



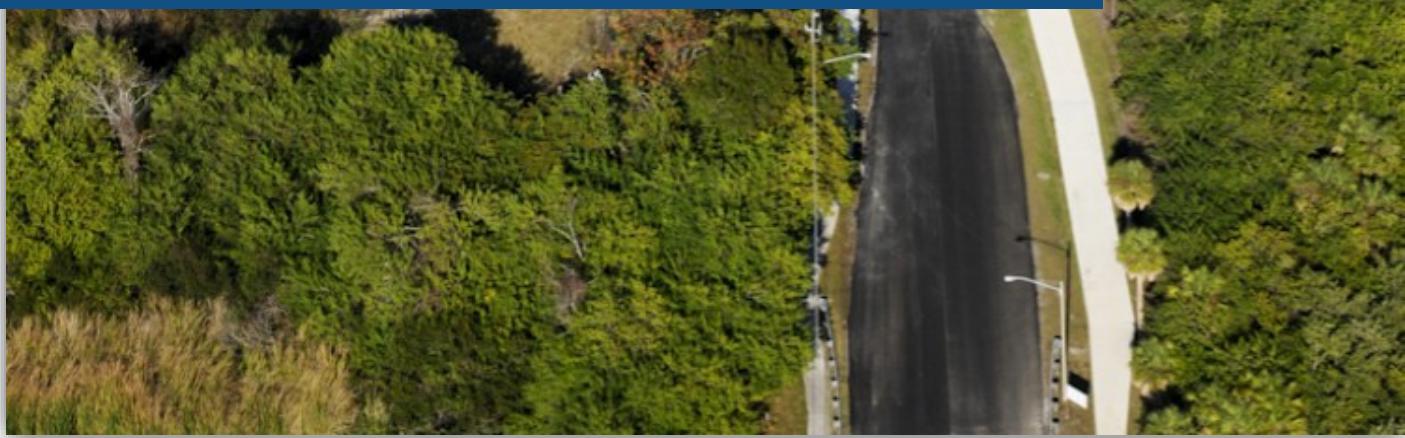
# COMPREHENSIVE PLAN

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## Goals, Objectives & Policies

**City of Safety Harbor, FL**

Community Development Department  
June 2023



# Preface

This document is a compendium of all the Goals, Objectives and Policies contained in the adopted Comprehensive Plan of the City of Safety Harbor. There are nine Elements contained in that Plan, and each of those documents includes a comprehensive inventory and analysis in support of the Goals, Objectives and Policies on that subject. It is the intent of this Compendium to place all of the policy text in one location for reference to the public.



# COMPREHENSIVE PLAN

## Goals, Objectives & Policies

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# FUTURE LAND USE ELEMENT

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## GOALS, OBJECTIVES AND POLICIES

### A. INTRODUCTION AND BACKGROUND

Pursuant to Section 163.3177(6)(a), Florida Statutes (FS), the following represents the Future Land Use Goals, Objectives and Policies of the City of Safety Harbor. These Goals, Objectives and Policies are intended to address the establishment of a long-term end towards which the land use programs and activities of the community are ultimately directed. Those objectives and policies contained herein shall be adopted by ordinance.

### B. GOALS, OBJECTIVES AND POLICIES

**GOAL 1:** The City shall ensure that the general character, density, and land use pattern is maintained and protected while:

- *Striving to attain a land use configuration which is compatible with existing development;*
- *Enhancing the City's open space character by providing public and private open space;*
- *Ensuring opportunities for all persons to purchase or rent decent, safe, and sanitary housing which they can afford, free from arbitrary discrimination because of sex, age, race, ethnic background, income level, marital status, or household composition; and*
- *Encouraging economic development or redevelopment.*

**Objective 1.1:** The City shall ensure that land uses associated with development are reviewed for compatibility in accordance with the requirements of the Land Development Code, and are reasonable in terms of both the land and surrounding uses and are in the overall public interest.

**Policy 1.1.1:** In order to ensure that growth takes place in the most efficient and effective manner possible, the City of Safety Harbor shall manage growth in a manner which:

- *Ensures that all proposed development is compatible with the capabilities of existing and/or planned support facilities;*
- *Minimizes development to the fullest extent possible in high risk areas, coastal high hazard areas and the 100-year floodplain;*
- *Concentrates or clusters commercial development in order to achieve optimal land use relationships, compatibility with traffic movement objectives and minimize air pollution;*
- *Maintains the stability and integrity of existing residential neighborhoods when subject to residential infilling;*
- *Ensures that residential neighborhoods are insulated whenever possible from incompatible or disruptive land uses;*
- *Maintains the economic viability of commercial areas by governing their establishment, expansion and operation in relation to identified community needs;*
- *Ensures that the City's economic base will continue to be diversified;*
- *Ensures that urban development and redevelopment preserves and protects properties of special value for historic, architectural, environmental or aesthetic purposes, where economically feasible; and*

- Ensures that large scale residential development will only occur in those undeveloped portions of the City which can accommodate such growth.

**Objective 1.2:** The City will consider the essential character attributes and quality of life features found in existing and future residential neighborhoods as part of its land use planning and management.

**Policy 1.2.1:** The following residential density categories shall be the adopted residential densities for the City of Safety Harbor and shall be incorporated into the land development regulations:

ABBREVIATION	LAND USE CATEGORY	MAXIMUM DENSITY (RESIDENTIAL UNITS PER GROSS ACRE)
RR	Rural Residential	0.5
RE	Residential Estate	1.0
RS	Residential Suburban	2.5
RL	Residential Low	5.0
RU	Residential Urban	7.5
RM	Residential Medium	15.0
RFO	Resort Facilities Overlay	*
R/OL	Residential/Office Limited	7.5
R/OG	Residential/Office General	10.0
R/OR	Residential/Office/Retail	10.0
CRD	Community Redevelopment District	**

*\*The density for residential uses shall be limited to the density of the underlying residential category and transient accommodations shall be limited to 1.00 transient units per allowable unit of density.*

*\*\*Residential density shall be in accordance with the adopted Special Area Plan.*

**Policy 1.2.2:** The land development regulations shall ensure that existing residential areas are protected from the encroachment of incompatible activities; likewise, other land use areas shall be protected from the encroachment of incompatible residential activities.

**Policy 1.2.3:** Existing residential areas shall, through provisions contained in the land development regulations, be located and designed to protect life and property from natural and manmade hazards such as flooding, excessive traffic, subsidence, noxious odors, noise, and deterioration of structures.

**Policy 1.2.4:** Residential land uses shall, through provisions contained in the land development regulations, be compatible with the type and scale of surrounding land uses.

**Policy 1.2.5:** As an on-going policy, the City shall, through provisions contained in the land development regulations, encourage:

- *The conservation, maintenance, and rehabilitation of the existing neighborhoods and housing stock;*
- *The revitalization of older residential areas, where conditions warrant;*
- *A balanced land use mix providing for a variety of housing types, densities, and access to services and facilities; and*
- *The design of residential developments to meet the housing needs of all income groups.*

**Policy 1.2.6:** In order to assure that, to the maximum extent possible, residential development adheres to the policies contained herein, the City shall continue to encourage the use of the Planned Unit Development.

**Objective 1.3:** Nonresidential development shall be planned, provided, and maintained in a manner compatible with environmental and economic resources, as well as the intensity and other standards adopted under the Future Land Use Map Section of this Plan.

**Policy 1.3.1:** In order to minimize land use incompatibility, the City shall maintain the land development regulations to require the installation of appropriate buffering between commercial and non-commercial land uses.

**Policy 1.3.2:** The land development regulations shall contain provisions whereby open space is used as a buffer to screen incompatible land uses; whenever possible, native vegetation shall be used.

**Policy 1.3.3:** The land development regulations shall ensure that nonresidential land uses are located in a manner which ensures the compatibility with the type and scale of surrounding land uses, where existing or programmed public facilities shall not be overburdened, and in compliance with the intensity requirements adopted by the Future Land Use Map Section of this Plan.

**Policy 1.3.4:** Strip commercial development that compounds traffic and land use conflicts shall be strongly discouraged and shall be addressed through provisions contained in the land development regulations.

**Policy 1.3.5:** The City, in cooperation with the Florida Department of Transportation and Pinellas County, shall through provisions contained in the land development regulations, minimize the amount of direct access onto major roads by controlling the number and location of curb cuts.

**Policy 1.3.6:** The land development regulations shall contain provisions whereby ancillary commercial uses around shopping centers are clustered to assure compatibility with existing centers and minimize traffic problems and land use conflicts.

**Policy 1.3.7:** The land development regulations shall ensure that transient accommodations are located in accordance with the requirements of the Future Land Use Map Section of this Plan.

**Policy 1.3.8:** The redevelopment and/or rehabilitation of existing commercial areas or uses shall be encouraged through provisions contained in the land development regulations.

**Policy 1.3.9:** The land development regulations shall ensure that redevelopment occurs in such a manner as to minimize the disruption within the community and the relocation of residents.

**Policy 1.3.10:** The land development regulations shall contain provisions whereby neighborhood commercial development occurs in locations convenient to residential areas, but not in a manner that will adversely affect the neighborhood quality of life.

**Policy 1.3.11:** The land development regulations shall contain provisions whereby development and/or redevelopment proposals provide for adequate off-street parking and loading facilities and the separation of pedestrian and vehicular traffic.

**Policy 1.3.12:** Where feasible, the land development regulations shall require that the access to new commercial and office developments located contiguous to arterial roadways shall be via rear or frontage service roads rather than allowing curb cuts and direct arterial access.

**Objective 1.4:** The City will maintain the Community Redevelopment District to revitalize and strengthen the downtown area.

**Policy 1.4.1:** The Planning and Zoning Board shall also serve in the capacity of a Downtown Redevelopment Board. At least one member of the Planning and Zoning Board shall be either a property owner or business owner in the Community Redevelopment District.

**Policy 1.4.2:** The powers and duties of the Downtown Redevelopment Board shall be as follows:

- *To make recommendations to the City Commission as to the Downtown Master Plan, as may be interpreted or amended from time to time.*
- *To make recommendations to the City Commission on the boundaries of the Community Redevelopment District (CRD).*
- *To make recommendations to the City Commission on the implementation of zoning and land use regulations that will encourage the development and redevelopment of the area encompassed by the CRD.*
- *To advise on, and to review plans for compliance with pertinent design criteria that may be enacted by the City Commission.*
- *To make recommendations on capital projects, programs and other improvement initiatives.*

**Policy 1.4.3:** The Downtown Master Plan for the City of Safety Harbor shall, at minimum, address the following issues:

- *Encouraging complementary retail activity and uses in the Main Street Marketplace and Community Town Center districts;*
- *Protecting sites designated for historic preservation and providing design guidelines for compatible renovations and new construction;*
- *Accentuating and augmenting the downtown area as the cultural and entertainment focal point of the City;*
- *Implementing land use regulations that activities which will contribute to a vibrant, consumer-oriented atmosphere, without sacrificing the downtown area's historic character;*
- *Reducing confusion and visual clutter through the control of the size, placement, and related aspects of signage;*
- *Assuring safe and efficient traffic flow to and from the downtown and surrounding areas;*
- *Assuring adequate and convenient public parking and the compatibility of public and private parking facilities with surrounding land uses;*
- *Identifying public and private responsibilities;*
- *Implementing density and intensity standards for each classification of use consistent with the existing and desired character for the area; and*
- *Including traditional neighborhood design concepts to reinforce existing development patterns;*

- *Integrated land uses,*
- *On-street parking,*
- *Narrow streets,*
- *Pedestrian orientation/amenities,*
- *Tree canopy,*
- *“Small town” scale and character.*

**Objective 1.5:** Industrial development shall be compatible with environmental and economic resources, and shall occur in a planned and orderly fashion consistent with the policies related to this objective.

**Policy 1.5.1:** The land development regulations shall contain provisions whereby industrial development is concentrated within areas having direct access to major transportation facilities and all necessary public utilities, and in locations where adverse environmental impacts will be minimized.

**Policy 1.5.2:** The City shall promote, through the land development regulations, new industrial development which is clean, non-polluting and compatible with surrounding land uses.

**Policy 1.5.3:** As governed by provisions contained in the land development regulations, supporting and complementary industries and ancillary commercial services shall be located in proximity to each other to accomplish a linkage between industries and services.

**Policy 1.5.4:** The land development regulations shall contain provisions requiring the buffering of incompatible land uses.

**Policy 1.5.5:** The expansion of existing industrial areas shall consider the need for buffering, the use of natural barriers as geographic boundaries, the suitability of the land proposed for expansion, access to proper transportation facilities, impacts to natural resources, and the compatibility of surrounding properties.

**Objective 1.6:** Existing land uses or structures which are either incompatible or inconsistent with the adopted Future Land Use Plan shall be deemed nonconforming as of the effective date of this Comprehensive Plan, and future development or redevelopment shall occur only in accordance with the requirements of this Comprehensive Plan and the adopted Land Development Code.

**Policy 1.6.1:** Those activities existing as of the effective date of this Comprehensive Plan which were nonconforming or conforming prior to such adoption are rendered nonconforming, shall be considered grandfathered, as defined in the land development regulations.

**Policy 1.6.2:** Regulations for the buffering of incompatible and/or nonconforming land uses shall be set forth in the land development regulations.

**Objective 1.7:** Development activities shall ensure the protection of historic resources.

**Policy 1.7.1:** As appropriate, the City shall ensure that historic and architecturally significant resources are protected either through their designation as historic sites by the Federal Government, State of Florida or Pinellas County and/or a locally adopted historic preservation ordinance.

**Policy 1.7.2:** Incentives for the adaptive reuse of historic or architecturally significant structures shall be incorporated into the land development regulations.

**Objective 1.8:** The City shall, through the site plan review and subdivision plat process, continue to ensure the availability of suitable land for utility facilities necessary to support proposed development.

**Policy 1.8.1:** As an ongoing policy, the City shall assure that adequate land is available for the expansion of those public utility facilities provided by the City necessary to support proposed development.

**Policy 1.8.2:** As an ongoing policy, the City will cooperate with those public utilities providing service to the community to assure, through site plan review and the subdivision plat process, that adequate land is available for the expansion of those facilities necessary to support proposed development.

**Objective 1.9:** The City shall continue to improve communication and coordination with area local governments, districts, and agencies to maximize input into the development process and the mitigation of potential adverse impacts of future development and redevelopment activities.

**Policy 1.9.1:** As an ongoing policy, the City of Safety Harbor will continue to ensure that development/redevelopment is compatible with that taking place in the City of Clearwater, Pinellas County, and the City of Oldsmar.

**Policy 1.9.2:** Where applicable, the land development regulations shall contain procedures whereby the approval of development orders or permits shall be reviewed for consistency with the comprehensive plans of adjacent local governments.

**Objective 1.10:** The City shall plan for those unincorporated enclaves located within its municipal boundaries.

**Policy 1.10.1:** The City shall enforce its formal agreement with Pinellas County whereby the City can, to the maximum extent permitted by Florida Law, plan for those enclaves located within its municipal boundaries.

**Policy 1.10.2:** In order to ensure that any future annexations are compatible and consistent with the City's Comprehensive Plan, the adopted Future Land Use Map shall encompass the entire area known as the Safety Harbor Planning Area as identified under the Interlocal Planning Agreement with Pinellas County.

**Policy 1.10.3:** The City acknowledges that those land use designations assigned to Future Land Use Map have no force and effect outside the jurisdiction of the City of Safety Harbor; however, those land use designations attached to enclaves shall take effect immediately upon the annexation of said property, in accordance with the Interlocal Planning Agreement with Pinellas County.

**Objective 1.11:** Development within the City of Safety Harbor shall be in accordance with the land use categories adopted herein.

**Policy 1.11.1:** The City of Safety Harbor hereby adopts those land use classifications and categories as well as the associated density/intensity/other standards outlined in the Future Land Use Map section of this Element as those which shall govern development within the community.

**Policy 1.11.2:** The land development regulations shall contain provisions which implement guidelines for the administration of those land use categories adopted for the City.

**Policy 1.11.3:** The Comprehensive Plan designations shall recognize and respect constitutionally protected property rights.

**GOAL 2:** Maintain Land Development Regulations which implement the requirements of this Comprehensive Plan.

**Objective 2.1:** Future growth and development shall be managed through the preparation, adoption, implementation and enforcement of land development regulations consistent with this Comprehensive Plan.

**Policy 2.1.1:** The City shall adopt land development regulations which recognize the limitations of development in the coastal zone (e.g., coastal high hazard area, 100-year floodplain, topography and soil conditions).

**Policy 2.1.2:** The City shall maintain land development regulations that contain specific and detailed provisions to implement this Comprehensive Plan, which, at a minimum:

- *Regulate the subdivision of land;*
- *Ensure that residential subdivisions are designed so that all individual lots have access to the internal street system and lots along the periphery are buffered from major roads and incompatible land uses;*
- *Protect those wetlands found in the community, floodplains, and those lands designated as Preservation on the Future Land Use Map and in the Coastal and Conservation Element;*
- *Regulate signage;*
- *Ensure that all development and/or redevelopment is consistent with Federal Flood Insurance Regulations;*
- *Ensure that all development, where appropriate, is consistent with those coastal construction regulations as may be adopted and/or amended by the State of Florida, Pinellas County, or the City of Safety Harbor;*
- *Ensure the compatibility of adjacent land uses and provide for adequate and appropriate open space and buffering;*
- *Address historically significant properties meriting protection;*
- *Ensure that development orders and permits are issued only when it is documented that such development is consistent with the level of service standards for the affected public facilities adopted by this Comprehensive Plan;*
- *Provide for drainage and stormwater management, based on the minimum criteria established by the Florida Department of Environmental Protection, the Southwest Florida Water Management District, as may be amended, the City of Safety Harbor, or other appropriate governmental agencies;*
- *Provide requirements for the provision of open space, and safe and convenient on-site traffic flow and parking requirements;*
- *Encourage the use of native vegetation in landscaping;*
- *Require the control of erosion and runoff from construction sites;*
- *Require development plan review for all commercial, industrial, single family, multi-family, and mixed-use development proposals and specify the performance standards; and*
- *Establish specific performance standards that must be met by development projects in all areas of special concern as applicable (e.g., scenic and non-commercial highway corridors, creek beds, floodways, wetlands, other environmentally sensitive areas, shorelines, and neighborhoods with either historical or architectural significance).*

**Policy 2.1.3:** In order to promote compatible development in mixed use districts, the City will attempt to maintain the existing character and land use composition of these areas. As a general guideline, mixed use areas will not be fundamentally altered over time without a plan amendment.

**GOAL 3:** The City shall manage the Future Land Use Plan in a manner which achieves and maintains consistency with the Countywide Plan.

**Objective 3.1:** The Future Land Use Element of the City of Safety Harbor shall be consistent with the rules, policies and procedures of the Countywide Plan.

**Policy 3.1.1:** The City shall maintain consistency with the Countywide Plan in accordance with the requirements of Section D of this Element.

# FUTURE LAND USE MAP

## A. INTRODUCTION

Pursuant to Section 163.3177(6)(a), the following represents a discussion of the Future Land Use Map for the City of Safety Harbor. The Future Land Use Map is intended to display the distribution, extent, and location of those land use categories that have been identified as being appropriate to, and in conformance with, the character and desires of the City of Safety Harbor.

## B. LAND USE CLASSIFICATIONS AND CATEGORIES

A summary of population growth by decade is provided below:

Year	Population	Population Change %
1970	3,103	-
1980	6,461	108%
1990	15,124	134%
2000	17,203	14%
2010	16,884	-2%
2015	17,103	1%

Source: U.S. Census

According to the United States Census Bureau, the City of Safety Harbor was estimated to have 17,103 residents in 2015 – which represents a 451% increase in population since 1970. The City of Safety Harbor experienced a high rate of population growth from the 1970's through the 1990's that slowed dramatically since 2000. The City of Safety Harbor is predominantly built out, with less than 5 percent of land within the City's Planning Area classified as vacant. As a result, population growth has been minimal. The City of Safety Harbor is projected to have a total population of 17,203 around the year 2019.

In addition to population growth, annexation has also played an important role in the City's land and population growth. According to information provided by the Pinellas County Planning Department, in 1978, the City consisted of 1,934.50 acres or 55.82 percent of the 3,465.40 acres which comprised the area known as the Safety Harbor Planning Area. The current Comprehensive Plan will encompass an area of 3,596.6 acres in size of which 3,177.4 acres are within the City's current corporate limits and 419.2 are within the unincorporated sector of the Safety Harbor Planning Area. The City limits now represent 88.3 percent of the total Safety Harbor Planning Area. The City has been receiving approximately three to five annexation applications per year.

In 2007, an interactive community visioning process occurred that included residents, elected officials, business and property owners and other interested parties. The resulting vision is stated below:

“In 2012, Safety Harbor will be a vibrant destination city with a unique quality of life – a city that is successful in balancing responsible, innovative growth with careful preservation of its small town atmosphere, its quaint character, and its valued treasures.”

The Future Land Use Map is intended to display the distribution, extent, and location of those land use categories that have been identified as being appropriate to, and in conformance with, the

character and desires of the City of Safety Harbor.

Therefore, in conjunction with and furtherance of the "Goals, Objectives and Policies" of this Element, the following land use categories are intended to guide the City of Safety Harbor in the continued maintenance of its desired character.

## **1. RESIDENTIAL LAND USE CLASSIFICATION**

### **A. Residential Rural (RR) (0 to .5 units/gross acre)**

- (1) The Residential Rural (RR) Land Use category is intended for those areas that are appropriate for development in a rural, very low density residential manner; and to recognize such areas suitable for rural residences and natural resource features consistent with such areas.
- (2) The primary uses shall be residential and agricultural.
- (3) The secondary uses shall be residential equivalent, public/semi-public, and ancillary non-residential uses.
- (4) This category is generally appropriate to locations distant from urban activity centers, and in areas where development and use characteristics are rural in nature.
- (5) Nonresidential uses generally shall not exceed a floor area ratio (FAR) of .30 and an impervious surface ratio (ISR) of .60.

### **B. Residential Estate (RE) (0 to 1.0 units/gross acre)**

- (1) The Residential Estate (RE) Land Use category is intended for those areas that are appropriate for development in a large lot, very low density residential manner, and to recognize such areas as well suited for estate residential areas.
- (2) The primary uses shall be residential and agricultural.
- (3) The secondary uses shall be residential equivalent, public/semi-public, and ancillary non-residential uses.
- (4) This category is generally appropriate to locations distant from urban activity centers, and in areas serving as a transition between more rural and more urban residential areas.
- (5) Nonresidential uses generally shall not exceed a floor area ratio (FAR) of .30 and an impervious surface ratio (ISR) of .60.

### **C. Residential Suburban (RS) (0 to 2.5 units/gross acre)**

- (1) The Residential Suburban (RS) Land Use Category is intended for those areas that are appropriate for development in a suburban, low density residential manner; and to recognize such uses as well suited for suburban residential.
- (2) The primary uses shall be residential.
- (3) The secondary uses shall be residential equivalent, public/semi-public and ancillary non-residential uses.
- (4) This category is generally appropriate to locations outside urban activity centers, and in areas serving as a transition between more rural and more urban residential areas. These areas are generally accessed by minor and collector roadways.
- (5) Non-residential uses generally shall not exceed a floor area ratio (FAR) of .30 and an impervious surface ratio (ISR) of .60.

### **D. Residential Low (RL) (0 to 5.0 units/gross acre)**

- (1) The Residential Low (RL) Land Use Category is intended for those areas that are

appropriate for development in a low density residential manner; and to recognize such uses as well suited for low density residential areas.

- (2) The primary uses shall be residential.
- (3) The secondary uses shall be residential equivalent, public/semi-public, and ancillary non-residential uses.
- (4) This category is generally appropriate to locations outside urban activity centers, and in areas serving as a transition between more suburban and more urban residential areas. These areas are generally accessed by minor and collector roadways.
- (5) Non-residential uses generally shall not exceed a floor area ratio (FAR) of .40 and an impervious surface ratio (ISR) of .65.

**E. Residential Urban (RU) (0 to 7.5 units/gross acre)**

- (1) The Residential Urban (RU) Land Use Category is intended for those areas that are appropriate for development in an urban low density residential manner; and to recognize such uses as well suited for urban residential areas.
- (2) The primary uses shall be residential.
- (3) The secondary uses shall be residential equivalent, public/semi-public, and ancillary non-residential uses.
- (4) This category is generally appropriate to locations close in proximity to urban activity centers, and in areas serving as a transition between more suburban and more urban residential areas. These areas are generally accessed by minor and collector roadways.
- (5) Non-residential uses generally shall not exceed a floor area ratio (FAR) of .40 and an impervious surface ratio (ISR) of .65.

**F. Residential Medium (RM) (0 - 15.0 units/gross acre)**

- (1) The Residential Medium (RM) Land Use Category is intended for those areas that are appropriate for development in a moderately intensive residential manner; and to recognize such uses as well suited for urban residential areas.
- (2) The primary uses shall be residential.
- (3) The secondary uses shall be residential equivalent, public/semi-public, and ancillary non-residential uses.
- (4) This category is generally appropriate to locations within or in close proximity to urban activity centers, and in areas serving as a transition between less urban and more urban residential and mixed use areas. These areas are in close proximity and accessed by arterial and thoroughfare roadways.
- (5) Non-residential uses generally shall not exceed a floor area ratio (FAR) of .50 and an impervious surface ratio (ISR) of .65.

**G. Density**

- (1) Density levels identified are maximum permissible densities.
- (2) Residential density is expressed in terms of a ratio of the number of dwelling units per gross acre of land.

**H. Residential Equivalent Uses**

- (1) Residential equivalent uses shall not exceed 3.0 beds per allowable dwelling unit per acre.

**I. Other Standards**

- (1) Public/semi-public and ancillary non-residential uses shall not exceed 3 acres in size,

alone or when added to contiguous like uses, without an amendment to another appropriate plan category.

- (2) Public Education Facilities are not subject to this threshold limitation.
- (3) Recreation/open space uses shall be allowed without limitations as to size.

## **2. MIXED USE LAND USE CLASSIFICATION**

### **A. Resort Facilities (RFO)**

- (1) The Resort Facilities (RFO) Overlay Land Use Category is intended for transient accommodations, and to recognize those areas well suited for a mix of residential and transient accommodation uses.
- (2) The primary uses shall be residential and transient accommodations.
- (3) The secondary uses shall be residential equivalent, public/semi-public, and ancillary non-residential uses.
- (4) This category is generally appropriate to recognize small scale transient accommodation uses in and adjacent to resort areas, and unique recreational assets that warrant the mixing of transient accommodations with residential uses. These areas are in close proximity and accessed by arterial and thoroughfare roadways.
- (5) Transient accommodation uses shall not exceed 1.00 units per allowable dwelling unit per acre as designated by the underlying land use category.
- (6) Non-residential intensity standards shall be based upon the underlying land use category.
- (7) Other tourist oriented commercial uses (i.e., restaurants, retail) shall be restricted. Only uses clearly accessory to the transient accommodation shall be permitted.
- (8) The design and scale of transient accommodation uses shall be compatible with adjoining uses.

### **B. Residential/Office Limited (ROL)**

- (1) The Residential/Office Limited (ROL) Land Use Category is intended for those areas appropriate for a compatible mixture of residential and office type uses.
- (2) The primary use shall be residential and office.
- (3) The secondary uses shall be residential equivalent, public/semi-public, and ancillary non-residential uses.
- (4) This category is generally appropriate to locations where it would serve as a transition from intensive non-residential or urban activity center to low density residential areas or public/semi-public uses, and areas where the size and scale of mixed uses is compatible. These areas are generally accessed by arterial and major thoroughfare roadways as well as mass transit.
- (5) Residential areas shall not exceed 7.5 units per acre.
- (6) Non-residential uses generally shall not exceed a floor area ratio (FAR) of 0.40 and an impervious surface ratio (ISR) of 0.75.

### **C. Residential/Office General (ROG)**

- (1) The Residential/Office General (ROG) Land Use Category is intended for those areas appropriate for a compatible mixture of residential and office type uses.
- (2) The primary use shall be residential and office.
- (3) The secondary uses shall be residential equivalent, public/semi-public, and ancillary non-residential uses.
- (4) This category is generally appropriate to locations where it would serve as a transition from intensive non-residential or urban activity center to low density residential areas or public/semi-public uses, and areas where the size and scale of mixed uses is compatible.

These areas are generally accessed by arterial and major thoroughfare roadways as well as mass transit.

- (5) Residential areas shall not exceed ten (10) units per acre.
- (6) Non-residential uses generally shall not exceed a floor area ratio (FAR) of 0.50 and an impervious surface ratio (ISR) of 0.75.

**D. Residential/Office/Retail (ROR)**

- (1) The Residential/Office/Retail (ROR) Land Use Category is intended for those areas appropriate for office type uses and general commercial uses; or a compatible mixture of office and general commercial uses.
- (2) The primary uses shall be residential equivalent, transient accommodation, office, retail commercial and personal service oriented commercial uses.
- (3) The secondary uses shall be public/semi-public, commercial service, and ancillary non-residential uses.
- (4) This category is generally appropriate to locations where it would serve as a transition from intensive non-residential or urban activity center uses to mixed uses, and in areas where a true mix of residential-office-retail uses are suitable given the size and scale of development. These areas are generally accessed by arterial and major thoroughfare roadways. Mixed use development should be designed to encourage mass transit and non-vehicular trips.
- (5) Residential equivalent uses shall not exceed ten (10) units per acre.
- (6) The floor area ratio (FAR) for non-residential uses generally shall not exceed 0.40.
- (7) Non-residential uses shall not exceed an impervious surface ratio (ISR) of .85.
- (8) Transient accommodation uses shall not exceed fifteen (15) units per acre.

**E. Residential Equivalent Uses**

- (1) Residential equivalent uses shall not exceed 3.0 beds per allowable dwelling unit per acre.

**F. Mixed Use**

- (1) Mixed uses shall generally not exceed the number of units per acre and floor area ratio permitted when allocated to their respective proportion of the total site area.

**G. Other Standards**

- (1) Public/semi-public and ancillary non-residential uses shall not exceed 3 acres in size, alone or when added to contiguous like uses, without an amendment to another appropriate Plan category.
- (2) Public Education Facilities are not subject to this threshold limitation.
- (3) Recreation/open space uses shall be allowed without limitations as to size.

**3. COMMERCIAL LAND USE CLASSIFICATION**

**A. Commercial Neighborhood (CN)**

- (1) The Commercial Neighborhood (CN) Land Use Category is intended for those areas appropriate for neighborhood commercial facilities and small scale shopping centers which are oriented toward a specific and limited geographical area rather than drive-by traffic or arterial roadways, consistent with the need, scale, and character of the residential areas they are intended to serve.
- (2) The primary uses shall be office, personal service, and retail commercial uses.
- (3) The secondary uses shall be residential equivalent and public/semi-public uses.

- (4) This category is generally appropriate to locations where it would serve on the periphery of definable residential neighborhoods, in areas separate from other community oriented commerce, and designed to preclude strip-like commercial development.
- (5) Residential equivalent not exceed ten (10) units per acre.
- (6) Non-residential uses generally shall not exceed a floor area ratio (FAR) of .30 and an impervious surface ratio (ISR) of .80.

