not exceed the total estimated revenue plus any unencumbered funds carried forward from a prior fiscal year.
- I.1.1.10 The City recognizes the value and will prioritize capital improvements associated with redevelopment plans and special area plans.
- I.1.1.11 The City hereby adopts by reference the Florida Department of Transportation Five Year Work Program, 2011–2015, adopted on July 1, 2010.

- I.1.1.12 The City hereby adopts by reference the Pinellas County Metropolitan Planning Organization Transportation Improvement Program, FY 2010/11–2014/15, adopted on June 9, 2010.

**I.1.2 Objective - Management of Clearwater's coastal storm area shall limit public expenditures to those necessary to serve existing and planned development.**

Policies

- I.1.2.1 City infrastructure located in the coastal high hazard areas shall be given first priority in receiving renourishment projects, necessary maintenance, and repair and replacement projects; the coastal high hazard area is defined by the Sea, Lake and Overland Surges from Hurricanes (SLOSH) model to be inundated from a category one (1) hurricane, as reflected in the most recent Regional Evacuation Study, Storm Tide Atlas.
- I.1.2.2 Damaged infrastructure shall be replaced or rebuilt to minimize the potential for future damage. Unless the facility is necessary to serve the population of the coastal storm area, consideration shall be given to relocating public facilities outside the coastal storm area.
- I.1.2.3 Infrastructure damage in coastal high hazard areas during previous storms was limited to beach and water-dependent uses. Repairs and rebuilding of sewage treatment plants and lift stations damaged in future storms shall be conducted with such methods to minimize disaster vulnerability.
- I.1.2.4 The following infrastructure improvements shall be specifically considered as part of the local coastal zone management element for purposes of consistency with applicable State law: expansion of public park and beach access facilities; and addition of sanitary sewer and street drainage capacities, as needed, to implement water quality objectives. These improvements should be consistent with the coastal management element and are eligible for State funds, which are now or may become available.
- I.1.2.5 Level of service standards will not be the exclusive determinant of the need for a capital improvement in the coastal high hazard area when a repair, remodeling, renovation or replacement of an obsolete or worn out facility, as determined by the City Manager and City Council, is necessary or when capital improvements are provided in excess of the standards adopted in this Plan based upon the following criteria:
1. The capital improvement does not make financially infeasible any capital improvement of the same type that is needed to achieve or maintain the standards for levels of service adopted in this Plan; and
  2. The capital improvement does not contradict, limit or substantially change the goals, objectives and policies of any element of this Plan; and
  3. The excess capacity is an integral part of a capital improvement that is needed to achieve or maintain standards for levels of service; or
  4. The excess capacity provides economies of scale making it less expensive than a comparable amount of capacity if acquired at a later date; or
  5. The property acquired is land that is environmentally sensitive or designated by the City as necessary for conservation, recreation or protection of coastal high hazard areas; or

6. The excess capacity is part of a capital project financed by general obligation bonds approved by referendum.

**I.1.3 Objective - No development order shall be approved where the development would increase the demand on essential public facilities to the point that the level of service provided by an essential public facility is reduced to below the minimum level of service standard for that facility as described herein.**

Policies

- I.1.3.1 Essential public facilities as defined in this plan include and are limited to those facilities relating to sanitary sewer, solid waste, stormwater, potable water, transportation, public school facilities, and parks and recreation systems.
- I.1.3.2 The City shall determine, prior to the issuance of development orders, whether sufficient capacity of essential public facilities to meet the minimum standards for levels of service for the existing population and a proposed development will be available concurrent with the impacts of the proposed development. The applicable water supplier shall be consulted prior to the issuance of a building permit to ensure potable water will be available prior to the issuance of a certificate of occupancy.
- I.1.3.3 If it is determined that sufficient capacity of essential public facilities will be available concurrent with the impacts of a proposed development, a final development order may be issued in accordance with the following schedule:
  1. For potable water, sanitary sewer, solid waste and stormwater, the concurrency requirement will be satisfied if:
    - (a) The necessary facilities are in place at the time the order is issued; or
    - (b) The order is issued subject to the condition that the necessary facilities will be in place when the impacts of the development occur; or
    - (c) The necessary facilities are under construction at the time the order is issued; or
    - (d) The necessary facilities are guaranteed in an enforceable development agreement that includes the provisions of subsections (a) through (c) above. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes or an agreement or development order issued pursuant to Chapter 380, Florida Statutes. The agreement must guarantee that the necessary facilities will be in place when the impacts of the development occur.
  2. For parks and recreation, the concurrency requirement will be satisfied by the criteria contained in Policy I.1.3.3.1 or if:
    - (a) At the time an order is issued, the necessary facilities are the subject of a binding executed contract which provides for the commencement of the actual construction of the required facilities or the provision of services within one year of the issuance of the order; or
    - (b) The necessary facilities are guaranteed in an enforceable development agreement, which requires the commencement of the actual construction of the facilities within one year of the issuance of the applicable development order. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes or an agreement or development

order issued pursuant to Chapter 380, Florida Statutes.

3. For roads and mass transit, transportation facilities needed to serve new development shall be in place or under actual construction within 3 years after the City approves a building permit that results in traffic generation.
  4. For public school facilities, the concurrency requirement will be satisfied by the criteria contained in Policy I.1.3.1 or Objective I.1.7 and Policies I.1.7.1 through I.1.7.6 that set forth the concurrency requirements for public school facilities in accordance with the Public Schools Interlocal Agreement pursuant to Section 163.31777, F.S.
- I.1.3.4 A developer may propose developments in stages or phases so that facilities needed for each phase will be available in accordance with the criteria contained in Policy I.1.3.3.
- I.1.3.5 An applicant for a development order may request a determination of the capacity of the essential public facilities as part of the review and approval of the development order provided that:
1. The determination that such capacity is available shall apply only to specific uses, densities and intensities based on information provided by the applicant;
  2. The determination that such capacity is available shall be valid for the development that is completed within a period not to exceed two years or such later period as may be provided for in a development approval;
  3. The determination that such capacity is available shall be valid for development that is completed within any period of time acceptable to the City and the applicant provided that:
    - (a) The period of time is explicitly set forth in a binding development agreement as authorized by Florida Statutes;
    - (b) The applicant provides one or more of the following assurances acceptable to the City in form and amount to guarantee the applicant's pro rata share of the City's financial obligation for public facilities which are constructed by the City for the benefit of the subject property:
      - i. performance bond,
      - ii. irrevocable letter of credit,
      - iii. prepayment of impact fees,
      - iv. prepayment of capacity, or
      - v. formation of a Community Development District pursuant to Chapter 190, Florida Statutes.
    - (c) Whenever an applicant's pro rata share of a public facility is less than the full cost of the facility; the City shall do one of the following:
      - i. contract with the applicant for the full cost of the facility including terms regarding reimbursement of the applicant for costs in excess of the applicant's pro rata share; or
      - ii. obtain assurances similar to those in subsection (b) above from other sources; or
      - iii. amend this Comprehensive Plan to modify the adopted standard for the level of service so as to reduce the required facility to equal the applicant's needs, excluding Strategic Intermodal System (SIS),

Federal Intrastate Highway System (FIHS), and Transportation Regional Impact Project (TRIP) funded state roads.

