

## **ORDINANCE #2016-11**

**AN ORDINANCE OF THE CITY OF ST. PETE BEACH, PINELLAS COUNTY, FLORIDA, PROVIDING FOR AN AMENDMENT TO THE TRANSPORTATION ELEMENT OF THE COMPREHENSIVE PLAN AS OUTLINED IN "EXHIBIT A"; AMENDING GOAL 1; AMENDING POLICIES 1.1.1, 1.1.2, 1.4.2, 1.4.3 AND POLICY 1.5.2; AMENDING OBJECTIVE 1.3 AND 1.6; REMOVING METRICS IN ACCORDANCE WITH FLORIDA STATUTES; PROVIDING FOR THE REPEAL OF ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the City of St. Pete Beach Comprehensive Plan encourages the preservation of residential neighborhoods and recommends minimizing the impacts of commercial uses; and

**WHEREAS**, the Planning Board sitting as the Local Planning Agency conducted a public hearing on March 15, 2016, noticed pursuant to Florida law and determined the amendment consistent with the City's Comprehensive Plan; and

**WHEREAS**, the Pinellas County Board of County Commissioners has determined that the transportation system in Pinellas County should be able to adequately provide for the movement of people and goods and promote and protect public health, safety, and welfare if new development is to be accommodated; and

**WHEREAS**, the Pinellas County Board of County Commissioners adopted a Mobility Management System on March 29<sup>th</sup>, 2016; and

**WHEREAS**, municipalities within Pinellas County are required to maintain consistency with the County's County Wide Plan.

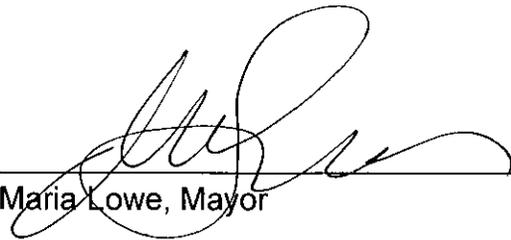
**NOW, THEREFORE, THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH FLORIDA, HEREBY ORDAINS:**

**Section 1.** The Transportation Element of the City of St. Pete Beach Comprehensive Plan is hereby amended as illustrated in "Exhibit A" , amending Goal 1, Policies 1.1.1, 1.1.2, 1.4.2, 1.4.3, and 1.5.2, Objective 1.3, and 1.6 and removing metrics.

**Section 2.** All Ordinances or parts of Ordinances, in conflict herewith re hereby repealed to the extent of any conflict with this Ordinance.

**Section 3.** If any portion or part of this Ordinance is declared invalid by a court of competent jurisdiction, the valid remainder hereof shall remain in full force and effect.

**Section 4.** This Ordinance shall become effective within 30 days of the Florida Department of Economic Opportunity issuance of a final statement of "no objection".



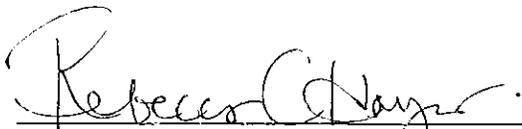
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Maria Lowe, Mayor

**First Reading:** 06/14/2016  
**Published:** 06/17/2016  
**Second Reading:** 06/28/2016  
**Public Hearing:** 06/17/2016

I, Rebecca C. Haynes, City Clerk of the City of St. Pete Beach, Florida, do hereby certify that the foregoing Ordinance was duly adopted in accordance with the provisions of applicable law this 28<sup>th</sup> day of June, 2016.

ATTEST:



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Rebecca C. Haynes, City Clerk

APPROVED AS TO LEGAL FORM AND CORRECTNESS:



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Andrew Dickman, Esq.  
City Attorney

## EXHIBIT A

CPA 01-16

THE GOALS, OBJECTIVES AND POLICIES SECTION OF THE TRANSPORTATION ELEMENT OF THE COMPREHENSIVE PLAN IS AMENDED TO READ AS FOLLOWS:

### III. Transportation Plan Element

#### GOAL 1:

Provide for a safe, convenient and energy efficient multimodal transportation system shall be available for all residents and visitors to the city, that serves to increase mobility, reduce the incidence of single-occupant vehicles and efficiently utilize roadway capacity.

##### Objective 1.1

In accordance with this Comprehensive Plan, as amended, the operational Level of Service (LOS) D peak hour shall be the minimum standard for all arterial and collector roads within the City.

##### Policy 1.1.1.

The City shall review all proposed development or redevelopment for consistency with this element and any potential impacts upon the adopted LOS standards.