#### **B. Commercial General (CG)**

- (1) The Commercial General (CG) Land Use Category is intended for those areas appropriate for commercial uses of varying intensity, with varying service areas designed to provide community-wide commercial goods and services. These areas should be consolidated to provide for the concentrated provision of the full spectrum of commercial uses.
- (2) The primary uses shall be personal service, office, retail commercial, commercial service, transient accommodation, wholesale distribution and storage/ warehouse uses.
- (3) The secondary uses shall be commercial recreation, residential equivalent, and public/semi-public uses.
- (4) This category is generally appropriate to locations in and adjacent to activity centers where surrounding land uses support a variety of commercial uses, and in areas with access to major transportation facilities including mass transit.
- (5) Residential equivalent uses shall not exceed fifteen (15) units per acre.
- (6) Non-residential uses generally shall not exceed a floor area ratio (FAR) of .55 and an impervious surface ratio (ISR) of .80.
- (7) Transient accommodation uses shall not exceed fifteen (15) units per acre.

#### **C. Residential Equivalent Uses**

- (1) Residential Equivalent Uses shall not exceed 3.0 beds per allowable dwelling unit per acre.

#### **D. Mixed Use**

- (1) Mixed uses shall generally not exceed the number of units per acre and floor area ratio permitted when allocated to their respective proportion of the total site area.

#### **E. Other Standards**

- (1) Public/semi-public uses shall not exceed 5 acres in size, alone or when added to contiguous like uses, without an amendment to another appropriate Plan category.
- (2) Recreation/open space uses shall be allowed without limitations as to size.

### **4. INDUSTRIAL LAND USE CLASSIFICATION**

#### **A. Industrial Limited (IL)**

- (1) The Industrial Limited (IL) Land Use Category is intended for industrial type uses which meet specified performance standards designed to minimize external impacts. This category is intended to provide a mechanism to assist in meeting the need for a balanced economic base and to provide employment opportunities. Such areas are recommended to have direct access from major street systems and not generate significant traffic volumes through residential neighborhoods through the use of local residential streets for direct access.
- (2) The primary uses shall be research and development, light manufacturing and assembly, office, wholesale distribution, and storage/warehouse uses.

- (3) The secondary uses shall be retail, commercial, personal service, commercial service, public/semi-public and Agricultural Light (Light Industrial) uses.
- (4) This category is generally appropriate to locations of sufficient size to provide for light industry with appropriate buffers and minimal adverse impacts upon adjoining uses. These areas should have access to major transportation facilities as well as mass transit.
- (5) Non-residential uses shall generally not exceed a floor area ratio (FAR) of .50 and an impervious surface ratio of .85.

**B. Industrial General (IG)**

- (1) The Industrial General (IG) Land Use Category is intended for those areas appropriate for varying degrees of industrial uses consistent with the compatibility of surrounding uses and available transportation facilities.
- (2) The primary uses shall be research and development, light manufacturing and assembly, wholesale distribution, and storage/warehouse uses.
- (3) The secondary uses shall be public/semi-public, heavy manufacturing, agricultural processing, and vehicular storage uses.
- (4) This category is generally appropriate to locations of sufficient size to provide buffering of potential noise, visual or other impacts. These areas should have access to major transportation facilities as well as mass transit.
- (5) Non-residential uses shall generally not exceed a floor area ratio (FAR) of .50 and an impervious surface ratio (ISR) of .85.
- (6) Other commercial uses shall be allowed only as accessory uses, located within the structure to which it is accessory, and not to exceed 25 percent of the floor area of the principal use to which it is accessory.

**C. Buffering**

- (1) An appropriate buffer shall be provided between all industrial categories and other adjoining Plan classifications.

**D. Other Standards**

- (1) Public/semi-public and commercial uses shall not exceed 5 acres in size alone or when added to existing contiguous like uses without an amendment to another appropriate Plan category.
- (2) Recreation/open space uses shall be allowed without limitations as to size.

## 5. PUBLIC/SEMI-PUBLIC LAND USE CLASSIFICATION

### A. Preservation (P)

- (1) The Preservation (P) Land Use Category is intended for areas considered to be vital for the maintenance and recharge of water resources, areas of unique or valuable topographic or subsurface features, and areas of significant environmental or ecological importance, wildlife preserves, fresh and saltwater wetlands and drainage corridors.
- (2) This category is generally appropriate to locations where natural resource protection is required.
- (3) There shall be no allowable density and intensity standard.
- (4) A transfer of development right shall be allowed in accordance with the regulations adopted in the Land Development Code.
- (5) An appropriate buffer shall be provided for preservation areas in accordance with the regulations adopted in the Land Development Code.
- (6) Where the mapped delineation of preservation areas is inconclusive due to the scale of the City Future Land Use Map, or the nature of an environmental feature, a field determination and mapping of the actual boundary at an appropriate scale may be required as a part of any plan amendment or development approval request. Actual delineation of boundaries shall include, at a minimum, requirements of the Pinellas County Master Drainage Plan and field determinations of significant environmental areas by the affected Agencies or by a qualified consultant. Should such actual delineation differ from that shown on the Countywide Plan Map, an accurate drawing at an appropriate scale depicting the determinations shall be submitted to Forward Pinellas (The Countywide Planning Authority) for appropriate action.
- (7) For those areas primarily pertaining to drainage corridor relocation or other alterations or adjustments may be permitted subject to approval of all appropriate agencies without the necessity of an amendment to the City Future Land Use Map.

### B. Recreation/Open Space (ROS)

- (1) The Recreation/Open Space (ROS) Land Use Category is intended for recreation open space uses such as passive recreation areas, active recreational areas which include developed physical facilities (e.g. tennis courts, ball fields, swimming pools, etc.), public/private open space and golf courses.
- (2) The secondary uses shall be Agricultural Light (Public Park and Recreation Facilities) uses.
- (3) This category is generally appropriate to locations where the natural and manmade conditions contribute to the recreation and open space needs of the community.
- (4) Non-residential uses shall generally not exceed a floor area ratio (FAR) of .25 and an impervious surface ratio (ISR) of .50.
- (5) A transfer of development right shall be allowed in accordance with the regulations adopted in the Land Development Code.

### C. Institutional (I) Category

- (1) The Institutional (I) Land Use Category is intended for areas appropriate for public/semi-public institutional type facilities.
- (2) The primary uses shall be schools, colleges, hospitals, medical clinics, churches, religious institutions, cemeteries, government offices, libraries, social/public service agencies, public safety facilities and fraternal/civic organizations.
- (3) The secondary uses shall be residential equivalent uses, recreation/open space uses,

and public/semi-public uses that are not institutional in nature.

- (4) This classification is generally appropriate to locations where such facilities are appropriate to serve the community.
- (5) Non-residential uses shall generally not exceed a floor area ratio (FAR) of .65 and an impervious surface ratio of .85.
- (6) Residential equivalent uses shall not exceed ten (10) dwelling units per acre.
- (7) Residential equivalent uses shall not exceed 3.0 beds per allowable dwelling unit per acre.
- (8) Recreation/open space uses shall be allowed without limitation as to size.

#### **D. Transportation/Utility (TU) Category**

- (1) The Transportation/Utility (TU) Land Use Category is intended for those areas appropriate for the development of transport and public/private utility services.
- (2) The primary uses shall be airports, seaports, marinas, electric power plants, utility transmission lines, water treatment plants, public works compounds, and solid waste transfer/disposal facilities.
- (3) The secondary uses shall be storage and warehouse facilities, recreation/open space uses, and public/semi-public uses that are not transportation/utility in nature.
- (4) This category is generally appropriate to locations where utility and transport facilities are necessary to serve the community.
- (5) Non-residential uses generally shall not exceed a floor area ratio (FAR) of .70 and an impervious surface ratio (ISR) of .80.
- (6) An appropriate buffer shall be provided between all transportation/utility uses and other adjoining Plan classifications or categories.
- (7) Recreation/open space uses shall be allowed without limitation as to size.
- (8) Public/semi-public uses shall not exceed a maximum of ten (10) acres in size, alone or when added to existing continuous like uses.

#### **E. Other Standard**

- (1) Public/semi-public uses may be permitted in other Land Use Plan categories in accordance with the regulations of the Land Development Code provided the thresholds established under the individual categories of the Plan are not exceeded.

### **6. SPECIAL DESIGNATION CLASSIFICATION**

#### **A. Water/Drainage Feature Overlay**

- (1) The Water/Drainage Feature Overlay is intended to designate water and drainage uses or areas. Water bodies include ocean, estuary, lake, pond, stream and drainage detention areas. Drainage features recognize existing natural and man-made drainageways and water bodies, and proposed drainageways and water bodies that are part of watershed and master drainage plans, or that are part of an approved development order.
- (2) The primary uses shall be open and undeveloped areas consistent with the water and/or drainage features appropriate for those locations.
- (3) Certain density and intensity restrictions shall be implemented in accordance with the underlying Plan category.
- (4) At a minimum, water bodies of 3 or more acres will be designated on the Future land Use Map with the appropriate symbol.
- (5) Adjustments may be made to reflect the actual location of water/drainage features without the necessity of an amendment to the City Future Land Use Map.

**B. Scenic/Non-Commercial Corridor**

**A.** The scenic/non-commercial corridor is intended for those areas appropriate for the preservation and enhancement of scenic vistas, the preservation of open space and low density residential uses, the preclusion of off-premise signs, and for the creation of opportunities for enhanced landscape features.

**B.** Corridors shall be designated within the City as follows:

Primary Corridors:

- *McMullen Booth Road*

Unique Corridors

- *South Bayshore Boulevard*

**C.** In furtherance of the goals and objectives stated in the Countywide Scenic/Non-Commercial Corridor Master Plan, the City shall restrict the location of Commercial Neighborhood (CN) and Commercial General (CG) land use categories within the McMullen Booth Road Corridor Boundary to existing commercial nodes that have developed in a contiguous fashion around the S.R. 590 and Enterprise Road primary intersections. These commercial nodes shall maintain their compact configuration and provide for a suitable land use transition between commercial and residential development with no commercial use being approved within 150 feet of a property planned or zoned for single-family use.

**D.** Additional standards consistent with the Countywide Plan and the Countywide Scenic/Non-Commercial Corridor Plan shall be implemented by the City.

**C. Community Redevelopment District**

- (1) The CRD category is intended for those areas that are now designated, or appropriate to be designated, as community centers and neighborhoods for purposes of rehabilitation, conservation, or redevelopment, or a combination thereof, in accordance with a special area plan.
- (2) The City of Safety Harbor Downtown Master Plan adopted by the City Commission on May 7, 2012, as may be amended from time to time, shall serve as the Special Area Plan for the CRD.
- (3) Those uses appropriate to and consistent with the CRD shall include: residential; office; commercial; industrial; institutional; public/semi-public and transportation/utility uses as set forth by character district in the Special Area Plan (refer to Figure 2, Master Development Plan Framework for character district boundaries). Specific use permissions within each category of allowable use shall be determined through the zoning process.
- (4) Density and/or intensity standards are set forth by location in Figure 4 of the Special Area Plan and further delineated by character district as follows:

ABBREVIATION	DISTRICT CATEGORY	MAXIMUM DENSITY (DU/A)	MAXIMUM INTENSITY (FAR)
MSM	Main Street Marketplace	*	1.00
CTC	Community Town Center	**	1.00-1.25
DR	Destination Resort	15.0***	1.00
SC-1	Service Corridor-1	*	1.00
SC-2	Service Corridor-2	NP	0.55
LHL	Local Historic Landmark	10.0	0.35
WV	Waterfront Village	10.0	0.35
CC	Creekside Conservation	10.0	0.35
TND-1	Traditional Neighborhood Development - 1	15.0	N/A
TND-2	Traditional Neighborhood Development - 2	7.5****	N/A
P	Public	NP	0.55

**NOTES:**

\*The maximum residential build-out of the MSM and SC-1 districts shall be 100 dwelling units, which is not calculated towards the floor area ratio.

\*\*The maximum residential build-out of the CTC district shall be 150 dwelling units, which is not calculated towards the floor area ratio.

\*\*\*Residential development in the Coastal High Hazard Area shall not exceed 15 dwelling units per acre.

\*\*\*\*Up to 15 dwelling units per acre may be allowed on the mobile home park property adjacent to Main Street between 12th Avenue N and 13th Avenue N (parcel identification # 042916663480050010)

NP = Residential uses are not permitted in this district.

**D. Coastal High Hazard Area (CHHA)**

- (1) The Coastal High Hazard Area (CHHA) will be shown as an Overlay on the City Future Land Use Map.
- (2) The Coastal High Hazard Area (CHHA) shall be defined as the area below the elevation of the Category 1 storm surge line as established by the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.
- (3) The City shall review all Future Land Use Map amendments within the Coastal High Hazard Area (CHHA) based upon a balancing of the following criteria:
  - A. Access to Emergency Shelter Space and Evacuation Routes – The uses associated with the requested amendment will have access to adequate emergency shelter space as well as evacuation routes with adequate capacities and evacuation clearance times.
  - B. Utilization of Existing and Planned Infrastructure – The requested amendment will result in the utilization of existing infrastructure, as opposed to requiring the expenditure of public funds for the construction of new, unplanned infrastructure with the potential to be damaged by coastal storms.
  - C. Utilization of Existing Disturbed Areas – The requested amendment will result in

- the utilization of existing disturbed areas as opposed to natural areas that buffer existing development from coastal storms.
- D. Maintenance of Scenic Qualities and Improvement of Public Access to Water – The requested amendment will result in the maintenance of scenic qualities, and the improvement of public access to Tampa Bay.
- E. Water Dependent Use – The requested amendment is for uses which are water dependent.
- F. Part of Community Redevelopment Plan – The requested amendment is included in the City's Community Redevelopment District.
- G. Overall Reduction of Density or Intensity – The requested amendment would result in an increase in density or intensity on a single parcel, in concert with corollary amendments which result in the overall reduction of development density or intensity in the surrounding CHHA.
- H. Clustering of Uses – The requested amendment within the CHHA provides for the clustering of uses on a portion of the site outside the CHHA.

(4) Nothing in this section should be construed as superseding or otherwise modifying the local plan amendment requirements of Section 163.3178(8), Florida Statutes.

## **C. UNINCORPORATED AREAS**

### **1. CHAPTER 163.3171 (3)**

The Future Land Use map includes areas of unincorporated Pinellas County. It is the intent of this Element to be consistent with the future land use designations of the Pinellas County Comprehensive Plan for unincorporated areas, and that this Plan will have no force and effect until annexation occurs. Annexations and associated development permits shall be consistent with the City of Safety Harbor Comprehensive Plan.

Under Chapter 163.3171, Florida Statutes, a municipality is only permitted to plan for future growth in areas under its jurisdiction. However, unincorporated municipalities may be included in the plan if the affected governing bodies agree upon the boundaries of the affected area. Chapter 163.3171 (3) provides the mechanism for the adoption of an interlocal agreement. An Interlocal Agreement between Pinellas County and Safety Harbor was adopted on March 24, 1992 for the purpose of creating a Safety Harbor Planning Area and establishing procedures for the joint designation of municipal land use designations to unincorporated land that may be annexed in the future. The agreement expired on September 30, 2000. A first amendment was approved on July 25, 2000. A second amendment extending the agreement was approved on August 24, 2010. The City of Safety Harbor and Pinellas County entered into an Interlocal Service Boundary Agreement that became effective on November 1, 2014, allowing for the non-contiguous voluntary annexation within enclaves that are enclosed on all sides by a single municipality.

### **2. LAND DEVELOPMENT REGULATIONS**

The regulating of land development activities in unincorporated areas inside the planning area boundary shall be the responsibility of Pinellas County until such time as proper annexation occurs.

## **D. COUNTYWIDE PLAN CONSISTENCY**

Chapter 2012-245, Laws of Florida, as amended, requires all local government comprehensive plans and land development regulations in Pinellas County to be consistent with the Countywide Plan, including the Countywide Plan Map and the Countywide Rules. The Countywide Plan, as amended, was adopted by the Pinellas Board of County Commissioners, acting in their capacity as the Countywide Planning Authority (CPA), by Ordinance 15-30 effective August 7, 2015.

It shall be the policy of the City of Safety Harbor, and a specific requirement of this Comprehensive Plan, to comply with the requirements of Chapter 2012-245, Laws of Florida, as amended, and to be consistent with the Countywide Plan, and as such Plan may be subsequently amended.

The City shall, as a component of its Future Land Use Element, establish and maintain consistency with the Countywide Plan through the following activities:

- *Maintaining consistency between the Map designations of both Plans;*
- *Maintaining consistency between the nomenclature of the Future Land Use Categories of both Plans;*
- *Maintaining consistency between the density/intensity and "other" standards of both Plans;*
- *Identifying, scheduling and reconciling all inconsistencies between the City of Safety Harbor Comprehensive Plan and the Countywide Plan.*

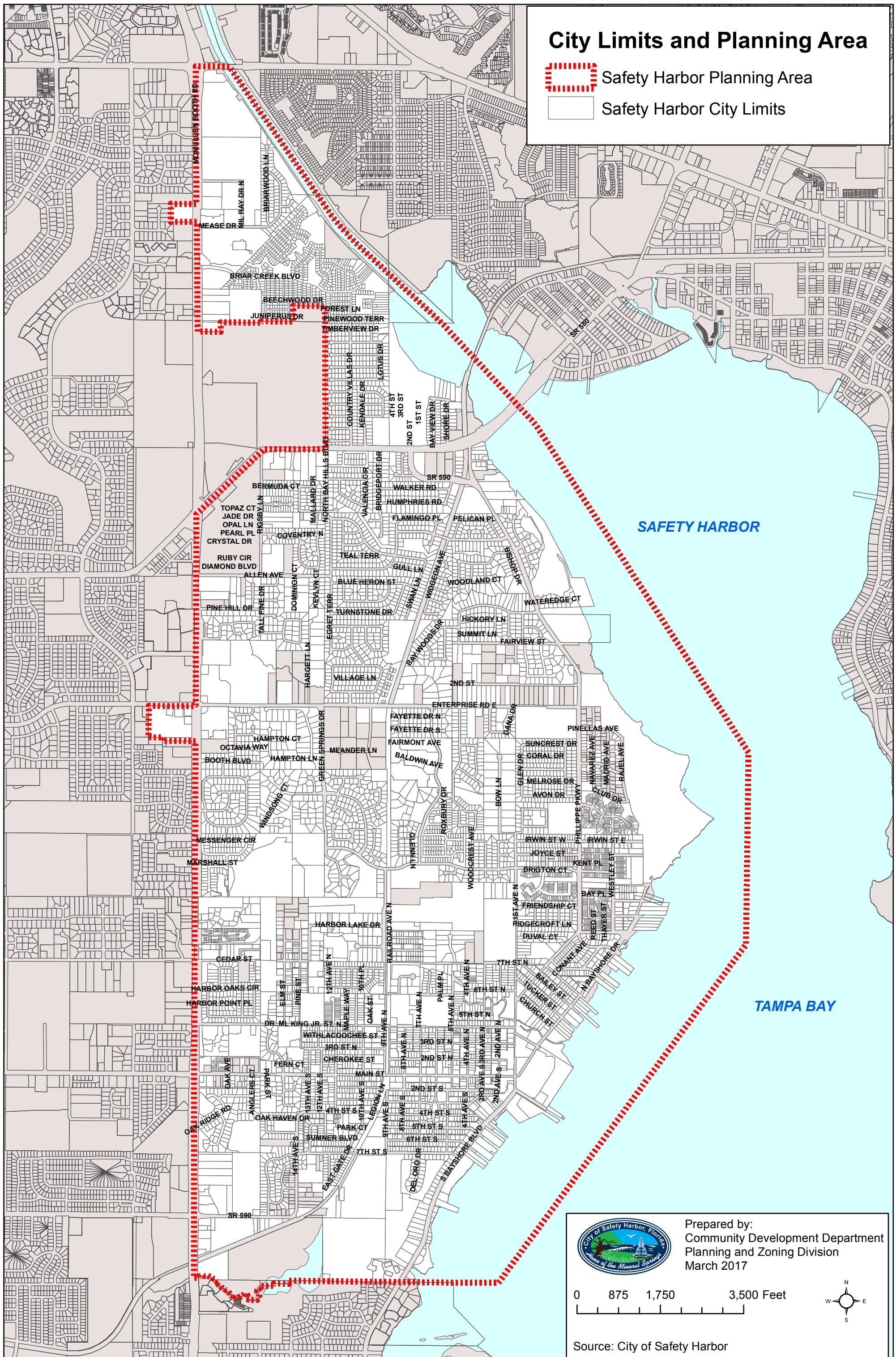
Table 1 – Matrix of City of Safety Harbor Future Land Use Categories and corresponding Countywide Plan Map Categories.

<b>City Future Land Use Categories</b>	<b>Corresponding Countywide Plan Map Categories</b>
Residential Rural (RR)	Residential Very Low (RVL)
Residential Estate (RE)	
Residential Suburban (RS)	
Residential Low (RL)	Residential Low Medium (RLM)
Residential Urban (RU)	
Residential Medium (RM)	Residential Medium (RM)
Resort Facilities Overlay (RFO)	Resort (R)
Residential/Office Limited (R/OL)	
Residential/Office General (R/OG)	Office (O)
Residential/Office/Retail (R/O/R)	
Commercial Neighborhood (CN)	Retail & Services (R&S)
Commercial General (CG)	
Industrial Limited (IL)	Employment (E)
Industrial General (IG)	Industrial (I)
Preservation (P)	Preservation (P)
Recreation/Open Space (R/OS)	Recreation/Open Space (R/OS)
Institutional (I)	
Transportation/Utility (T/U)	Public/Semi-Public (P/SP)
Community Redevelopment District (CRD)	Activity Center (AC)
Scenic/Noncommercial Corridor (SNCC)	Scenic/Noncommercial Corridor (SNCC)
Water/Drainage Feature (W/DF)	No corresponding category

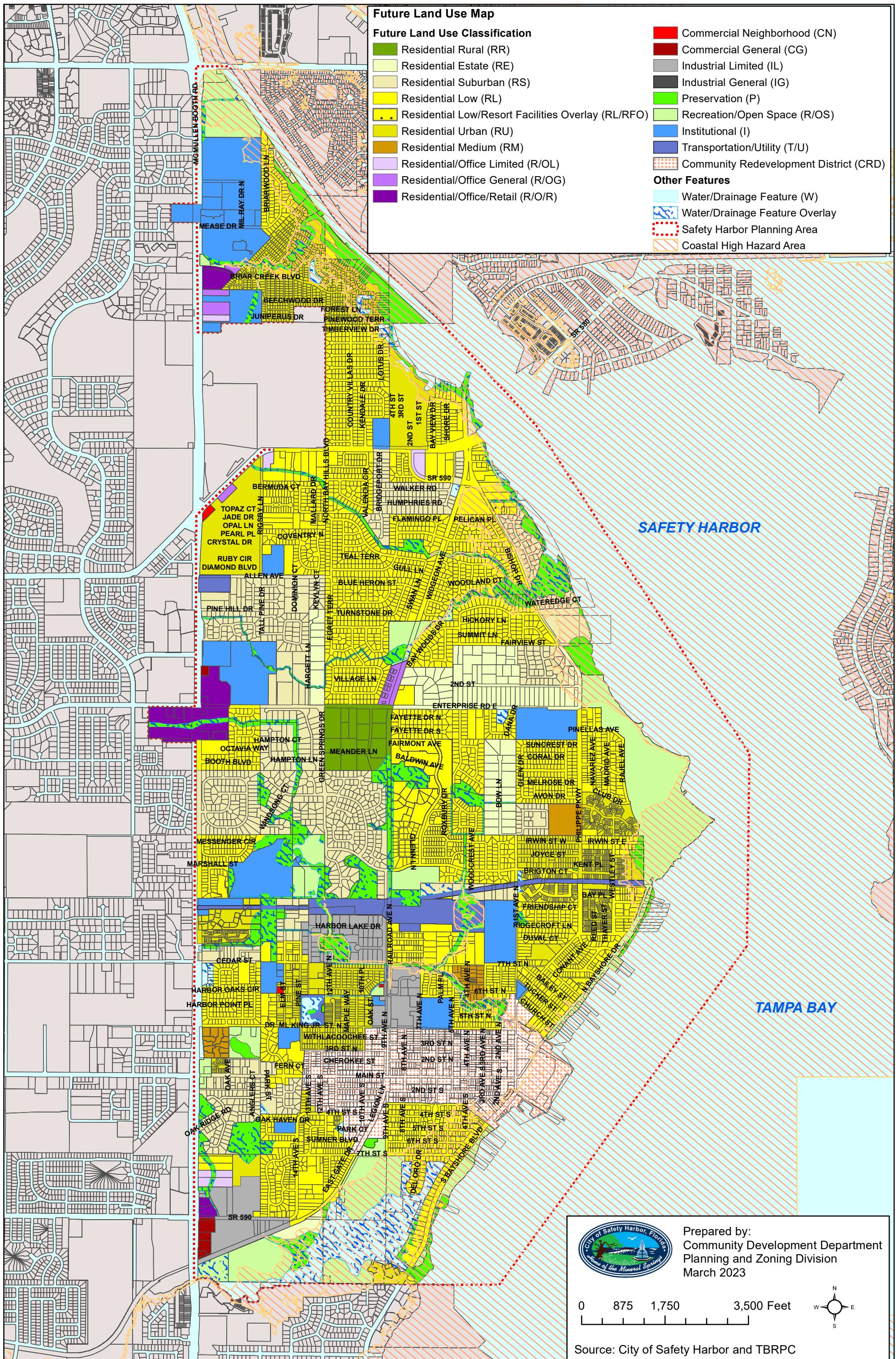
## **Appendix A**

### **Maps**

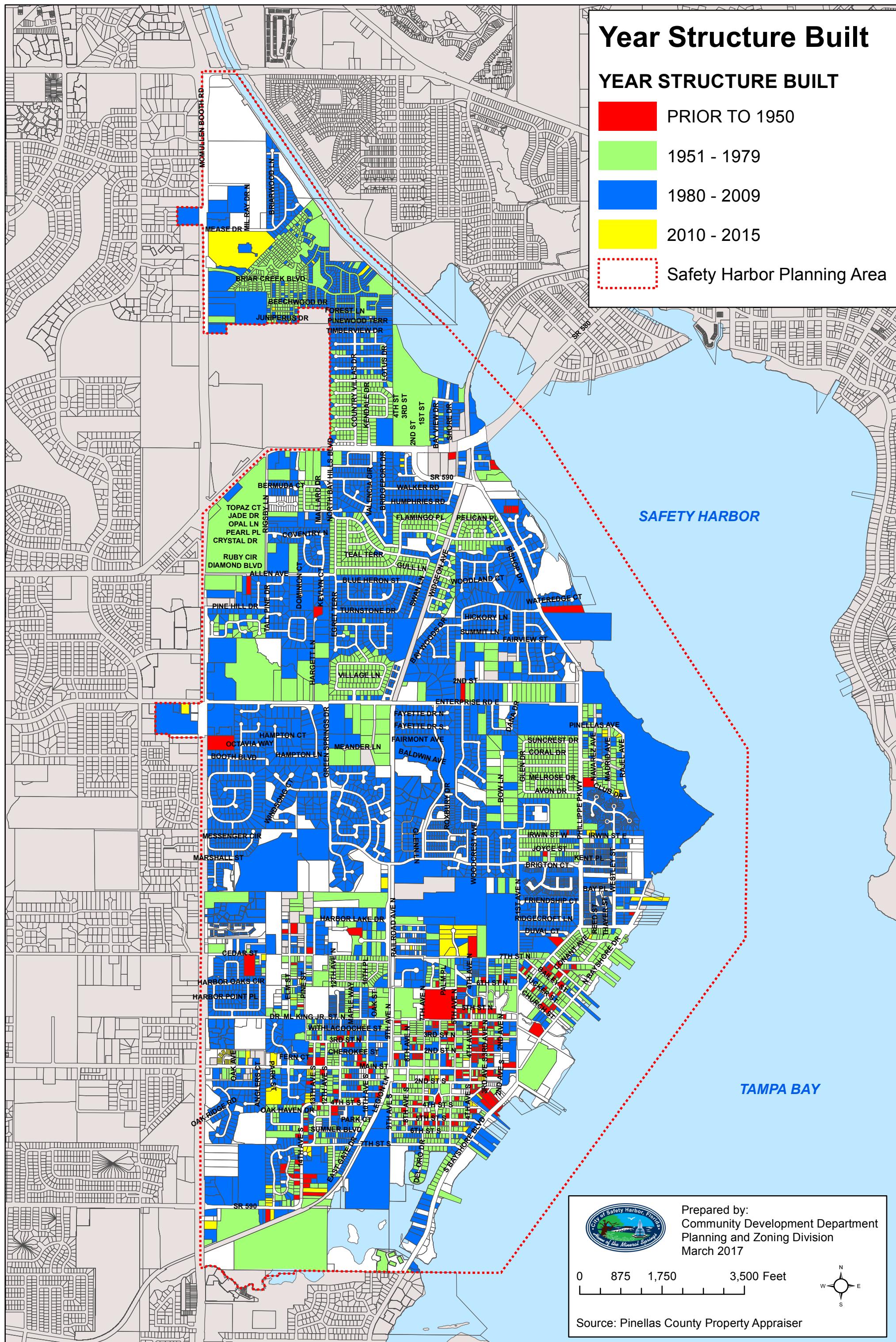
# City of Safety Harbor Comprehensive Plan Map Series



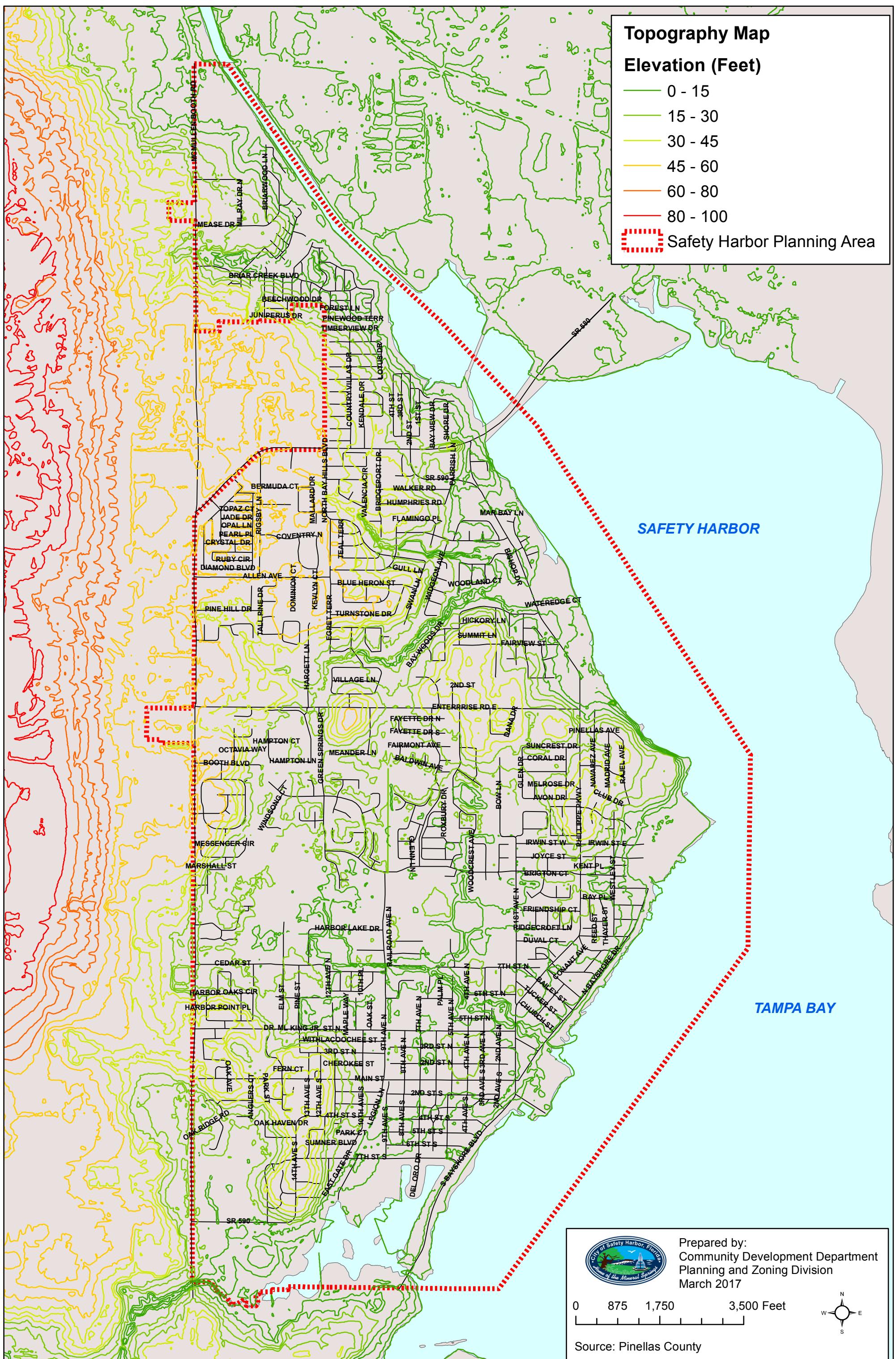
# City of Safety Harbor Comprehensive Plan Map Series