- (d) No further determination of capacity for the subject property shall be required prior to the expiration of the determination of capacity for the preliminary development order and the subject property shall be vested with the right to obtain final development orders subject to the requirements of this section.

I.1.3.6 An applicant for a development order may alternatively elect to request approval of the development order without a determination of the capacity of essential public facilities provided that any such order is issued subject to requirement in the applicable land development regulation or to specific conditions contained in the preliminary development order that:

1. Final development orders for the subject property are subject to a determination of capacity of the essential public facilities; and
2. No rights to obtain final development orders nor any other rights to develop the subject property have been granted or implied by the City's approval of the preliminary development order.

I.1.3.7 Standards for the minimum level of service to be provided by essential public facilities within the jurisdiction of the City of Clearwater are established in the applicable element and outlined in the following Table: Summary of Level of Service Standards.

**Table: Summary of Level of Service Standards**

Facilities	Element	LOS Standard
Transportation	Transportation	LOS C daily and LOS D pm peak for all roads in the City
Sanitary Sewer	Utilities	Average of 127gallons per person per day (GPCD)
Solid Waste	Utilities	Average Solid Waste Generator Rate of 7.12 pounds per capita per day
Stormwater	Utilities	Design storm: 10 – year storm frequency for all new street development using the rational design method 25 – year frequency with positive outfall for major storm systems with basin time of intensities controlling the duration.* 50 – year storm frequency when no outfall and discharge is to street right-of-way.* 100 – year storm frequency when no outfall and discharge is across private property.*  * Design standards for stormwater quality treatment/storage quantity shall conform to the current SWFWMD requirement [Presently being the SCS Unit Hydrograph design method, using the design storm frequency and a twenty-four (24) hour duration for sites ten (10) acres or more, and the rational design method for sites under ten (10) acres].
Potable Water and Natural Ground	Utilities	Average Water Consumption Rate 120 gallons per capita per day at a pressure of 40-45

Water Aquifer Recharge		psi.* *Continue to maintain water consumption of one hundred twenty (120) GPCPD or less as per the conditions set forth by Clearwater's Water Use Permit.
Hurricane Evacuation	Coastal Management	16 hours (out of county for a category 5-storm event as measured on the Saffir-Simpson scale)
Parks	Recreation and Open Space	4 acres of parkland per one thousand (1,000) persons for Citywide application
Schools	Public School Facilities	District-wide Level-of-Service Standard: Student enrollment plus vested students divided by <i>Florida Inventory of School Houses</i> (FISH) School Capacity plus additional capacity does not exceed 100 percent. This level-of-service standard shall apply to each type of public school facility

**I.1.4 Objective - Future development shall be required to bear a proportionate share of the facility improvements necessitated by the development in order to maintain the adopted level of service standards.**

Policies

- I.1.4.1 The City will use impact fees as a means of financing capital improvements of essential public facilities, which are necessary to maintain, adopted level of service standards for new construction or development.
- I.1.4.2 By 2014, review impact fee structures to assure that assessments are sufficient to cover an appropriate portion of the costs incurred by new development.
- I.1.4.3 Establish an appropriate interval for the continuing review of the amounts to be assessed new developments for impact fees.
- I.1.4.4 Existing development shall pay for some or all of the capital improvements that reduce or eliminate existing deficiencies, some or all of the replacement of obsolete or worn out facilities, and may pay a portion of the cost of capital improvements needed by future development.
- I.1.4.5 Existing development's payments may take the form of user fees, special assessments and taxes.
- I.1.4.6 The applicants/parties involved with future development shall pay for some or all of the capital improvements needed to address the impact of such development and may pay a portion of the cost of the replacement of obsolete or worn out facilities.
- I.1.4.7 Future development's payments may take the form of, but are not limited to, voluntary contributions for the benefit of any public facility, impact fees, capacity fees, dedications of land, provision of public facilities, and future payments of user fees, special assessments and taxes. Future development shall not pay impact fees for the portion of any capital improvement that reduces or eliminates existing deficiencies.

**I.1.5 Objective – Continue to administer the City of Clearwater concurrency management ordinance which compares the impacts of development orders with available essential public facilities and/or the fiscal feasibility of additional essential public facilities.**

Policies

- I.1.5.1 In 1990, the City instituted a concurrency management ordinance for the thoroughfare system, which states that sufficient capacity exists prior to certificate of occupancy. The City shall continue to work with Pinellas County MPO on updates to the LOS report to ensure the continued monitoring of the LOS using data available from the computerized traffic signal system. This system shall continue to include access management considerations such as: requiring issuance of applicable driveway permits from the FDOT as a condition for final site plan approval, inclusion of access points on non-residential collector streets wherever possible, and may require grouping of driveways, restriction of curb cuts or restrictions or phasing of development as a condition of approval.
- I.1.5.2 The City shall recognize the overriding Constitutional principle that private property shall not be taken without due process of law and the payment of just compensation, which principle is restated in Section 163.3194 (4) (a) Florida Statutes.
- I.1.5.3 In the planning of capital improvements, the City shall consider the effect of such improvement on local resources listed on the National Register of Historic Places with the intent to preserve the integrity of such places.
- I.1.5.4 In the planning of capital improvements, the City shall consider the effects of controversial public facilities, such as landfills, prisons, and power lines, with the intent of locating them in areas where they may best serve their purpose and have the fewest negative impacts.
- I.1.5.5 The City will require developers to provide necessary documentation as applicable for tracking purposes to assure that the de minimis transportation impact threshold has been met.

**I.1.6 Objective - The City shall recognize that rights to develop or redevelop property should be granted in accordance with established binding development agreements and consistent with the intent to provide facilities concurrent with the impact of development.**

Policies

- I.1.6.1 Developments of Regional Impact which are the subject of and in compliance with an adopted Development Order may continue to develop consistent with the terms of Order Chapter 380 F.S., and appropriate administrative rules.
- I.1.6.2 Beginning the time of plan adoption, all applications for building permit which are located on backlogged road facilities shall be reviewed and monitored for consistency with this Comprehensive Plan.
- I.1.6.3 Any new application for a development order or revalidation of a building permit, site plan, or subdivision plat requested after May 1990 shall be subject to concurrency review. Previously approved site plans or plats shall be valid for the period of their initial approval or revalidation if granted prior to May 1990.

**I.1.7 Objective - The City, in coordination with the School District, shall ensure that the capacity of public schools is sufficient to support the anticipated students from residential site plans and final residential subdivision approvals consistent with the adopted level-of-service standard for public schools.**

Policies:

- I.1.7.1 The City shall utilize the following level-of-service standard for public school facilities, which shall be applied consistently district-wide by the School District and by the local governments within Pinellas County that signed the Public

Schools Interlocal Agreement (the partner local governments).

District-wide level-of-service standard: Student enrollment plus vested students divided by Florida Inventory of School Houses (FISH) School Capacity plus additional capacity does not exceed 100 percent. This level-of-service standard shall apply to each type of public school facility.

