



CLEARWATER | 2045

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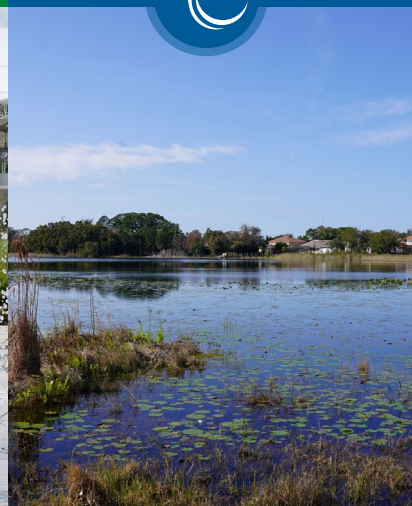


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Acknowledgments

City Council

Brian J. Aungst, Sr., Mayor
Mark Bunker, Vice Mayor
Kathleen Beckman
David Albritton
Lina Teixeira

City Administration

Jennifer Poirrier, City Manager
Michael Delk, Assistant City Manager
Daniel Slaughter, Assistant City Manager
David Margolis, City Attorney

Community Development Board

John Quattrocki, Chairman
Andrew Hupp
Andrew Jeffrey Caudell
Diane Achinelli
Aubrey Haudricourt
Andrew Park
Bruce Rector
Samuel Hutkin, Alternate Member

Consultants

HDR, Inc.

Planning and Development Department

Gina L. Clayton, Director
Lauren Matzke, AICP, Assistant Director
Jayme Lopko, AICP, Long Range Planning Manager
Kyle Brotherton, Senior Planner
Dylan Prins, Planner

Other Departments

City Attorney's Office
Economic Development and Housing Department
Public Works Department
Public Utilities Department
Solid Waste & Recycling Department
Library System
Police Department
Fire & Rescue Department
Clearwater Gas System
Parks & Recreation Department
Office of Innovation
Community Redevelopment Agency





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Executive Summary

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EXECUTIVE SUMMARY

Clearwater 2045 is an official policy document of the City of Clearwater. It establishes a consistent statement of the city's plans and policies for future development and is meant to be a living document that is updated over time to respond to changing conditions and the evolving needs of the community. All parts of the plan, in conjunction with partner plans, work together towards the realization of the city's vision for the future.

The new Comprehensive Plan includes an Introduction and is then broken down into six chapters: Quality Places, Mobility, Parks & Public Places, Conservation & Coastal Management, Support Services, and Plan Implementation.

The **Quality Places (QP) Chapter** provides guidance for city leaders, staff, and the public related to land use, development, and redevelopment; place character and preservation; neighborhood stability; housing affordability; and economic development.



- Sustain and improve neighborhoods
- Promote redevelopment and infill development
- Support Activity Centers in Downtown Clearwater and Clearwater Beach
- Protect and improve Employment Districts
- Regulate land use and development to protect public health and safety and promote high quality development
- Encourage the development of diverse housing
- Celebrate unique historic and cultural places
- Protect and enhance causeways, gateways, and view corridors

The **Mobility (M) Chapter** provides guidance for city leaders, staff, and the public related improving the performance of the roadway network, increasing travel safety and destination accessibility, promoting walking, biking, and transit use as safe and convenient alternatives to driving, and improving connections to local and regional employment centers.



- Provide a safe and equitable transportation system
- Increase transportation alternatives
- Plan for the safe and efficient operation of Clearwater Airpark
- Plan for safe and efficient movement and delivery of goods

The **Parks & Public Places (PPP) Chapter** provides guidance for parks and recreation facilities throughout the city.



- Promote equitable design of parks and recreation related facilities
- Ensure parks and recreation related facilities are located throughout the city
- Preserve and expand natural features
- Improve parks and recreation related facilities through impact fees

The **Conservation & Coastal Management (CCM) Chapter** provides guidance for protecting and preserving those natural resources found within the city as well as coastal areas, while also introducing sustainable and resilient techniques for development and redevelopment.



- Protect and enhance natural resources
- Protect the city from storm events, hurricane winds, and flood risks
- Increase air quality
- Integrate sustainable and resilient techniques
- Ensure post-disaster redevelopment minimizes vulnerability to future disasters
- Educate the public on hazards, the natural environment, and sustainability

The **Support Services (SS) Chapter** provides guidance for public services and utilities. This chapter contains goals, objectives, and policies from the utilities element. The chapter has been expanded to include Clearwater Gas, law enforcement, emergency services, emergency management, and library services that had not been previously included.