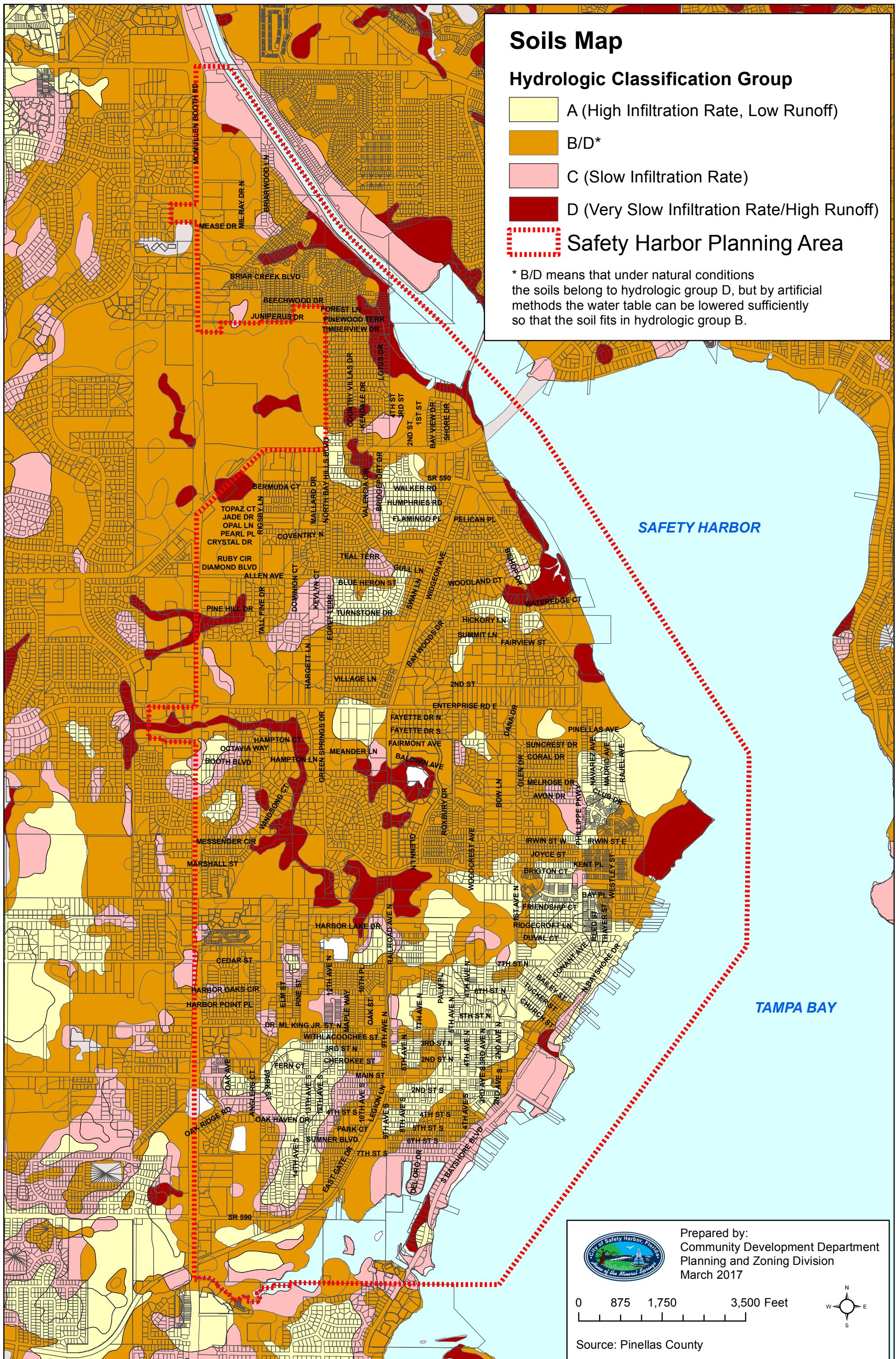
# City of Safety Harbor Comprehensive Plan Map Series



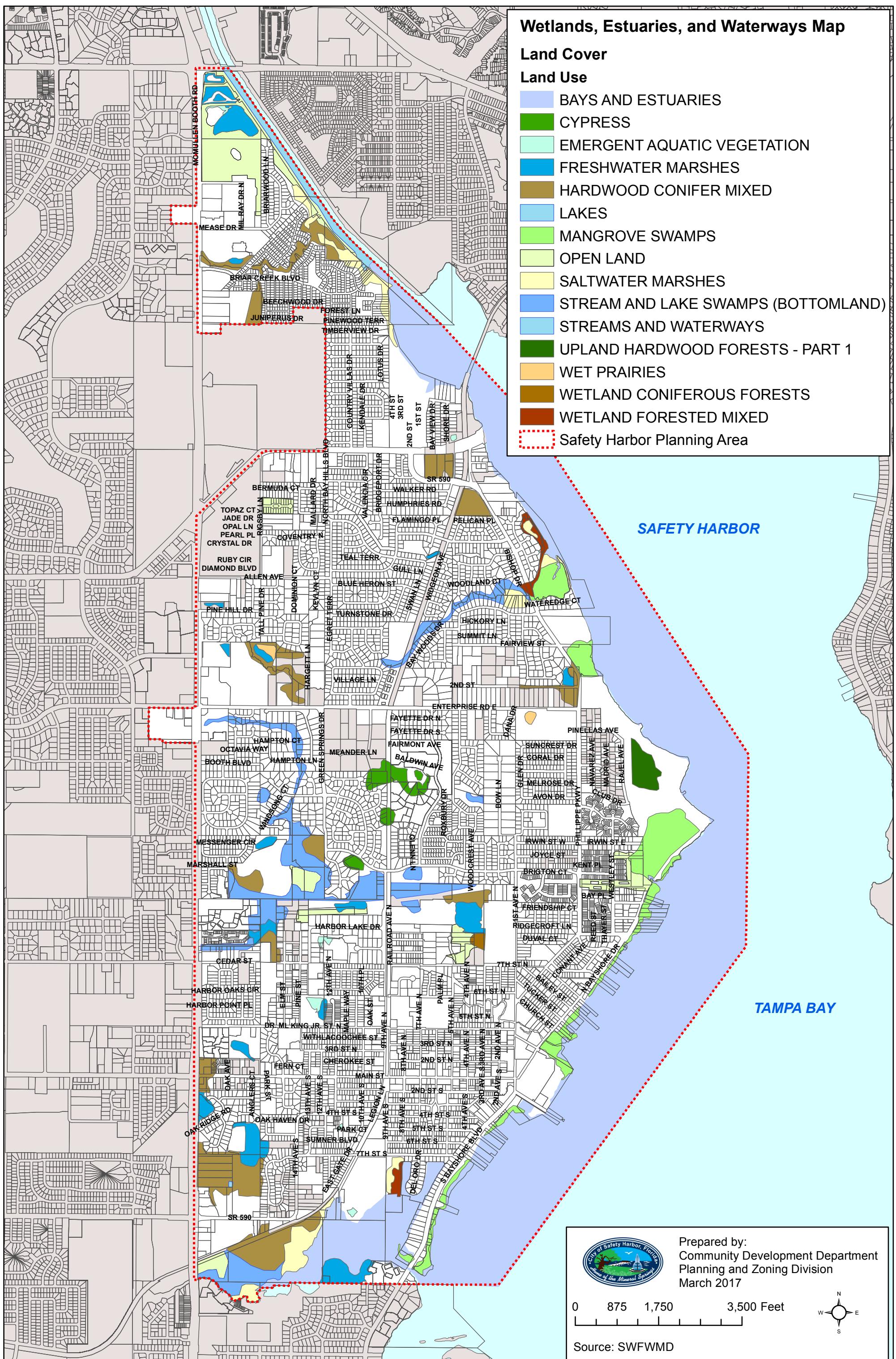
# City of Safety Harbor Comprehensive Plan Map Series



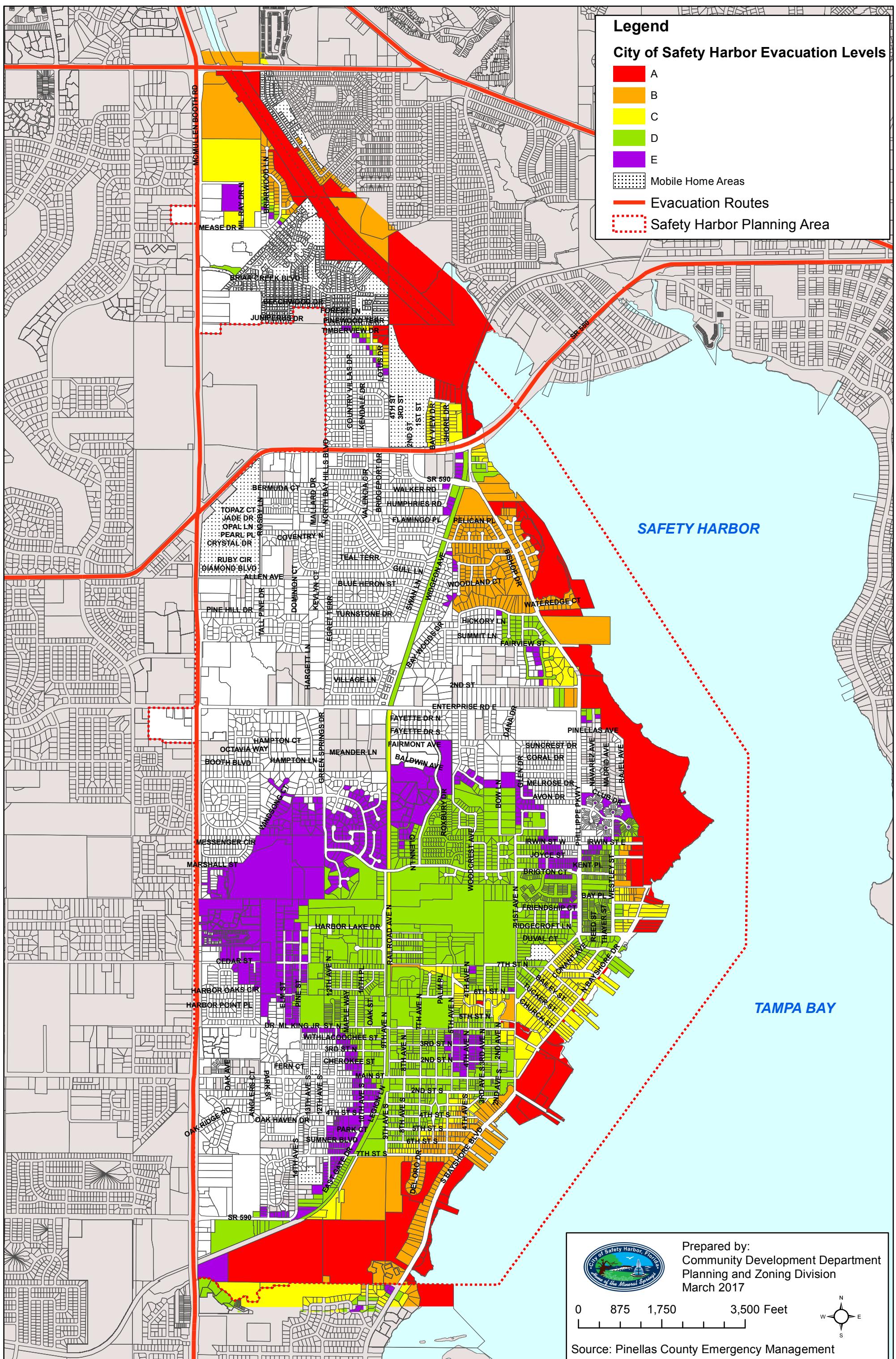
# City of Safety Harbor Comprehensive Plan Map Series



# City of Safety Harbor Comprehensive Plan Map Series



# City of Safety Harbor Comprehensive Plan Map Series



**Appendix B**  
**Maximum Impervious Surface Ratios**

**Future Land Use Element**

<b>ABBREVIATION</b>	<b>FUTURE LAND USE CATEGORY</b>	<b>MAXIMUM NON-RESIDENTIAL ISR</b>
RR	Rural Residential	.60
RE	Residential Estate	.60
RS	Residential Suburban	.60
RL	Residential Low	.65
RU	Residential Urban	.65
RM	Residential Medium	.65
R/OL	Residential/Office Limited	.75
R/OG	Residential/Office General	.75
R/O/R	Residential/Office/Retail	.85
CN	Commercial Neighborhood	.80
CG	Commercial General	.80
IL	Industrial Limited	.85
IG	Industrial General	.85
ROS	Recreation/Open Space	.50
TU	Transportation/Utility	.80
I	Institutional	.85

**Comprehensive Zoning and Land Development Code**

<b>ABBREVIATION</b>	<b>ZONING OR CHARACTER DISTRICT</b>	<b>MAXIMUM ISR</b>	<b>CODE SECTION</b>
TND-1	Traditional Neighborhood Development-1	Refer to Article III, Section 40.00	98.05 (A)
TND-2	Traditional Neighborhood Development-2	Refer to Article III, Section 40.00	98.05 (A)
GO	General Office	.75	25.07 (D) (2) (g)
C-1	Neighborhood Commercial	.80	25.08 (D) (1) (g)
FBI	Flex Business/Industrial	.65	25.11 (D) (7)
M-1	Light Industrial	.85	25.12 (D) (6)
M-3	Heavy Industrial	.85	25.13 (D) (6)
PDD	Planned Development	.60	78.01 (C) (2)

<b>TYPE</b>	<b>MAXIMUM RESIDENTIAL ISR</b>	<b>CODE SECTION</b>
One and Two Family	.60	40.00
Multi-Family	.65	40.00
Swimming Pools	Additional .10	40.00

# CAPITAL IMPROVEMENTS ELEMENT

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## GOALS, OBJECTIVES AND POLICIES

### A. BACKGROUND

Pursuant to Chapter 163.3177 (3)(a), FS, the following represents the goals, objectives and policies of Capital Improvements. These goals, objectives and policies are intended to establish the long-term end for the timely and efficient provision of public facilities through the use of sound fiscal policies. All Goals, Objectives and Policies are adopted by Ordinance.

### B. GOALS, OBJECTIVES AND POLICIES

**GOAL 1:** The City shall undertake fiscal actions necessary to provide and maintain public facilities for all residents, within its jurisdiction, at the adopted levels of service.

**Objective 1.1:** Capital improvements will be provided to correct existing deficiencies, to accommodate desired future growth, and to replace worn out or obsolete facilities, as indicated in the 5-year schedule of improvements which are designed to correct existing deficiencies or future needs identified in this element. The Schedule of Capital Improvements will serve to coordinate land use decisions with available or projected fiscal resources to maintain adopted levels of service.

**Policy 1.1.1:** The City shall evaluate and rank in order of priority projects proposed for inclusion in the 5-year schedule of improvements on an annual basis based upon the capital needs derived from other Elements of this Comprehensive Plan.

**Policy 1.1.2:** The City shall update annually a financially feasible multi-year Capital Improvement Plan (CIP), the first year of which shall be the Capital Budget. The City shall also update the schedule of improvements contained in the Capital Improvements Element annually, based upon the adopted budget.

**Policy 1.1.3:** Proposed capital improvement projects shall be evaluated and ranked in order of priority according to the following guidelines:

- *project is needed to eliminate a proven or obvious hazard to public health and safety;*
- *project is needed to fulfill a legal commitment by the City;*
- *project is needed to preserve, maintain, refurbish or achieve full use of, or replace existing facilities;*
- *project will provide or bring an existing facility up to an adopted level of service;*
- *project will increase efficiency or use of existing facilities, prevents or reduces future improvement cost, or provides service to all residents equitably;*
- *project needed to accommodate facility demands resulting from new development or re-development;*
- *project furthers policies adopted in other elements of this plan;*
- *project needed to serve development for which development order issued prior to adoption of this Comprehensive Plan;*
- *project will increase the economic base or quality of life of the residents;*
- *budget impact of project, both capital and operating, will be considered and Committee will consider financial feasibility of project; and*
- *project will be reviewed for consistency with plans of other agencies having responsibility for public facilities within the jurisdiction.*

**Policy 1.1.4:** The City shall ensure the availability of public facilities at adopted levels of service needed to serve developments for which development permits were issued prior to the adoption of this Comprehensive Plan. Such facilities shall be provided in keeping with guidelines for the evaluation and ranking of capital improvements established in this element.

**Policy 1.1.5:** The City shall continue to secure grants or private funds whenever available to finance the provision of capital improvements.

**Objective 1.2:** The City shall manage its debt in a manner to retain the integrity of its fiscal resources.

**Policy 1.2.1:** The City shall not incur any form of indebtedness in order to provide needed capital improvements at adopted Level of Service (LOS) that would result in a bond rating below AAA for insured bond issues.

**Policy 1.2.2:** The City shall confine long-term borrowing to capital improvements too large to be financed from current revenues.

**Policy 1.2.3:** The City will ensure that any bonds issued will be structured to be paid back within a period not to exceed the expected useful life of the capital project.

**Policy 1.2.4:** Where possible, special assessment, revenue, or other self-supporting bonds will be used instead of general obligation bonds.

**Policy 1.2.5:** Total debt service for general obligation debt will not exceed 10 percent of net operating revenues.

**Objective 1.3:** The City shall utilize its fiscal resources to eliminate any identified existing deficiencies and ensure the provision of needed capital improvements for future development and redevelopment, through the site plan and subdivision plan approval process, at adopted levels of service as specified in the elements of this Comprehensive Plan.

**Policy 1.3.1:** The City shall work with other governmental jurisdictions to establish an intergovernmental process to ensure that the cost of providing necessary capital facilities, at adopted levels of service, for any future development or redevelopment within the project's jurisdiction shall not be borne by existing residents of an adjoining jurisdiction.

**Policy 1.3.2:** The City shall coordinate with the County, other state agencies, water management district, and other municipalities that provide public facilities within the City's jurisdiction to ensure projects are funded in a fiscally equitable manner apportioning the costs of growth among those who are responsible for it.

**Policy 1.3.3:** The City shall, when appropriate, consider the adoption of impact fees in cooperation with other levels of government.

**Policy 1.3.4:** The City staff at the direction of the City Commission shall issue development orders and permits only when required capital facilities are present or will be available concurrent with the impact of development.

**Policy 1.3.5:** The adopted levels-of-service for public facilities within the jurisdiction of the City of Safety Harbor shall be those adopted in the infrastructure, public schools facilities and recreation/open space elements of this Plan and incorporated into a concurrency management system.

**Objective 1.4:** Public expenditures that subsidize development in Coastal High Hazard Areas shall be limited to those improvements included in the coastal and conservation element.

**Policy 1.4.1:** The City shall expend funds in Coastal High Hazard Areas only for the replacement and renewal of public facilities serving existing development.

**Objective 1.5:** The City will ensure adequate public facilities needed to serve new development and will be funded in a fiscally equitable manner by allocating the costs of new public facilities on the basis of the benefits received by existing and future residents.

**Policy 1.5.1:** The City will ensure that the impacts upon public facilities created by growth will be funded by those responsible for that growth in the manner specified in Policies 1.1.6 of the Infrastructure Element, 1.1.4 of the Transportation Element, 1.5.2 of the Recreation and Open Space Element, and 1.3.3 of this Capital Improvements Element.

## CAPITAL IMPROVEMENTS IMPLEMENTATION

The comprehensive plan shall contain a capital improvements element designed to consider the need for and the location of public facilities in order to encourage the efficient use of such facilities and set forth:

1. A component that outlines principles for construction, extension, or increase in capacity of public facilities, as well as a component that outlines principles for correcting existing public facility deficiencies, which are necessary to implement the comprehensive plan. The components shall cover at least a 5-year period.
2. Estimated public facility costs, including a delineation of when facilities will be needed, the general location of the facilities, and projected revenue sources to fund the facilities.
3. Standards to ensure the availability of public facilities and the adequacy of those facilities to meet established acceptable levels of service.
4. A schedule of capital improvements which includes any publicly funded projects of federal, state, or local government, and which may include privately funded projects for which the local government has no fiscal responsibility. Projects necessary to ensure that any adopted level-of-service standards are achieved and maintained for the 5-year period must be identified as either funded or unfunded and given a level of priority for funding.
5. The schedule must include transportation improvements included in the applicable metropolitan planning organization's transportation improvement program adopted pursuant to s. 339.175(8) to the extent that such improvements are relied upon to ensure concurrency and financial feasibility. The schedule must be coordinated with the applicable metropolitan planning organization's long-range transportation plan adopted pursuant to s. 339.175(7).

The capital improvements element must be reviewed by the local government on an annual basis. Modifications to update the 5-year capital improvement schedule may be accomplished by ordinance and may not be deemed to be amendments to the local comprehensive plan.

### A. BACKGROUND

The schedule of capital improvements is the mechanism by which the City can effectively stage the timing, location, projected cost and revenue sources for any capital needs derived from the other elements of this Comprehensive Plan. The schedule of capital improvements has been used to document the fiscal integrity of this Comprehensive Plan. Capital needs are only those identified in other elements of this Comprehensive Plan and do not include all capital needs the City may have.

## B. SCHEDULE OF CAPITAL IMPROVEMENTS

Tables 1-5 provide a 5-Year Schedule of Capital Improvements by comprehensive plan element. They are derived from the Capital Improvement Plan contained in the City's budget that is reviewed and updated each fiscal year. Anticipated revenues by funding source are provided with each table depicted in Table 6 to demonstrate financial feasibility.

TABLE 1

TRAFFIC CIRCULATION ELEMENT							
APPROPRIATIONS:		FUND	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027
ST0013	Street Resurfacing Program	014	2,000,000	-	750,000	-	750,000
ST0019	Curb Replacement	014	35,000	30,000	35,000	30,000	35,000
ST0028	Citywide Brick Street Restoration	014	20,000	20,000	20,000	20,000	20,000
ST0031	Bridge Improvements	014	30,000	50,000	-	-	-
ST0034	Underdrain Repair/Replace Program	014	50,000	30,000	50,000	30,000	50,000
ST0052	North Bayshore Sidewalk Drainage and Sidewalk Improvements	014	80,000	-	-	-	-
ST0054	Highway to Bay & Bay Shore Dr. Improvements	014	150,000	-	-	-	-
STI002	Concrete Plant Building Improvements	032	-	-	-	-	200,000
ST0060	Spruce St Drive Improvements	032	-	-	-	-	50,000
ST0061	Loberg Court Improvements	032	-	-	-	-	100,000
SMV010	Replace 2015 Ford F-550 1-1/2 Flat Bed Dump (Vehicle #362)	032	-	-	-	92,270	-
STV004	Replace Flat Bed Dump Truck (Vehicle 350)	032	-	78,500	-	-	-
STV008	Replace 1-1/2 Ton Flat Bed Tump Truck (Vehicle 369)	032	125,700	-	-	-	-
STV009	Replace 3/4 Ton Pick-Up Truck (Vehicle 359)	032	-	57,100	-	-	-
STV010	Replace 3/4 Ton Crew Cab Pick-Up Truck (Vehicle 370)	032	-	-	63,400	-	-
STV011	Replace 1-Ton Dump Truck (Vehicle 345)	032	-	-	76,100	-	-
STV012	Replace Dump Truck (Vehicle 323)	032	-	-	-	164,900	-
STE012	Bobcat Attachment (Planer and Drum)	032	-	31,710	-	-	-
STE014	Replace 2007 Double Drum Roller (Vehicle 903)	032	59,540	-	-	-	-
STE015	4 Ton Asphalt Hot Box Trailer	032	48,060	-	-	-	-
STE016	Replace 2004 Bobcat (Vehicle 911)	032	-	76,100	-	-	-
STE017	Replace 2011 Volvo Compact Wheel Loader (Vehicle 925)	032	-	-	127,000	-	-
STE018	Replace Ford Tractors (Vehicles 931, 932, 935)	032	-	-	57,100	-	-
STE019	Replace Deere Pay Loader (Vehicle #924)	032	-	-	-	-	387,290
STE020	New Cement Silo	032	-	-	-	-	100,000
STV013	Replace Skid Steer Stump Grinder Attachment	032	-	-	-	13,300	-
FLV002	Replace Truck 352	032	50,000	-	-	-	-
FLE011	Column Lifts (6)	032	-	65,000	-	-	-
FLE013	Fuel Tank Replacement	032	-	-	-	-	402,000
BL0014	Vehicle #126 Replacement	032	-	-	48,680	-	-
BME001	One Man Lift #908 Replacement	032	-	-	-	13,200	-
BMV001	Scissor Lift & Trailer Replacement	032	47,180	-	-	-	-
ST0053	Bicycle Facilities and Sidewalk Projects Identified in Master Plan	060	200,000	200,000	-	-	-
TOTAL			2,895,480	638,410	1,227,280	363,670	2,094,290

TABLE 2

FORWARD PINELLAS 5-YEAR TRANSPORTATION IMPROVEMENT PROGRAM					
PROJECT DESCRIPTION	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027
SIDEWALK AND BICYCLE PROJECTS	390,000	230,000	85,000	30,000	35,000
RESURFACING/REPAIR WORK	2,560,000	182,000	962,000	90,000	870,000
BRICK STREET RESTORATION	120,000	20,000	20,000	20,000	20,000
BRIDGE MAINTENANCE AND REPAIR	30,000	50,000	-	-	-
TOTAL	3,100,000	482,000	1,067,000	140,000	925,000

TABLE 3

## RECREATION ELEMENT

APPROPRIATIONS		FUND	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027
MAR006	Basin Dock & Piling Replacement	015	275,000	-	-	-	-
MAR010	Channel Dredging - Construction	015	135,460	-	-	-	-
BL0018	BM HVAC #1 & #2 Replacement	032	-	-	-	18,000	-
LBHV01	HVAC Tech Services	032	22,550	-	-	-	-
LBHV03	HVAC Fiction Area	032	50,000	-	-	-	-
LBHV04	HVAC Circulation	032	50,000	-	-	-	-
LBHV05	HVAC Library Lobby	032	50,000	-	-	-	-
LBHV06	HVAC Fresh Air-South Mech	032	50,000	-	-	-	-
LCKOT	Two Envisionware Self-Check out Machines	032	15,000	-	-	-	-
PRI003	RC Roof Replacement	032	50,000	-	-	-	-
PRI005	Community Center Roof Replacement	032	-	-	300,000	-	-
PR0038	Rigsby Center Improvements	032	125,000	-	-	-	-
PR0067	Clearwater Joint Use Agreement	032	50,000	50,000	-	-	-
PRI006	CC HVAC #1 Replacement	032	25,000	-	-	-	-
PRI007	CC HVAC #4 Replacement	032	-	-	25,000	-	-
PRI008	CC HVAC #7 Replacement	032	50,000	-	-	-	-
PRI009	RC HVAC #1 & #2 Replacement	032	25,000	-	-	-	-
PRI010	MU HVAC #1 & #2 Replacement	032	-	-	-	25,000	-
PRI012	Community Center Restroom Improvements	032	-	25,000	-	-	-
PRI013	Community Center HVAC #3 Replacement	032	-	-	-	-	50,000
PKV014	Replace 2002 International 66-passnger Bus (#453)	032	-	117,840	-	-	-
PRV001	Recreation Passenger Golf Cart	032	18,000	-	-	-	-
OORCCC	New Scoreboards (Gym 1, 2, and 3)	032	14,200	-	-	-	-
PREQ04	Portable Light Tower for Events/Programs	032	15,850	-	-	-	-
PREQ05	Variable Message Board for Events/Backup EMS	032	18,000	-	-	-	-
PREQ06	CC Fitness Equipment - Row Machines & Spin Bikes	032	28,000	-	-	-	-
FOLLY1	Folly Nest Structural Improvements & Stair Replacement	032	25,000	-	-	-	-
PKI035	Parks & Bldg Maint Admin Building Design/Permitting	032	270,000	-	-	-	-
PKI035	Parks & Bldg Maint Admin Building Construction	032	-	2,000,000	-	-	-
PKI043	SHCP Metal Building Replacement (Maint Shop)	032	101,250	-	-	-	-
PKI024	SHCP Ball Field Light Replacement	032	-	350,000	-	-	-
PKI032	SHCP Walking Trail	032	50,000	-	-	-	-
PKI033	Outdoor Fitness Zones	032	-	60,000	-	-	-
PKI034	Parks Parking Lot Re-paving	032	100,000	-	-	-	-
PKI037	Park Furnishings Renewal & Replacement	032	22,000	24,200	26,620	29,280	32,210
PKI040	City Park Sidewalk Replacements	032	50,000	-	50,000	-	-
PKI041	Outdoor Pickleball Courts	032	100,000	-	-	-	-
PKI042	SHCP Sand Volleyball Ct Expansion	032	-	50,000	-	-	-
PKI044	MSP Creek Improvements	032	450,000	-	-	-	-
PKI045	SHCP Field #1 Improvements	032	23,000	-	-	25,000	-
PKI046	SHCP Field #2 Improvements	032	3,000	-	25,000	-	-
PKI047	SHCP Field #3 Improvements	032	6,000	15,000	-	-	-
PKI048	SHCP Field #4 Improvements	032	57,000	-	-	25,000	-
PKI049	SHCP Field #5 Improvements	032	2,000	-	25,000	-	-
PKI053	Elm Street Design & Permitting/Perimeter Fence Replacement	032	-	165,000	250,000	-	-
PKI054	John Wilson Park (Gazebo) Improvements	032	-	54,000	-	-	-
PKI055	Water Front Park Irrigation & Turf Improvements	032	280,000	-	-	-	-
PKI056	Baranoff Park Paver Sidewalk Extension	032	25,000	-	-	-	-
PKI057	SHCP Playground Equipment Restoration	032	30,000	-	-	-	-
PKI058	Parks Turf Renewal & Replacement (Gazebo/Baranoff)	032	40,000	30,000	30,000	30,000	30,000
PKI059	2nd Street S. Landscaping Improvements	032	35,000	-	-	-	-