- I.1.7.2 Amendments to the adopted level of service shall be accomplished using the procedure contained in Section 10 of the Public School Facilities Interlocal Agreement.
- I.1.7.3 The *School Capacity and Level of Service Report*, prepared by the School District, approved by the School Board, and delivered to the City no later than November 30<sup>th</sup> of each year, and as adjusted throughout the year based on the official student enrollment count of the fall semester and the estimated number of vested students, shall be utilized by the City as the basis for assessing the existing level of service conditions and the available capacity within each Concurrency Service Area.
- I.1.7.4 By December 1st of each year, the City shall adopt by reference the School District's Five-Year Work Program to ensure the level of service standard is achieved and maintained during the period covered by the five-year schedule within the Capital Improvements Element.
- I.1.7.5 The School Board, in coordination with the partner local governments, will use the procedure in Section 3(a) of the Public Schools Interlocal Agreement to annually update the District's Five-Year Work Program to maintain a financially-feasible capital improvements program that is able to achieve and maintain the adopted level of service standard within the period covered by the five-year schedule.
- I.1.7.6 The City hereby adopts by reference the Pinellas County School District Five-Year Work Program FY 2010/11 through FY 2014/15, as adopted by the Pinellas County School Board on September 14, 2010.

## FY2010/11 ANNUAL UPDATE TO THE CAPITAL IMPROVEMENTS ELEMENT

The intent of the annual update to the Capital Improvements Element is to demonstrate the adequacy of concurrency-related public facilities over a five-year planning period and the City's ability to meet the financial demands of any indicated deficiencies.

In the following, the concurrency-related public facilities (i.e., solid waste, potable water, stormwater, sanitary sewer, parkland and roads) are evaluated to determine that the City's adopted level of service (LOS) standards are currently being met and will be adequate to serve approved and planned development over the next five years. The adopted Clearwater Capital Improvement Program, FY2010/11 – FY2015/2016 indicates the timing, location and funding of capital projects needed to meet future public facilities demands and demonstrate that the Comprehensive Plan is financially feasible.

## PUBLIC FACILITY CAPACITY AND DEMAND PROJECTIONS

The following tables indicate capacity and demand for concurrency-related public facilities over the next five years. All of the city's public facilities are projected to meet the adopted LOS standards with the exception of certain roadway segments.

Current population (2008 estimate): 110,831  
 Projected 2018 population (per Future Land Use Element): 120,028

**SOLID WASTE:**

Current capacity: 7.12 lbs per capita per day

Current demand: 5.19 lbs per capita per day

Fiscal Year	Projected Demand (lbs per capita per day)	Projected Capacity (lbs per capita per day)	Surplus (Deficit)
2009/10	5.19	7.12	1.93
2010/11	5.19	7.12	1.93
2011/12	5.19	7.12	1.93
2012/13	5.19	7.12	1.93
2013/14	5.19	7.12	1.93
Totals (2013/14)	5.19	7.12	1.93

Solid waste LOS standard: 7.12 lbs per capita per day

Current capacity\*:

Total solid waste capacity (in tons): 143,906

Pounds of solid waste per capita per day: 7.12

Current demand:

Total solid waste generated by the City in 2008 (in tons): 104,898

Current pounds of solid waste per capita per day: 5.19

\*The current capacity is based on the City's solid waste LOS standard. Capacity is actually greater since the City's Solid Waste Department is able to dispose of all waste produced within

the City, as it coordinates with Pinellas County for waste disposal. Solid waste is disposed of at the Pinellas County Waste to Energy Plant where most is incinerated and any remaining material is landfilled. According to the Pinellas County Technical Management Committee, the most recent projections take the life of the county landfill to year 2065.

### POTABLE WATER:

Current capacity: 25 MGD

Current demand: 12.2 MGD

Fiscal Year	Projected Demand (Maximum)	Projected Capacity (Minimum)	Surplus (Deficit)
2009/10	12.0 MGD	25.0 MGD	13.0 MGD
2010/11	12.1 MGD	25.0 MGD	12.9 MGD
2011/12	12.1 MGD	25.0 MGD	12.9 MGD
2012/13	12.2 MGD	25.0 MGD	12.8 MGD
2013/14	12.2 MGD	25.0 MGD	12.8 MGD
Totals (2013/14)	12.2 MGD	25.0 MGD	12.8 MGD

MGD = million gallons per day; Projections as per the City's Water Master Plan.

Potable water LOS standard: 120 gallons per capita per day

Current capacity:

Total potable water available per day in gallons: 25,000,000 (25.0 MGD)

Gallons available per capita per day: 225.56

Current demand:

Total potable water consumption per day in gallons: 12,000,000 (12.0 MGD)

Gallons consumed per capita per day: 108.27

### STORMWATER:

Current capacity: 10-year LOS standard

Current demand: 10-year LOS standard

Fiscal Year	Projected Demand (Minimum)	Projected Capacity (Minimum)	Surplus (Deficit)
2009/10	10-Year LOS	10-Year LOS	N/A*
2010/11	10-Year LOS	10-Year LOS	N/A*
2011/12	10-Year LOS	10-Year LOS	N/A*
2012/13	10-Year LOS	10-Year LOS	N/A*
2013/14	10-Year LOS	10-Year LOS	N/A*
Totals (2013/14)	10-Year LOS	10-Year LOS	N/A*

Stormwater LOS standard: Design storm - 10-year storm frequency for all new street development using the rational design method

Current capacity: 10-year LOS standard (Min.)\*

Current demand: 10-year LOS standard (Min.)\*  
 Total: 10-year LOS standard (Min.)\*

\*Stormwater management is reviewed on a permit-by-permit basis. The City only approves if a proposed development meets the LOS standards for stormwater management facilities listed above.

### **SANITARY SEWER:**

Current capacity: 257 gallons per capita per day

Current demand: 127 gallons per capita per day

<b>Fiscal Year</b>	<b>Projected Demand (Maximum)</b>	<b>Projected Capacity (Minimum)</b>	<b>Surplus (Deficit)</b>
2009/10	14.1 MGD	28.5 MGD	14.4 MGD
2010/11	14.2 MGD	28.5 MGD	14.3 MGD
2011/12	14.2 MGD	28.5 MGD	14.3 MGD
2012/13	14.3 MGD	28.5 MGD	14.2 MGD
2013/14	14.3 MGD	28.5 MGD	14.2 MGD
Totals (2013/14)	14.3 MGD	28.5 MGD	14.2 MGD

MGD = million gallons per day; Projections as per the City's Water Pollution Control (WPC) Master Plan.

Sanitary sewer LOS standard: 127 gallons per capita per day  
 Current capacity (in gallons): 28,500,000  
 Gallons available per capita per day 257.14

Current demand: 14,100,000  
 Gallons available per capita per day 127.22

### **PARKLAND:**

Current capacity: 13.31 acres per 1,000 persons

Current demand: 4 acres per 1,000 persons

<b>Fiscal Year</b>	<b>Projected Demand (Maximum)</b>	<b>Projected Capacity (Minimum)</b>	<b>Surplus (Deficit)</b>
2009/10	4 per 1,000	13.31 per 1,000	9.31 per 1,000
2010/11	4 per 1,000	13.31 per 1,000	9.31 per 1,000
2011/12	4 per 1,000	13.31 per 1,000	9.31 per 1,000
2012/13	4 per 1,000	13.31 per 1,000	9.31 per 1,000
2013/14	4 per 1,000	13.31 per 1,000	9.31 per 1,000
Totals	4 per 1,000	13.31 per 1,000	9.31 per 1,000

