

Attachment 2

Supporting Amendments Implementing Urban Service Area

Administration Element

POLICY ADM 1.2.5: REVIEW STANDARDS FOR LEVEL OF SERVICE COMPLIANCE.

4. Except as provided for in the USA upon adoption of a mobility fee, for transportation facilities designated in the County's Comprehensive Plan, the following shall represent the minimum standards that shall be met in order to satisfy these concurrency requirements:

Future Land Use Element

POLICY FLU 1.7.6: URBAN INFILL AND REDEVELOPMENT PLAN - U.S. 19 CORRIDOR WEST MARKET AREA

Pasco County shall develop an urban infill and redevelopment plan for the West Market Area pursuant to Section 163.2517, Florida Statutes, as amended, for the geographic area depicted in Map 2-10, Urban Infill/Redevelopment Target Area, by July 1, 2008, in coordination with stakeholders along the corridor, to include including the Florida Department of Transportation, City of New Port Richey, and City of Port Richey, for the purpose of economic development, job creation, housing, enhanced transportation, crime prevention, neighborhood revitalization and preservation, and creation of land use incentives to encourage urban infill and redevelopment within the U.S. 19 Urban Infill/Redevelopment Target Area area.

~~POLICY FLU 1.7.7: DESIGNATION OF URBAN INFILL AND REDEVELOPMENT TARGET AREA~~

~~Pasco County shall designate the geographic area depicted in Map 2-10, Urban Infill/Redevelopment Target Area, as an urban infill and redevelopment area upon completion of the urban infill and redevelopment plan described in Policy FLU 1.7.6, pursuant to Section 163.2517, Florida Statutes, as amended.~~

Transportation Element

Policy TRA 1.1.1: Integrate Transportation Systems

Pasco County shall maintain and update, as necessary, development regulations and design standards that integrate motorized and nonmotorized non-motorized transportation systems into the transportation planning process including, but not limited to, roadway, intersection, bikeway, and sidewalk regulations. Transit oriented design strategies shall be emphasized in the Urban Service Area.

Objective TRA 1.2: Urban Service Area Infill and Redevelopment

Consider the e-Creation of an urban infill and redevelopment service areas as a land use incentive for the enhancement of urban areas the West and South Market Areas.

Policy TRA 1.7.1: Urban Service Area/Transportation Concurrency Exception Area

Pasco County hereby establishes an Urban Service Area/Transportation Concurrency Exception Area as illustrated on FLU Map 2 – 22 and TRA Map 7-37.

Policy TRA 1.7.2: 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 TRA 1.2.1: Urban Infill and Redevelopment Plan – U.S. 19 Corridor (Consistent with Policy FLU 1.7.6) West Market Area~~

~~Pasco County shall develop an urban infill and redevelopment plan pursuant to Section 163.2517, Florida Statutes, as amended, for the geographic area depicted in FLU Map 2-17, West Market Area Exhibit FLU: Urban Infill/Redevelopment Target Area, by July 1, 2008, in coordination with stakeholders along the corridor, to include the Florida Department of Transportation, City of New Port Richey, and City of Port Richey for the purpose of economic development, job creation, housing, enhanced transportation, crime prevention, neighborhood revitalization and preservation, and creation of land use incentives to encourage urban infill and redevelopment within the West Market Area. U.S. 19 Urban Infill/Redevelopment Target Area.~~

~~Policy TRA 1.2.2: Designation of Urban Infill and Redevelopment Target Area (Consistent with Policy FLU 1.7.7)~~

~~Pasco County shall consider whether to designate the geographic area depicted in Exhibit FLU: Urban Infill/Redevelopment Target Area, as an urban infill and redevelopment area upon completion of the urban infill and redevelopment plan described in Policy TRA 1.7.1 (consistent with Policy FLU 1.7.6), pursuant to Section 163.2517, Florida Statutes, as amended~~

Policy TRA 1.2.3: Utilization of the U.S. 19 Redevelopment/Concurrency Fund

Pasco County shall utilize the U.S. 19 Redevelopment/Concurrency Fund for:

- a. Capacity and safety improvements, including all necessary design, right-of-way acquisition, and construction costs for U.S. 19 that serve the redevelopment and revitalization within the U.S. 19 Urban Infill/Redevelopment Target Area depicted on Map 2-10. ~~and the Urban Infill/Redevelopment~~
- a. ~~Infill/Redevelopment Target Area (located in Chapter 2, Future Land Use Element).~~
- b. Costs associated with the development and implementation of an urban infill and redevelopment plan for U.S. 19. the West Market Area.

~~Policy TRA 1.2.4: Transportation Concurrency Exception Area~~

~~Pasco County shall consider the establishment of a Transportation Concurrency Exception Area, pursuant to Section 163.3180(5)(b), Florida Statutes, for the U.S. 19 Urban Infill/Redevelopment Target Area, based upon the results of the urban infill and redevelopment plan described in Policy TRA 1.7.1 (consistent with Policy FLU 1.7.6).~~

Policy TRA 1.2.5 ~~4~~: Adopt Implement Concurrency Regulations

By ~~December 2006~~, Pasco County shall ~~adopt~~ continue to implement Concurrency Management Regulations (Pasco County Land Development Code, Section 402) to be consistent with State law and the Pasco County Traffic Impact Study guidelines for the purpose of regulating the development review and approval process in Pasco County. These regulations shall remain effective until the Transportation Concurrency Exception Area provisions of an Urban Service Area are implemented after adoption of a mobility fee as required by Policy FLU 9.2.2 and TRA Policy 1.7.2.

Objective TRA 1.3: Growth Management Policies for Innovative Planning Strategies to Reduce Urban Sprawl (Consistent with Objective FLU 1.8)

To develop and enforce innovative planning techniques and land development regulations designed to protect residential neighborhoods, enhance the economic viability of the community, promote the efficient use of infrastructure, preserve natural resources, and reduce the proliferation of urban sprawl. Pasco County recognizes the need to facilitate transit-oriented design development along major roadways to provide alternate modes of travel by providing a mix of transit-supportive uses that focus on accessibility for the elderly and special needs community.

Pasco County recognizes the importance of transit and transit acceptance in the creation of an Urban Service Area providing multi-modal transportation options.

Policy TRA 1.3.1: Transit-Oriented Design (Consistent with Policy FLU 1.8.5)

Pasco County shall amend the Land Development Code by ~~December 2008~~ 2012 to include transit-oriented design standards to reinforce the use of public transportation by locating a higher density mixed-use development, including employment-oriented businesses and higher density residential uses, adjacent to transit stops, which shall address at a minimum:

- a. Establishment of block lengths.
- b. Building setbacks and orientation to the street.
- c. Establishing minimum density and Floor Area Ratio.
- d. Uses that support public transportation and walkability.
- e. Reduction in parking requirements and encourage shared parking.
- f. Prohibiting auto-oriented uses within a transit-oriented design.
- g. Open-space requirements.

Transit –oriented design shall be emphasized in the Urban Service Area.

Policy TRA 1.3.2: Urban Roadway Section (Consistent with Policy FLU 4.7.1)

Pasco County asserts that the S.R. 54/56 Corridor, from the Mitchell Bypass to U.S. 301, should be developed as an urban roadway cross section to provide consistency with the emerging development patterns and improve visual character through corridor enhancements, such as sidewalks, trees, street lighting, and other amenities. The County shall coordinate with the Florida Department of Transportation to review long-range plans and maintenance efforts for the corridor and work with the Florida Department of Transportation to adopt an urban cross section that is consistent with the County, regional, and stakeholder vision for the corridor. This roadway shall become a model for transit oriented design.