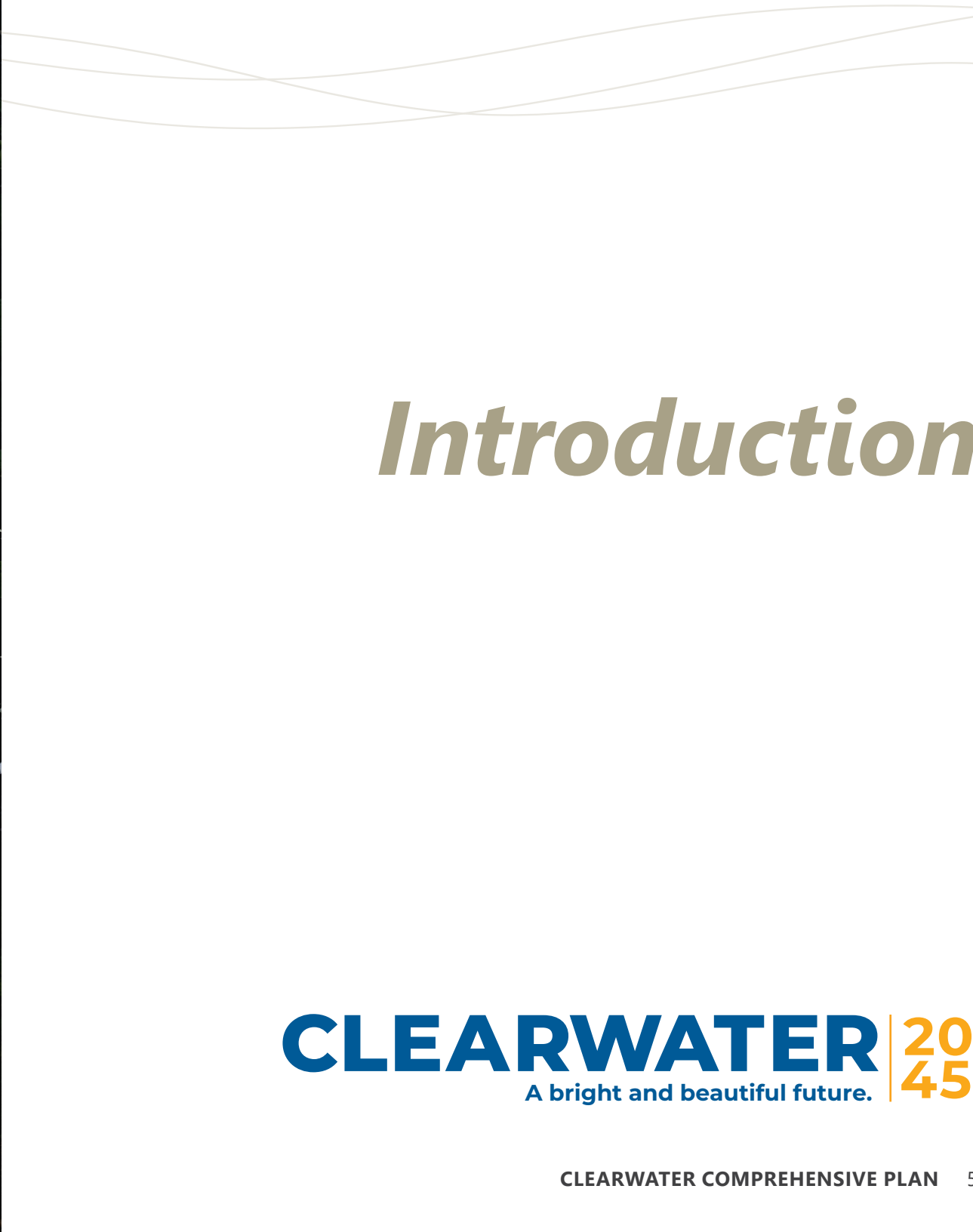
- Provide and maintain portable water system, sanitary sewer system, and reclaimed water system
- Provide cost effective and efficient stormwater management
- Provide solid waste collection and disposal services
- Provide and expand gas energy solutions
- Provide professional and dependable law enforcement services
- Provide quality and cost effective emergency services
- Support emergency management initiatives to increase disaster preparation and hazard mitigation
- Provide quality information, learning, and services at city libraries
- Efficiently maintain buildings, fleet vehicles, and other equipment

The **Plan Implementation (PI) Chapter** provide guidance on the implementation of the Comprehensive Plan through intergovernmental coordination and capital improvements as well as information related to property rights and annexation of enclaves.



- Initiate or participate in intergovernmental coordination activities
- Protect natural resources and improve air quality
- Expand housing opportunities and work to reduce homelessness
- Coordinate transportation system improvements
- Ensure safe, sound, and efficient delivery of public utilities
- Work with partner agencies for disaster planning
- Maintain communication for addressing and resolving conflict
- Protect private property rights
- Coordinate annexation of property in enclaves
- Continue to provide and maintain public facilities in a timely and fiscally sound manner





Introduction

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INTRODUCTION

What is a Comprehensive Plan?

A comprehensive plan is a policy document designed to guide decisions on the city's future growth and development for the next 20 years. The Plan offers a vision of what the city aspires to be in the future, a roadmap to guide decisions to achieve the vision, and a measuring stick to evaluate progress. As a statement of municipal policy, a comprehensive plan is adopted by ordinance of the City Council and implemented through the city's land development regulations, various public programs and initiatives, and local and regional capital improvement projects. A comprehensive plan gives voice to a community's aspirations for the future. It provides clear, concise vision, and goals that are memorable, easy to understand, and that reflect a broad base of community input.

A comprehensive plan is distinct in that it confronts the city's important issues in a high-level, big-picture way. While other adopted plans deal with specialized topics such as parks, transportation, natural resources, or specific neighborhoods or areas, only a comprehensive plan lays out a 20-year vision for the community as a whole and truly acknowledges how Clearwater's people, places, values, and aspirations are interconnected and interdependent. A comprehensive plan steps away from fine-grained details and overly specific issues and serves as a guiding document for city leaders and residents.

Additionally, it should be recognized that the city is not the only agent influencing change within the community and region; its efforts and powers alone are not sufficient to achieve this Plan's vision. A collaborative effort will be required between the city, its neighboring and overlapping jurisdictions, community partners, and its residents to advance the Plan's goals.

Clearwater 2045 is the city's new Comprehensive Plan (Plan). This Plan will aid City Council in their decision making and support city staff in their efforts to development projects, programs, and code amendments to guide the city through the next 20 years.