Parkland LOS standard: 4 acres per 1,000 people

Current capacity (parkland acres as of 05/13/09): 1,475 acres @ 13.31 per 1,000 persons  
 Current demand: 440 acres @ 4 per 1,000 persons  
 Total (acres/per thousand persons): 1,475 acres @ 13.31 per 1,000 persons

**ROADS:**

Roadway LOS standard:

C Average Daily, D Peak Hour

Arterial and collector roadways currently operating below the adopted LOS standard include:

#	Roadway Segment	Juris <sup>1</sup>	Road Type	Length (mi)	Volume/Capacity Ratio	2009 Level of Service
590	Belleair Rd (US 19 to Keene) <sup>2 3</sup>	CR	2U	1.969	0.86	E
800	Ft Harrison Ave (Belleair to Chestnut) <sup>3</sup>	CL	2D	1.551	1.24	F
802	Ft Harrison Ave (Chestnut to Drew) <sup>3</sup>	CL	2D	0.498	1.18	F
985	McMullen Booth Rd (Gulf to Bay to Main) <sup>2 3</sup>	SR	6D	2.267	1.24	F
986	McMullen Booth Rd (Main to SR 580) <sup>2 3</sup>	SR	6D	2.042	1.27	F
987	McMullen Booth Rd (SR 580 to SR 586) <sup>2</sup>	SR	6D	1.768	1.09	F
1025	NE Coachman Rd (Drew to US 19)	SR	2U	1.741	1.14	F
672	SR 60 (Hillsborough CL to Bayshore) <sup>3</sup>	SR	4D	5.235	1.46	F
844	SR 60/Gulf to Bay Blvd(Highland to Keene) <sup>3</sup>	SR	6D	0.756	0.97	E <sup>5</sup>
845	SR 60/Gulf to Bay Blvd (Keene to Belcher) <sup>3</sup>	SR	6D	1.026	1.15	F
846	SR 60/Gulf to Bay Blvd (Bayshore to US19) <sup>3</sup>	SR	6D	1.512	1.21	F
847	SR 60/Gulf to Bay Blvd (US 19 to Belcher) <sup>3</sup>	SR	6D	0.986	1.15	F
1253	US 19 (Belleair to Druid/Seville) <sup>4</sup>	SR	6D	1.210	1.73	F <sup>5</sup>
1256	US 19 (Sunset Point to Enterprise) <sup>4</sup>	SR	6D	1.333	1.66	F <sup>5</sup>

**Notes:**

1. CR – County road; CL – City of Clearwater; SR – State road.
2. Policy constrained roadway per the 2035 Pinellas County Long Range Transportation Plan.
3. Related capacity improvement identified in the Pinellas County Transportation Improvement Program, FY 2010-FY 2015.
4. Related capacity improvement identified in the Florida Department of Transportation Five-Year Work Program, FY 2011-2015.
5. 2025 level of service projections indicate improvement to LOS D.

Source: Facility Level of Service Analysis, Pinellas County MPO, 2009.

Arterial and collector roadways projected to operate below the adopted LOS standard in 2025 are listed below. *Note:* The Pinellas MPO does not calculate interim year LOS projections (e.g., 2015), therefore, 2025 data is used.

#	Roadway Segment	Juris <sup>1</sup>	Road Type	Length (mi)	Year 2025 AADT <sup>2</sup>	2025 Level of Service
515	US Alt 19/Edgewater (Myrtle to Broadway)	SR	2U	2.091	24712	F
582	Belcher Rd (Gulf to Bay to NE Coachman)	CR	4U	0.805	33477	F
590	Belleair Rd (US 19 to Keene) <sup>3</sup>	CR	2U	1.969	19000	E
634	Chestnut St (Court St Conn. to Ft Harrison)	SR	2O	0.225	23000	F
635	Chestnut St (Ft Harrison to Myrtle)	SR	4O	0.252	23000	F
643	Cleveland St (Ft Harrison to Myrtle)	CL	2D	0.247	10186	E
669	Court St (Missouri to Highland)	SR	4D	0.755	32256	F

#	Roadway Segment	Juris <sup>1</sup>	Road Type	Length (mi)	Year 2025 AADT <sup>2</sup>	2025 Level of Service
670	Court St (Ft Harrison to Oak)	SR	3O	0.105	24164	F
671	Court St (Oak to Chestnut St Connection)	SR	3O	0.048	29025	F
736	Drew St (Missouri to Highland)	SR	4U	0.794	14248	E
749	Druid Rd (Keene to Highland)	CL	2U	0.774	14248	E
800	Ft Harrison Ave (Belleair to Chestnut)	CL	2D	1.551	33000	F
802	Ft Harrison Ave (Chestnut to Drew)	CL	2D	0.498	28666	F
866	Highland Ave (Druid to Belleair)	CR	2U	0.253	16795	F
867	Highland Ave (Druid to Gulf to Bay)	CR	4U	0.253	17882	F
912	Keene Rd (Drew to Sunset Point)	CR	6D	1.518	38000	F
913	Keene Rd (Sunset Point to SR 580)	CR	6D	2.032	38000	F
985	McMullen Booth Rd (Gulf to Bay to Main) 3	SR	6D	2.267	82466	F
986	McMullen Booth Rd (Main to SR 580) 3	SR	6D	2.042	83112	F
987	McMullen Booth Rd (SR 580 to SR 586) 3	SR	6D	1.768	73631	F
995	Memorial Cswy (Rnd-about to Island Way) 3	SR	4D	0.447	52000	F
997/8	Memorial Cswy (Court to Cleveland) 3	SR	4D	1.28	52000	F
1025	NE Coachman Rd (Drew to US 19)	SR	2U	1.741	23244	F
1026	NE Coachman Rd (US 19 to McMullen Bth)	SR	2U	1.267	19992	F
1036	Nursery Rd (US 19 to Belcher)	CR	2U	0.916	15000	F
1037	Nursery Rd (Belcher to Keene)	CR	2U	1.008	12000	F
1038	Nursery Rd (Keene to Highland)	CR	2U	0.773	12000	F
1216	Sunset Point Rd (Keene to Belcher)	CR	4D	1.098	44321	F
1217	Sunset Point Rd (Belcher to US 19)	CR	4D	0.959	37549	F
672	SR 60 (Hillsborough CL to Bayshore)	SR	4D	5.235	68616	F
845	SR 60/Gulf to Bay Blvd (Keene to Belcher)	SR	6D	1.026	63237	F
846	SR 60/Gulf to Bay Blvd (Bayshore to US 19)	SR	6D	1.512	65846	F
847	SR 60/Gulf to Bay Blvd (US 19 to Belcher)	SR	6D	0.986	60500	F
1258	US 19 (SR 580 to Curlew)	SR	6D	2.035	95502	F

**Notes:**

1. CR – County road; CL – City of Clearwater; SR – State road.
2. AADT – Annual Average Daily Traffic.
3. Policy constrained roadway per the 2035 Pinellas County Long Range Transportation Plan or Clearwater Comprehensive Plan.

Source: Year 2025 AADT Traffic Forecast and PM Peak Level Of Service, Pinellas County MPO, 2009.