PR0057	Replace Fishing Pier Shelter	032	800,000	-	-	-	-	-
PKV016	Vehicle Replacement #419 (Dump Truck- 1 Ton)	032	-	54,000	-	-	-	-
PKV017	Vehicle Replacement #416 (Dump Truck- 1 Ton)	032	-	-	57,600	-	-	-
PKV018	Vehicle Replacement #412 (Pickup Truck- Ext Cab)	032	-	-	-	-	-	46,800
PKV019	Vehicle Replacement #413 (Pickup Truck- Crew Cab)	032	-	-	-	-	-	68,400
PKE006	Parks Equipment Replacement & Renewal	032	40,000	-	72,000	42,000	-	-
PKE008	Parks Utility Vehicle	032	-	21,000	21,000	21,000	-	-
PKE013	Parks Trailer Replacements	032	-	35,000	-	-	-	-
PKE014	Parks Security Cameras (ARPA)	032	75,000	-	-	-	-	-
PKE015	Parks Security Cameras (ARPA)	032	16,000	-	-	-	-	-
OFOLLY	Folly Farms Development- Farmhouse ADA Improvements	063	60,000	-	-	-	-	-
LB2020	Library Second Floor Buildout	065	105,980	-	-	-	-	-
LB2020	Library Second Floor Buildout	067	2,975,240	-	-	-	-	-
		TOTAL	6,808,530	3,051,040	882,220	215,280	227,410	

TABLE 4

INFRASTRUCTURE ELEMENT							
APPROPRIATIONS:		FUND	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027
WATER							
PWI006	Automated Gate	041	12,000	-	-	-	-
WTV009	Replace Vehicle #205 (Truck)	041	67,720	-	-	-	-
WTV010	Replace Vehicle #230 (Truck)	041	-	82,000	-	-	-
WTV011	Replace Vehicle #280 (DumpTruck)	041	-	-	90,000	-	-
WTV012	Replace Vehicle #326 (Flat Bed 20ft)	041	-	-	-	-	158,000
WTE010	Replace Generator #617	041	-	29,000	-	-	-
WTE011	Replace Trenching Machine #960	041	-	-	17,500	-	-
WTE012	Replace Trackhoe #907	041	-	-	101,000	-	-
WTE013	Replace Trailer #634	041	26,740	-	-	-	-
WTE016	Replace Hitachi Excavator (Vehicle #996)	041	-	-	-	82,500	-
UT0096	Seminole Park Subdivision and Maple Way water line replacement-Construction	048	2,100,000	-	-	-	-
UTW004	Safety Harbor Heights water main replacement-Survey and Design	048	-	-	300,000	-	-
UTW004	Safety Harbor Heights water main replacement-Construction	048	-	-	-	1,500,000	-
UTW005	MLK, Cedar St., Pine St. water main replacement-Survey and Design	048	355,000	-	-	-	-
UTW005	MLK, Cedar St., Pine St. water main replacement-Construction	048	-	1,950,000	-	-	-
UTW007	Baytown East Water Main Replacement- Surevey & Design	048	-	-	-	410,000	-
UTW007	Baytown East Water Main Replacement- Construction	048	-	-	-	-	2,100,000
UT0101	Replace existing radio frequency meters	048	30,000	90,000	70,000	70,000	70,000
UTWE02	Chlorine Residual Monitoring	048	105,000	-	-	-	-

WASTEWATER							
PWI006	Automated Gate	041	12,000	-	-	-	-
SWV007	Replace Vehicle #210 (1-1/4 ton utility truck)	041	90,000	-	-	-	-
SWV008	Replace Vehicle #275 (1-1/4 ton utility truck)	041	90,000	-	-	-	-
SWV009	Replace Vehicle #220 (1-1/4 Flat Bed Dump truck)	041	-	85,000	-	-	-
SWV010	Replace Vehicle #260 (1-1/4 Ton Flat Bed Dump Truck)	041	-	-	85,000	-	-
SWV011	Replace Work Truck #276	041	-	-	-	110,000	-
SWV012	Replace Vacuum Truck #277	041	-	-	-	-	650,000
SWE007	Replace Trailer #650	041	-	-	-	20,000	-
SWE011	Replace # 631 Generator 35KW	041	55,000	-	-	-	-
SWE012	Replace #608 115KW Generator	041	-	121,000	-	-	-
SWE013	Replace Backhoe #410	041	-	-	132,000	-	-
SWE014	Replace Pump #622	041	-	-	55,000	-	-
SWE015	Replace Pump #655	041	-	-	-	-	65,000
SWE016	Replace Generator #615	041	-	-	-	120,000	-
UT0005	Northeast Regional Wastewater Treatment Plant Improvements	048	175,000	-	-	-	-
UTS007	Library Lift Station Repair	048	80,000	-	-	-	-
UTS010	Gulf Machinery Pump Station Repair	048	-	95,000	-	-	-
UTS013	Elm St./Pine St. Gravity Sewer Replacement-Design	048	405,000	-	-	-	-
UTS013	Elm St/Pine St Gravity Sewer Replacement-Construction	048	-	2,100,000	-	-	-
UTS017	Fire Station 53 Force Main- Design	048	-	-	500,000	-	-
UTS017	Fire Station 53 Force Main- Construction	048	-	-	-	2,500,000	-
UTS018	Enterprise Road Bypass Force Main-Design	048	-	-	-	-	515,000
UTS020	Huntington Lift Station Rebuild-Design	048	80,000	-	-	-	-
UTS020	Huntington Lift Station Rebuild-Construction	048	-	160,000	-	-	-
UTSE01	Smart Coverse- Manhole SSO Detection Device	048	35,000	-	-	-	-
SANITATION							
SNI003	Air Conditioner Replacement - Bldg D	044	-	-	-	-	10,000
SNV032	Replace Rear Load Truck #311	044	-	250,000	-	-	-
SNV033	Replace Side Load Truck #519	044	425,000	-	-	-	-
SNV035	Refurbish side load truck #518	044	-	-	290,000	-	-
SNV036	Replace Front Load Truck #514	044	398,000	-	-	-	-
SNV037	Replace Dumpster Transporter #361	044	-	180,000	-	-	-
SNV038	Replace Front Load Truck #519	044	-	-	440,000	-	-
SNV039	Replace Claw Truck #347	044	-	-	-	259,000	-
SNV040	Refurbish Side Load Truck #521	044	-	-	-	280,000	-
SNV041	Replace Rear Load Truck #511	044	-	-	-	-	250,000
SNV042	Refurbish Side Load Truck #523	044	-	-	-	-	290,000
SNE002	Trash/Recycling Containers	044	45,000	45,000	50,000	50,000	55,000
TOTAL			4,586,460	5,187,000	2,130,500	5,401,500	4,163,000

TABLE 5

INFRASTRUCTURE ELEMENT							
STORMWATER IMPROVEMENTS		FUND	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027
DR0006	Stormwater Improvements	011	300,000	150,000	270,000	150,000	254,000
DR0050	Pipe Relining	011	75,000	250,000	75,000	125,000	125,000
DR0057	ACOE - Bishop and Mullet Creek - Design	011	300,000	-	-	-	-
DR0057	ACOE - Bishop and Mullet Creek - Construction	011	-	1,200,000	-	-	-
ST0046	2nd Street South at 6th Ave. Intersection Improvements	011	100,000	-	-	-	-
ST0056	6th St. N. at 2nd Ave N. Intersection Drainage Improvements	011	-	92,000	-	-	-
ST0057	4th St. (MLK) Pond Improvements	011	-	-	-	-	257,000
ST0058	2nd St N. and 2nd Ave N. Drainage Improvements	011	90,000	-	-	-	-
ST0059	9th Ave S. at 2nd St S. Intersection Drainage Improvements	011	-	-	92,000	-	-
SMV009	Replace 2010 Ford F-550 1-1/2 Ton Flat Bed Dump (Veh 360)	011	-	83,870	-	-	-
SMV011	Replace 2005 Ford F-550 (Vehicle #274)	011	-	-	-	-	154,350
SME009	Trackhoe	011	121,560	-	-	-	-
SME010	New 6" Mobile Pump	011	-	67,110	-	-	-
SME014	Replace Slope Mower (Vehicle 968)	011	-	-	199,340	-	-
SME015	Replace Street Sweeper (Vehicle 364)	011	-	-	-	334,270	-
SME016	Replace Vac Con (#609)	011	-	-	-	-	159,280
		TOTAL	986,560	1,842,980	636,340	609,270	949,630

TABLE 6

PROJECTED REVENUES*							
#	FUND	SOURCE	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027
11	Stormwater	Stormwater Revenue; Interest; Debt Proceeds/Other; Carryover	6,251,460	5,602,300	4,007,320	3,594,680	3,176,110
14	Street Improvement	Local Option Gas Tax; Interfund; Transfer from Capital Projects Fund; Interest; Carryover	2,753,370	800,288	1,091,060	666,003	1,025,423
15	Marina	Rent; Interest; Carryover; Interfund	497,880	131,240	174,759	217,977	260,894
32	Capital Projects	Penny for Pinellas; Pinellas County Fire; Interest; Donations; Carryover	5,641,780	3,965,290	3,112,330	3,660,280	3,510,690
41	Water & Wastewater Projects	Water Revenue; Water Tap Fees; Sewer Services; Late Charges; Industrial Surcharge; Utility Fixtures; Interest; Misc.; Debt Reimbursement; Carryover	14,580,680	14,512,275	14,169,035	13,987,100	14,001,175
44	Sanitation Projects	Sanitation/Refuse Charges; Solid Waste Franchise Fee; Recycling Sales; Industrial Surcharge; Grants; Interest; Misc.; Carryover	6,042,500	5,527,463	5,570,182	5,217,431	5,073,951
48	Water & Wastewater Renewal & Replacement	Misc. Revenue; Interest; Interfund Transfer from Water & Wastewater Fund; Carryover	5,850,360	5,580,360	3,658,690	5,581,800	3,343,700
63	Parkland Dedication	Residential Impact Fees; Development Parkland Fees; Interest; Carryover;	135,270	57,770	45,270	32,770	20,270
67	Community Redevelopment	CRA Taxes; Interest; Debt Proceeds/Other; Carryover	3,440,330	1,188,050	1,969,720	2,813,130	3,714,750
			<b>TOTAL</b>	<b>45,193,630</b>	<b>37,365,036</b>	<b>33,798,366</b>	<b>35,771,171</b>
*Represents total projected revenues by fund as identified in Adopted FY 22/23 Annual Budget							

## C. THE CONCURRENCY MANAGEMENT SYSTEM

### **1. Concurrency Management System Requirements**

The Department of Economic Opportunity has stated that any concurrency management system by a local government should contain the following elements for it to be deemed adequate in meeting the intent of Chapter 163, Part II, Florida Statute.

- 1) Adopt a local comprehensive plan in compliance with Chapter 163. Plan must contain a CIE and a 5-year capital improvement schedule which is financially feasible.
- 2) 5-year plan must schedule facilities to eliminate existing deficiencies and facilities needed to serve new development proposed to be permitted by the local government.
- 3) Plan must contain a realistic, financially feasible funding system based on currently available revenue sources adequate to fund facilities contained in the 5-year capital improvements program.
- 4) Sanitary sewer, solid waste, drainage, potable water, and parks and recreation shall be subject to concurrency.
- 5) Sanitary sewer, solid waste, drainage, and potable water facilities shall be in place and available to serve new development no later than the issuance of a certificate of occupancy or its functional equivalent.
- 6) Parks and recreation facilities shall be in place or under construction no later than one (1) year after the issuance of a certificate of occupancy or its functional equivalent. Park lands shall be dedicated or acquired prior to the issuance of a certificate of occupancy, or funds in the amount of the developer's fair share shall be committed prior to the issuance of a certificate of occupancy or its functional equivalent.
- 7) The adopted level of service standard shall be consistent with that adopted by the agency having operational and maintenance responsibility over the public facility.
- 8) Guidelines for interpreting and applying level of service standards, and when the test shall be applied, shall be contained in a Concurrency Management System adopted by the Land Development Regulations and shall meet the following minimum requirements:
  - *The guidelines for interpreting and applying level of service standards shall be consistent with the guidelines contained in the City of Safety Harbor Comprehensive Plan Capital Improvements Element*
  - *The review for concurrency compliance shall occur at the time of development order review (a development order shall be defined as any building permit, rezoning, subdivision approval, variance, conditional use approval, or any other action by the City having the effect of permitting a development activity)*
  - *No development order shall be issued where the required levels of service are not available consistent with the guidelines contained in the City of Safety Harbor Comprehensive Plan Capital Improvements Element*
- 9) The necessary facilities and services may be guaranteed in an enforceable development agreement, pursuant to Section 163.3220, FS.

### **2. Concurrency Management System of the City of Safety Harbor**

To meet the above articulated segments of a concurrency management system the City of Safety Harbor will:

- 1) Adopt the Goals, Policies and Objectives of the Individual Elements of this Comprehensive Plan

Each of the elements of this comprehensive plan contains goals, objectives and policies relevant to the subject of the element. Adoption and adherence to these will ensure that facilities and services will meet the levels of service standards adopted by the City. All Goals, Objectives and Policies and the Capital Improvements Implementation Section of this Plan are adopted by Ordinance.

2) Adopt Capital Budget and Capital Improvement Program

The capital budget will identify in detail the costs and revenue sources for projects shown in the first year of the 5 year capital improvements program (CIP). As projects are completed during the current budget year, they will be removed from the CIP and a new year of projects added.

The CIE contains a 5 year capital improvement schedule which is financially feasible, eliminates existing deficiencies as identified in other elements of this Comprehensive Plan as needed to serve new development proposed to be permitted by the local government. The plan is based on currently available revenue sources adequate to fund identified capital facilities.

A neighborhood projects program is included in the capital improvements program (CIP) to include the public in identifying capital needs. These projects are generally less than \$25,000 in cost and therefore will not be included in the Capital Improvements Element. However, they will be scheduled in the annual updated budget and CIP.

3) Adopt Land Development Regulations

The City of Safety Harbor has adopted Land Development Regulations which contain the following provisions:

- *A development agreement process consistent with the requirements of Chapter 163, Florida Statutes.*
- *A concurrency management system which provides regulations for applying level of service standards and when they shall be applied.*
- *Project phasing provided that those facilities necessary to serve the development are in place concurrent with the impacts.*

4) Establish a Monitoring System to Ensure Concurrency

Adopted programs and procedures shall provide that levels of service shall not fall below those established in this Comprehensive Plan commencing upon the adoption of this Plan. The City Commission may issue a development permit when necessary facilities are in place at the time a development permit is issued, or a development permit may be issued subject to the condition that necessary facilities are in place when the impact of the development occurs.

5) Review the Capital Improvements Element Annually

An annual report relating to the status of the adopted level of service standards, the status of approved development orders, and the status of the adopted Capital Improvements Element of the Comprehensive Plan shall be presented to the City Commission.

The annual report shall be prepared in conjunction with the next year's fiscal budget adoption process and shall be presented prior to the end of the calendar year.

The capacity of each public facility shall be based upon the calculations set forth in this Plan and account for committed development utilizing a reasonable projection for the progress of each proposal and population growth projections.

6) Specific Concurrency Management System Requirements for the City of Safety Harbor

A concurrency test will be made for each of the following public facilities and services for which level of service standards have been established in this plan:

- *Potable Water*
- *Sanitary Sewer*
- *Solid Waste*
- *Drainage*
- *Parks and Recreation*

The concurrency test will be determined by adding together the total capacity of existing facilities and the total capacity of new facilities that will become available concurrent with the impact of development; subtracting the demand for the facility evidenced by existing development along with the new demand that will be created by the proposed development along with the new demand anticipated by other presently approved but not completed development orders and presently vested but not completed development orders.

The total capacity of new facilities may be relied upon only if one or more of the following conditions can be determined:

- *Construction of a new facility is underway;*
- *The new facility is the subject of a binding contract executed for construction;*
- *The new facility is included in the adopted capital budget of the responsible agency;*
- *The new facility is guaranteed in an enforceable development agreement; or*
- *The developer has committed through the development review process to provide the necessary facility improvements.*

No development order shall be issued where the required levels of service are not available consistent with the requirements of this Plan.

All requests for development order approval shall be required to demonstrate that the required levels of service as prescribed in this Plan are available concurrent with the impacts from the development. The burden of proof for demonstrating compliance shall be on the applicant for development order approval.

A valid Certificate of Concurrency shall be required prior to the issuance of development order approval. A Certificate of Concurrency shall be valid for one (1) year from the date of issuance unless the City approves an alternate phasing plan. No extensions shall be granted. Any change to an approved development order which results in a greater impact shall require the issuance of a new Certificate of Concurrency.

## 7) Exceptions

The concurrency provisions of this Plan shall not affect the validity of any of the following lawfully issued and effective development orders:

- The development activity is authorized by an effective building permit where construction has commenced or application for a building permit has been made prior to the effective date of the concurrency requirement, the permit is granted and the development activity continues without interruption until the development is complete. Extensions shall not be granted where there is a conflict with the concurrency requirements of this Plan.
- The development activity is authorized by an effective site plan approval, the development activity commences prior to the expiration date, and commences without interruption. For a project with an approved phasing plan, the succeeding phases shall continue without interruption.
- The development activity is authorized by a lawfully approved or constructed subdivision activity for one and two family dwellings. The subdivision plat must be legally recorded and the on-site improvements shall be completed or bonded and the

construction drawings approved.

## **MONITORING AND EVALUATION**

The role of monitoring and an evaluation of progress is vital to the effectiveness of any capital planning program. Therefore, it is essential that an annual review of the Capital Improvements Element be conducted to ensure that the required fiscal resources are available and public facilities are provided to support adopted level of service standards.

The review shall be conducted by the City as a part of the normal budgetary process and shall include the following considerations:

- *Corrections, updates, and modifications*
- *Comprehensive Plan consistency*
- *The ability of the City to provide the necessary services and facilities*
- *The City progress in satisfying existing capital deficiencies*
- *Maintenance of adopted level of service standards*
- *Effectiveness of intergovernmental coordination*
- *Adequacy of impact and user fees*
- *The ratio of total indebtedness to assessed evaluation*
- *The success of grant funding and private donations*
- *Additional capital improvements necessary to support growth*
- *Actions of other agencies*
- *Implementation of goals, objectives, policies*

# COASTAL MANAGEMENT AND CONSERVATION ELEMENT

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## GOALS, OBJECTIVES AND POLICIES

### A. INTRODUCTION

Pursuant to Section 163.3177 (6)(d) and (6)(g) F.S., the following represents the Coastal Management and Conservation Goals, Objectives and Policies of the City of Safety Harbor. These goals, objectives and policies are intended to address the establishment of a long-term directive for protecting and enhancing the natural resources found in the community. All Goals, Objectives and Policies are adopted by ordinance.

### B. NONAPPLICABLE ITEMS

The coastal area in the City of Safety Harbor includes all areas within the municipal boundaries. As such, those goals, objectives and policies addressed in the other elements are applicable to the City of Safety Harbor's coastal area. However, based on the findings contained in this element and pursuant to Section 163.3177 (6), it has been determined that the following objectives and policies identified in Section 163.3177 (6)(d)(1)(c) are not applicable to the City of Safety Harbor: known sources of commercially valuable minerals.

### C. GOALS, OBJECTIVES AND POLICIES

**GOAL 1:** To ensure the highest environmental quality possible, the City of Safety Harbor shall conserve, protect and appropriately manage the natural resources (aquatic, wetland and terrestrial).

**Objective 1.1:** As an ongoing objective, the City shall protect the quality and quantity of surface and groundwater.

**Policy 1.1.1:** The City shall maintain an educational program for residential and commercial consumers to encourage water conservation.

**Policy 1.1.2:** When a water shortage is declared, the City shall coordinate and implement a comprehensive water shortage plan and enforce the provisions and restrictions set forth in the City Code and Southwest Florida Water Management District's (SWFWMD) Water Shortage Plan.

**Policy 1.1.3:** The City shall, at times of redevelopment of public projects, upgrade the existing drainage system to include stormwater treatment for water quality.

**Policy 1.1.4:** The City shall protect water storage and water quality enhancement functions of wetlands, flood plains and aquifer recharge areas through either acquisition or enforcement of laws and the application of land and water management practices which provide for compatible uses.

**Policy 1.1.5:** The City shall cooperate with the SWFWMD, Pinellas County and Tampa Bay Water:

- *Identify major groundwater recharge areas within the City and, as determined by the Water Management District, cones of influence of those public water supplies serving the community; and*
- *Coordinate with Tampa Bay Water to establish long-term monitoring of ambient groundwater quality trends.*

**Policy 1.1.6:** In order to protect the quality and quantity of surface water and groundwater, the City shall maintain regulations which ensure the:

- *Protection of the water supply from the danger of drought or overdraft; and*
- *Establishment of policies prohibiting development which has the potential to introduce toxic materials into the groundwater system.*

**Policy 1.1.7:** Activities in the City which could conceivably breach the confining layer of the Floridan Aquifer shall be strictly regulated.

**Policy 1.1.8:** The City shall continue to minimize the amount of impervious surface areas in order to promote groundwater infiltration, minimize runoff and improve water quality.

**Objective 1.2:** Regulations for development and redevelopment within flood zone designations established by the Federal Emergency Management Agency shall continue to be implemented through the adopted Floodplain Management Ordinance, Comprehensive Plan, and the Comprehensive Zoning and Land Development Code.

**Policy 1.2.1:** New development or redevelopment approvals shall require that post-development runoff rates, volumes and pollutant loads do not exceed pre-development conditions.

**Policy 1.2.2:** Recognizing that portions of the community are located within flood zone designations established by the Federal Emergency Management Agency, the City shall continue to strictly enforce all appropriate federal, state, and regional coastal construction codes and coastal setback regulations.

**Policy 1.2.3:** The City shall protect the natural functions of the 100-year flood plain so that the flood-carrying and flood storage capacity are maintained including a requirement for compensatory storage in all non-coastal flood hazard areas.

**Policy 1.2.4:** The City shall cooperate with State agencies to encourage the development of a strict flood plain management program by state and local governments to preserve hydrologically significant wetlands and other natural flood plain features.

**Policy 1.2.5:** The flood plain of all major drainage ways for a 100-year storm shall continue to be identified and the alteration of these flood plains shall remain subject to review.

**Policy 1.2.6:** In order to reduce non-point source pollutant loadings and improve the functioning of the City's drainage system, the City shall prohibit the dumping of debris of any kind (e.g., yard clippings and trimmings), into drainage ditches, canals and stormwater control structures.

**Policy 1.2.7:** The City shall continue to participate in the Federal Emergency Management Agency (FEMA) National Flood Insurance Program and Community Rating System program.

**Policy 1.2.8:** The City shall implement the following redevelopment and development principles, strategies and engineering solutions to reduce flood risks and to reduce the extent of real property and structures located in designated flood zones:

1. The City shall evaluate land acquisition opportunities based on the following guiding principles:
  - *Identify and prioritize sites that are determined most susceptible to flooding based on modeling and/or recorded repetitive structural damage.*

- *Prioritize sites that maximize public benefits, including shoreline access, recreation, conservation, and other objectives of the Comprehensive Plan.*
- *Reduce acquisition costs by seeking out willing sellers through voluntary land acquisition.*
- *Coordinate with regional, state, and federal agencies and non-profit programs on funding acquisition priorities.*
- *Pursue options to aggregate acquisition lands to maximize effectiveness and reduce infrastructure demands.*
- *Identify properties with higher vulnerability populations such as elderly and low income.*

2. The City shall comply with Florida Building Code requirements requiring new structures and substantially repaired/improved structures located in flood zones to be a minimum of 1.0 feet above applicable base flood elevation standards.
3. The City shall amend its floodplain regulations to require a cumulative calculation of improvement costs in determining whether improvements result in a substantial improvement to a nonconforming structure below required design flood elevation.
4. The City shall limit public expenditures that would facilitate development within areas susceptible to projected flooding from sea level rise as per the Recommended Projection of Sea Level Rise in the Tampa Bay Region, as may be revised from time-to-time by the Tampa Bay Climate Science Advisory Panel, and shall encourage local governments, agencies, and service providers to implement the same strategy.
5. The City shall coordinate with the Florida Department of Transportation, Pinellas County, Southwest Florida Water Management District, the Pinellas County School District and other governmental agencies that own development sites, control right-of-way or provide services in order to evaluate opportunities for partnering on drainage improvements and to encourage designs that minimize and mitigate flood impacts.

**Policy 1.2.9:** The City shall evaluate and adopt regulations to require or incentivize the following site development techniques and best management practices to reduce losses due to flooding and the resulting insurance claims:

- *Encourage planting of vegetation that is highly water absorbent, can withstand the marine environment and the impacts of tropical storm winds, as to reduce the effects of coastal erosion.*
- *Evaluate the feasibility of revising maximum impervious surface ratio requirements.*
- *Evaluate the feasibility of revising regulations to reduce the extent of required impervious surfaces, including minimum and maximum off-street parking ratios, bicycle storage parking credits, shared parking ratios for uses with different peak periods, and use of pervious materials for driveways, parking, and sidewalks.*
- *Require shared access points and cross-connections between developments where feasible and where it would result in reduced impervious surfaces.*
- *Reduce minimum pavement width requirements for curb and gutter roads for collector and local roads.*
- *The City shall coordinate with the UF/IFAS Extension office to seek assistance in*

*amending the City's development standards and landscaping standards to increase flood attenuation.*

- *The City shall continue to provide public education on flood protection, best management practices and the National Flood Insurance Program via its website, pamphlets, workshops, and other outreach methods.*

**Policy 1.2.10:** The City shall implement flood-resistant construction requirements that are consistent with, or more stringent, than the Florida Building Code and applicable flood plain management regulations set forth in 44 C.F.R., Part 60.

**Policy 1.2.11:** Construction activities seaward of the coastal construction control lines established pursuant to s. 161.053 shall be consistent with Chapter 161, Florida Statutes.

**Policy 1.2.12:** The City shall evaluate stormwater quality and stormwater runoff to maintain consistency with the National Pollutant Discharge Elimination System (NPDES) program.

**Objective 1.3:** As an ongoing objective, the City shall conserve or improve wetlands, aquatic resources and wildlife population and habitat to maintain their environmental and recreational value.

**Policy 1.3.1:** Wetland areas designated Preservation on the Future Land Use Map shall be protected from any future development, and protected from other impacts by directing incompatible land uses away from wetlands.

**Policy 1.3.2:** Conservation areas, such as coastal marshes, freshwater swamps and mangrove areas which have not been designated Preservation areas on the Future Land Use Map shall be protected from incompatible development that would significantly alter their function and character.

**Policy 1.3.3:** The City's existing wetlands shall be conserved and protected from physical and hydrological alterations.

**Policy 1.3.4:** Projects (e.g., marinas, causeways and dredging) which could inhibit tidal circulation shall include measures to maintain or improve tidal circulation and flushing

**Policy 1.3.5:** Dredge and fill activities shall be conducted only when necessary after review and comment by appropriate government agencies and all other interested parties, and in a manner least harmful to the surrounding environment.

**Policy 1.3.6:** The natural functions of wetlands shall be conserved through a process which considers the types, values, functions, sizes, conditions and locations of wetland habitat with the adoption of appropriate land development regulations.

**Policy 1.3.7:** Future land uses in the vicinity of the Lake Tarpon Outfall Canal shall be consistent with SWFWMD's use and management plan for this area.

**Objective 1.4:** The City shall conserve, appropriately use and protect native vegetation.

**Policy 1.4.1:** The City shall continue the implementation of tree protection and preservation in the land development regulations.

**Policy 1.4.2:** The City shall encourage the use of native vegetation in the land development regulations.

**Policy 1.4.3:** Land development regulations shall encourage shorelines lacking wetland vegetation to be planted with native vegetation in order to minimize potential flood damage, stabilize the shoreline and trap sediments and other non-point source pollutants, and provide additional habitat for fish and wildlife.

**Policy 1.4.4:** The City may require a review of soil conditions and vegetation classifications by a qualified individual to determine suitability for development during the site plan review, subdivision plat, and building permit process.

**Policy 1.4.5:** The City shall require the use of soil erosion mechanisms to control sedimentation, assure the continual efficient operation of the drainage system and protect streams and bays from substantial alteration of their natural functions.

**Policy 1.4.6:** The City shall protect unique upland communities in identified preservation areas from development that would significantly alter their character.

**Policy 1.4.7:** The City shall retain wooded areas bordering the creeks to enhance aesthetics, property values and environmental features.

**Policy 1.4.8:** The City shall require a tree survey and tree replacement analysis of protected trees proposed to be impacted by development during site plan and residential permit reviews.

**Policy 1.4.9:** The City shall implement educational programs to encourage the proper pruning of protected trees.

**Policy 1.4.10:** The City shall plant protected trees on publicly owned lands to replace the city's tree canopy.

**Objective 1.5:** As of the effective date of this Comprehensive Plan, the City shall protect species with special status from adverse impacts due to loss of natural habitats.

**Policy 1.5.1:** The City shall continue to assist in the application of and compliance with all state and federal regulations pertaining to species of special status (e.g., endangered, rare, species of special concern and threatened).

**Policy 1.5.2:** Identified areas that contain viable populations of, or suitable habitats for, species listed as endangered, threatened, or of special concern by the State and Federal government, shall be regulated to insure that any development is compatible with the listed species.

**Policy 1.5.3:** The City shall work in cooperation with Pinellas County and the Florida Fish and Wildlife Conservation Commission to develop an area-specific manatee protection plan in order to ensure long-range manatee and habitat protection.

**Policy 1.5.4:** Habitat of special significance to manatees, including additions to publicly owned preserves and refuge, shall be protected.

**Policy 1.5.5:** For projects within 1,500 feet of a bald eagle nest, the applicant shall contact U.S. Fish and Wildlife Service and Florida Fish and Wildlife Conservation Commission for comments. These projects shall require an approved USFWS Habitat Management Plan, as required by state or federal law and guidelines. The Habitat Management Plan shall be incorporated into the site plan approval process prior to the issuance of the final local development order.

**Objective 1.6:** The City shall coordinate with the appropriate regional and local agencies to comply with

all state and federal standards for air and water quality.

**Policy 1.6.1:** The City shall work to reduce the potential for automobile emissions pollution by the following measures:

- *Require vegetative buffer strips between roadways and vehicle use areas;*
- *Promote alternative transportation modes such as carpooling, pedestrian and bicycle paths; and*
- *Assure continued operation of roadways at acceptable levels of service.*

**Policy 1.6.2:** The City shall implement, and comply with, all federal, state and local requirements for surface and potable water quality.

**Objective 1.7:** The City of Safety Harbor shall continue to protect and restore its shoreline and natural system in a manner which minimizes the impacts of man-made structures on these systems; and in accordance with the requirements of the Land Development Code, the Pinellas County Department of Coastal Management, the Southwest Florida Water Management District, the Florida Department of Environmental Protection, and other affected agencies.

**Policy 1.7.1:** Where existing waterways are not seawalled or bulkheaded, native marine vegetation shall be used for shoreline stabilization where technically feasible.

**Policy 1.7.2:** The planting of native marine vegetation in front of seawalls to act as a natural buffer shall be encouraged.

**Policy 1.7.3:** The City shall limit shoreline development that will adversely impact marine fisheries habitats with land development regulations and public acquisitions.

**Policy 1.7.4:** Land, water and shoreline uses within the City shall be compatible with the protection of coastal resources, and shall be consistent with any countywide marina siting plan adopted by Pinellas County.

**Policy 1.7.5:** Outside of the existing downtown redevelopment district which includes a marina and resort area, shoreline land uses shall be designated recreation, residential or preservation.

**Objective 1.9:** The City shall establish and implement an intergovernmental coordination mechanism consistent with the requirements of Chapter 163.3178, F.S., to protect coastal resources on a system-wide basis regardless of political boundaries.