Legislative Requirements for Comprehensive Plans

Florida law requires all local governments to prepare, adopt, and enforce long-range comprehensive plans through the "Local Government Comprehensive Plan and Land Development Regulation Act". Chapter 163, Florida Statutes (F.S.), is part of the state's growth management laws that govern comprehensive plans, requiring jurisdictions to include elements on future land use; housing; transportation; recreation and open space; conservation; coastal management; general sanitary sewer, solid waste, drainage, potable water, and natural groundwater; intergovernmental coordination; private property rights; and capital improvements. Although Clearwater 2045 is organized into individual chapters, elements are identified within each chapter and are interrelated and consistent with the requirements of Chapter 163, F.S.

An important part of this Comprehensive Plan rewrite involved an overhaul of its organizational structure to provide a user-friendly format and better highlight the relationships between chapters. The reorganization consolidates the required elements into chapters organized around major themes.

Organization and Use of Clearwater 2045

Clearwater 2045 is broken down into six core chapters: Quality Places; Mobility; Parks & Public Places; Conservation & Coastal Management; Support Services; and Plan Implementation. The requirements found within Chapter 163, F.S. are included in these chapters as shown in the table below.

Chapter	Required Elements
Quality Places	Future Land Use, Housing
Mobility	Transportation
Parks & Public Places	Recreation and Open Space
Conservation & Coastal Management	Conservation, Coastal Management
Support Services	Public Utilities
Plan Implementation	Intergovernmental Coordination, Capital Improvements, and Property Rights

The Plan describes actions that will be taken by the city to guide the built environment. These actions and strategies are defined and organized into goals, objectives, and policies within each chapter and are defined in the graphic on the following page. Goals are aspirational statements about a desired future outcome that provide long-term vision and serve as the plan's foundation. Objectives are more specific statements that provide direction the achieve a given goal. Policies are the specific courses of action used to achieve the given goal and objective. Policies are intended to be used regularly to guide the day-to-day decision-making and direct actions to be taken by City Council to implement the Plan.

Planning Themes

Sustainability, resiliency, equity, and collaborative planning are cross-cutting principles that appear in each of the Plan's six chapters. These principles as well as a shared vision were developed through feedback received during community engagement. Building on these principles, overarching planning themes were created that guided the development of the goals, objectives, and policies presented in the Plan. There are many topics that will fall into more than one chapter thereby creating overlap between the chapters that tie them together. The chapter design is meant to make the Plan easier to use and find information.

Use of the Plan

Clearwater 2045 is a policy document used by elected officials, city staff, other jurisdictions and agencies, developers, and residents to inform and guide land use and policy decisions.

- Elected officials adopt the Plan, ensure consistency in applying the Plan to land use decisions, and utilize the Plan to guide decisions regarding development and redevelopment.
- City staff use this Plan to build upon existing plans and community partnerships. Staff will consult it when reviewing changes to the *Community Development Code (CDC)*, applications for Future Land Use or Zoning Atlas Amendments, applications for projects or development, and making recommendations for facilities, services, programs, and capital improvements. Department heads will use the Plan to inform the preparation of work plans, budgets, and the CIP.
- Other jurisdictions, agencies, and partners can use the Plan to identify and implement mutually supportive goals, objectives, or policies.
- Developers use the Plan to guide their choices related to the land use, density or intensity, and character of development proposed in the city. The Plan creates a starting point for conversation about important issues and questions that will be considered when making land use decisions.

INTRODUCTION

Community Engagement

Engagement activities, including listening sessions, youth workshops, in-person and virtual community conversations, served as a foundation for the plan update.

A Shared Vision

From the beach to the bay, Clearwater is a city of diverse, unique and special places; livable neighborhoods; economic resiliency; friendly people; and amazing opportunities.

Planning Themes

Overarching themes guided the development of plan goals, objectives, and polices.



A City of Opportunity



Livable & Attractive Places



A Sustainable & Resilient Environment



Connected & Accessible Destinations



Diverse & Inclusive Communities



Cooperative & Responsive Governance

Six Core Chapters with Goals, Objectives, Policies

Goals are high level statements of what we want to achieve, objectives set the specific direction towards accomplishing the goal, and the policies are the steps taken to achieve the objective.



Quality Places



Mobility



Parks & Recreation



Conversation & Coastal Management



Support Services



Plan Implementation

- Residents of Clearwater are the experts in their neighborhoods and shape implementation of the Plan through advocacy, action, and partnership with the city. The Plan can be used to foster better discussion of the positive aspects of growth and development as well as concerns about changes to Clearwater.

Plan Updates

A comprehensive plan serves as a foundational tool that guides the community toward its desired outcomes and is meant to be a “living document” that should be revisited and updated over time to meet the changing conditions and evolving needs of the community.

The Florida Department of Commerce (DOC) requires comprehensive plans to be reviewed every seven years through a formal process to determine whether plan amendments are required to address changes in state requirements. The city completed its Evaluation and Appraisal Review in late 2022 and determined that as of that time no amendments were needed to reflect changes in state requirements. Clearwater 2045 does address changes that were effective in 2023 as well as changes in local conditions.

History of Clearwater

A tourism hotspot located on the Gulf Coast of Florida just to the west of Tampa and St. Petersburg, Clearwater is home to one of the country’s best beaches. With a permanent population of over 117,000 and a land area of over 25 square miles, Clearwater is also the county seat for Pinellas County.