**CAPITAL IMPROVEMENT PROGRAM REVENUE SUMMARY**  
**FY 2010-2011 THROUGH FY 2015-2016 CAPITAL IMPROVEMENT FUND**  
**CITY OF CLEARWATER**

	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Total
<b>GENERAL SOURCES</b>							
General Revenue	1,630,040	1,832,340	1,932,030	1,840,110	1,867,760	1,887,120	10,989,400
General Revenue/County Co-op	635,310	635,310	639,740	665,310	685,270	705,830	3,966,770
Road Millage	2,092,430	1,983,280	1,839,790	1,839,790	1,839,790	1,839,790	11,434,870
Penny for Pinellas	11,850,000	15,544,320	8,648,000	13,724,590	8,770,000	11,390,280	69,927,190
Transportation Impact Fees	290,000	290,000	290,000	290,000	290,000	290,000	1,740,000
Local Option Gas Tax	1,389,190	1,396,030	1,396,030	1,409,990	1,424,090	1,438,330	8,453,660
Special Program Fund	25,000	25,000	25,000	25,000	25,000	25,000	150,000
Grants - Other Agencies	200,000	100,000	300,000	100,000	100,000	100,000	900,000
<b>Subtotal General Sources</b>	<b>18,111,970</b>	<b>21,806,280</b>	<b>15,070,590</b>	<b>19,894,790</b>	<b>15,001,910</b>	<b>17,676,350</b>	<b>107,561,890</b>
<b>SELF-SUPPORTING FUNDS</b>							
Marine Revenue	80,000	140,000	160,000	140,000	140,000	140,000	800,000
Downtown Boat Slips Revenue	15,000	15,000	15,000	15,000	15,000	15,000	90,000
Aviation Revenue	10,000	10,000	10,000	10,000	10,000	10,000	60,000
Parking Revenue	310,000	235,000	210,000	235,000	235,000	235,000	1,460,000
Water Revenue	6,020,070	875,000	1,967,580	2,576,000	375,000	375,000	12,188,650
Sewer Revenue	2,666,600	4,719,170	4,100,000	4,696,870	5,468,080	4,997,630	26,648,350
Water Impact Fees	250,000	87,570	22,540	20,210	29,010	27,780	437,110
Sewer Impact Fees	500,000	1,072,350	28,900	10,820	15,070	14,420	1,641,560
Utility R & R	2,677,600	2,740,460	2,709,130	2,736,590	2,724,640	2,707,280	16,295,700
Stormwater Utility Revenue	4,331,450	3,884,700	3,837,700	3,912,320	3,726,690	3,844,070	23,536,930
Gas Revenue	2,700,000	2,710,000	2,755,000	2,750,000	2,750,000	2,750,000	16,415,000
Solid Waste Revenue	415,000	415,000	460,000	545,000	546,000	530,000	2,911,000
Recycling Revenue	0	0	96,000	100,000	100,000	100,000	396,000
<b>Subtotal Self-Supporting Funds</b>	<b>19,975,720</b>	<b>16,904,250</b>	<b>16,371,850</b>	<b>17,747,810</b>	<b>16,134,490</b>	<b>15,746,180</b>	<b>102,880,300</b>
<b>INTERNAL SERVICE FUNDS</b>							
Garage Fund Revenue	40,000	110,760	114,080	117,500	121,030	124,660	628,030
Administrative Services Revenue	350,000	150,000	175,000	175,000	175,000	175,000	1,200,000

**CAPITAL IMPROVEMENT PROGRAM REVENUE SUMMARY**  
**FY 2010-2011 THROUGH FY 2015-2016 CAPITAL IMPROVEMENT FUND**  
**CITY OF CLEARWATER**

	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Total
General Services Fund Revenue	0	0	0	0	15,000	0	15,000
<b>Subtotal Internal Service Funds</b>	<b>390,000</b>	<b>260,760</b>	<b>289,080</b>	<b>292,500</b>	<b>311,030</b>	<b>299,660</b>	<b>1,843,030</b>
<b>BORROWING</b>							
<b>GENERAL SOURCES</b>							
Lease Purchase - General Fund	645,750	361,520	1,979,160	610,760	942,660	378,650	4,918,500
<b>Subtotal Borrowing/General Sources</b>	<b>645,750</b>	<b>361,520</b>	<b>1,979,160</b>	<b>610,760</b>	<b>942,660</b>	<b>378,650</b>	<b>4,918,500</b>
<b>SELF-SUPPORTING FUNDS</b>							
Lease Purchase - Water	94,770	0	0	40,000	0	0	134,770
Lease Purchase - Stormwater	300,000	0	0	0	0	0	300,000
Future Bond Issue - Water & Sewer	10,219,800	5,844,590	15,184,410	6,296,510	10,167,570	16,402,650	64,115,530
Future Bond Issue - Stormwater	0	1,369,300	262,300	519,680	2,273,310	1,455,930	5,880,520
<b>Subtotal Borrowing/Self Supporting Funds</b>	<b>10,614,570</b>	<b>7,213,890</b>	<b>15,446,710</b>	<b>6,856,190</b>	<b>12,440,880</b>	<b>17,858,580</b>	<b>70,430,820</b>
<b>INTERNAL SERVICE FUNDS</b>							
Lease Purchase - Garage	2,611,600	2,663,830	2,717,110	2,771,450	2,826,880	2,883,420	16,474,290
Lease Purchase - Administrative Services	400,000	400,000	425,000	400,000	400,000	405,000	2,430,000
<b>Subtotal Borrowing/Internal Service Funds</b>	<b>3,011,600</b>	<b>3,063,830</b>	<b>3,142,110</b>	<b>3,171,450</b>	<b>3,226,880</b>	<b>3,288,420</b>	<b>18,904,290</b>
<b>TOTAL: ALL FUNDING SOURCES</b>	<b>52,749,610</b>	<b>49,610,530</b>	<b>52,299,500</b>	<b>48,573,500</b>	<b>48,057,850</b>	<b>55,247,840</b>	<b>306,538,830</b>

Source: City of Clearwater, FY 2010-2011-FY 2015-2016 Capital Improvement Fund, September 2010.

**CAPITAL IMPROVEMENT PROGRAM EXPENDITURE SUMMARY BY FUNCTION  
FY 2010-2011 THROUGH FY 2015-2016 CAPITAL IMPROVEMENT FUND  
CITY OF CLEARWATER**