**Policy 1.9.1:** The City shall work with neighboring municipalities to develop joint planning and management programs for hurricane evacuation, provision of public access, provision of infrastructure, controlling stormwater, protection of wetland vegetation and coordinating efforts to protect species with special status.

**Policy 1.9.2:** The City shall coordinate with neighboring municipalities and the County to protect estuaries which are within the jurisdiction of more than one local government; including methods for coordinating with other local governments to ensure adequate sites for water-dependent uses, preventing estuaries pollution, controlling surface water runoff, protecting living marine resources, reducing exposure to natural hazards, and ensuring public access.

**Policy 1.9.3:** The City shall work with those communities and counties bordering Tampa Bay in implementing the Surface Water Improvement Management Plan through Surface Water Improvement and Management Act (SWIM) as required by state mandate.

**Objective 1.10:** The City shall develop strategies to address sustainability and resiliency.

**Policy 1.10.1:** The City shall prepare a Sustainability and Resiliency Action Plan.

**Policy 1.10.2:** The City shall continue to work towards the City's organizational target and to support the community's transition to 100 percent renewable zero emission energy sources.

**GOAL 2:** The City shall provide a set of guidelines for development and implement policies, regulatory standards, administrative procedures, incentives, or other strategies that protects the lives and property of its residents from the effects of natural disasters including sea-level rise, high-tide events, storm surge, stormwater runoff, and flash floods.

**Objective 2.1:** Upon adoption, the City shall limit public expenditures that subsidize development permitted in Coastal High Hazard Areas (CHHA) except for restoration or enhancement of natural resources or recreation or open space areas.

**Policy 2.1.1:** The City of Safety Harbor shall designate the Coastal High Hazard Area as the area below the elevation of the Category 1 storm surge line as established by the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

**Policy 2.1.2:** The City shall not support or finance new local transportation corridors which lie within the Coastal High Hazard Area, although existing corridors may be maintained or improved as necessary to protect the health, safety and welfare of existing residents.

**Policy 2.1.3:** The City shall not support sewer and water line extensions or expansions within the Coastal High Hazard Area which will encourage future growth/higher densities in those vulnerable areas; although existing facilities may be maintained or improved as necessary to protect the health, safety and welfare of existing residents.

**Objective 2.2:** The City shall direct population concentrations away from the designated Coastal High Hazard Area.

**Policy 2.2.1:** The City of Safety Harbor, recognizing its vulnerability to coastal hazards identifies the portion of the City within the Coastal High Hazard Area, and in the absence of any specific plans for redevelopment or hazard mitigation shall maintain residential density as per the adopted Future Land Use designation.

**Policy 2.2.2:** The City shall maintain or reduce allowable density in the Coastal High Hazard Area consistent with the Future Land Use Map of this Comprehensive Plan.

**Policy 2.2.3:** The City of Safety Harbor shall continue to implement growth management directives which prohibit the intensification of development allowed by the Future Land Use Map within the Coastal High Hazard Area.

**Policy 2.2.4:** The City shall consider public land acquisition and management for recreation, conservation and preservation areas within the Coastal High Hazard Area.

**Policy 2.2.5:** The City shall review federal and state development proposals which are to be located within the Coastal High Hazard Area and support those projects which are consistent with this Plan.

**Policy 2.2.6:** The City shall consider the relocation, mitigation or replacement, as determined appropriate by the City, of infrastructure presently within the Coastal High Hazard Area when state

funding for such infrastructure is anticipated.

**Objective 2.3:** As of the effective date of this Comprehensive Plan, the City shall maintain or reduce hurricane clearance times.

**Policy 2.3.1:** Through the Pinellas County Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan, the City shall support the efforts of state, regional and county agencies to ensure that major evacuation routes are adequately maintained and, when necessary, improved to facilitate an efficient and safe evacuation.

**Policy 2.3.2:** The City, in cooperation with Pinellas County Emergency Management, shall participate in annual hurricane preparedness seminars to increase hurricane awareness.

**Policy 2.3.3:** City emergency response personnel shall coordinate with county and state emergency response agencies in emergency planning, including communications, traffic control and warning operations, to affect a safe and efficient evacuation of the City.

**Objective 2.4:** The City shall reduce the risk of exposure of human life and public and private property to natural disasters through preparedness planning and implementation of hazard mitigation measures.

**Policy 2.4.1:** The City, in coordination with Pinellas County Emergency Management, shall participate in the development of a comprehensive Hurricane Plan which shall address the four phases of comprehensive emergency management: preparedness, response, recovery and mitigation.

**Policy 2.4.2:** The City shall designate an emergency management coordinator who shall oversee the development/revision of a hurricane plan; act as a liaison between state, regional, county and city emergency response and planning agencies; and ensure coordination between emergency management and development management activities in the City.

**Policy 2.4.3:** The City shall adopt and strictly enforce all appropriate federal, state, and local coastal construction codes, coastal setback requirements and flood plain management regulations.

**Policy 2.4.4:** Special care facilities shall not be located in the Coastal High Hazard Area.

**Policy 2.4.5:** The City shall review all elements of the Pinellas County Comprehensive Management Plan to assure that hazard mitigation considerations are effective and implemented within its area of responsibility.

**Policy 2.4.6:** The City shall implement the following post disaster redevelopment policies consistent with the plans for Pinellas County and the Tampa Bay Regional Planning Council:

- *The use of temporary moratoria and phased permitting to allow comprehensive damage assessment and proper redevelopment;*
- *Utilize Building Officials Association of Florida (BOAF) inspectors where necessary to assist with the redevelopment process;*
- *Review the need for a “freeboard” requirement;*
- *Utilize periodic audits of public facilities to determine the need for protection measures;*
- *Review the need for additional shoreline protection measures;*
- *Review damaged public facilities and infrastructure to determine if it should be replaced, upgraded or flood proofed to be made safer, relocated or discontinued;*
- *Enforcement of the City’s flood and building regulations (50 % Rule) as they pertain*

- *to nonconforming structures and require redevelopment to meet current regulations;*
- *Review the feasibility of acquiring properties subject to repeated storm damage;*
- *Allow the transfer of development rights away from vulnerable areas;*
- *Utilize conservation easements to protect vulnerable areas;*
- *Review existing densities to determine if reductions are warranted;*
- *Allow the clustering of development where feasible; and*
- *Review the effectiveness of existing coastal setback requirements.*

**Policy 2.4.7:** The City shall consider the recommendations of the interagency hazard mitigation reports in its disaster preparedness planning efforts.

**Policy 2.4.8:** The City will collaborate with the state and will continue to participate in the Tampa Bay Regional Planning Council's ONE Bay Resilient Communities initiative in developing hazard mitigation/risk reduction policies, strategies, and best practices that are regionally relevant and consistent across jurisdictional boundaries.

**Objective 2.5:** The City shall consider in all decision-making processes whether the action or decision will increase, reduce, or mitigate effects from natural disasters including sea-level rise, high-tide events, storm surge, stormwater runoff, and flash floods.

**Policy 2.5.1:** The City shall consider amendments to its Comprehensive Plan and Comprehensive Zoning and Land Development Code including but not limited to those based upon any new or revised recommendations in the Pinellas County Local Mitigation Strategy, so as to reduce and/or mitigate impacts from natural disasters and to decrease the extent of flood potential.

**Policy 2.5.2:** The City will continue to attend meetings of the Pinellas County Local Mitigation Strategy Work Group to ensure that the strategies are implemented and updated as necessary.

**Policy 2.5.3:** The City shall ensure all applicable policies and regulations for Subdivisions, Planned Development Districts, and Site Plan reviews are enforced during development review procedures and shall encourage approaches to reduce and/or mitigate natural disaster impacts, and shall evaluate opportunities for offering incentives for exceeding minimum standards.

**Policy 2.5.4:** The City shall consider opportunities to reduce and/or mitigate natural disaster impacts in preparing its budget, evaluating public projects, and determining priorities by department.

**Policy 2.5.5:** When establishing the Capital Improvements Plan (CIP), the City shall give high priority to infrastructure improvements and other engineering solutions that will increase public health and safety by improving resiliency against projected sea-level rise. The City shall evaluate the use of green infrastructure designs, such as low impact stormwater designs, where feasible and effective.

**Policy 2.5.6:** Based on rising seas data as they evolve and associated vulnerabilities, to allow for flexible adjustments, preserve future strategic adaptation implementation options to maintain maximum resiliency in response to new risks and vulnerabilities; the City will take advantage of new emerging data and technological opportunities in its decision-making. The City's basis for measuring sea level rise shall be as per the Recommended Projection of Sea Level Rise in the Tampa Bay Region, as may be revised from time-to-time by the Tampa Bay Climate Science Advisory Panel.

**GOAL 3:** The City shall expedite post-disaster recovery and reduce the future risk to human life, and public and private property from natural hazards through recovery and redevelopment strategies.

**Objective 3.1:** The City's Damage Assessment Team will investigate preliminary damage assessments and coordinate post-disaster recovery and redevelopment activities as the City's designated Recovery Task Force.

**Policy 3.1.1:** The Post Recovery Task Force shall consist of the City Emergency Management Coordinator and staff of the Planning, Public Works, Building and Finance Departments and other members as appointed by the City Manager or his designate.

**Policy 3.1.2:** The Post Recovery Task Force shall fulfill the following responsibilities, as well as others deemed necessary:

- *Develop damage assessments.*
- *Take necessary steps to seek financial assistance from the appropriate state and federal agencies through the designated County agency.*
- *Authorize immediate clean-up and repairs necessary to protect the public health, safety and welfare;*
- *Identify areas within the community where minor, moderate and major damage has occurred;*
- *If necessary, recommend to the City Commission temporary building moratoria for building activities not essential to protect health, safety and welfare;*
- *Recommend to the City Commission appropriate hazard mitigation policies which should be implemented in response to the disaster; and*
- *Prepare a report evaluating post-disaster redevelopment response and make recommendations for necessary changes to this Comprehensive Plan.*

**Policy 3.1.3:** The Post Recovery Task Force shall take advantage of available training opportunities from federal, state, regional and local sources.

**Objective 3.2:** In order to effectively manage the timing and sequence of reconstruction, the City will establish, in advance, a set of reconstruction permitting procedures.

**Policy 3.2.1:** Following a major hurricane event, the City Commission will adopt a temporary post-disaster building moratorium to allow sufficient time for immediate damage assessment, the identification of redevelopment opportunities, and hazard mitigation policy implementation.

**Policy 3.2.2:** The City shall adopt a post-disaster procedure which will expedite permitting for minor repairs. The procedure shall include development plan review, engineering approval and building permitting and shall provide that all permitting is coordinated with the appropriate agencies and consistent with the objectives of this Comprehensive Plan.

**Policy 3.2.3:** The City shall adopt and maintain a recovery plan consistent with the plans for Pinellas County.

**Objective 3.3:** The City shall consider key reconstruction and redevelopment strategies which will be considered to promote hazard mitigation.

**Policy 3.3.1:** Where feasible, property which has received recurring major hurricane damage from storm surge should be publicly acquired or designated preservation or conservation on the Future Land Use Map to prevent redevelopment of the property to its pre-hurricane land use.

**Policy 3.3.2:** The City shall consider one or more of the following strategies in those areas which receive major or moderate damage:

- *Relocation further inland (moving development/infrastructure away from the coastal high hazard area);*
- *Reduction of permissible density of development in the area;*
- *Reconstruction according to more stringent building and construction standards; and*
- *Public acquisition of damaged areas.*

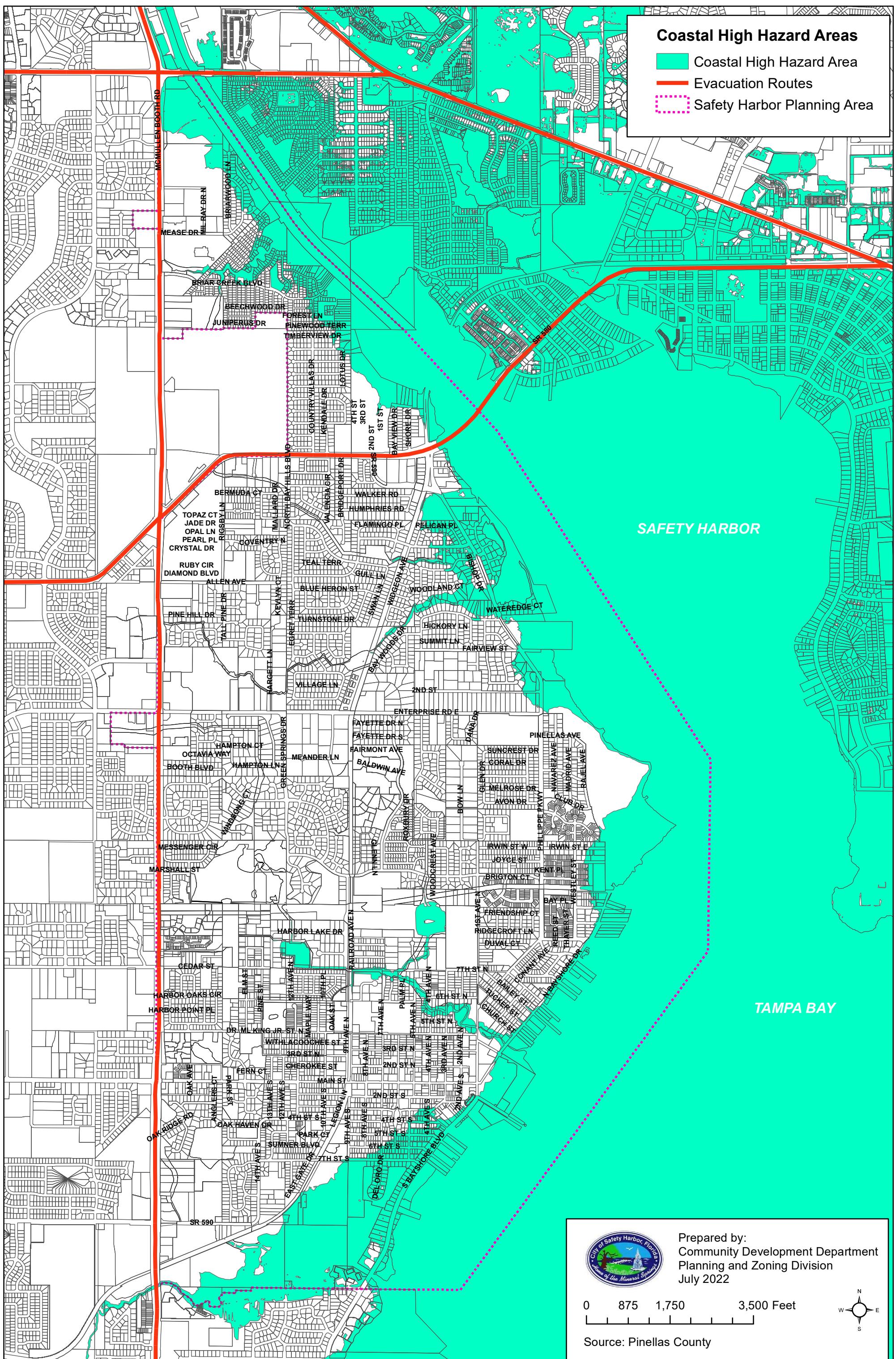
**Policy 3.3.3:** The City shall interrelate hazard and non-hazard mitigation goals during reconstruction permitting process including the following objectives:

- *Enhancement of local recreational and open space opportunities; enhancement of local public beach access;*
- *Enhancement and restoration of local natural ecosystems;*
- *Reduction of traffic congestion, noise, and other transportation related problems; and*
- *Enhancement of the long-term economic vitality of the local commercial base.*

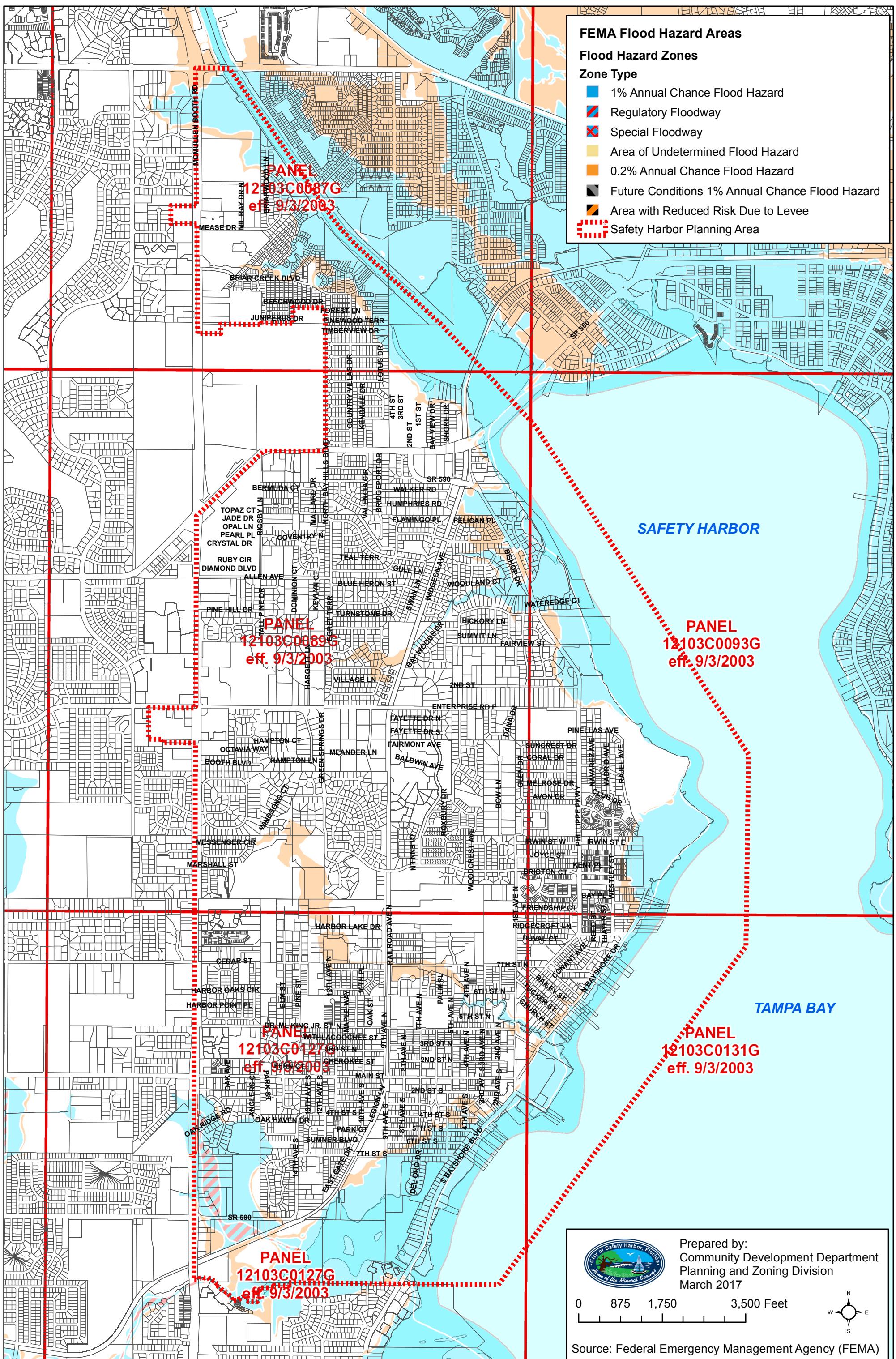
## **Appendix A**

### **Maps**

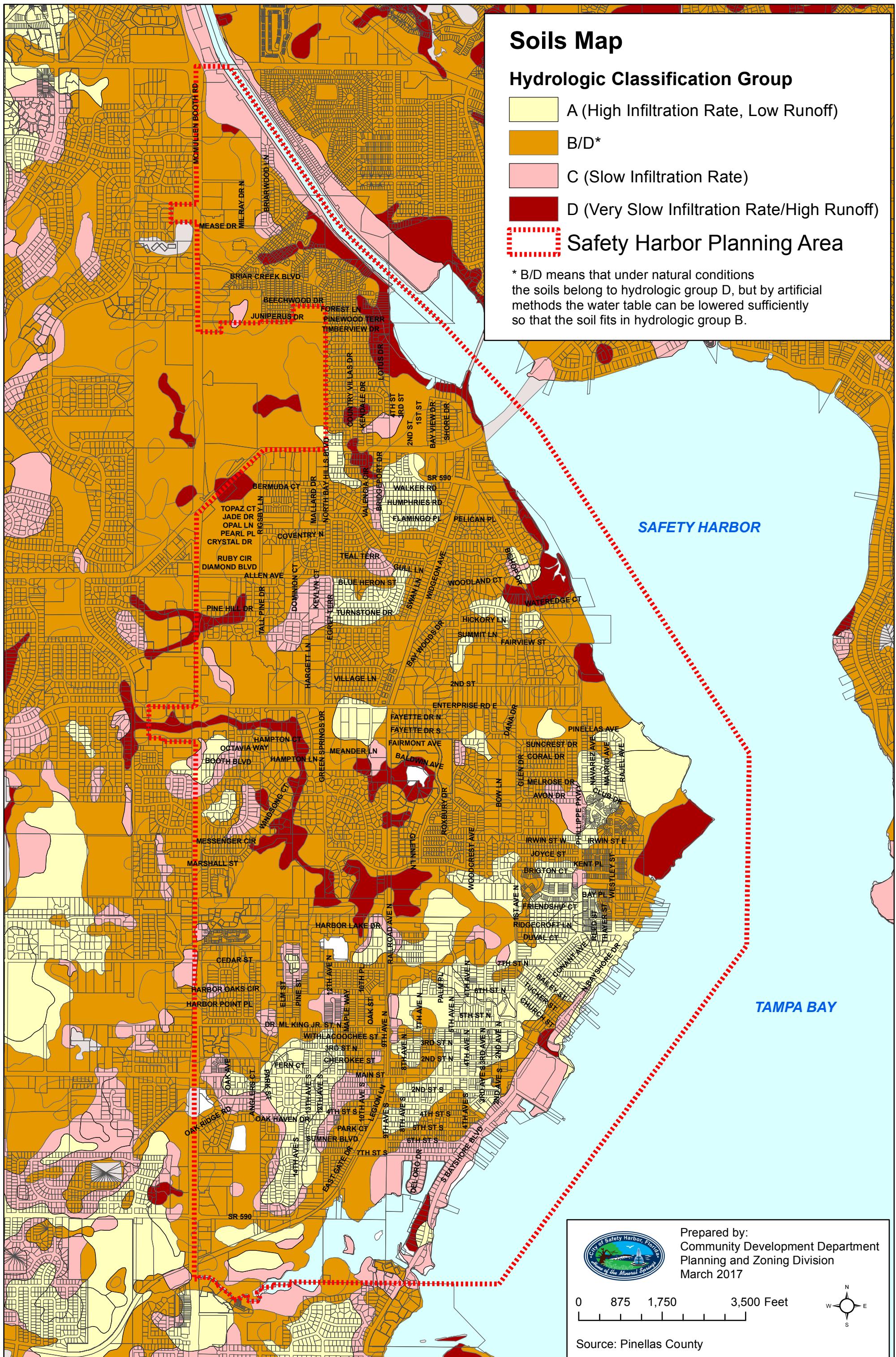
# City of Safety Harbor Comprehensive Plan Map Series



# City of Safety Harbor Comprehensive Plan Map Series



# City of Safety Harbor Comprehensive Plan Map Series



# HOUSING ELEMENT

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## GOALS, OBJECTIVES AND POLICIES

### **A. INTRODUCTION**

Pursuant to Section 163.3177(6)(f), F.S., the following represents the Housing Goals, Objectives and Policies of the City of Safety Harbor. The Goals, Objectives and Policies are intended to address the establishment of a long-term end towards which the housing programs and activities of the community are ultimately directed. All Goals, Objectives and Policies are adopted by ordinance.

### **B. GOALS, OBJECTIVES AND POLICIES**

**GOAL 1:** The City shall, in partnership with Pinellas County, ensure the provision of safe and sanitary housing at affordable costs to meet the needs of the present and future residents of the City.

**Objective 1.1:** The City shall maintain its status as “cooperating city” with the Pinellas County Housing Finance Authority.

**Policy 1.1.1:** The City shall refer housing program inquiries to the Pinellas County Housing Finance Authority, which may include down payment assistance, homebuyer training, home repair programs, and programs to extend the useful life of affordable housing.

**Policy 1.1.2:** The City shall participate in the Pinellas County housing assistance programs, and cooperate with Pinellas County in the marketing of making these programs available to Safety Harbor residents.

**Policy 1.1.3:** The City shall encourage Pinellas County to enhance and expand existing programs for down payment and financing assistance and rental assistance and improvement programs.

**Objective 1.2:** The City shall provide for adequate zoning and land use districts at sufficient densities for all present and future residents of the City to purchase or rent housing.

**Policy 1.2.1:** The City shall regularly review the Comprehensive Zoning and Land Development Code and Comprehensive Plan to ensure provisions for the following:

- a. *Residential districts with small lot sizes*
- b. *Residential districts with small minimum house sizes*
- c. *Residential districts with zero lot line development*
- d. *Residential districts providing for a mix of residential uses*
- e. *Providing for second floor residential uses over ground floor commercial or office space*
- f. *Mixed use districts*
- g. *Residential districts with cluster development*
- h. *Residential districts with density bonuses*
- i. *Residential districts with less restrictive setbacks*
- j. *Residential districts with the use of manufactured housing*
- k. *Accessory dwellings*
- l. *Live/work units and home occupations*

*m. Donation of publicly owned land*

**Objective 1.3:** Sites for residential living facilities shall continue to be made available at suitable locations to ensure that the needs of the City residents requiring such housing are met.

**Policy 1.3.1:** The City shall maintain non-discriminatory standards and criteria addressing the location of residential living facilities where appropriate.

**Policy 1.3.2:** The City shall maintain standards in the zoning code so that different classes of residential living facilities will be permitted in appropriate residential neighborhoods where the class of group homes is necessary to meet the needs of City residents.

**Objective 1.4:** The City shall strive to reduce substandard housing within the City.

**Policy 1.4.1:** The City shall conduct inspections of the housing stock, as needed.

**Objective 1.5:** The character of all existing residential neighborhoods shall be maintained through the use of land development regulations that the City deems appropriate.

**Policy 1.5.1:** The City shall periodically review and amend where necessary the City's housing and health codes and standards relating to care and maintenance of residential and neighborhood environments and facilities.

**Policy 1.5.2:** The City shall encourage individual homeowners to increase private reinvestment in housing by providing information and technical assistance on available federal, state and/or local public or private funding and financial assistance programs.

**Objective 1.6:** The City shall, in partnership with Pinellas County, identify areas for affordable housing and avoid the concentration of affordable housing.

**Policy 1.6.1:** The City shall, in partnership with Pinellas County, assess on a regular basis affordable housing needs and recommend programs that should be instituted to facilitate the implementation of the City's Housing Goals, Objectives and Policies.

**Policy 1.6.2:** The City shall consider the adoption of incentives, such as density transfers or credits, performance standards, etc.; so as to encourage the provision of affordable housing.

**Policy 1.6.3:** The City shall evaluate on a regular basis the feasibility of economic incentives for the private sector for the development of affordable housing by considering the reduction of City fees, the transfer of surplus lots at little or no cost, streamlining the permit procedure, and other incentives as may be identified by the City Commission.

**Policy 1.6.4:** The City shall maintain its affordable housing stock, both owner and rental occupied housing, in the downtown area through the use of the following programs:

- *Downtown Partnership Program Grant*
- *provisions for living units above commercial space*
- *other housing assistance programs available through Pinellas County*

**Policy 1.6.5:** The City shall on a regular basis, in coordination with Pinellas County and other agencies which support opportunities for job training, job creation and economic solutions, address a portion of the community's housing concerns.

**Policy 1.6.6:** The City shall periodically update its affordable housing needs assessment based upon current population estimates, information available from the Shimberg Center for Housing Studies, information available from Pinellas County, and other relevant data.

**Objective 1.7:** The City shall assist property owners in the identification, preservation, and protection of historically significant housing.

**Policy 1.7.1:** The City shall assist property owners of historically significant housing in applying for and utilizing state and federal assistance programs.

**Policy 1.7.2:** As appropriate, the City shall, through provisions contained in the land development regulations, insure that historically significant housing is protected either through designation as historic sites by the Federal Government, State of Florida or Pinellas County and/or by a locally adopted historic preservation ordinance.

**GOAL 2:** The City shall provide decent, safe and sanitary housing in suitable neighborhoods at affordable costs to meet the needs of the present and future residents of the City, free from arbitrary discrimination because of race, sex, disability, ethnic background, age, marital status or household composition.

**Objective 2.1:** The City shall assist in ensuring housing that is free from discrimination.

**Policy 2.1.1:** The City shall continue to subscribe to Fair Housing legislation, and shall facilitate the notification of enforcement agencies or referral to the County's Office of Human Rights whenever housing discrimination is reported.

**GOAL 3:** The City shall plan for emergency temporary housing.

**Objective 3.1:** The City shall coordinate with Pinellas County regarding the provision of emergency temporary housing.

**Policy 3.1.1:** The City shall, in conjunction with Pinellas County, establish criteria for the prioritization of sites that may serve as temporary housing.

**Policy 3.1.2:** The City shall update the Land Development Code to include emergency temporary housing provisions.

# INFRASTRUCTURE ELEMENT

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## GOALS, OBJECTIVES AND POLICIES

### A. INTRODUCTION

Pursuant to Section 163.3177(6)(c), Florida Statutes (FS) the following represents the Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Groundwater Aquifer Recharge Goals, Objectives and Policies of the City of Safety Harbor, Florida.

### B. GOALS, OBJECTIVES, AND POLICIES

**GOAL 1:** The City shall ensure that needed sanitary sewer, solid waste, and potable water services be provided by a safe and efficient system which maintains adequate facilities and provides for orderly growth and expansion.

**Objective 1.1:** The City of Safety Harbor shall enforce procedures to ensure that development permits are issued only when adequate facility capacity is available to serve the development.

**Policy 1.1.1:** The adopted level of service standards shall be as follows:

<u>FACILITY</u>	<u>LEVEL OF SERVICE STANDARD</u>
Sanitary Sewer	119 gallons per day, per capita
Solid Waste	1.3 tons per year, per capita
Water	115 gallons per day, per capita

**Policy 1.1.2:** The expansion, replacement or modification of infrastructure facilities shall be compatible with the City's level of service standards.

**Policy 1.1.3:** The City shall continue to annually track the amount of demand and service capacity of the wastewater treatment facilities used by the City including:

- *Wastewater treatment demand by the City; and*
- *Current capacity of wastewater treatment facilities to meet the demand.*

**Policy 1.1.4:** The City shall continue to replace defective water and sewer lines.

**Policy 1.1.5:** The City shall maintain an agreement with the City of Clearwater for the joint ownership and utilization of the Northeast Wastewater Treatment Plant for the treatment of wastewater.

**Policy 1.1.6:** The City shall maintain a water service agreement with Pinellas County regarding the provision of potable water.

**Policy 1.1.7:** The cost to expand the infrastructure facilities shall be equitably shared by the development generating the service demand.

**Policy 1.1.8:** Proposed infrastructure improvements shall be evaluated and ranked in order of priority according to the following guidelines:

- *Project is needed to eliminate a proven or obvious hazard to public health and safety;*
- *Project is needed to fulfill a legal commitment by the City;*
- *Project is needed to preserve, maintain, refurbish, achieve full use, or replace existing facilities;*
- *Project will provide or bring an existing facility up to an adopted level of service;*
- *Project will increase efficiency or use of existing facilities, prevents or reduces future improvement cost, or provides service to all residents equitably;*
- *Project furthers policies adopted in other elements of this Plan;*
- *Project needed to serve development for which development orders were issued prior to the adoption of this Comprehensive Plan;*
- *Budget impact of the project, both capital and operating, and the financial feasibility of the project will be considered; and*
- *Project will be reviewed for consistency with plans of other agencies having responsibility for public facilities within the jurisdiction.*

**Policy 1.1.9:** The City of Safety Harbor will ensure that new development is compatible with existing and future local and regional water supplies.