Early Clearwater

The City of Clearwater was originally incorporated in 1891 as part of Hillsborough County and was known as “Clear Water Harbor” until the name was shortened to Clearwater in 1906. In 1912, the Pinellas Peninsula was separated from Hillsborough County to form Pinellas County and shortly thereafter the City of Clearwater was reincorporated on May 27, 1915, as part of Pinellas County.

Clearwater’s population and popularity as tourist destination grew leading the city to build the first wooden bridge connecting the city to Clearwater Beach in 1916, opening the beach for development and increased tourism. Access to Clearwater Beach has evolved over the years, resulting in the causeway that provides access today. From the first iteration of the causeway, it included iconic landscaping that continues to shape the character of this important gateway.



Postcard of the Memorial Causeway. Photo credit: Clearwater Historical Society

INTRODUCTION

First Comprehensive Plan

As a result of the Florida land boom in the 1920s, the city recognized the need for a city plan and in 1925 hired John Nolen, a nationally known planner, to prepare a plan for the city. Nolen's 1926 plan was comprised of a Comprehensive City Plan and included a street thoroughfare system, locations of schools, playgrounds and parks, a civic center and Downtown business district as well as industrial areas north and south of Downtown. Many of Nolen's concepts remain valid today, most importantly, the recognition of the waterfront as the city's premier natural asset, the significance of Downtown as the center of the city, and a multi-faceted park system to serve all citizens.

Early Economy

The land boom quickly halted in 1926, followed by the stock market crash of 1929, and the onset of the Great Depression. During World War II, Clearwater became a major training base for US troops destined for Europe and the Pacific. After the war, many of the soldiers who had trained here returned to live creating a built-in audience for professional baseball. The Philadelphia Phillies began holding spring training camp in Clearwater in the 1940s developing an important economic and cultural relationship. Downtown remained a center for business, shopping and celebrations such as the annual Fun 'n' Sun Parade organized by the Chamber of Commerce.

Growth & Development

The city's growth and development patterns over its first century are typical to those in many cities. Downtown and surrounding neighborhoods typically have mixtures of uses, smaller lots, and a connected street grid. Homes in these areas, as well as portions of Clearwater Beach, were primarily built before the early 1960s and are typically smaller, slab on grade construction, and may need investment to incorporate modern building techniques to expand lifespans.