<b>FUNCTION</b>	<b>2010/11</b>	<b>2011/12</b>	<b>2012/13</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>TOTAL</b>
Fire Protection	1,020,790	5,280,580	2,807,630	4,749,820	1,668,570	5,084,300	20,611,690
New Street Construction			2,500,000				2,500,000
Major Street Maintenance	3,316,620	3,794,310	3,650,820	3,664,780	3,678,880	5,693,120	23,798,530
Sidewalk and Bike Trails					472,000	472,000	944,000
Intersections	435,000	435,000	435,000	435,000	435,000	435,000	2,610,000
Parking	300,000	225,000	200,000	225,000	225,000	225,000	1,400,000
Miscellaneous Engineering	8,035,000	35,000	35,000	35,000	35,000	35,000	8,210,000
Parks Development	4,605,500	1,042,500	1,282,500	10,102,500	1,112,500	4,862,500	23,008,000
Marine Facilities	220,000	423,000	423,000	423,000	423,000	423,000	2,335,000
Airpark Facilities	10,000	10,000	10,000	10,000	10,000	10,000	60,000
Libraries	635,310	10,635,310	639,740	665,310	685,270	705,830	13,966,770
Garage	2,951,600	3,074,590	3,131,190	3,088,950	3,147,910	3,108,080	18,502,320
Maintenance of Buildings	204,500	370,100	346,060	325,140	344,350	339,250	1,929,400
Gen Public City Bldg & Equip					7,000,000		7,000,000
Miscellaneous	840,000	620,000	5,420,000	645,000	645,000	650,000	8,820,000
Stormwater Utility	4,629,450	5,250,000	4,100,000	4,430,000	6,000,000	5,300,000	29,709,450
Gas System	2,700,000	2,700,000	2,750,000	2,750,000	2,750,000	2,750,000	16,400,000
Solid Waste	415,000	415,000	460,000	545,000	546,000	530,000	2,911,000
Utilities Miscellaneous	24,000	20,000	20,000	24,000	20,000	20,000	128,000
Sewer System	6,207,000	9,137,000	7,832,310	8,240,000	13,234,370	21,522,170	66,172,850
Water System	16,199,840	6,143,140	16,160,250	8,115,000	5,525,000	2,982,590	55,125,820
Recycling			96,000	100,000	100,000	100,000	396,000
	<b>52,749,610</b>	<b>49,610,530</b>	<b>52,299,500</b>	<b>48,573,500</b>	<b>48,057,850</b>	<b>55,247,840</b>	<b>306,538,830</b>

Source: City of Clearwater, FY 2010-2011-FY 2015-2016 Capital Improvement Fund, September 2010.

## **J. PUBLIC SCHOOL FACILITIES**

The Public School Facilities Element (PSFE) forms the basis for implementing school concurrency and other subjects addressed in the Public Schools Interlocal Agreement that was entered into between the Pinellas County School Board, twelve municipalities, and Pinellas County Government. The Florida Statutes require this element to be included in the city's comprehensive plan.

### **Public School Facilities Needs Summary**

- The City acknowledges the need to continue its membership and participation with the Pinellas County School Planning Workgroup and Pinellas Schools Collaborative for consistency with the Public School Facilities Elements throughout the county.
- The City recognizes the need to participate in a concurrency program to track development countywide, ensuring that public school facilities will not be adversely affected by additional development and redevelopment.
- The City will continue to work together with its partner governments, Pinellas County and the Pinellas County School Board on a model school concurrency system for tracking purposes and a procedures manual.

**GOALS OBJECTIVES AND POLICIES****J.1 GOAL – THROUGH PARTNERSHIPS AND EFFECTIVE COLLABORATION AMONG LOCAL GOVERNMENTS AND THE PINELLAS COUNTY SCHOOL DISTRICT, AND BECAUSE OF A SHARED COMMITMENT TO EDUCATIONAL EXCELLENCE, ALL STUDENTS OF THE PINELLAS COUNTY SCHOOL DISTRICT SHALL BE PROVIDED THE OPPORTUNITY FOR HIGH STUDENT ACHIEVEMENT THROUGH THE AVAILABILITY OF HIGH QUALITY PUBLIC EDUCATIONAL FACILITIES.**

**J.1.1 Objective - The City, its partner local governments, and the School District agree to coordinate and base their plans upon consistent projections of population growth and student enrollment, and will coordinate in sharing of information on proposed school facility changes, certain planned infrastructure improvements, and proposed land use plan amendments and/or rezonings that increase or decrease residential densities.**

## Policies

J.1.1.1 The City, its partner local governments, and the School District, will utilize population growth projections prepared by the Pinellas County Metropolitan Planning Organization's Technical Coordinating Committee, when developing their plans and student enrollment projections, consistent with Section 2 of the Public Schools Interlocal Agreement.

J.1.1.2 To ensure that land use and zoning decisions are adequately coordinated with public school facility planning, the City shall continue to notify the School District of all Local Planning Agency hearings where land use plan amendments and/or rezonings will be considered that increase or decrease residential densities.

J.1.1.3 The City shall inform the School District in advance of infrastructure projects that will restrict vehicular or pedestrian accessibility to public schools with sufficient time for School District review and comment, in compliance with Section 3(b) of the Public Schools Interlocal Agreement. An example would be infrastructure projects that would disrupt the use of sidewalks that are utilized by students accessing public school facilities.

J.1.1.4 The School District shall notify the City of the need for on site or off-site improvements to support new, proposed expansion, or redevelopment of existing schools within the jurisdiction of the City. Thereafter, representatives of the School District and Clearwater will meet and determine the responsibility for making such improvements and identify other agencies that should be involved. The School District and the City will then meet with the other agencies to coordinate the completion of

the on-site and off-site improvements, in accordance with Section 5 of the Public Schools Interlocal Agreement.

- J.1.2 Objective - The City, through implementation of its concurrency management system for public school facilities, and in coordination with the School District, shall ensure that there is available public school capacity to support the anticipated students from residential site plans and final residential subdivision approvals (“Residential Approvals”) consistent with the adopted level-of-service standard for public school concurrency throughout the five years covered by the Five-Year Work Program, as amended, and the period of the long-range planning program contained in the Public School Facilities Element.**

#### Policies

- J.1.2.1 The City hereby adopts, consistent with Section 11 of the Public Schools Interlocal Agreement, the following level-of-service standard, which shall be applied consistently district-wide by all partner local governments within Pinellas County and by the School District.

District-wide level-of-service standard: Student enrollment plus vested students divided by *Florida Inventory of School Houses* (FISH) School Capacity plus additional capacity does not exceed 100 percent. This level-of-service standard shall apply to each type of public school facility.

- J.1.2.2 If the utilization rate established by the State Requirements for Educational Facilities (SREF) is changed and it will impact how the School District determines school capacity, the School District will notify all partner local governments of the change.

- J.1.2.3 Amendments to the adopted level-of-service standard shall be accomplished using the procedure contained in Section 10 of the Public Schools Interlocal Agreement.

- J.1.2.4 School concurrency shall be measured and applied on the basis of Concurrency Service Areas, as established by the School Board and as documented in the data and analysis support section of the Public School Facilities Element.

- J.1.2.5 The School Board shall maximize school capacity through program adjustments and/or through adjustments to Concurrency Service Area boundaries, consistent with Section 12 of the Public Schools Interlocal Agreement, to ensure that each Concurrency Service Area will, in the aggregate, operate at the adopted level-of-service standard throughout the five-year period covered by the Five-Year Work Program, as amended.

