

GOAL FLU 9: URBAN SERVICE AREA

An Urban Service Area which will be the focal point of development in Pasco County creating a live, work, play environment to attract high-quality development.

OBJECTIVE FLU 9.1 DEVELOPMENT LOCATION

The following proportion of development in Pasco County during the planning period occurring within the Urban Service Area:

- New Residential Development 50%
- New Commercial Development 60%
- New Office Development 65%
- New Industrial Development 65%
- New Hospitality Development 75%
- New Infill Development 80%
- Neighborhood Redevelopment 80%

POLICY FLU 9.1.1 URBAN SERVICE AREA. The area identified on Map 2 - 22 in the Future Land Use Map Series and Map 7-37 in the Transportation Map Series is hereby established as the Pasco County Urban Service Area/Transportation Concurrency Exception Area.

POLICY FLU 9.1.2 DISCOURAGE URBAN SPRAWL. Consider the establishment of minimum density requirements within the Urban Service Area, in association with planning efforts for increased mobility through greater street connectivity and transit service. This effort shall respect the Comprehensive Plan policy structure to limit density within vulnerable coastal areas.

POLICY 9.1.3 DEVELOPMENT INTENSITY. Consider the establishment of higher floor area ratios for the USA, particularly in association with transit oriented development.

POLICY 9.1.4 URBAN DEVELOPMENT STANDARDS. Establish appropriate urban development design standards for the USA by 2012.

POLICY 9.1.5 INTERGOVERNMENTAL COORDINATION. Pasco County shall establish mechanisms to ensure coordination with adjacent jurisdictions about development proposals located within the Urban Service Area which previously would have been subject to Development of Regional Impact review.

OBJECTIVE FLU 9.2 MOBILITY. Increase by 10% non-auto trips within the Urban Service Area.

POLICY FLU 9.2.1 MOBILITY PLAN: Pasco County shall prepare and adopt a Mobility Plan for the USA by 2012.

POLICY FLU 9.2.2 MOBILITY FEE/TCEA : The TCEA provisions of the Urban Service Area shall only become effective upon adoption of a mobility fee to address mobility needs within the USA.

POLICY 9.2.3 DEVELOPMENT MITIGATION. Encourage projects within the Urban Service Area to mitigate transportation impacts with multi-modal and design alternatives. Other mitigating measures may include but not be limited to the following:

- Operational or Capital Enhancements for transit
- Participation in a transit pass program for employees, van pooling and ride-sharing programs
- Pedestrian improvements
- Bus shelter/transit stop improvements
- Bicycle improvements
- Lighting improvements
- Connectivity improvements
- Any other measures which increase mobility options and inter-modal connections as may be approved by the County.

POLICY 9.2.4 DESIGN REQUIREMENTS. Development within the Urban Service Area shall be compatible with such Transit Oriented Design principles as are established in this Comprehensive Plan as further implemented through the Land Development Regulations.