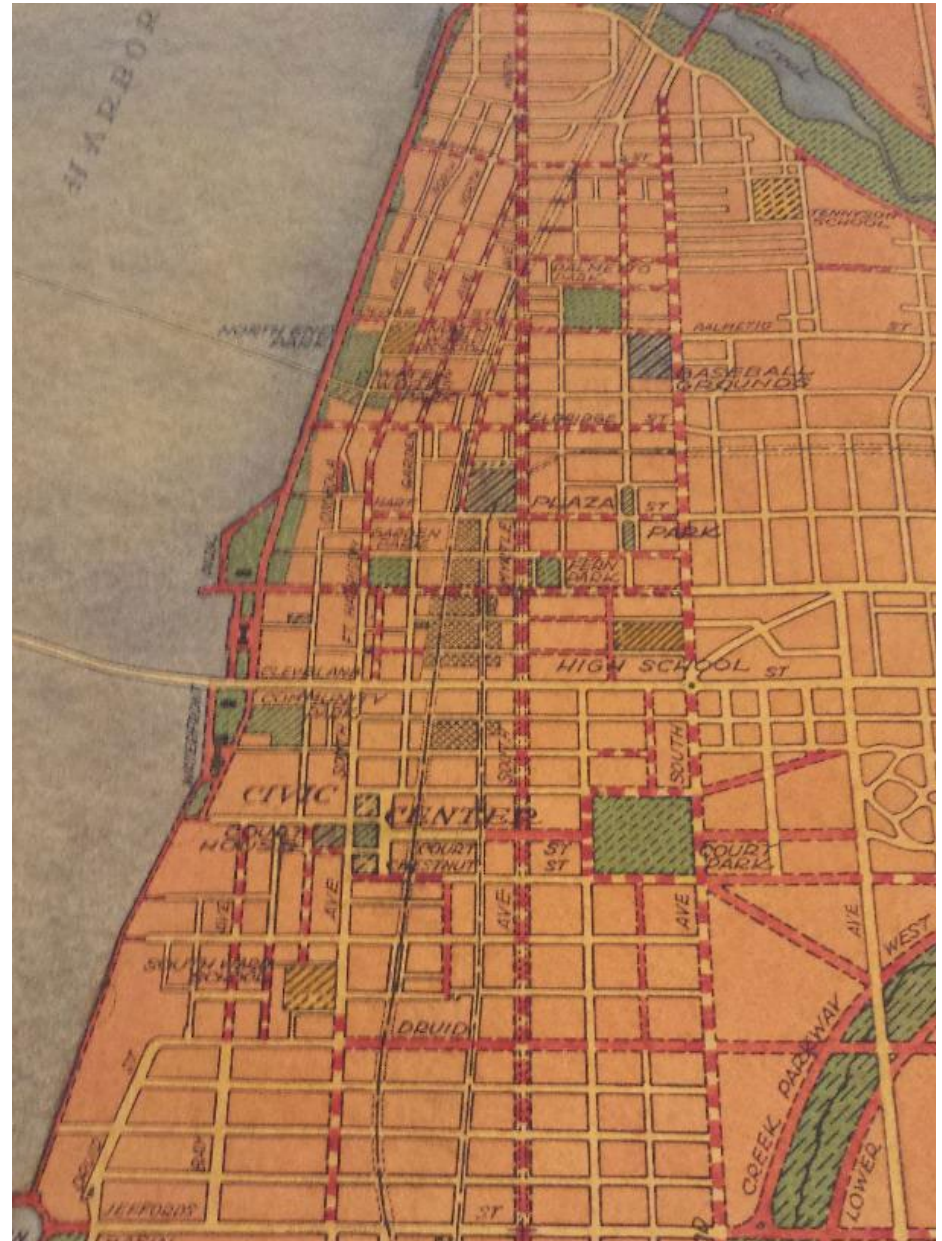


Photo of the original Nolen Comprehensive Plan

The city continued to expand eastward and saw sizable growth in the northeastern portion of the city, such as Countryside. Commercial and residential uses are separated, and automobile ownership is a necessity. Indoor shopping malls constructed outside of Downtown in the 1960s and 1970s provided retail opportunities for both residents in newer neighborhoods such as Countryside as well as a regional population north and south along US 19. However, as in many other cities in the country, it also contributed to a slow decline of Downtown as the city center.

From 1950 until today, the city's population grew from 15,000 to over 117,000 residents. Clearwater receives a boost in population in summer from families on vacation and in the winter from people looking to escape the cold. Tourism remains a driver in population and economic growth as well as development and redevelopment opportunities.

Moving Forward

The city continues to be known for the high quality of public services, parks and recreational areas, cultural opportunities such as performing arts and long-standing annual musical festivals, and of course its beaches. As it moves forward, the city needs to evolve with the diversifying and growing population and consider where and how Clearwater can best progress: what places need thoughtful reinvestment, what places can best support growth, and what types of development are desired throughout the city.

The city embraces its past while looking forward to the endless opportunities to support the vision of a bright and beautiful city from bay to beach.

Development Patterns of Clearwater

The time period in which development in a city occurs influences a multitude of factors, including typical size of parcels, street patterns, and prevalent uses. Clearwater Beach and Downtown Clearwater date back to the early-to-mid 20th century and have walkable conditions with gridded street patterns and mixed-use building types. A transformation in character development occurred as the city expanded

east during the mid-to-late 20th century. Here, automobile-centric patterns with curvilinear streets, larger lot and block sizes, and single use building forms prevail.

Clearwater Beach

Clearwater Beach has seen substantial growth over the years with predominantly residential uses found in the northern portion and high intensity resort and tourist-oriented uses found along the main public beach area.

Downtown Clearwater

Recognizing the untapped potential of the city's iconic bluff, the city prepared a master revitalization plan for Downtown Clearwater's waterfront area. Coachman Park reopened in June of 2023 with an expanded and improved waterfront park that includes a 4,000-seat covered amphitheater, playground, splash pad, garden, and gateway plaza that will act as a catalyst to activate Downtown Clearwater.