- J.1.2.6 When adjusting Concurrency Service Area boundaries, the School Board shall take into consideration the factors identified in Section 12 of the Public Schools Interlocal Agreement.
- J.1.2.7 Consistent with Sections 1002.33(1) and 1002.33(2), F.S., the City and the School District shall recognize charter schools as public school facilities. Such facilities shall serve to expand the school capacity of the School District and are a potential option for mitigating the impact that new Residential Approvals may have on public school facilities.
- J.1.2.8 The City, its partner local governments, and the School District shall utilize the uniform, district-wide procedure in Section 13 of the Public Schools Interlocal Agreement to implement school concurrency within their respective jurisdictions.
- J.1.2.9 The City and the School District shall utilize the *School Capacity and Level of Service Report*, prepared by the School District, approved by the School Board, and delivered to the City, no later than November 30<sup>th</sup> of each year, and as adjusted throughout the year based on the official student enrollment count of the fall semester and the estimated number of vested students, as the basis for assessing the existing level of service conditions and the available capacity within each Concurrency Service Area.
- J.1.2.10 In order to facilitate the accurate annual assessment of projected public school facility capacity, the City shall, throughout the year, notify the Pinellas County Planning Department of development permits, including certificates of occupancy issued for new dwelling units and expired school concurrency Residential Approvals, that affect the availability of school capacity, consistent with Section 13 of the Public Schools Interlocal Agreement, so that an estimate of the number of vested students can be maintained for school concurrency purposes.
- J.1.2.11 A school concurrency Residential Approval shall be valid for purposes of the issuance of development orders or permits not to exceed a period of 24 months from the date of issuance.
- J.1.2.12 In accordance with Section 13 of the Public Schools Interlocal Agreement, if the School District determines that there is not Available Capacity within an affected Concurrency Service Area to accommodate the estimated number of students that would be generated by a proposed Residential Approval and maintain the adopted level-of-service standard, then the School District shall consider whether there is Available Capacity in the contiguous Concurrency Service Area(s).
- J.1.2.13 If the School District determines that, in the aggregate, there is Available Capacity in the affected Concurrency Service Area and in the contiguous Concurrency Service Area(s) to accommodate the estimated number of students from the proposed Residential Approval, then an adequate level of service would be provided and the Residential Approval shall be issued a School Concurrency Approval by the City.

J.1.2.14 If the School District determines that, in the aggregate, there is not Available Capacity within an affected Concurrency Service Area and the adjacent Concurrency Service Area(s) to accommodate the estimated number of students from the proposed Residential Approval, a proposed Residential Approval will not proceed without execution of a legally binding development mitigation agreement between the applicant, the School Board, and the City designed to mitigate the impacts anticipated to be caused by the proposed Residential Approval on public school facilities, consistent with Section 163.3180, F.S., and Section 13 of the Public Schools Interlocal Agreement. The applicant and the School Board shall attempt to negotiate a development mitigation agreement. If the applicant and the School Board are unable to agree on an acceptable form of mitigation, the City may utilize the conflict resolution provision in Section 14 of the Public Schools Interlocal Agreement to attempt to resolve the impasse.

J.1.2.15 A development mitigation agreement shall include the applicant's commitment to continue to renew the development agreement until the mitigation is completed as determined by the School Board or as determined through the conflict resolution procedures provided for in Section 14 of the Public Schools Interlocal Agreement, if applicable.

J.1.2.16 Acceptable forms of proportionate share mitigation that may be allowed by the School Board and the standards that determine the appropriate use of any mitigation funds required by the School District are identified in Section 13 h. of the Public Schools Interlocal Agreement.

J.1.2.17 The City and the School District shall utilize student generation rates developed by the School District for purposes of calculating the anticipated number of public school students that would be generated by Residential Approvals and for developing student enrollment projections.

J.1.2.18 Prior to the utilization of new student generation rates, the City, through its participation on the School Planning Workgroup, will have the opportunity to review and comment on the proposed student generation rates developed by the School District before they are finalized by the District.

**J.1.3 Objective - The City's five-year schedule of capital improvements shall include those projects necessary to address any existing public school facility deficiencies and future public school facility needs consistent with the adopted level-of-service standard.**

J.1.3.1 By December 1<sup>st</sup> of each year, the City shall amend its Capital Improvements Element to incorporate, by reference, the updated School District Five-Year Work Program adding a new fifth year to maintain a financially feasible capital improvements program and to ensure the level-of-service standard will continue to be achieved and maintained throughout the subsequent five-year planning period.

J.1.3.2 The maps for Pinellas County Elementary Schools, Middle Schools, High Schools and Ancillary Facilities, labeled as Figures 1, 2, 3, and 12 from the Pinellas County's Public School Facilities Element, are included as a part of the Public School Facilities Element of the City of Clearwater Comprehensive Plan. These maps will be used in addressing any existing facility deficiencies and future public school facility needs in accordance with 163.3177(12)(h), F.S.

**J.1.4 Objective - The City shall practice effective intergovernmental coordination with its partner local governments and the School District to ensure that land use plans, development approvals, and capital facilities planning are coordinated with the availability of public school facilities.**

Policies

J.1.4.1 The City shall appoint one elected official to represent the City's interest to the Pinellas Schools Collaborative, to provide for collaborative oversight and to provide coordination and direction regarding the conduct of the school concurrency process and implementation of the Public Schools Interlocal Agreement.

J.1.4.2 The City, the School District, and partner local governments shall coordinate annually in preparing a staff report on the effectiveness of school concurrency that will be presented at the annual meeting of the Collaborative, with the annual *School Capacity and Level of Service Report* forming the basis for the staff report.

J.1.4.3 The City shall coordinate with the Pinellas County Planning Department in the maintenance of a countywide residential development tracking system, by providing necessary and timely development data, including demolitions and vested development data, required to accurately assess the impact of Residential Approvals on available school capacity.

J.1.4.4 Amendment of the Public Schools Facilities Element shall occur according to the procedure in Section 10 of the Public Schools Interlocal Agreement to ensure that the Element within the local government comprehensive plans remains coordinated and consistent with one another and with the plans of the School Board.

J.1.4.5 The City, its partner local governments, and the School District shall coordinate in establishing a procedural manual for implementation of school concurrency. This manual and any subsequent changes to the manual will be developed by the School Planning Workgroup and approved by the Pinellas Schools Collaborative.

**J.2 GOAL - THE CITY SHALL COORDINATE WITH ITS PARTNER LOCAL GOVERNMENTS AND THE SCHOOL DISTRICT ON PROJECTS THAT ENCOURAGE COHESIVE NEIGHBORHOODS, THAT CONTRIBUTE TO**

**COMMUNITY BUILDING, AND THAT PROVIDE FOR LONG-TERM SUSTAINABILITY.****J.2.1 Objective: The City shall support efforts that facilitate coordination of planning between the City and the School District for the location and development of public educational facilities.**

## Policies

J.2.1.1 The City shall participate with the School District in the process of evaluating potential school closures, significant renovations to existing schools, and school site selection before land acquisition in accordance with Section 4 of the existing Public Schools Interlocal Agreement filed on April 24, 2007.

J.2.1.2 For purposes of Objective J.2.1, public educational facilities are defined as elementary schools, special education facilities, alternative education facilities, middle schools, high schools, and area vocational-technical schools of the Pinellas County School District.

J.2.1.3 Public educational facilities of the School District are an allowable use within the following land use categories in the City:

- Residential Estate
- Residential Suburban
- Residential Low
- Residential Urban
- Residential Low Medium
- Residential Medium
- Residential/Office Limited
- Residential/Office General
- Institutional

J.2.1.4 The location and construction of new public educational facilities, or the expansion of an existing site, within one of the future land use category listed in Policy J.2.1.3 shall only be allowed upon a determination by the City that the proposed site is consistent with the City of Clearwater Comprehensive Plan.