**Policy 1.1.10:** The City shall periodically assess and update their current, as well as projected, potable water needs and sources for a 10-year planning horizon, considering and coordinating with the plans and programs of Pinellas County, and Tampa Bay Water, as well as, the Southwest Florida Water Management District (SWFWMD) Regional Water Supply Plan.

**Objective 1.2:** The City shall cooperate with SWFWMD, Tampa Bay Water, City of Clearwater and Pinellas County to reduce the per capita potable water demand and wastewater generated to an acceptable level.

**Policy 1.2.1:** City permits for new or altered plumbing shall require installation of water conservation devices.

**Policy 1.2.2:** The City shall continue to enforce the provisions of a water conservation ordinance that restricts the unnecessary consumption of potable water during a water shortage emergency, particularly as it relates to irrigation, vehicle washing and enforce emergency procedures for periods of drought, facility treatment reductions or unacceptable water quality.

**Policy 1.2.3:** The City shall utilize its existing annual operating level of service to measure demand for potable water and sanitary sewer as a basis for reviewing its demand reduction efforts.

**Policy 1.2.4:** The City of Safety Harbor shall seek a reduction in the reserved capacity at the City of Clearwater Northeast Regional Treatment Plant based upon the capacity needed to serve the City's estimated build-out population.

**Policy 1.2.5:** The City will coordinate with Pinellas County and the City of Clearwater in developing alternative water sources and offsetting potable water consumption, to ensure future water supplies.

**Objective 1.3:** Development and implementation of a progressive maintenance and capital improvement program for those potable water and sanitary sewer delivery/collection lines owned by the City of Safety Harbor.

**Policy 1.3.1:** In order to ensure the availability of adequate capacity of its potable water and sanitary sewer delivery/collection system, the City of Safety Harbor shall develop a master water and sewer plan for the implementation of a progressive maintenance and capital improvement program for those potable water and sanitary lines owned by the City.

**Policy 1.3.2:** The City of Safety Harbor shall maintain water and sewer master plans, which shall include recommendations for a minimum Work Plan of 10 years. The City shall utilize the recommendations from the master water and sewer plans for development and updating of its Capital Improvement Program.

**Policy 1.3.3:** The City shall enforce a mandatory connection policy for sanitary sewer facilities.

**Policy 1.3.4:** The City shall maintain a 10-year Water Supply Work Plan, including a five (5) year Capital Improvements Program for potable water facilities. In addition, the schedule of Capital Improvements in the Capital Improvements Element of the Comprehensive Plan shall be updated annually to reflect any changes to the Water Supply Work Plan.

**Objective 1.4:** The City shall continue to institute programs which reduce its per capita generation of solid waste.

**Policy 1.4.1:** The City shall institute a solid waste recycling program.

**Policy 1.4.2:** The City shall encourage residents to separate their refuse into recyclable and non-recyclable solid waste, particularly newsprint, aluminum and glass.

**Policy 1.4.3:** Amnesty Months shall be used to collect extra garbage.

**Objective 1.5:** The City shall continue to enforce its adopted hazardous waste ordinance.

**Policy 1.5.1:** The City shall institute an educational program to inform residents of procedures to safely store and dispose of household and commercial hazardous material and of procedures to follow in emergencies.

**GOAL 2:** An efficient master drainage system which protects human life, minimizes property damage, and improves stormwater quality and on-site retention shall be provided.

**Objective 2.1:** The City shall periodically update its adopted stormwater master drainage plan.

**Policy 2.1.1:** The City's master drainage plan recommendations shall be designed to meet the adopted level of service standard where conditions are feasible.

**Policy 2.1.2:** The master drainage plan shall, at a minimum, address the following:

- *An inventory and evaluation of those areas which currently have flooding problems;*
- *A hydrological survey of Safety Harbor showing the natural and man-made systems;*
- *The analysis of stormwater outfalls for filtering suitability;*
- *The effect of erosion and sedimentation on major drainage corridors*

- *A water quality analysis of stormwater runoff and its impact on receiving water bodies and groundwater; and*
- *A list of recommended corrective measures and the projected implementation cost. Such costs should be proportionally shared by the local governments located within the Possum Branch, Bishop Creek, Mullet Creek, and Alligator Creek Drainage Basins.*

**Policy 2.1.3:** The master drainage plan shall address the following:

- *The correcting of existing drainage facility deficiencies;*
- *The coordination of the extension of, or increase in capacity of the drainage facility;*
- *The maximizing of the use of existing drainage facilities; and*
- *Implementation activities for establishing priorities for replacement, correcting existing drainage facility deficiencies and providing for future drainage facility needs.*

**Policy 2.1.4:** The City shall ensure that the master drainage plan contain provisions which maintain the standards established by the Florida Department of Environmental Protection (FDEP) for Aquatic Preserve designation of Old Tampa Bay.

**Policy 2.1.5:** The City shall ensure that the master drainage plan contain provisions which maintain the standards/programs established by SWFWMD.

**Policy 2.1.6:** In support of the master drainage plan, the land development regulations shall contain provisions which, at a minimum, protect natural drainage features found within the City as follows:

- *The flood-carrying and flood storage capacity of the 100-year flood plain shall be maintained;*
- *To the maximum extent legally possible, residential development along Old Tampa Bay shall be low density residential with adequate setbacks to maintain any existing areas of natural habitat;*
- *The prevention of erosion, retardation of runoff and protection of natural functions and values of the floodplain be considered while promoting public usage; and*
- *The City shall require development or redevelopment proposals to be consistent with the performance standards regulating development within the designated floodplain.*

**Policy 2.1.7:** The City shall develop an educational program which advises its citizens of the dangers associated with non-point source pollution; such program to address, at a minimum, the following:

- *Proper pesticide and fertilizer application practices;*
- *Uses of turf blocks for patios, sidewalks, driveways, etc., to prevent increasing impervious surface area;*
- *The importance to maintaining motor vehicles to prevent the accumulation of oils, grease, transmission fluid, etc., on driveways; and*
- *The importance of regularly collecting and properly composting yard debris to prevent the accumulation of detritus which can adversely affect surface water quality.*

**Policy 2.1.8:** The City shall cooperate with SWFWMD to identify those areas of recharge to the surficial aquifer located within the community. If found to exist, the City, in cooperation with

SWFWMD, shall incorporate the appropriate protection measures into its land development regulations.

**Policy 2.1.9:** At such time as the City of Safety Harbor's Master Drainage Plan is adopted, the City shall amend its Comprehensive Plan to incorporate those findings associated with the same into Section V of the Infrastructure Element and the Capital Improvements Element.

**Policy 2.1.10:** Through the utilization of sound fiscal management procedures, the City shall begin the implementation of those improvements identified in the Master Drainage Plan by incorporation in the Capital Improvement Program and Capital Improvements Element.

**Objective 2.2:** The City shall establish and adopt a level of service for stormwater management; both for water quantity and water quality.

**Policy 2.2.1:** The adopted level of service for stormwater management shall be the 25-year frequency storm, 24-hour duration; where the post-development discharge rate cannot exceed the pre-development discharge rate.

**Policy 2.2.2:** The City's land development regulations shall contain provisions which ensure that the adopted level of service is implemented.

**Policy 2.2.3:** In support of the master drainage plan and adopted level of service, the following management techniques shall be used:

- *Restrictions on impervious surface coverage for residential lots and industrial/commercial lots;*
- *Expansion and regular maintenance of retention swales adjacent to City roadways;*
- *Use of front, rear and side lot line swales in new development;*
- *Use of erosion and runoff control devices during construction;*
- *Where necessary, the City shall identify available locations for drainage retention areas in older built-up areas;*
- *Where appropriate, the replacement material for failed or damaged existing concrete seawalls shall be engineered erosion control structure conducive to creation of a habitat or planting of native marine vegetation, e.g., mangroves and marsh grass;*
- *Where existing waterways are not sea-walled, native marine vegetation shall be used for shoreline stabilization where technically feasible; and*
- *Encouragement of low impact development techniques.*

**Policy 2.2.4:** The design of drainage facilities shall comply with the ambient water quality standards of SWFWMD and FDEP, as well as other applicable water quality regulations for discharge; and the redevelopment of older areas shall protect and not further degrade receiving surface water bodies.

**Objective 2.3:** The City shall coordinate its stormwater master plan with the implementation of planned improvements of the Pinellas County Master Drainage Plan, and the City of Clearwater, for shared drainage basins.

**Policy 2.3.1:** With regard to the implementation of those drainage improvements identified in the stormwater plans for Safety Harbor, Pinellas County, and the City of Clearwater, the City of Safety Harbor shall utilize interlocal agreements to identify equitable funding solutions for shared drainage basins.

**Policy 2.3.2:** The City of Safety Harbor shall coordinate implementation of its Stormwater Master Plan with Pinellas County and the City of Clearwater for shared drainage basins.

**Policy 2.3.3:** The City shall utilize a stormwater utility fee as a dedicated source of revenue for stormwater maintenance.

**GOAL 3:** The natural groundwater aquifer recharge areas within the city shall be protected and maintained.

**Objective 3.1:** The City shall continue to recognize the importance of providing protection for the natural groundwater aquifer and prime recharge areas located within the City.

**Policy 3.1.1:** Areas with the greatest recharge potential shall be designated preservation on the City's future land use map.

**Policy 3.1.2:** Areas of potential groundwater aquifer recharge within the City not designated preservation, shall be protected by limiting impervious surface encroachments, selective property purchases, implementation of Pinellas County's Habitat Management requirements, the preservation of wetlands, and other regulations which limit intense development.

**Policy 3.1.3:** Areas of potential groundwater aquifer recharge shall be protected from illicit dumping and other forms of pollution through the use of strong nuisance ordinance restrictions.

**Policy 3.1.4:** The City shall cooperate with SWFWMD, Tampa Bay Water and Pinellas County to identify, inventory, and analyze prime recharge areas (including cones of influence) with the City.

**Policy 3.1.5:** The City shall cooperate with SWFWMD, Tampa Bay Water and Pinellas County in developing effective measures to preserve and protect any identified groundwater recharge areas.

**Policy 3.1.6:** Implementation of corrective measures

**Objective 3.2:** Effective measures shall be implemented to prevent saltwater intrusion, and other contaminants from adversely affecting groundwater.

**Policy 3.2.1:** The City will cooperate with SWFWMD, Tampa Bay Water, Pinellas County and other applicable agencies in the identification of activities that result in saltwater intrusion and other water quality hazards that affect the City.

## **Appendix**

### **Infrastructure Element**

The City of Safety Harbor is included within the Pinellas County Water Demand Planning Area as a wholesale customer of Pinellas County Utilities. Safety Harbor is responsible for the distribution system south of SR 580. There are two properties within the City of Safety Harbor municipal boundary, but outside the City's current planning area boundaries, that are served as retail customers by the City of Clearwater. These properties are isolated cases, and given the current agreed upon planning area for the City of Safety Harbor, no additional demand is expected upon the City of Clearwater potable water supply system.

Pinellas County receives its potable water supply from Tampa Bay Water, Inc., the regional water supply utility. Tampa Bay Water is under an agreement with its member governments to supply potable water to meet the water demands of member governments. Tampa Bay Water's Long Term Water Supply and Master Plan, which considers every project in the SWFWMD Regional Water Supply Plan, provides for sufficient water supply projects to meet the member governments' water needs over the 20 year planning horizon. Section 163.3177, F.S., requires assurance that water suppliers coordinate their water supply planning with the Regional Water Supply Plan, where appropriate. The Ten-Year Water Supply Facilities Work Plan, Table 2 prepared by Pinellas County Utilities reflects the long-term funding commitment to the facilities required to support the potable water needs of Pinellas County Utilities' retail and wholesale customers.

The City is allocated 2.50 million gallons per day (mgd) based on its water service agreement with Pinellas County. In 2020, the City used 395,204,115 gallons of potable water or approximately 43% of its available water supply. Based on the City's 2020 population estimate of 17,569, based on U.S. Census data, the consumption was 62 gallons per capita per day (gpcd).

With a ten year growth projection of 3% from 2016-2026, the total population is estimated at 17,652. With a rate of 62 gpcd, the total consumption projection is 399,464,760 gallons of potable water per year, which is 43.8% of the City's total allocation.

Infrastructure Element Policy 1.2.1 requires city permits to require water conservation devices for plumbing. This is enforced as part of the City's review of building permits. Infrastructure Element Policy 1.2.2 requires the enforcement of the city's water conservation ordinance. Also, Policy 1.2.5 requires the City to coordinate with Pinellas County and the City of Clearwater to develop alternative water sources and to offset potable water consumption.

The City of Safety Harbor jointly owns the Advanced Wastewater Reclamation facility located at 3200 State Road 590 and has been working with the City of Clearwater on a groundwater replenishment project that will purify reclaimed water and recharge the aquifer (Table 2). This project is moving forward with design and permitting. The goal of the project is to replenish the aquifer and provide a new local water supply that protects the environment and meets future needs of the community. The City regularly sends out information to residents regarding water conservation through the Cityscape newsletter.

**Table 1 - City of Safety Harbor Ten-Year Potable Water System Work Plan FY 2021/22-FY 30/31**

<b>FISCAL YEAR</b>	<b>PROJECT</b>	<b>ESTIMATED COST</b>
<b>FY21/22</b>	Repair and Replacement	\$4,400,000
<b>FY22/23</b>	Repair and Replacement	\$1,800,000
<b>FY23/24</b>	Repair and Replacement	\$250,000
<b>FY24/25</b>	Repair and Replacement	\$1,300,000
<b>FY25/26</b>	Repair and Replacement	\$620,000
<b>FY26/27</b>	Repair and Replacement	\$3,250,000
<b>FY27/28</b>	Repair and Replacement	\$200,000
<b>FY28/29</b>	Repair and Replacement	\$750,000
<b>FY29/30</b>	Repair and Replacement	\$750,000
<b>FY30/31</b>	Repair and Replacement	\$250,000

Source: Safety Harbor Capital Improvement Program (CIP) - Public Works, 2021

**Table 2 - Pinellas County Ten-Year Potable Water System Work Plan**

Pinellas County Ten-Year Water Supply Facilities Work Plan (Fiscal Year 2020/21 through Fiscal Year 2030/31)															
Total Water Demand (MGD) for the Pinellas County's Water Demand Service Area (PCWDPA) <sup>1</sup>															
CAPITAL PROGRAMS	CIP PROJECT TITLE	FUNDING SOURCE	LOCATION	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	
				53	53	53	50	50	51	51	51	51	51		
Dollar amounts for capital programs are rounded to the nearest thousandth													Work Plan Total		
				FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FY 29/30	FY 30/31	
Facility Replacement	Water Supply & Transmission	Water Enterprise Fund	Throughout Service Area	0	540	2,882	2,000	3,000	3,000	3,000	3,000	3,000	3,000	26,422	
Facility Replacement	Water Distribution	Water Enterprise Fund	Throughout Service Area	1,196	5,797	4,125	2,962	5,400	3,000	3,300	3,250	3,250	5,500	7,500	45,280
Fiscal Year Total				1,196	6,337	7,007	4,962	8,400	6,000	6,300	6,250	6,250	8,500	10,500	71,702
O&M PROGRAMS															
Conservation/Education / Enforcement	Education and Outreach	Water / Wastewater Enterprise	Countywide	211	211	211	211	211	211	211	211	211	211	2,321	
Fiscal Year Total				211	211	211	211	211	211	211	211	211	211	2,321	

<sup>1</sup>PCWDPA includes approximately 115,000 retail water accounts as of September 2021. As of September 2021, Pinellas County provides wholesale service to the cities of Clearwater, Safety Harbor, Pinellas Park, and Tarpon Springs and provides retail service to the cities of Belleair Beach, Belleair Bluffs, Belleair Shore, Indian Rocks Beach, Indian Shores, Kenneth City, Largo, Madeira Beach, North Redington Beach, Redington Beach, St. Pete Beach, Redington Shores, Seminole and Treasure Island.

Source: Pinellas County Planning Department

# INTERGOVERNMENTAL COORDINATION ELEMENT

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## GOALS, OBJECTIVES AND POLICIES

### A. INTRODUCTION

Pursuant to Section 163.3177(6)(h) FS, the following represents the Intergovernmental Coordination Goals, Objectives and Policies of the City of Safety Harbor. These goals, objectives and policies are intended to address the establishment of a long-term directive for promoting coordination between jurisdictions of plans and policies that have been identified as having impacts other than a local nature. All Goals, Objectives and Policies are adopted by Ordinance.

### B. NONAPPLICABLE ITEMS

Based on the findings contained in this element and pursuant to FS 163.3177(6)(h) it has been determined that the following objectives and policies identified in FS 163.3177(6)(h) are not applicable to the City of Safety Harbor. These goals, objectives and policies are intended to address the establishment of a long-term directive for promoting coordination between jurisdictions of plans and policies that have been identified as having impacts other than a local nature. All Goals, Objectives and Policies are adopted by Ordinance.

### C. GOALS, OBJECTIVES, AND POLICIES

**GOAL 1:** Improve the existing system of interlocal coordination to successfully implement local government comprehensive plans and to resolve conflicts resulting from the plans.

**Objective 1.1:** The City of Safety Harbor shall utilize the forum of Forward Pinellas for the purpose of providing close coordination, evaluation and integration of local comprehensive plans and development proposals with effected government entities.

**Policy 1.1.1:** The City of Safety Harbor shall, through its representative, participate in Forward Pinellas which is the forum designated in the Pinellas County Charter to review and make recommendations to the Pinellas County Board of County Commissioners regarding the compatibility between the City's comprehensive plan and the County's comprehensive plan and that of other effected government entities.

**Policy 1.1.2:** The City shall use Forward Pinellas as a forum to identify and discuss issues related to plan implementation, developments and funding which affect one or more of these jurisdictions in such areas as land use, transportation, coastal management, drainage, conservation and open space planning. The City will also use the countywide planning process, as appropriate, to resolve intergovernmental planning disputes.

**Policy 1.1.3:** The Planning Director or his/her designee shall participate in the Planners Advisory Committee (PAC) of Forward Pinellas.

**Policy 1.1.4:** The City will utilize the countywide planning process as an additional means of notification of neighboring jurisdictions of future land use plan amendments.

**Policy 1.1.5:** The City will review future land use plan amendments, and land development regulation amendments, other than land use plan amendments, which relate to and are governed

by the criteria and standards in the Countywide Plan for consistency with the Rules and will forward each proposed ordinance to Forward Pinellas for a determination of consistency.

**Policy 1.1.6:** In addition to the other requirements of this Plan, and agreements, for coordination with the School Board, the City will utilize the countywide planning process as a means of notifying the School Board and School Board staff, which has one member on the PAC, of proposed land use plan amendments.

**Policy 1.1.7:** The countywide planning process shall be the forum to discuss annexation plans; and address the consistency of land use plan designations and other planning related matters.

**Objective 1.2:** The City shall cooperate with neighboring jurisdictions to establish a means by which levels of service standards are coordinated and consistent with neighboring jurisdictions.

**Policy 1.2.1:** The City shall continue, through current interlocal agreements, to coordinate with Pinellas County and the City of Clearwater to ensure that future needs are considered in the expansion, acquisition and design of wastewater treatment and potable water facilities.

**Policy 1.2.2:** The City will coordinate with service providers that have no regulatory authority over the use of land in the city to develop recommendations that address ways to improve coordination of the City's concurrency management methodologies and systems, and levels of service.

**Objective 1.3:** In the event the designation of dredge spoil sites is required, the City shall establish a process to ensure the proper coordination occurs.

**Policy 1.3.1:** All appropriate agencies (federal, state, regional and local), jurisdictions, and the public shall be coordinated with during the designation of new dredge spoil disposal sites.

**Policy 1.3.2:** Conflicts in the designation of new dredge spoil disposal sites shall be resolved through the "Coastal Resources Interagency Management Committee's dispute resolution process.

**Objective 1.4:** It shall be the objective of the City to review each element of the comprehensive plan to implement and accurately reflect state and regional goals and policies, and:

- *identify and coordinate items that are of mutual interest to others;*
- *identify issues, problems and conditions that should be coordinated with others;*
- *address through coordination mechanisms the impacts of development on others;*
- *others shall include the Pinellas County School Board, other units of local government providing services but not having regulatory authority over the use of land, adjacent local governments, and regional, state or federal entities.*

**Policy 1.4.1:** The City shall continue to communicate and coordinate with Pinellas County, including Pinellas County Utilities, Forward Pinellas, Pinellas County School Board, Tampa Bay Regional Planning Council, Tampa Bay Water, Southwest Florida Water Management District and other state agencies such as the Department of Economic Opportunity, Department of Environmental Protection, Department of Transportation and Health and Rehabilitative Services, and federal agencies on projects and programs that fall within their jurisdictions or are multi-jurisdictional in nature.

**Policy 1.4.2:** The City shall implement a procedure to forward notices of public hearings related to land use and development issues adjacent to or within 500' of other jurisdictions to the jurisdictions of Pinellas County, Clearwater and Oldsmar.

**Policy 1.4.3:** The City will review the Tampa Bay Regional Planning Council's (TBRPC) Hurricane Evacuation Study for issues that pertain to requests for residential density increases and the general application of residential future land use densities in coastal high hazard areas.

**Policy 1.4.4:** The City will coordinate its plans for bicycle and pedestrian ways with the Forward Pinellas staff and Technical Coordinating Committee.

**Policy 1.4.5:** The City will require applicants to forward site plans which require access to county or state roadways to affected jurisdictions for comments pertaining to their respective plans.

**Policy 1.4.6:** The City will provide comments to Forward Pinellas pertaining to their Long Range Transportation Plan.

**Policy 1.4.7:** The City will coordinate the development of its stormwater management plan with Pinellas County and neighboring jurisdictions in shared drainage basins for comments pertaining to their respective plans.

**Policy 1.4.8:** The City will share information concerning native vegetative communities, terrestrial, marine, estuarine and aquatic habitats, wildlife species and habitat occurring in the city with other local governments, agencies, or environmental interest groups.

**Policy 1.4.9:** The City will coordinate development requests that potentially impact species and habitat of special concern with the appropriate local, regional, state and federal entities.

**Policy 1.4.10:** The City will coordinate its hurricane recovery plans with the Pinellas County Disaster Advisory Committee.

**Policy 1.4.11:** The City will notify Department of Emergency Management of the availability of any facilities within its jurisdiction that may be appropriate for use as public shelter space.

**Policy 1.4.12:** The City will coordinate plans for parks and recreation improvements with the School Board as deemed necessary.

**Policy 1.4.13:** The City will implement the countywide Local Mitigation Strategy (LMS), as adopted and amended, and shall continue to participate in the countywide workgroup.

**Policy 1.4.14:** The City will review the plans of the Pinellas Suncoast Transit Authority (PSTA), the Southwest Florida Water Management District (SWFWMD), and Tampa Bay Water (TBW) and identify and resolve conflicts with the City's comprehensive plan, including concurrency related items.

**Policy 1.4.15:** The City shall coordinate water supply planning, policies and guidelines with Pinellas County, Southwest Florida Water Management District, and Tampa Bay Water, and their respective Master Water Supply Plans, Long Term Water Supply Plans and Regional Water Supply Plans.

**Policy 1.4.16:** The City shall coordinate with Forward Pinellas, Florida Department of Transportation (FDOT), Pinellas Suncoast Transit Authority (PSTA), Tampa Bay Area Regional Transportation Authority (TBARTA), and other local governments to coordinate the application of the Pinellas County Mobility Plan.

**Objective 1.5:** The City shall identify, implement and coordinate joint planning areas for annexation and the provision of services.

**Policy 1.5.1:** The City's planning area and build-out boundaries shall be identified by interlocal agreement with Pinellas County.

**Policy 1.5.2:** The City's service area boundaries shall be identified by interlocal agreements with the appropriate governmental entities.

**Policy 1.5.3:** The City will provide a copy of its published or posted notice of annexation, via certified mail, to the Board of County Commissioners as required by Section 171.044(6), FS.

**Policy 1.5.4:** Annexation requests shall be reviewed for compliance with state law for contiguity, compactness, enclaves, and the procedures for annexation agreements/indentures.

**Objective 1.6:** The City shall participate in collaborative planning on population projections and facilities with countywide significance.

**Policy 1.6.1:** 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. The City will also review draft population projections, and consider their use in the Comprehensive Plan.

**Policy 1.6.2:** 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.

**Policy 1.6.3:** The City will continue to coordinate with Forward Pinellas and the Pinellas Suncoast Transit Authority staffs for the provision of bridges, major transportation facilities, and mass transit.

**Policy 1.6.4:** The City will review its locational standards to determine whether conflicts exist between its regulations and neighboring jurisdiction regulations, what can be done to resolve any conflicts found, and any improvement in the effectiveness or efficiency to be gained through a countywide approach to standards that would be more uniform in their application.

**Objective 1.7:** The City of Safety Harbor shall bring intergovernmental disputes to closure in a timely manner through the use of voluntary dispute resolution processes.

**Policy 1.7.1:** In instances where the resolution of issues requiring intergovernmental concurrence has not been achieved, the City shall initiate informal mediation by filing with the Tampa Bay Regional Planning Council a written request for mediation assistance, pursuant to Rule 29H-13 of the Florida Administrative Code, and Chapter 186, Florida Statutes.

**Policy 1.7.2:** 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.

# **PUBLIC SCHOOLS FACILITIES ELEMENT**

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## **GOALS, OBJECTIVES AND POLICIES**

### **A. INTRODUCTION AND BACKGROUND**

The public school system in Pinellas County is based on a countywide district, encompassing all of the municipalities within the County and the unincorporated area.

In 2005, the Florida Legislature passed Senate Bill 360, mandating that concurrency be established for public school facilities not granted an exemption. School concurrency requires that a community's adopted level of service standard for public schools is met, or a developer executes a legally binding commitment to provide mitigation proportionate to the demand created by the proposed development, before development orders are issued. The Florida Statutes require that local governments that have exceeded a certain minimum level of growth over the past five years, develop and adopt a Public School Facilities Element (PSFE), which forms the basis for implementing school concurrency and other subjects addressed in the updated Public Schools Interlocal Agreement that was entered into between the School Board, twelve municipalities, and Pinellas County.

In response to this mandate, Pinellas County, together with the School District and all municipalities served by the Pinellas County School District that are required to implement school concurrency, began the process of creating a PSFE. A School Planning Workgroup was formed in January 2006 to address this new requirement, and included staff from each affected local government, the School District, and the Pinellas Planning Council. The Pinellas Schools Collaborative was formed from the 1906 Committee that prepared the original Public Schools Interlocal Agreement, which was executed in April 2003. The Collaborative consists of elected officials from Pinellas County, twelve municipalities, and the School Board. Together, the Workgroup and the Collaborative developed the updated Public Schools Interlocal Agreement, agreeing to create one PSFE that each local government would be able to adopt. This use of a single PSFE would ensure that there was consistency throughout the local governments and that development could be tracked countywide, further ensuring that public school facilities would not be adversely affected by additional development and redevelopment. The Workgroup and the Collaborative met numerous times to develop the updated Interlocal Agreement, and later the Element itself.

### **B. GOALS, OBJECTIVES AND POLICIES**

**GOAL 1:** 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. (Rule 9J-5.025 (3) (a), F.A.C.)

**Objective 1.1:** The City of Safety Harbor, 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. (Rule 9J-5.025 (3)(b)5, F.A.C. & Section 163.31777(2)(a) & Section 163.31777(2)(b), F.S.)

**Policy 1.1.1:** The City of Safety Harbor, 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.

**Policy 1.1.2:** To ensure that land use and zoning decisions are adequately coordinated with public school facility planning, the City of Safety Harbor 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. (Section 163.31777(2), F.S.)

**Policy 1.1.3:** The City of Safety Harbor 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.

**Policy 1.1.4:** The School District shall notify the City of Safety Harbor of the need for on site or off-site improvements to support new, proposed expansion, or redevelopment of existing schools within the jurisdiction of Safety Harbor. Thereafter, representatives of the School District and the City of Safety Harbor will meet and determine the responsibility for making such improvements and identify other agencies that should be involved. The School District and the City of Safety Harbor 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. (Section 163.31777(2)(d), F.S. & Rule 9J-5.025(3)(c)5, F.A.C.).

**Objective 1.4:** The City of Safety Harbor 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.

**Policy 1.4.1:** The City of Safety Harbor shall appoint one elected official to represent Safety Harbor'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.

**Policy 1.4.2:** The City of Safety Harbor, 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.

**Policy 1.4.3:** The City of Safety Harbor 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.

**GOAL 2:** The City of Safety Harbor 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.

**Objective 2.1:** The City of Safety Harbor shall support efforts that facilitate coordination of planning between the City of Safety Harbor and the School District for the location and development of public educational facilities.

**Policy 2.1.1:** The City of Safety Harbor 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 (ule 9J-5.025(3)(c)4, F.A.C.)

**Policy 2.1.2:** For purposes of Objective 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.

**Policy 2.1.3:** Public educational facilities of the School District are an allowable use within the following future land use categories:

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

**Policy 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 categories listed in Policy 2.1.3 shall only be allowed upon a determination by the City of Safety Harbor that the proposed site is consistent with the Safety Harbor's Comprehensive Plan.

**Policy 2.1.5:** In addition to consistency with Safety Harbor's 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 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 Safety Harbor's 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 Safety Harbor's Stormwater Management Plan and any watershed management plans adopted by the City of Safety Harbor, 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.

**Policy 2.1.6:** The following criteria shall also be used to evaluate whether proposed locations of specific types of schools are consistent with Safety Harbor's 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.

**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.

**Policy 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 Safety Harbor's Comprehensive Plan provided the requirements of Section 1013.36, F.S., are met and off-site impacts can be adequately mitigated.

**Policy 2.1.8:** A consistency determination for a proposed new site or additional property with Safety Harbor's Comprehensive Plan may be conditioned with references to specific types of public educational facilities.

**Policy 2.1.9:** At the time of consistency determination, the City of Safety Harbor may impose reasonable conditions for development of the site as it relates to any of the criteria in Policies 2.1.5 and 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 of Safety Harbor and the School District.

**Policy 2.1.10:** Before a significant change of program at a public educational facility is implemented, the School District and the City of Safety Harbor shall require a review of the facility's onsite and offsite impacts. The School District and the City of Safety Harbor will work cooperatively to mitigate onsite and offsite impacts, including impacts to public facilities, identified through the review.

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

**Objective 2.2:** Consistent with Section 163.3177(6)(a), F.S., and consistent with Safety Harbor's future land use policies, the City of Safety Harbor 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. (Rule 9J-5.025, (3)(b)6, F.A.C. & Section 163.3177(12)(g), 163.3180(13)(g)2, F.S.)

**Policy 2.2.1:** As the opportunity arises, the City of Safety Harbor 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: bike 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. (Rule 9J-5.025(3)(c)4, F.A.C.)

**Policy 2.2.2:** Should the City of Safety Harbor 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, Safety Harbor's resolution, or memorandum of understanding. (Rule 9J-5.025(3)(c)4, F.A.C.)