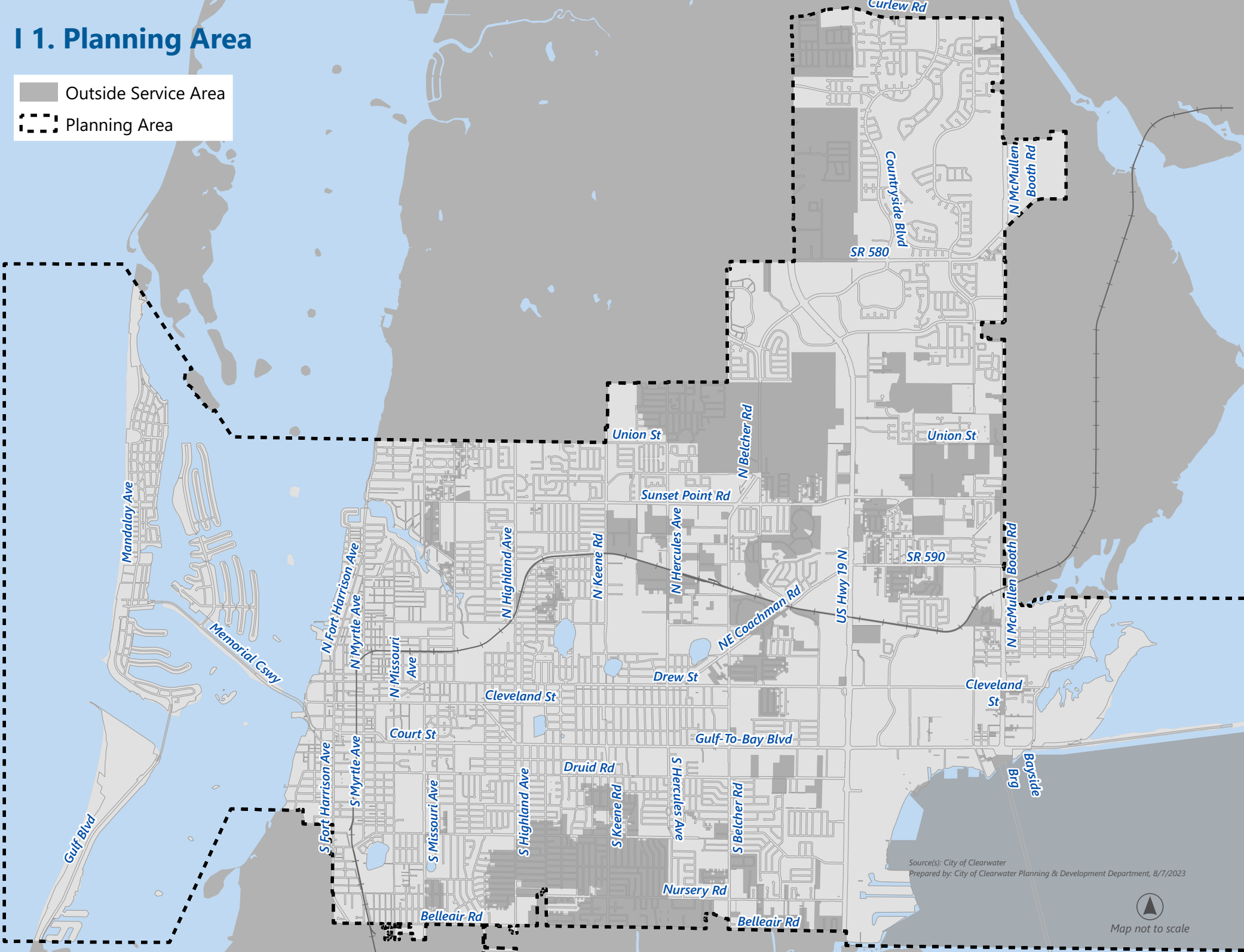
Neighborhoods

Neighborhoods adjacent to Downtown Clearwater are generally the oldest communities in the city. These neighborhoods contain a variety of housing types including small homes on small lots that were mostly built prior to 1964 and two-family and multifamily residential farther to the north.

Newer communities straddle US 19 with McMullen Booth Road and Old Tampa Bay serving as the eastern boundaries. These areas, primarily built after 1960, represent typical mid-to-late 20th century development forms including curvilinear street patterns, single-use low-rise buildings on large lots, and spacious single-family housing and lot sizes in subdivided communities. Multifamily projects, mobile home parks, and office uses are focused near arterial corridors and activity centers along US 19. Although these uses are in close proximity to retail and restaurants, deep building setbacks, the lack of a local street grid, and limited streetscape and pedestrian amenities make walking from place to place an impractical alternative to driving.

I 1. Planning Area

■ Outside Service Area
⋯ Planning Area



Source(s): City of Clearwater
Prepared by: City of Clearwater Planning & Development Department, 8/7/2023



Map not to scale

Clearwater 2045 Data

This Plan covers the Clearwater Planning Area, which includes the incorporated city limits and unincorporated areas located along the city’s boundaries. The 17,497-acre area shown on **Map I 1. Planning Area** includes 14,183 acres of the City of Clearwater and 3,314 acres of unincorporated Pinellas County. These areas include the landmass of the city excluding major waterbodies and road rights-of-way.

Population

According to the 2020 census, the City of Clearwater has a population of 117,292 and is the third largest city in the Tampa Bay Metropolitan area. Over the past 20 years, the city has experienced a population growth of 7.8% from 108,787 in 2000.

When looking at projections from the Southwest Florida Water Management District (SWFWMD), which uses models created by the University of Florida Bureau of Economic and Business Research (BEBR), the population is expected to grow within incorporated Clearwater by nearly 5,000 residents to 122,713 over the next 20 years. When accounting for the areas of unincorporated Pinellas County that reside within the city’s planning area, those 20-year projections total just over 148,000 residents.

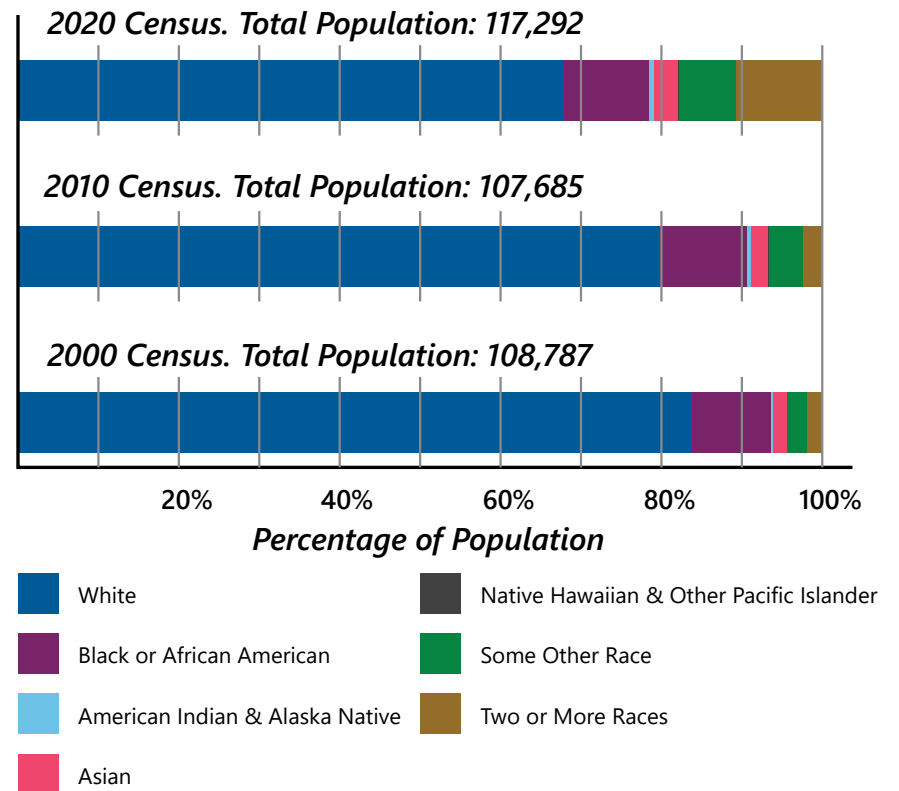
Race & Ethnicity

Over the past 20 years, the percentage of the city’s population identifying as white has decreased from 83.9% in 2000 to only 68.0% in 2020 as shown in **Figure 1. City of Clearwater Total Population Comparison**. The Black/African American population has remained relatively stable as a percentage of the overall city population. Population groups seeing increases are Asian, from 1.6% in 2000 to 2.9% in 2020, some other race, from 2.5% in 2000 to 7.1% in 2020, and two or more races, from 1.8% in 2000 to 10.7% in 2020.