J.2.1.5 In addition to consistency with the City of Clearwater Comprehensive Plan, the proposed location of a new or expanded public educational facility of the School Board within one of the land use categories listed in Policy J.2.1.3 shall be reviewed and considered with the following general criteria:

1. The proposed location is compatible with present and projected uses of adjacent property.

2. The site area of the proposed location is adequate for its intended use based on the State Requirements for Educational Facilities and provides sufficient area to accommodate all needed utilities and support facilities and allow for adequate buffering of surrounding land uses.
3. Based on the Five-Year Work Program of the School Board and the City Comprehensive Plan, there will be adequate public services and facilities to support the public educational facility.
4. There are no significant environmental constraints that would preclude development of a public educational facility on the site.
5. There will be no adverse impact on archaeological or historic sites listed in the National Register of Historic Places or designated by a local government as locally significant historic or archaeological resources.
6. The proposed location is well drained and soils are suitable for development or are adaptable for development and outdoor educational purposes with drainage improvements.
7. The proposed location is not in conflict with the City's Stormwater Management Plan and any watershed management plans adopted by the City, if applicable.
8. The proposed location is not in a velocity flood zone or a floodway.
9. The proposed location can accommodate the required parking and anticipated queuing of vehicles onsite.
10. The proposed location lies outside the area regulated by Section 333.03(3), F.S., regarding the construction of public educational facilities in the vicinity of an airport.

J.2.1.6 The following criteria shall also be used to evaluate whether proposed locations of specific types of schools are consistent with the City Comprehensive Plan:

Elementary Schools, Special Education Facilities, and Alternative Education Facilities

1. The proposed location shall have direct access to at least a collector road or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification.
2. Outdoor recreational facilities and similar support facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

Middle Schools

1. The proposed location shall have direct access to at least a collector road or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification.
2. Outdoor recreational facilities and similar support facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

High Schools

1. The proposed location shall have direct access to at least a collector road, or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification.
2. Stadiums, outdoor recreational facilities, and similar support facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

Vocational-Technical Schools

1. The proposed location shall have direct access to at least a collector road, or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification.
2. Industrial education facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

J.2.1.7 Proposed locations that are less than the standard site acreage as prescribed in the Florida Department of Education State Requirements of Educational Facilities may be determined to be consistent with the City Comprehensive Plan provided the requirements of Section 1013.36, F.S., are met and off-site impacts can be adequately mitigated.

J.2.1.8 A consistency determination for a proposed new site or additional property with the City Comprehensive Plan may be conditioned with references to specific types of public educational facilities.

J.2.1.9 At the time of consistency determination, the City may impose reasonable conditions for development of the site as it relates to any of the criteria in Policies J.2.1.5 and J.2.1.6. Conditions may not be imposed which conflict with those established in Chapter 1013 of the Florida Statutes or the State Uniform Building Code, unless mutually agreed to by the City and the School District.

J.2.1.10 Before a significant change of program at a public educational facility is implemented, the School District and the City shall require a review of

the facility's onsite and offsite impacts. The School District and the City will work cooperatively to mitigate onsite and offsite impacts, including impacts to public facilities, identified through the review.

J.2.1.11 The policies in Objective J.2.1 are intended to be consistent with, and not conflict with, the provisions in Chapter 1013, F.S.

**J.2.2 Objective - Consistent with Section 163.3177(6)(a), F.S., and consistent with the City future land use policies, the City shall explore those opportunities where co-location of public facilities and public schools provides a mutual benefit, serves a desirable community purpose, or represents an efficient use of finances and staff resources.**

#### Policies

J.2.2.1 As the opportunity arises, the City and the School Board, shall evaluate the ability to enter into an agreement to co-locate existing or planned school sites with other public facilities, including but not limited to: bicycle and pedestrian pathways, libraries, parks, community and recreational centers and facilities, museums, performing arts centers, auditoriums, stadiums, healthcare and social services and other uses as may be determined appropriate.

J.2.2.2 Should the City and the School Board determine that the co-location of public facilities is mutually advantageous and desirable, the appropriate method of agreement will be decided upon, and could include such options as, but not be limited to, interlocal agreement, the City of Clearwater resolution, or memorandum of understanding.

**J.2.3 OBJECTIVE - The City will support the School District's commitment to sustainable design and operations, as public schools are integral contributors to the quality of the surrounding community.**

#### Policies

J.2.3.1 The City and the School District will share information on sustainable design and green building practices, and take advantage of opportunities to incorporate demonstration projects and technologies onsite, so that local schools can serve as community models of environmental efficiency.

**J.3 GOAL - THE CITY WILL COORDINATE WITH THE SCHOOL DISTRICT AND OTHER LOCAL GOVERNMENTS TO IMPROVE THE SAFETY OF STUDENTS AS THEY ACCESS PUBLIC SCHOOL FACILITIES.**

**J.3.1 Objective - The City shall collaborate with the School District and other local governments to promote safe access for students to public school facilities.**

## Policies

- J.3.1.1 The City shall participate on the School Transportation Safety Committee (STSC) of the Pinellas County Metropolitan Planning Organization (MPO) to identify locations within the County where student safety is a concern, and to develop recommendations in response to student safety issues raised by the School District, local governments, the School Transportation and Enhanced Pedestrian Safety (STEPS) Committee, or the community to enhance the safety of students accessing public school facilities.
- J.3.1.2 The City shall consider implementation of recommendations from the STSC that affect its jurisdiction, in coordination with the School District and any agencies that have some involvement in the identified action, to support student access to public schools in a manner that both improves student safety and is compatible with the surrounding community.
- J.3.1.3 The City shall cooperate with School District initiatives that implement STSC recommendations for modifications to a school campus.
- J.3.1.4 The City shall, in its capital improvement program, determine the priority for construction of those sidewalks, crosswalks, bicycle paths, and other improvements that help to provide continuous access to public schools for pedestrians and bicyclists.
- J.3.1.5 The City shall annually update its Capital Improvements Element to identify the School District's capital needs in the Comprehensive Plan, enabling the coordination of existing and planned public school facilities with the required local capital projects needed to provide support services for the safety of public school students.
- J.3.1.6 For new development or redevelopment within a two-mile radius of any existing or planned public school facility, the City of Clearwater shall require the developer to construct sidewalks along the corridor contiguous to the property being developed that directly serves the public school facility, in support of Section 1013.36 (5), F.S. and the MPO 2025 Transportation Plan.

**J.4 GOAL - OPPORTUNITIES ARE MAXIMIZED FOR PUBLIC SCHOOLS TO BE DESIGNED SUCH THAT THEY CAN SERVE A VITAL EMERGENCY MANAGEMENT PURPOSE IN TIMES OF DISASTER.**

**J.4.1 Objective - The safety of the public shall be a high priority when designing future public school facilities and renovating existing facilities.**

## Policies

- J.4.1.1 The City shall coordinate with the School District and Pinellas County on emergency preparedness issues, including the use of public school facilities for emergency shelters.

- J.4.1.2 Future public school facilities that are not located within category 1, 2 or 3 evacuation zones, shall be designed to serve the public as emergency shelters, consistent with Section 1013.372 F.S. These public school facilities shall be designed according to the public shelter criteria outlined in the Florida Building Code.
  
- J.4.1.3 The City shall annually update its Capital Improvements Element to ensure that the School District's capital needs are reflected in the Comprehensive Plan, enabling that coordination of existing and planned public school facilities with the required local capital projects needed to provide emergency shelter spaces, as identified by the Tampa Bay Regional Hurricane Evacuation Study, developed by the Tampa Bay Regional Planning Council.