**Objective 2.3:** The City of Safety Harbor 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.

**Policy 2.3.1:** The City of Safety Harbor 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.

**GOAL 3:** The City of Safety Harbor will coordinate with the School District and other local governments to improve the safety of students as they access public school facilities. (Rule 9J-5.025(3)(a), F.A.C)

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

**Policy 3.1.1:** The City of Safety Harbor 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.

**Policy 3.1.2:** The City of Safety Harbor 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.

**Policy 3.1.3:** The City of Safety Harbor shall cooperate with School District initiatives that implement STSC recommendations for modifications to a school campus.

**Policy 3.1.4:** The City of Safety Harbor 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.

**Policy 3.1.5:** The City of Safety Harbor 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.

**Policy 3.1.6:** For new development or redevelopment within a two-mile radius of any existing or planned public school facility, the City may 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.

**GOAL 4:** Opportunities are maximized for public schools to be designed such that they can serve a vital emergency management purpose in times of disaster.

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

**Policy 4.1.1:** The City of Safety Harbor shall coordinate with the School District and Pinellas County on emergency preparedness issues, including the use of public school facilities for emergency shelters. (Rule 9J-5.025(3)(c)11, F.A.C.)

**Policy 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.

**Policy 4.1.3:** The City of Safety Harbor shall annually update its Capital Improvements Element to ensure that the School District's capital needs are reflected in the Comprehensive Plan, enabling the 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.

# RECREATION & OPEN SPACE ELEMENT

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## GOALS, OBJECTIVES AND POLICIES

### **A. INTRODUCTION**

Pursuant to Section 163.3177(6)(e), FS, the following represents the Recreation and Open Space Goals, Objectives and Policies of the City of Safety Harbor. These Goals, Objectives and Policies are intended to address the establishment of a long-term end towards which the Recreation and Open Space programs and activities of the community are ultimately directed. All Goals, Objectives and Policies are adopted by ordinance.

### **B. NON-APPLICABLE ITEMS**

Based on the findings contained within this element and pursuant to Section 163.3177(6)(e).

### **C. GOALS, OBJECTIVES AND POLICIES**

**GOAL 1:** The City shall ensure the provision, protection, and maintenance of a coordinated, efficient and accessible system of public and private recreational parks and facilities which shall meet the needs of current and future residents, visitors, and tourists.

**Objective 1.1:** The City of Safety Harbor shall, in cooperation with other governmental agencies, provide and maintain a system of open space, parks, trails and recreation facilities, including access to the same and to beaches and shores (including freshwater beaches and shores), meeting the needs of the current and future populations as identified by the adopted Level of Service (LOS) Standards and Capital Improvement Program (CIP).

**Policy 1.1.1:** The following are the provisions for levels of service standards:

- *The standards shown in Tables 1 and 2 of the element shall be the desired and adopted LOS standards for the City of Safety Harbor.*

**TABLE 1**  
**SITE GUIDELINES FOR PARK TYPES**

PARK TYPE	SERVICE AREA/ POPULATION SERVED	FACILITIES
Mini	2-3 Block Area/up to 2,500	Play apparatus areas, park benches, and open space, landscaping, picnic tables optional
Neighborhood	0.25-0.5 mile/up to 5,000	Play apparatus areas, recreation buildings, sports fields, multi-purpose fields, landscaping, open space, free play areas
District	30-40 min drive time/up to 50,000	Play apparatus area, restrooms, hiking trails, nature center, boating, swimming, picnic areas and sports fields
Community	0.5-3 miles/up to 10,000	All facilities found in the neighborhood park plus facilities to service the entire family. Pools, softball/baseball fields, tennis courts, play areas, picnic areas, passive and active recreation areas and recreation buildings
Open Space	1 acre per 1,000 residents	Passive recreation area, trails and commemorative structures optional

**Note:** These standards will be the accepted and desired LOS standards.

**Source:** *Outdoor Recreation in Florida, Department of Natural Resources, Division of Recreation and Parks, 1987*

**TABLE 2**  
**FACILITIES (LOS STANDARDS)**

PARK FACILITY	SERVICE AREA/POPULATION SERVED
Tennis Courts	1 court per 7,500
Basketball Courts	1 court per 5,000
Baseball Field	1 field per 4,000
Boat Ramps	1 lane per 5,000
Football/Soccer Fields	1 field per 15,000
Swimming Pools	1 pool per 25,000
Bicycle Trails	1 mile per 10,000
Hiking/Nature/Jogging	1 mile per 10,000
Picnic Area	1 acre per 6,000
Handball/Racquetball	1 court per 10,000

**Sources:** *Outdoor Recreation in Florida, Department of Natural Resources, Division of Recreation and Parks, 1987; City of Safety Harbor 2003*

**Policy 1.1.2:** Park and recreation lands shall be planned for multiple uses and located in areas most suitable to satisfy the needs of the permanent and seasonal population.

**Policy 1.1.3:** Land set aside by new development for recreational purposes shall be determined suitable for that purpose during the site planning process and should not be land which is remaining after development.

**Policy 1.1.4:** The designation and acquisition of recreation and park sites shall be in accordance with long-range comprehensive plans for city development and redevelopment.

**Policy 1.1.5:** The City shall ensure that recreation and historic park sites be held inviolate against diversion to other uses, except in instances of overriding public need.

**Policy 1.1.6:** The City shall encourage a variety of recreational activities including the utilization of unique natural features and scenic areas.

**Policy 1.1.7:** The surplus of community parks, special purpose facilities, and the nearby location of the Pinellas County District Park shall negate the need for the City to provide mini-parks and neighborhood parks in strict conformance with the level of service standards shown by Table 1 of this Element.

**Policy 1.1.8:** The Recreation Sites and Facilities inventory shall be updated periodically as changing conditions dictate.

**Policy 1.1.9:** The City will pursue the use of joint use agreements, where appropriate, for specific facilities that the community may desire with other jurisdictions, private entities, nonprofit entities and the School Board.

**Objective 1.2:** The City shall coordinate public and private recreation resources.

**Policy 1.2.1:** Through the Parks and Recreation Advisory Board, the City shall encourage public participation in park and recreation planning.

**Policy 1.2.2:** The City, along with businesses and development authorities, shall encourage the coordination with local art, cultural, and historical organizations in local planning and redevelopment efforts.

**Policy 1.2.3:** As the City's demands for recreation sites and recreation facilities change over time, these demands should be reviewed by the Recreation Advisory Board and City Commission; and translated to adopted needs through the Capital Improvement Program (CIP), Capital Improvements Elements (CIE), possible updates to the level of service standards of this Element if necessary, and the Future Land Use Map Series.

**Policy 1.2.4:** The City shall encourage volunteers, stewardship and advocacy programs to facilitate participation in all recreation through easily accessible information and technological advancements.

**Objective 1.3:** Lands designated as Recreation, Open Space, or Preservation on the Future Land Use Map, shall be protected from incompatible land uses.

**Policy 1.3.1:** The City shall maintain land development regulations which include specific open space definitions and standards, landscape and signage, the protection of open space and natural vegetation, as well as the use of open space for buffering between land uses.

**Policy 1.3.2:** The City shall adopt incentives which encourage the provision of recreation and open space areas.

**Policy 1.3.3:** Open space in parks shall be maintained to protect and preserve native habitats and provide passive recreation opportunities.

**Policy 1.3.4:** Open space shall be used to buffer incompatible recreational activities or land uses.

**Objective 1.4:** The City shall be responsive to the special needs of the permanent, seasonal, and growing aging population.

**Policy 1.4.1:** Access to park and recreation facilities and services shall be provided for the elderly, handicapped and economically disadvantaged.

**Policy 1.4.2:** Parking facilities for the handicapped and cyclists shall be provided at parks and other recreation facilities.

**Policy 1.4.3:** The City shall seek to increase universal accessibility to parks, trails and recreation facilities.

**Objective 1.5:** The City shall provide open space, parks, trails, and recreation facilities in an economically efficient manner as monitored through the annual budgeting process (capital and operating).

**Policy 1.5.1:** The City shall pursue innovative techniques for park and recreation facilities funding.

**Policy 1.5.2:** The land development regulations shall stipulate that the new residential developments or redevelopments provide for the recreational and open space needs related to the development.

**Policy 1.5.3:** The City shall preserve, maintain, and enhance existing parks and recreation facilities through the use of adequate operating budgets, user fees, and proper management techniques.

**Policy 1.5.4:** Methods, such as tax incentives, impact fees, and density transfers, shall be encouraged for the acquisition of lands with recreational potential.

**Policy 1.5.5:** The City shall include funds for the acquisition and development of city recreation sites, in its Capital Improvements Program.

**Policy 1.5.6:** The City shall maintain a recreational trust fund to which individuals can be encouraged to donate monies, gifts, or properties for the sole purpose of recreational development.

**Policy 1.5.7:** The City shall protect water resources while providing adequate public access.

## **PLAN IMPLEMENTATION**

### **A. FUNDING ALTERNATIVES**

Safety Harbor's list of needed recreational facilities will never be realized unless some means are found to finance the cost of acquisition, development and maintenance. The funds needed will, of course, depend on the level of service desired by the public. Funds spent for recreational facilities may come at the expense of some other governmental service. Obviously, recreation ideas which demonstrate a second public benefit will have the greatest chance of being funded. The following is a list of funding alternatives which are most often used by local governments for recreation projects.

### **B. SHORT-TERM FINANCING**

#### **1. Pay-As-You-Go**

This type of financing refers to the accumulation of funds before the acquisition or development can actually take place. These funds may be acquired through a variety of revenue-producing sources, usually a local government's general revenue fund. An important disincentive to pay-as-you-go financing is that as the necessary capital is being accumulated, the property's purchase price may rise and offset the initial advantage of not borrowing the necessary capital to avoid paying interest charges. Furthermore, when dealing with land to be preserved as open space, there is the added danger that it may be developed before the necessary funds are acquired. For these reasons, a "borrow now, pay later" financial program may be developed before the necessary funds are acquired. For these reasons, a "borrow now, pay later" financial program may be a more correct alternative to the financing of recreation and open space plans.

#### **2. Tourist Development Tax**

The tourist development tax is designed to raise revenue for tourist-related facilities and projects. The tax is levied against short-term rentals of hotels, motels, condominiums, and apartments. Funds disbursed to the county are placed in a local tourist development trust to be used for the following: development of specific, tourist-related projects; advertise/ promote tourism, fund convention/tourist bureaus, build stadiums/convention centers, or to finance beach improvements or inland waters where there is public access. The tax may be levied at a one or 2 percent rate initially by voter referendum, and may be raised to 3 percent after 3 years if approved by local referendum or by an extraordinary vote of the Board of County Commissioners.

Pinellas County residents passed a tourist development tax referendum for 2 percent in October, 1978. The tax revenues collected from this tax are under the jurisdiction of the Pinellas County Board of County Commissioners which receives recommendations for its use from the Tourist Development Council.

The Tourist Development Council made a proposal to the County in 1987 that the tourist tax be raised to 3 percent, with 50 percent reserved for tourism promotion and the remaining 50 percent used to fund beach renourishment projects. The proposal was adopted by the County Commissioners in May 1988 to raise the tax effective July 1, 1988. The extra percent is expected to raise an additional \$2.2 million annually which will be spent on tourism advertising and beach restoration and renourishment.

#### **3. Ad Valorem Taxation**

Ad Valorem (according to value), taxes are levied against real property based on a portion of its

assessed value and an established millage rate. Local units of government wishing to acquire financing for the implementation of their recreation and open space plans may establish a specific millage rate to obtain additional revenues for such purposes.

#### **4. Grants-In-Aid**

The State of Florida and the Federal Government both make Grants-In-Aid available to local governments for a variety of public purposes. One such example is the acquisition and development of open space/parkland. The most popular grant source utilized for this purpose is the Land and Water Conservation Fund (LWCF). This fund has been in existence since 1965 and is administered through the United States Department of the Interior, Heritage Conservation and Recreation Service (HCRS). This agency makes grants from the LWCF to states, and through them to political subdivisions, such as local governments. These grants are to be used for acquisition and development of public outdoor recreation areas and facilities. Prime importance is attached to projects located in areas shown to have a high relative need. Projects must be available for use by the general public; development of basic rather than elaborate facilities is favored; and projects furnishing a broad range of outdoor recreation uses and experiences are preferred.

Two other Grants-In-Aid available to the City are both funded by the state through the Department of Natural Resources and adhere basically to the same criteria as the LWCF. These grants are the Florida Recreation Development Assistance Program (FRDAP) and the Florida Boating Improvements Program (FBIP). Phillippe Park was developed with funds from the FBIP.

The Florida Communities Trust Preservation 2000 Program was established by the State of Florida to assist local communities in the purchase of environmentally sensitive property, which would also implement the recreation and open space needs of local comprehensive plans. The City of Safety Harbor utilized this program to assist in the purchase of 3.35 acres (2.28 submerged; 1.27 upland) which were added to the Marina community park.

#### **5. Impact Fees**

Since 1987, the City of Safety Harbor has imposed a parklands impact fee for new development. This impact fee was very successful in providing funds for the purchase of land for parks. However, since the adoption of the 1987 Comprehensive Plan, the City identified the need to expand park facilities. In 1990, the City adopted a park facilities impact fee which has provided more varied budget opportunities for the expansion of recreational facilities.

#### **6. Local Option Sales Tax**

Pinellas County has a one (1) cent local option sales tax that must be used for capital investment. The City of Safety Harbor's share of these funds has provided for expansions of, and upgrades to, local parks and recreation facilities.

### **C. LONG-TERM FINANCING**

#### **1. General Obligation Bonds**

General obligation bonds are used when it is necessary to borrow money to finance the operations of government. Such bonds permit local governments to smooth out fluctuations in their budgeting cycle from year-to-year by allowing them to spend borrowed capital for established needs and pay back these funds, plus interest, at a later date. General obligation bonds are usually retired through the collection of ad valorem taxes levied against the real property owned by a jurisdiction's citizens. Finally, this bonding power is frequently used to implement recreation and open space plans because such projects seldom produce sufficient revenues to qualify for revenue bonds.

## **2. Gifts and Donations**

Gifts and donations may significantly aid in the development of parks and open space areas. Although the number of gifts/donations to the City has not been large, the opportunity to receive this type of financial support must not be overlooked.

## **3. Regulation**

Open space areas can be acquired and preserved through the regulatory powers which are almost exclusively exercised by the City. Such powers or tools are some of the most basic and effective controls on the quality of the environment in terms of guiding the pattern and design of urban development.

Regulatory powers which outline how a particular tract of property may be used do not normally involve compensation to the landowners. An example of such power, whose use will be considered, is outlined below.

## **4. Mandatory Dedication**

Zoning use ordinances and site plan review procedures affect the preservation of open space areas by regulating how urban developments are planned and what improvements are to be made. City officials may require developers to dedicate a portion of their proposed development for permanent open space areas, mandatory dedication requirements are usually based on a project's dwelling use, projected population, or a fixed percentage of land required for said development). They are predicated on the grounds that each subdivision should provide public open space acreage in relation to the demand to be generated by the developer's residents.

In recent years, federal and state courts have upheld the legality of mandatory dedication ordinances on numerous occasions. In those cases where dedication ordinances have been declared illegal, it has usually been because the ordinance was being applied in what the courts felt to be an arbitrary or capricious manner, or when cash has not been accepted in lieu of land and was used in a manner that was not directly beneficial to the residents living in the affected area. For these reasons, dedication ordinances should stipulate the amount of land to be dedicated and a procedure for receiving cash in lieu thereof. Furthermore, the location of future parks and open spaces to be so acquired should be identified in an adopted plan so the dedication requirements are not arbitrarily applied. This last stipulation should prevent developers from dedicating land not properly suited for parks and open space areas.

## **5. Bonus or Incentive Zoning**

Bonus or incentive zoning allows developers to exceed limitations, usually height or density limitations, imposed by conventional zoning in exchange for developer supplied amenities or concessions.

## **6. Additional Funding Sources**

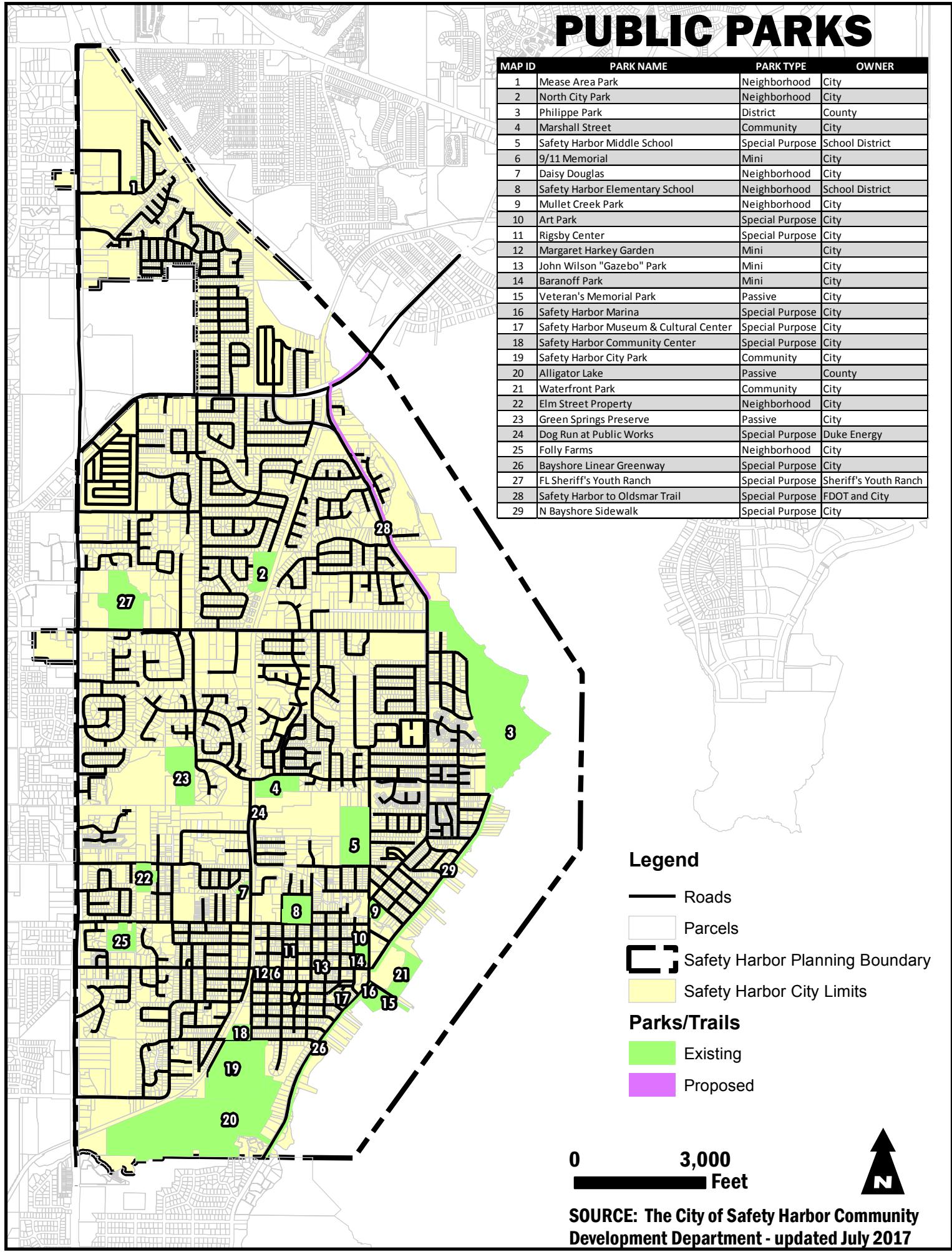
The Coastal Management and Conservation Element in this Comprehensive Plan provides additional information on funding sources. This information can be found in section F.

## **Appendix A**

### **Maps**

# PUBLIC PARKS

MAP ID	PARK NAME	PARK TYPE	OWNER
1	Mease Area Park	Neighborhood	City
2	North City Park	Neighborhood	City
3	Philippe Park	District	County
4	Marshall Street	Community	City
5	Safety Harbor Middle School	Special Purpose	School District
6	9/11 Memorial	Mini	City
7	Daisy Douglas	Neighborhood	City
8	Safety Harbor Elementary School	Neighborhood	School District
9	Mullet Creek Park	Neighborhood	City
10	Art Park	Special Purpose	City
11	Rigsby Center	Special Purpose	City
12	Margaret Harkey Garden	Mini	City
13	John Wilson "Gazebo" Park	Mini	City
14	Baranoff Park	Mini	City
15	Veteran's Memorial Park	Passive	City
16	Safety Harbor Marina	Special Purpose	City
17	Safety Harbor Museum & Cultural Center	Special Purpose	City
18	Safety Harbor Community Center	Special Purpose	City
19	Safety Harbor City Park	Community	City
20	Alligator Lake	Passive	County
21	Waterfront Park	Community	City
22	Elm Street Property	Neighborhood	City
23	Green Springs Preserve	Passive	City
24	Dog Run at Public Works	Special Purpose	Duke Energy
25	Folly Farms	Neighborhood	City
26	Bayshore Linear Greenway	Special Purpose	City
27	FL Sheriff's Youth Ranch	Special Purpose	Sheriff's Youth Ranch
28	Safety Harbor to Oldsmar Trail	Special Purpose	FDOT and City
29	N Bayshore Sidewalk	Special Purpose	City



# TRANSPORTATION ELEMENT

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## GOALS, OBJECTIVES AND POLICIES

### A. INTRODUCTION

Pursuant to Sections 163.3177 (6)(b) FS, the following represents the Transportation Goals, Objectives and Policies of the City of Safety Harbor. These goals, objectives and policies are intended to address the establishment of the long-term end toward which transportation programs and activities are ultimately directed in the community. All Goals, Objectives and Policies are adopted by ordinance.

### B. GOALS, OBJECTIVES AND POLICIES

**GOAL 1:** Provide for a safe, convenient, and energy efficient multimodal transportation system that serves to increase mobility and reduce reliance upon single-occupant vehicles, efficiently utilize roadway capacity, reduce the contribution to air pollution from motorized vehicles, and improve the quality of life for all residents and visitors to the City.

**Objective 1.1:** It shall be the objective of the City of Safety Harbor to implement policies and programs which maintain a multimodal transportation system that increases mobility for bicyclists, pedestrians and transit users as well as motorists and that promotes development patterns to reduce vehicle miles traveled.

**Policy 1.1.1:** The City shall implement a Mobility Management System through the application of Transportation Element policies and Land Development Code provisions through the site plan review process in accordance with the Pinellas County Mobility Plan.

**Policy 1.1.2:** The City shall continue to use roadway level of service for planning purposes.

**Policy 1.1.3:** The land development regulatory system shall include the identification of deficient facilities. The most current edition of the Forward Pinellas Level of Service Report identifies facilities operating with deficient levels of service.

**Policy 1.1.4:** The City shall utilize impact fee revenue to fund multimodal improvements to local facilities that are consistent with the comprehensive plan.

**Policy 1.1.5:** The City shall work cooperatively with Forward Pinellas and other local governments to update of the Multimodal Impact Fee Ordinance through the Forward Pinellas planning process.

**Policy 1.1.6:** The City shall work with Forward Pinellas and other local governments to coordinate the application of the Pinellas County Mobility Plan.

**Policy 1.1.7:** The City shall implement a comprehensive sidewalk program, and shall require all new development and redevelopment to install sidewalks in accordance with the adopted land development regulations. The City shall include 5' sidewalks on both sides of new roads, unless a sidewalk waiver is approved. Roadway crossings shall be incorporated in the design and may include high visibility crosswalks, in areas where a high concentration of pedestrian activity is experienced.

**Policy 1.1.8:** The City shall implement the City of Safety Harbor Sidewalk and Bicycle Facilities Master Plan.

**Policy 1.1.9:** The City shall support implementation of the MPO Bicycle Pedestrian Master Plan Facilities Element with particular emphasis on expansion of community trail networks.

**Policy 1.1.10:** The City, where appropriate and feasible, shall incorporate bicycle lanes and sharrows into all new or reconstructed collector or arterial streets where appropriate and feasible due to existing or new right-of-way width. Where bicycle lanes cannot be accommodated, the City shall consider the use of wider outside vehicle lanes to accommodate safe bicycle travel.

**Policy 1.1.11:** The City shall work with the Pinellas Suncoast Transit Authority (PSTA) through Forward Pinellas and various citizen or technical committees in support of initiatives designed to increase transit ridership.

**Policy 1.1.12:** The City shall include bicycle parking at all new City parks over 0.40 acres in size and civic buildings.

**Policy 1.1.13:** The City shall amend the Land Development Code to require bicycle parking as a requirement for new development.

**Policy 1.1.14:** Research and consider adopting a complete streets policy and program.

**Objective 1.2:** Transportation system planning shall be coordinated with the future land use map and ensure that existing and proposed population densities, housing and employment patterns, and land uses are consistent with the transportation modes and services proposed to serve the City's mobility needs.

**Policy 1.2.1:** The through movement of heavy goods by truck shall be restricted to arterial roadways.

**Policy 1.2.2:** Non-residential strip type development on thoroughfare roadways shall be discouraged through effective implementation of the adopted future land use plan. Expansions of non-residential areas should be directed at existing concentrations of like development.

**Policy 1.2.3:** The City shall require vehicular use area landscaping for all new development.

**Policy 1.2.4:** The City shall implement the use of traffic calming techniques where determined necessary to reduce traffic impacts on adjoining land uses and to protect existing neighborhoods.

**Policy 1.2.5:** The City shall utilize the following traffic system management and traffic demand techniques where necessary to ensure the adequate provision of a transportation system that services desired land uses:

- *the use of alternative forms of transportation*
- *density or floor area reductions*
- *enhanced pedestrian and bicycle access*
- *access controls*
- *turn lanes*
- *improved signal timing*
- *the use of traffic calming techniques on local streets*
- *intersection improvements*
- *the control of nonresidential strip type development*

**Policy 1.2.6:** The City shall direct mixed uses and higher intensity uses toward the downtown and other existing transportation generators/attractors as a means of encouraging public transit services.

**Policy 1.2.7:** The City shall provide for bicycle and pedestrian ways that connect residential areas to recreation uses, schools, shopping areas and transit terminals. Development proposals shall also be reviewed for bicycle and pedestrian connections to these facilities.

**Policy 1.2.8:** Prior to implementing plans for future local roadway corridors, the City shall consider the necessary transportation analysis to determine alignment and need.

**Policy 1.2.9:** The City shall protect designated scenic non-commercial corridors and scenic vistas in accordance with the provisions of the Future Land Use Element and the applicable planning documents.

**Policy 1.2.10:** The City of Safety Harbor will support and ensure access to public transit through implementation of the following land use, building and design guidelines:

- *Provisions for mixed use development in the City's downtown*
- *Instituting design features which make the downtown pedestrian friendly*
- *Working with PSTA to install safe and attractive bus shelters at convenient locations along public transit corridors*
- *Provide for points of pedestrian access from residential areas and employment centers along public transit corridors*
- *Provide for higher density development along public transit corridors where appropriate*
- *Utilize pedestrian and transit friendly design techniques*
- *Work with PSTA to provide conveniently spaced transit stops*

**Objective 1.3:** Transportation system planning shall be coordinated with the PSTA, Forward Pinellas, Pinellas County, the FDOT, and the applicable agencies work program.

**Policy 1.3.1:** The City shall coordinate development requests on State and County roadways with the affected jurisdiction.

**Policy 1.3.2:** The City shall ensure consistency of the Transportation Element with the Forward Pinellas Long Range Transportation Plan.

**Policy 1.3.3:** The City shall review the Transportation Element for consistency with the plans of adjoining jurisdictions.

**Policy 1.3.4:** The City will amend the Comprehensive Plan if necessary to be consistent with the MPO Long Range Transportation Plan. This includes amendments to the goals objectives and policies of the Transportation, Future Land Use, Capital Improvements, Housing and Intergovernmental Coordination Elements, and amendments to the Future Land Use and Future Transportation Maps as a result of new data and analysis. In addition, this may require consideration of land use amendments, as necessary, to encourage an efficient multi-modal transportation system.

**Policy 1.3.5:** The Planning Director or his/her designee shall participate in the Technical Coordinating Committee (TCC) of Forward Pinellas.

**Objective 1.4:** The City of Safety Harbor shall support, and participate in, the efforts of PSTA and Forward Pinellas to provide effective mass transit services based upon existing and proposed trip generators and attractors, safe and convenient public transit terminals, land uses, and accommodation of the special needs of the transportation disadvantaged.

**Policy 1.4.1:** The City shall support use of the CSX rail corridor for mass transit through its use

of land use policies, parking strategies, and intermodal connections for pedestrians, bicycles, busses and automobiles.

**Policy 1.4.2:** If the CSX rail corridor is used for mass transit, the City shall encourage the location of an inter-modal transit stop in downtown Safety Harbor through its representation on Forward Pinellas and the Technical Coordinating Committee.

**Policy 1.4.3:** The City shall establish parking strategies through its land development regulations that promote the use of alternative forms of transportation.

**Policy 1.4.4:** The City shall support the transportation system management initiatives of Forward Pinellas.

**Policy 1.4.5:** The City shall supply information to Forward Pinellas regarding the characteristics and needs of its transportation disadvantaged population.

**Objective 1.5:** The City shall provide for right-of-way and corridor protection for existing and future transportation facilities.

**Policy 1.5.1:** The City shall maintain an official transportation map identifying road maintenance responsibility.

**Policy 1.5.2:** Amendments to the Future Transportation Map Series shall be supported by an appropriate transportation analysis.

**Policy 1.5.3:** The City shall review future land uses when planning for new roadways to ensure that the future mobility needs of the City's residents are met.

**Policy 1.5.4:** The City of Safety Harbor shall not vacate public right-of-way until it has been determined that the right-of-way is not required for future mobility, utility infrastructure, or stormwater needs.

**Policy 1.5.5:** The City of Safety Harbor shall continue to implement access controls for driveways and roadways during development order review through the application of Land Development Code requirements. Requirements for State and County roadways shall be implemented through the coordination of development order requests with those agencies.

**Objective 1.6:** Eliminate traffic/transportation-related deaths and serious injuries.

**Policy 1.6.1:** Safety is a top priority for the City's transportation system. The City commits to working towards its goal of zero transportation-related deaths and serious injuries through Safe Streets Pinellas and Vision Zero.

**Policy 1.6.2:** The City recognizes that safety is a top priority for its transportation system and requires a collaborative approach to eliminate transportation-related deaths and serious injuries. This includes a multidisciplinary approach, including but not limited to public health, law enforcement, land use planning and engineering.

**Policy 1.6.3:** The City will use a Safe Systems approach to implement Vision Zero.



**Policy 1.6.4:** The City recognizes that death and serious injury is preventable on the transportation network and is therefore unacceptable. A balanced approach that includes education, engineering, equity, emergency response and enforcement is necessary.