While not shown in Figure 1, ethnicity percentages have followed similar trends from the 2000 census to the 2020 census. In 2000, only 9.0% of the population reported having a Hispanic or Latino ethnicity, whereas in 2010 that percentage increased to 14.2% and again increased to 17.4% in 2020.

With the continued increase in population in a predominantly built-out city, creative ways to address housing needs will be a priority. Additionally, the population is becoming more diverse in race and ethnicity making the overarching theme of equity an important addition to this Plan.

Figure 1. City of Clearwater Total Population Comparison



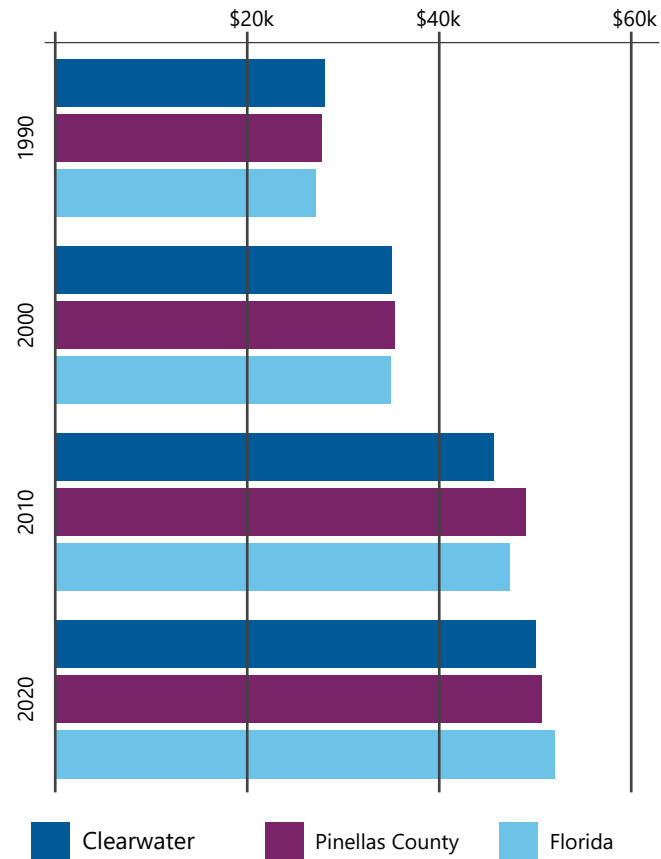
INTRODUCTION

Household Income

The 2020 census identified the median household income within the city as \$50,355, which is lower than both Pinellas County and the State of Florida as shown in **Figure 2. Median Household Incomes**. The median household income in the city increased by 34.4%, from \$29,029 to \$39,004 between 1990 and 2000 representing the largest decade of change since 1990. The smallest change since 1990 was an increase of 8.2% that came between 2010 and 2020. County and state median household incomes followed similar trends. Between 1990 and 2000, the median household income in Pinellas County increased by 39.46%, from \$28,280 to \$39,439, and increased by 41.2%, from \$27,483 to \$38,819, throughout the state. Likewise, the smallest rates of increase for both the county and state were between 2010 and 2020, with Pinellas County experiencing a 14% increase and the state experiencing an increase of 20.6%. Both of those increases were larger than the city's increase.

Related to its lower median income, Clearwater has a slightly higher percent of households that are cost burdened (47%) than the state (44%). A household is considered cost burdened if more than 30% of the household's income goes towards housing costs (rent/mortgage, utilities, taxes, etc.). However, the city has a lower percentage of persons who live below the poverty level (14.1%) compared to the state (16.1%). It is important to note that because of their fixed incomes, retired populations often fall into this category not traditionally considered to be living in poverty.