##### Policy 1.1.2

All new development and redevelopment proposals shall be reviewed under the City's Mobility Management System through the application of Transportation Element policies and site plan review processes. Such policies are listed below:

All development projects generating new trips shall be subject to payment of a multimodal impact fee.

- a. Development projects that generate between 51 and 300 new peak hour trips are designated as Tier 1.
  - i. Developers of Tier 1 projects located within deficient road corridors are required to submit a transportation management plan designed to address their impacts while increasing mobility and reducing the demand for single occupant vehicle travel.
  - ii. The cost of transportation management strategies implemented for Tier 1 projects are creditable toward their multimodal impact fee assessment. If the cost of the improvement exceeds the assessment, the development project would not be subject to the payment of a multimodal impact fee.
- b. Development projects that generate more than 300 new peak hour trips are designated as Tier 2.
  - i. Developers of Tier 2 projects within deficient road corridors are required to conduct a traffic study and submit an accompanying report. The report shall

- include the results of the traffic study and a transportation management plan identifying improvements necessary to address the impacts of the project.
- ii. The cost of transportation management strategies implemented for Tier 2 projects may be applied as credit toward the project's multimodal impact fee assessment or payment of the fee could be included as part of a transportation management plan.

**Policy 1.1.3**

The City shall assess new development or redevelopment an equitable pro rata share of the costs to provide road-way improvements to serve the development or redevelopment, as established by the Pinellas County impact fee schedule.

**Objective 1.2**

Roadway rights-of-way shall be identified, reserved, or acquired.

**Policy 1.2.1**

The minimum setback requirements identified for all roadways shall be enforced through the land development regulations.

**Policy 1.2.2**

When acquisition of right-of-ways for all roadways is necessary, all attempts will be made to acquire such properties prior to exercising the power of eminent domain.

**Objective 1.3**

Through land development code regulations the City will strive to provide for safe, convenient and efficient multimodal parking and access ways.

**Policy 1.3.1**

The City shall enforce parking standards which provide for safe and convenient on-site traffic flow.

**Policy 1.3.2**

When feasible, the City shall require bicycle and pedestrian ways for connecting residential areas to recreation areas, schools, and shopping areas.

**Policy 1.3.3**

Bicycle parking areas at shopping and recreational areas shall be encouraged.

**Policy 1.3.4**

The City shall require crosswalks and sidewalks on roadways of high pedestrian usage.

**Objective 1.4**

The City's transportation system shall emphasize safety and aesthetics.

**Policy 1.4.1**

The City shall encourage the maintenance and landscaping of the existing roadway system.

**Policy 1.4.2**

The City shall enforce the requirements of the Sign Ordinance along roadways in order to reduce visual confusion and safety hazards.

**Policy 1.4.3**

The City, in cooperation with the County and State, shall control access points of driveways and roadways to the roadway system.

**Objective 1.5**

As an ongoing objective, the City shall encourage the utilization of a multi-modal transportation system as needed.

**Policy 1.5.1**

The City shall re-evaluate the need for public transportation from time to time.

**Policy 1.5.2**

The City shall continue to identify and encourage the use of bicycle and pedestrian modes of transportation.

**Policy 1.5.3**

The City shall review all proposed development and redevelopment site plans for the accommodation of bicycle and pedestrian traffic needs, when appropriate.

**Objective 1.6**

In accordance with this Comprehensive Plan, as amended, transportation planning shall be coordinated with the City's Future Land Use Plan, the FDOT 5-Year Transportation Plan and the 2060 Florida Transportation Plan, the County's Transportation policies, the Pinellas Area Transportation Study (PATS) Metropolitan Planning Organization (MPO) 5-Year Transportation Improvement Program (TIP), and the plans of the neighboring jurisdictions.

**Policy 1.6.1**

The City shall periodically review the FDOT and the PATS MPO 5-Year Transportation Plans in order to update or modify this Element, as necessary.

**Policy 1.6.2**

The City shall review for compatibility with this Element, the transportation plans and programs of the neighboring municipalities and Pinellas County as they may be amended.

**Policy 1.6.3**

Amendments to this Transportation Element shall be supported by an appropriate transportation analysis.

**Policy 1.6.4**

The City shall continue efforts to work with FDOT and all appropriate agencies to alleviate traffic circulation problems.

**Policy 1.6.5**

City officials shall review the Future Land Use Map when planning roadway construction and improvements to ensure that roadways are designed to serve the needs of the appropriate future land uses.