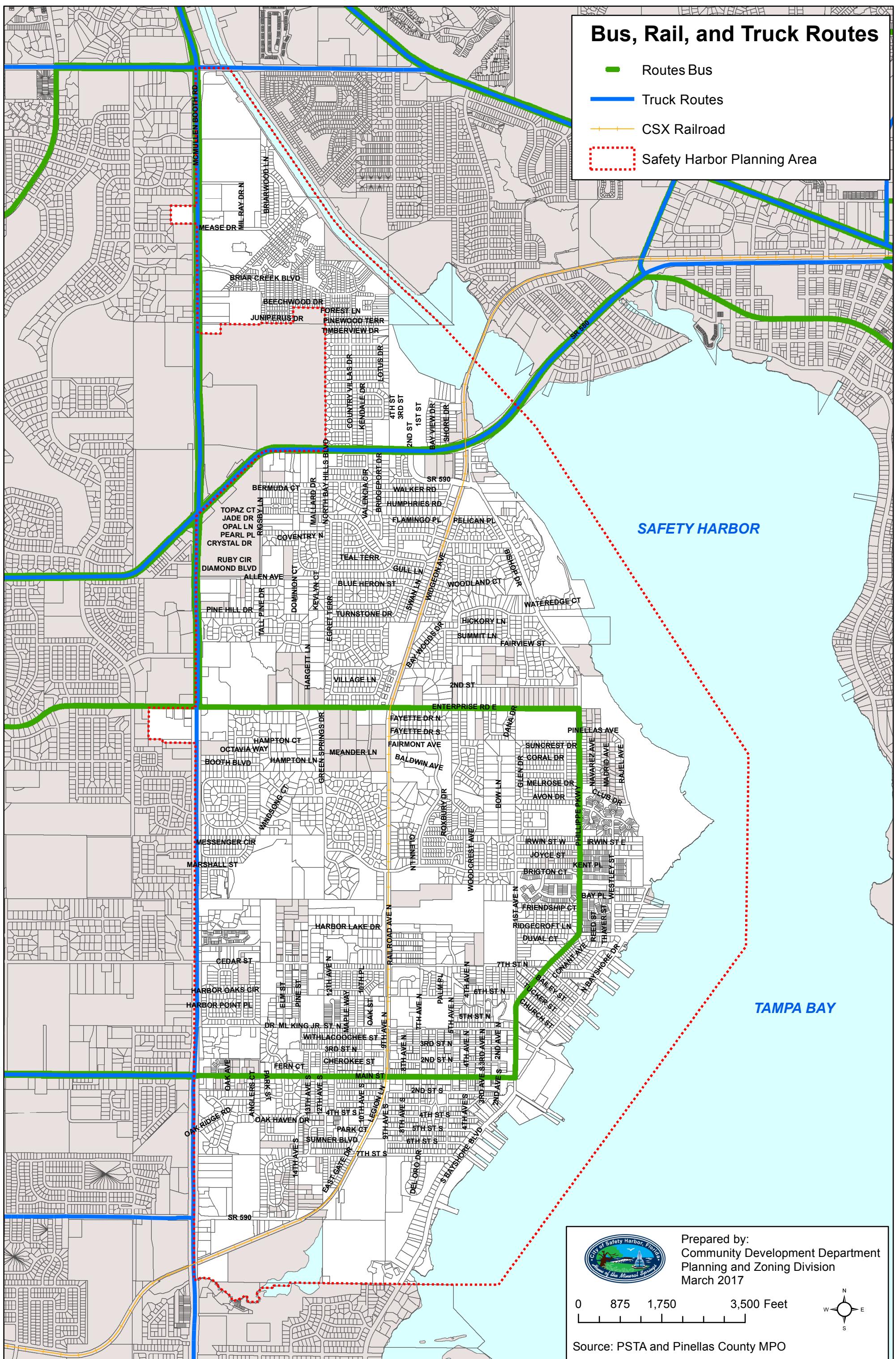
**Policy 1.6.5:** Transportation-related deaths and serious injuries impact all of the City of Safety Harbor, particularly vulnerable roadway users and the low-income and minority communities. Equity is a key component in achieving the goal of zero deaths and serious injuries.

**Policy 1.6.6:** The City shall work with partners to ensure Vision Zero and Safe Streets considerations in a range of disciplines, including land use planning, roadway design, access management, transportation system maintenance, emergency response and law enforcement.

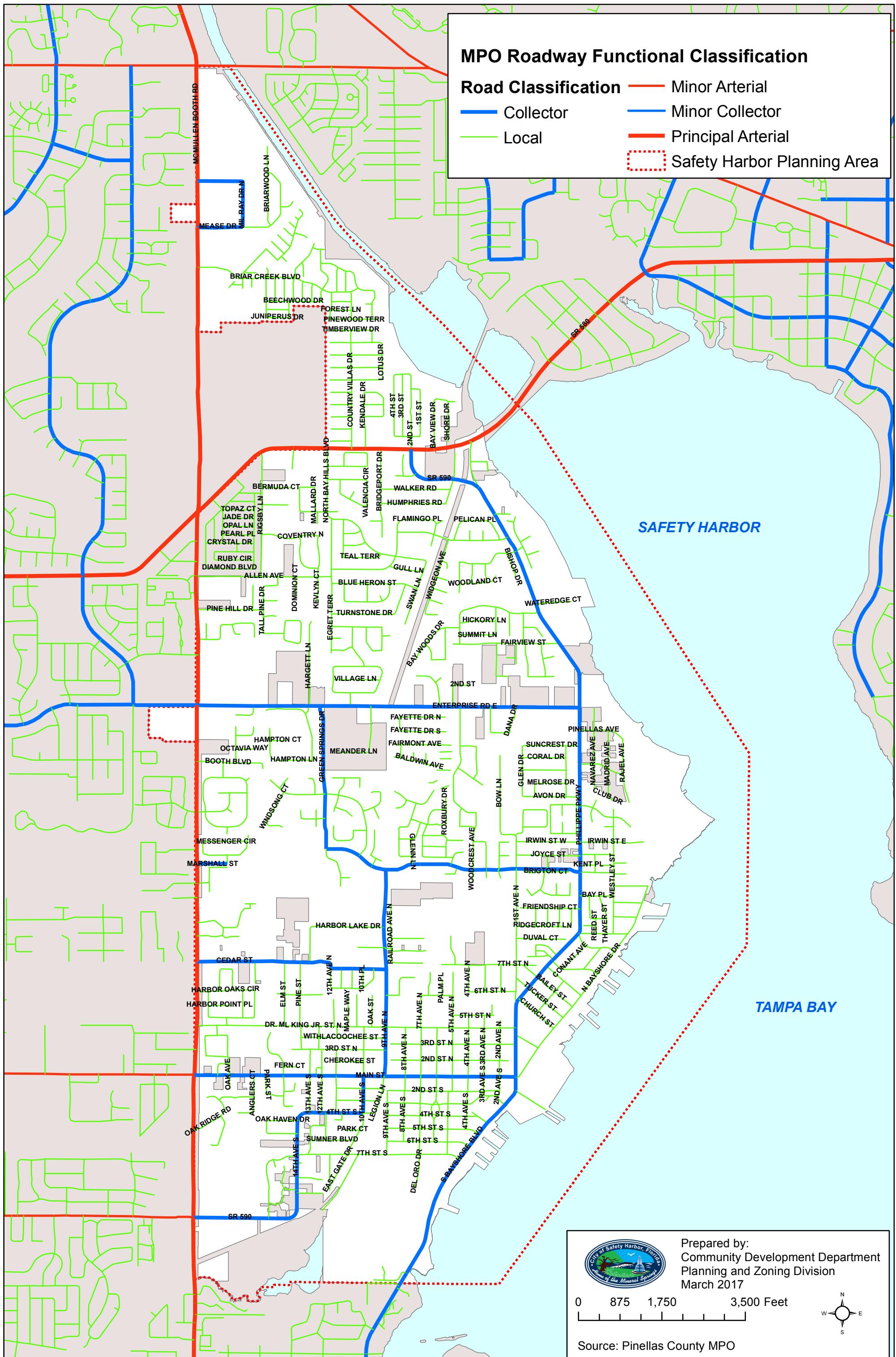
## **Appendix A**

### **Maps**

# City of Safety Harbor Comprehensive Plan Map Series



# City of Safety Harbor Comprehensive Plan Map Series



# PROPERTY RIGHTS ELEMENT

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## GOALS, OBJECTIVES AND POLICIES

### A. INTRODUCTION AND BACKGROUND

Pursuant to section 163.3177(6)(i), Florida Statutes, the following represents the “Property Rights Element” including goals and objectives of the City of Safety Harbor. These goals, objectives, and policies are intended to respect judicially acknowledged and constitutionally protected private property rights and ensure that private property rights are considered in local decision making.

### B. GOALS, OBJECTIVES, AND POLICIES

**GOAL 1:** To respect judicially acknowledged and constitutionally protected private property rights.

**Objective 1.1:** The City will consider the following rights during local decision-making processes.

**Policy 1.1.1:** The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.

**Policy 1.1.2:** The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.

**Policy 1.1.3:** The right of the property owner to privacy and to exclude others from the property to protect the owner’s possessions and property; and,

**Policy 1.1.4:** The right of a property owner to dispose of his or her property through sale or gift.

## **GLOSSARY**

**AAA BOND RATINGS** - Bonds which are rated AAA are judged to be of the best quality. They carry the smallest degree of investment risk. Interest payments are protected by a stable margin and principal is secure.

**ACCESSORY USE** – A use of land incidental and subordinate to the primary use.

**AD VALOREM TAX** - A tax levied in proportion to the assessed value of taxable property.

**AFFORDABLE HOUSING** - Housing for which monthly gross rents or monthly mortgage payments, including taxes, insurance, and utilities, do not exceed 30% of that amount which represents the percentage of median adjusted gross annual income for the households or persons defined as extremely low income persons, low income persons, moderate income persons, and very low income persons as defined in s. 420.0004, F.S.

**AGRICULTURAL LIGHT (LIGHT INDUSTRIAL) USE:** Growing of produce and/ or horticultural plants, aquaculture, where noise, odor, runoff, insects, pests, and other impacts are contained on-site and do not negatively affect adjacent land uses.

**AGRICULTURAL LIGHT (PUBLIC PARK AND RECREATION FACILITIES) USE:** Growing of produce and/ or horticultural plants, small-animal care including ducks, chickens, roosters, geese, goats and rabbits, equestrian therapy and associated horse care, aquaculture, bee keeping (apiary) uses, or related uses, where noise, odor, runoff, insects, pests, and other impacts are contained on-site and do not negatively affect adjacent land uses.

**AGRICULTURAL USES** - Activities within land areas which are predominantly used for the cultivation of crops and livestock including: cropland, pastureland, orchards, vineyards, nurseries, ornamental horticulture areas, groves, confined feeding operations, specialty farms, and silviculture areas.

**ANCILLARY NON-RESIDENTIAL USE** - Off-street parking, drainage retention areas and open space buffer areas for adjacent non-residential uses.

**AREAS SUBJECT TO COASTAL FLOODING** - Areas delineated by the regional or local hurricane evacuation plan as requiring evacuation.

**ARTERIAL ROAD** - A roadway providing service which is relatively continuous and or relatively high traffic volume, long trip length, and high operating speed.

**BEACH** - The zone of unconsolidated material that extends landward from the mean low water line to the place where there is marked change in material or physiographic form, or to the line of permanent vegetation, usually the effective limit of storm waves. "Beach", as used in the coastal management element requirements, is limited to oceanic and estuarine shorelines.

**BICYCLE AND PEDESTRIAN WAYS** - any road, path or way which is open to bicycle and pedestrian travel and from which motor vehicles are excluded.

**BUFFER** - A natural or landscaped area or strip of land, with or without such physical separation devices as a fence or wall, established to separate and insulate one type of land use from another land use; or to shield or block noise, lights or other nuisances; or to separate development and a natural feature so as to reduce the incompatibility between uses or features and protect the integrity of each.

**CAPITAL BUDGET** - the portion of each local government's budget which reflects capital improvements scheduled.

**CAPITAL IMPROVEMENT** - Physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multi-year financing. For the purpose of this rule, physical assets which have been identified as existing or projected needs in the individual comprehensive plan elements shall be considered capital improvements.

**COASTAL ZONE** - That area of land and water from the territorial limits seaward to the most inland extent of marine influences. However, for planning and developing coordinated projects and initiatives for coastal resource protection and management, the department shall consider the coastal zone to be the geographical area encompassed by the 35 Florida coastal counties listed in the Final Environmental Impact Statement for the Florida Coastal Management Program and the adjoining territorial sea. It is not the intent of this definition to limit the authority currently exercised under the federal law and the federally approved Florida Coastal Management Program by which projects landward and seaward of the 35 coastal counties are reviewed for consistency with the Florida Coastal Management Program.

**COASTAL HIGH HAZARD AREAS** - Area below the elevation of the Category 1 storm surge line as established by the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

**COASTAL OR SHORE PROTECTION STRUCTURES** - Shore hardening structures, such as seawalls, bulkheads, revetments, rubble mound structures, breakwaters, and aggregates of materials other than natural beach sand used for beach or shore protection and other structures which are intended to prevent erosion or protect other structures from wave and hydrodynamic forces.

**COLLECTOR ROAD** - A roadway providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

**COMMERCIAL USES** - Activities within land areas which are predominantly connected with the sale, rental, and distribution of products, or performance of services.

**COMMERCIAL SERVICE USE** - An occupation or service involving the sale, storage, repair, service, or rental of automobiles, boats, recreational vehicles, machinery,

equipment or like merchandise, the production, assembly or dismantling of which shall clearly be secondary and incidental to the primary use characteristics.

**COMMUNITY COMMERCIAL** - Community commercial areas are those commercial areas compatible with the type and scale of surrounding land uses.

**COMMUNITY PARK** - A park located near major roadways, and designed to serve no more than one community.

**CONCURRENCY** - The necessary public facilities and services to maintain the adopted level of service standards for utilities, recreation and open space, and drainage, as defined in Chapter 163.3180, Florida Statutes.

**CONCURRENCY MANAGEMENT SYSTEM** - The procedures and/or process that the local government will utilize to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development.

**CONE OF INFLUENCE** - An area around one or more major water wells, the boundary of which is determined by the government agency having specific authority to make such a determination based on groundwater travel or drawdown depth.

**CONSERVATION** - Lands and waters within the coastal zone that provide buffer zones for preservation areas, but are not absolutely critical to regional ecological integrity. However, because of their physical character or present use, these areas require precautions when being converted to development in order to avoid direct or indirect consequences harmful to the public health, safety and welfare. These areas include: Class III waters, smaller groupings of mangrove trees, smaller freshwater swamps, aquatic preserves, river flood plains, wildlife refuges, and marginal lands.

**CONSERVATION USES** - Activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management, or protection of vegetative communities or wildlife habitats.

**COUNTYWIDE PLAN MAP** - The officially adopted plan map supplemented by policies and objectives which designate proposed future general distribution, location, and extent of the uses of land for residential uses, commercial uses, industry, agriculture, recreation, conservation, education, public buildings and grounds, other public facilities, and other categories of the public and private uses of land as adopted by the Pinellas Planning Council (PPC) and Countywide Planning Authority (CPA) pursuant to Chapter 2012-245, Laws of Florida, as amended by Ordinance No. 15-30, as amended. The official Countywide Plan Map may consist of a single map or map series as approved by the PPC and CPA and filed with the Clerk of the Circuit Court.

**DENSITY** - Number of dwelling units per acre of land excluding public road rights-of-way and submerged land.

**DRAINAGE BASIN** -The area defined by topographic boundaries which contributes

stormwater to a drainage system, estuarine waters, or oceanic waters, including all areas artificially added to the basin.

**DRAINAGE DETENTION STRUCTURE** - A structure which collects and temporarily stores stormwater for the purpose of treatment through physical, chemical, or biological processes with subsequent gradual release of the stormwater.

**DRAINAGE FACILITIES** - A system of man-made structures designed to collect, convey, hold, divert or discharge stormwater, and includes stormwater sewers, canals, detention structures, and retention structures.

**DRAINAGE RETENTION STRUCTURE** - A structure designed to collect and prevent the release of a given volume of stormwater by complete on-site storage.

**DWELLING UNIT** - One or more rooms, designed, occupied or intended for occupancy as separate living quarters, with cooking, sleeping and sanitary facilities for the exclusive use of a single family household.

**EDUCATIONAL USES** - Activities and facilities of public or private primary or secondary schools, vocational and technical schools, and colleges and universities licensed by the Florida Department of Education including the areas of buildings, campus open space, dormitories, recreational facilities or parking.

**ENVIRONMENTALLY SENSITIVE LANDS** - Areas of land or water which are determined necessary by the local government, based on locally determined criteria, to conserve or protect natural habitats and ecological systems.

**ESTUARY** - A semi-enclosed, naturally existing coastal body of water in which saltwater is naturally diluted by freshwater and which has an open connection with oceanic waters. "Estuaries" include bays, lagoons, sounds and tidal streams.

**EVACUATION ROUTES** - Routes designated by county civil defense authorities or the regional evacuation plan, for the movement of persons to safety, in the event of a hurricane.

**EXOTIC VEGETATION** - A plant that is not native to a particular area. In this area exotic plant species can include the punk tree (*Melalueca*.), Australian pine (*Casuarina* so.) and Brazilian pepper (*Schinus* up.).

**EXTREMELY LOW INCOME HOUSEHOLD** - One or more natural persons or a family whose total annual household income does not exceed 30 percent of the median annual adjusted gross income for households within the state. The Florida Housing Finance Corporation may adjust this amount annually by rule to provide that in lower income counties, extremely low income may exceed 30 percent of area median income and that in higher income counties, extremely low income may be less than 30 percent of area median income.

**FLOODPLAIN** - Areas inundated during a 100-year flood event or identified by the National Flood Insurance Program as an A Zone or V Zone on flood insurance rate maps or flood hazard boundary maps.

**FLOOR AREA RATIO (FAR)** - The gross floor area of all buildings on a site divided by the gross land area.

**FORWARD PINELLAS** - The agency is charged with addressing countywide land use and transportation concerns, as both the Pinellas Planning Council (PPC) and Pinellas County Metropolitan Planning Organization (MPO).

**FOSTER CARE FACILITY** - A facility which houses foster residents and provides a family living environment for the residents, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents and serving either children or adult foster residents.

**FRANCHISE TAXES/FEES** - A charge levied against a corporation or individual by a local government in return for granting a privilege, sanctioning a monopoly or permitting the use of public property.

**GOAL** - The long-term end toward which programs or activities are ultimately directed.

**GROSS LAND AREA** - Gross land area for the purpose of computing density/intensity including the total land area within the property boundaries of the subject parcel, and specifically exclusive of any submerged land or public road right-of-way.

**GROUP HOME** - A facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Adult Congregate Living Facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

**HAZARDOUS WASTE** - Solid waste, or a combination of solid wastes, which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated or otherwise managed.

**HISTORICALLY SIGNIFICANT HOUSING** - Homes that are listed in the National Register of Historic Sites or on the Florida Master Site File.

**HISTORIC RESOURCES** - All areas, districts or sites containing properties listed on the Florida Master Site File, the National Register of Historic Places, or designated by a local

government as historically, architecturally, or archaeologically significant.

**HURRICANE CLEARANCE TIME** - Clearance time consists of three components: mobilization rate, travel time and queuing or delay time. Mobilization rate refers to the response rate of the evacuating population.

**IMPERVIOUS SURFACE** - A surface that has been compacted with a layer of material so that it is highly resistant or prevents infiltration by stormwater. It includes roofed areas and surfaces such as compacted sand, limerock, or clay, as well as conventionally surfaced streets, sidewalks, parking lots, and other similar surfaces.

**IMPERVIOUS SURFACE RATIO (ISR)** - The area of all impervious surfaces on a site divided by the gross land area.

**INTENSITY** - The measure of a permitted development expressed in terms of impervious service ratio (ISR) and floor area ratio (FAR).

**LOCAL ROAD** - A roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements, and high volume land access for abutting property.

**LOW INCOME HOUSEHOLD** - One or more natural persons or a family, the total annual adjusted gross household income of which does not exceed 80 percent of the median annual adjusted gross income for households within the state, or 80 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

**MAJOR TRIP GENERATORS OR ATTRACTORS** - Concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends.

**MASS TRANSIT** - Passenger services provided by public, private, or nonprofit entities such as the following surface transit modes: fixed guideway transit, express bus, and local fixed route bus.

**MILLAGE** - the tax rate expressed as dollars per \$1,000 of taxable value.

**MINERALS** - All solid minerals, including clay, gravel, phosphate rock, lime, shells (excluding live shellfish), stone, sand, heavy minerals, and any rare earths, which are contained in the soils or waters of the state.

**MITIGATION** - to offset or improve negative impacts, through one or more of the following five measures:

1. Avoiding the impact altogether by not taking action or parts of certain action;
2. Minimizing the impact by limiting the degree or magnitude of the action and its

- implementation;
- 3. Rectifying the Impact by repairing, rehabilitating, or restoring the affected environment;
- 4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
- 5. Compensating for the impact by replacing or providing substitute resources or environment.

**MIXED USE** - A combination of residential and non-residential uses on a single property.

**MOBILE HOME** - A residential structure, transportable in one or more sections, which is 8 body feet or more in width, over 35 body feet in length with the hitch, built on an integral chassis, designed to be used as a dwelling when connected to the required utilities, and not originally sold as a recreational vehicle, and includes the plumbing, heating, air-conditioning, and electrical systems contained therein.

**MOBILITY MANAGEMENT SYSTEM** – refers to the management of development impacts on transportation facilities and implementation of mobility improvements pursuant to the Mobility Plan.

**MOBILITY PLAN** - The framework providing for a countywide approach to managing the traffic impacts of development projects and to increase mobility for pedestrians, bicyclists, transit users and motor vehicles through the implementation of the Countywide Multimodal Impact Fee Ordinance (Pinellas County Land Development Code Section 150).

**MODERATE INCOME HOUSEHOLD** - One or more natural persons or a family, the total annual adjusted gross household income of which is less than 120 percent of the median annual adjusted gross income for households within the state, or 120 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

**NATIVE VEGETATION** - Plant life that is indigenous to a particular area or region.

**NATURAL DRAINAGE FEATURES** - the naturally occurring features of an area which accommodate the flow of stormwater, such as streams, rivers, lakes, and wetlands.

**NEIGHBORHOOD PARK** - A park which serves the population of a neighborhood and is generally accessible by bicycle or pedestrian ways.

**NONPOINT SOURCE POLLUTION** - any source of water pollution that is not a point source.

**NON-RESIDENTIAL** - Those uses other than residential or residential equivalent.

**OBJECTIVE** - A specific, measurable, intermediate end that is achievable and marks progress toward a goal.

**OCEANIC WATERS** - Waters of the Atlantic Ocean, Gulf of Mexico, or Straits of Florida, but does not include bays, lagoons, or harbors.

**OFFICE** - A profession or business providing primarily a service.

**OPEN SPACES** - Undeveloped lands suitable for passive recreation or conservation uses.

**PARATRANSIT** - Transit services, including ridesharing, car or van pools, demand responsive buses, and other public transit service, which are characterized by their nonscheduled, non-fixed route nature.

**PARK** - A neighborhood, community, or regional park.

**PERSONAL SERVICE** - An occupation or service providing skills related to the care of a person (other than medical) or their apparel.

**PLAYGROUND** - A recreation area with play apparatus

**POINT SOURCE POLLUTION** - Any source of water pollution that constitutes a discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged. This term does not include return flows from irrigated agriculture.

**POLICY** - the way in which programs and activities are conducted to achieve an identified goal.

**POLLUTION** - The presence in the outdoor atmosphere, ground or water of any substances, contaminants, noise, or manmade or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or unreasonably interfere with the enjoyment of life or property.

**POTABLE WATER FACILITIES** - A system of structures designed to collect, treat, or distribute potable water, and includes water well, treatment plants reservoirs, and distribution mains.

**PRESERVATION** - Areas that need to be protected from any further development. The preservation concept includes consideration of ecologically sensitive flora and fauna, as well as, fragile topographic features. Included are important historical and archaeological sites and any unique environmental features or systems peculiar to the region, such as:

Class I and II waters, marine grass beds, coastal marshes with tidal influence, mangrove forests, beach and dune systems fronting the Gulf of Mexico, estuarine beaches, and larger freshwater swamps and marshes.

**PRIMARY USE** - The predominant land use on a parcel.

**PRIVATE RECREATION SITES** - Sites owned by private, commercial, or nonprofit entities available to the public for purposes of recreational use.

**PUBLIC INTEREST** - that which is in the interest of the people of a state as a whole. Some argue that a singular public interest (common good) does not exist but that there are many public interests.

**PUBLIC RECREATION SITES** - Sites owned or leased on a long-term basis by a federal, state, regional, or local government agency for purposes of recreational use.

**PUBLIC ACCESS** - the ability of the public to physically reach enter or use recreation sites including beaches and shores.

**PUBLIC BUILDINGS AND GROUNDS** - Structures or lands that are owned, leased or operated by a government entity such as civic and community centers, hospitals, libraries, police stations, fire stations, and government administration buildings.

**PUBLIC EDUCATION FACILITIES** - These uses 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.

**PUBLIC FACILITIES** - Transportation systems or facilities, sewer systems or facilities, solid waste systems or facilities, drainage systems or facilities, potable water systems or facilities, educational systems or facilities, and parks and recreation systems or facilities and public health systems or facilities.

**PUBLIC/SEMI-PUBLIC USES** - Those uses appropriate under the Preservation, Recreation/Open Space, Institutional and Transportation/Utility categories.

**RECREATION** - the pursuit of leisure time activities occurring in an indoor or outdoor setting.

**RECREATION FACILITY** - A component of a recreation site used by the public such as a trails, courts, athletic fields or swimming pool.

**RECREATIONAL USES** - Activities within areas where recreation occurs.

**REGIONAL PARK** - A park which is designed to serve two or more communities.

**RELOCATION HOUSING** - Those dwellings which are made available to families

displaced by public programs, provided that such dwellings are decent, safe, and sanitary and within the financial means of the families or individuals displaced.

**RESIDENT POPULATION** - Inhabitants counted in the same manner utilized by the United States Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

**RESIDENTIAL USES** - A dwelling unit including, single-family, multi-family, mobile home, boarding home, guest home, or bed and breakfast dwelling unit. This use shall include any type of use authorized by Chapter 419.001, F.S., Community Residential Homes which is entitled to be treated as a residential dwelling unit.

**RESIDENTIAL EQUIVALENT USE** - A residential-like accommodation other than a dwelling unit, including, group home, congregate care, nursing home and comparable assisted living facilities. No such use shall be required or eligible to employ the residential equivalent standards for density/intensity for any household that qualifies as a dwelling unit. This use shall not include any type of use authorized by Chapter 419.001, F.S., Community Residential Homes, which is entitled to be treated as a dwelling unit.

**RETAIL COMMERCIAL USE** - Primarily the sale and rental of goods or merchandise to the general public.

**RIGHT-OF-WAY** - Land which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for transportation or utility use.

**ROADWAY FUNCTIONAL CLASSIFICATION** - the assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, and collector roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

**SANITARY SEWER FACILITIES** - Structures or systems designed for the collection, transmission, treatment, or disposal of sewage and includes trunk mains, interceptors, treatment plants, and disposal systems.

**SEASONAL POPULATION** - Part-time inhabitants who utilize, or may be expected to utilize, public facilities or services, but are not residents. Seasonal population shall include tourists, migrant farmworkers, and other short-term and long-term visitors.

**SECONDARY USE** - Uses which typically serve support functions to the primary use and are of secondary importance in terms of area having zoning approval.

**SERVICES** - The programs and employees determined necessary by local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social and other programs necessary to support the programs, public facilities, and infrastructure set out in the local plan or required by local,

state, or federal law.

**SHORELINE or SHORE** - the interface of land and water and, as used in the coastal management element requirements, is limited to oceanic and estuarine interfaces.

**SOLID WASTE** - Sludge from a waste treatment works, water supply treatment plant, or air pollution control facility or garbage, rubbish, refuse, or other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agriculture, or governmental operations.

**SOLID WASTE FACILITIES** - Structures or systems designed for the collection, processing or disposal of solid wastes, including hazardous wastes, and includes transfer stations, processing plants, recycling plants, and disposal systems.

**SPECIAL CARE FACILITIES** - those facilities including hospitals, nursing homes, and adult congregate living facilities (ACLF's).

**SPECIES OF SPECIAL STATUS** - A species of special status can be either endangered, threatened or a species of special concern. An endangered species is any species of fish, wildlife or plants which have been designated as such by the Secretary of the Department of Natural Resources. Designation occurs when the continued existence of these species as viable components of the State's resources are determined to be in jeopardy. A threatened species is one which is likely, within the foreseeable future, to become endangered. A species of special concern is a species which does not clearly fit into the Endangered, Threatened, or Rare categories yet which, for certain reasons, warrants special attention.

**STORMWATER** -The flow of water which results from a rainfall event.

**STORMWATER FACILITIES** - Man-made structures that are part of a stormwater system designed to collect, convey, hold, divert, or discharge stormwater, and may include stormwater sewers, canals, detention facilities and retention facilities.

**STRIP COMMERCIAL** - Commercial area alignment that runs parallel to an arterial or main roadway in a narrow strip fashion.

**SUBMERGED LAND** - The land area situated below the surface waters as defined and set forth in Rule 62-340.600 of the Florida Administrative Code, as may be amended from time to time. For the purpose of this definition, retention areas that are a function of development shall be considered submerged lands.

**SUBSTANDARD HOUSING** - Housing that is in deteriorating condition. Poorly maintained homes of inadequate original construction of advanced age, exhibiting signs of sagging roof lines, porches, walls or other indicators of structural decay.

**SUPPORT DOCUMENTATION** – Any surveys, studies, inventory maps, data, inventories,

listings, or analysis used as bases for or in developing the local comprehensive plan.

**TAXABLE VALUE** -The value of property, real and personal, within the municipality and not exempt from taxation, expressed in dollars.

**TAXES LEVIED** - the taxable value multiplied by the millage rate.

**TRANSIENT ACCOMMODATION USES** - A use offering transient lodging accommodations for tourists; such as hotels, motels, inns, resorts, and recreational vehicle parks. Accessory services shall be limited to gift shops which offer convenience items, coffee shops, and recreation facilities. All accessory services shall be oriented toward the convenience of the guest and not for the general public.

**TRANSPORTATION DEMAND MANAGEMENT** - Strategies and techniques that can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering local peak hour travel demand. These strategies and techniques may, among others, include: ride sharing programs, flexible work hours, telecommuting, shuttle services, and parking management.

**TRANSPORTATION DISADVANTAGED** - Those individuals who are of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities.

**TRANSPORTATION SYSTEM MANAGEMENT** - Improving roads, intersections, and other related facilities to make the existing transportation system operate more efficiently. Transportation system management techniques include implementation of mobility improvements, demand management strategies, and other actions that increase the operating efficiency of the existing system.

**URBAN AREA** - An area of or for development characterized by social, economic and institutional activities which are predominantly based on the manufacture, production, distribution or provision of goods and services in a setting which typically includes residential and nonresidential development uses other than those which are characteristic of rural areas.

**UTILITY TAX** - A tax levied by a local government on the consumers of various utilities such as electricity, telephone, gas, cable, etc.

**VACANT HOUSING** - Homes that are unoccupied.

**VERY LOW-INCOME HOUSEHOLD** - One or more natural persons or a family, not including students, the total annual adjusted gross household income of which does not

exceed 50 percent of the median annual adjusted gross income for households within the state, or 50 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

**WATER-DEPENDENT USES** - Activities which can be carried out only on, in, or adjacent to water areas because the use requires access to the water body for: waterborne transportation including ports or marinas, recreation, electrical generating facilities, or water supply.

**WATER RECHARGE AREAS** - Land or water areas through which groundwater is replenished.

**WATER-RELATED USES** - Activities which are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water-dependent or waterway uses.

**WATER WELLS** - Wells excavated, drilled, dug, or driven for the supply of industrial, agricultural, or potable water for general public consumption.

**WETLAND** - Land that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological, or reproductive adaptations, have the ability to grow, reproduce or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, hogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto. The delineation of actual wetland boundaries may be made by any professionally accepted methodology consistent with the type of wetlands being delineated but shall be consistent with any unified statewide methodology for the delineation of the extent of wetlands ratified by the Legislature.