Figure 2. Median Household Incomes

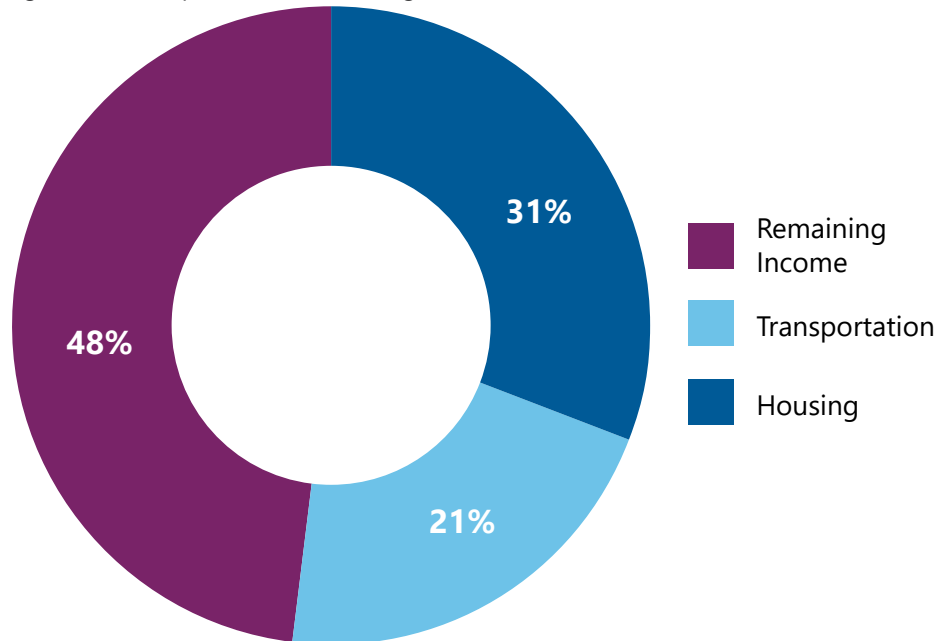


Transportation

Transportation costs are typically a household's second-largest expense, and the city's pattern of development contributes to residents' increased dependence on vehicle ownership (1.55 vehicles per household) and traveling more miles annually (14,259 average household vehicle miles traveled) which ultimately results in higher household costs. According to the Center for Neighborhood Technology, Clearwater residents spend on average 52% of income on housing and transportation combined as shown in **Figure 3**.

Transportation and Housing Costs. Many Plan policies address factors that, when implemented, should help reduce these expenses, including providing more mobility options, making transportation safer overall, and economic development policies to bring greater employment opportunities to the city.

Figure 3. Transportation and Housing Costs



Clearwater 2045 Development

The last extensive rewrite of the city's Comprehensive Plan occurred in 2008, followed by several small technical updates with the latest being adopted in July 2023. Although the city's Evaluation and Appraisal Review completed in 2022 did not identify any required amendments, the city initiated a major rewrite of the Comprehensive Plan with the intent of addressing the emerging trends and key issues that are most relevant to the community with a particular focus on engaging a broader cross-section of the community.

This process of rewriting the Plan included significant analysis, outreach, education, and coordination across departments and organizations. It has been guided by the citizens of Clearwater coming together to discuss what is most important. As a community-driven plan, it seeks to address inequities and unite the community behind a shared set of goals for the city's future. The goals, objectives, and policies in this Plan aim to help shape the future of the places we live, work, shop, and play by preserving what's important to the community and guiding investments that help Clearwater remain a vibrant and unique city. The Plan will help ensure a high quality of life for residents and an attractive city for employers, employees, and visitors.

Community Engagement

To ensure that the final Plan represents an equitable future for all Clearwater residents, the public engagement process was robust, innovative, and inclusive. The planning team engaged many perspectives through a variety of tools so that all residents could be included at the table.

Between April and July 2021, city staff conducted a series of outreach and community engagement activities. These activities included three types of Community Conversations (In-Person, Youth and Zoom), as well as listening sessions.

A project website, clearwater2045.com, was created to allow residents to monitor the Plan's progress, stay informed of upcoming meetings, review preliminary plans and reports, and provide feedback. During the community engagement process polls, questionnaires, and surveys

INTRODUCTION

were used to gather additional input from community members including a “5 Key Questions” questionnaire and a photo contest for participants to submit photos of what makes Clearwater unique. Two of the photos from this contest are included in the Plan.

In addition, the city provided outreach to the Hispanic community by providing materials translated into Spanish as well as having Spanish translators available at meetings. City staff also made multiple presentations at the Hispanic Outreach Center.

In-person community engagement sessions were held at five recreation centers, the Main Library, and the Hispanic Outreach Center. While the discussions varied during each session, numerous concepts, issues, and ideas continually arose. These common themes include the following:

- Concerns about transportation issues, including safety, multimodal connections, congestion, public transportation, and bikeability and walkability.
- Interest in promoting cultural, social, and artistic vibrancy citywide including increasing the number of events (concerts, markets, etc.) and entertainment opportunities appealing to a diverse age range of the community.
- Bringing new life to Downtown with more local businesses and restaurants.
- Balancing the emphasis of city policy and programs between neighborhoods, Downtown, Clearwater Beach, and other corridors.
- Emphasizing sustainability in development and preservation of natural resources.

These common themes in addition to the visioning activity at the in-person sessions led to the creation of the updated vision statement for Clearwater 2045.

“From the beach to the bay, Clearwater is a city of diverse, unique, and special places; livable neighborhoods’ economic resiliency friendly people; and amazing opportunities.”

Finalization of the Plan was guided by an extensive public engagement process between April and June 2023. The process included distributing the draft chapters and full draft Plan on the project website and presentations during a series of public workshops held throughout the community in addition to presentations to the Community Development Board, Environmental Advisory Board, and City Council.

Place-Based Framework

Typically, comprehensive plans are general in nature, providing a framework and policy context to make decisions relating to land use, public capital investments, and future development or redevelopment.

Clearwater 2045 utilizes a place-based framework which organizes the city into five primary categories: Neighborhoods; Mixed-Use Centers, Corridors and Neighborhood Centers; Activity Centers, and Employment Districts. This defines the preferred character and quality of places across the city, and Clearwater 2045 provides guidance regarding appropriate density, intensity, form, and character of development and redevelopment for each type of area.

A detailed overview and map of the framework categories is contained in the Quality Places Chapter.

Other Plans

Other city plans and studies advance the vision of Clearwater 2045 through more detailed goals and actions. These plans and studies are referenced throughout this document and in the goals, objectives, and policies. It is the intent of these references to reflect the most recently adopted or approved version of each plan or study.







Quality Places

Future Land Use and Housing Elements

CLEARWATER | 20
A bright and beautiful future. 45



Introduction

The Quality Places Chapter provides guidance related to land use, development, and redevelopment; housing affordability; neighborhoods; and economic development.

Clearwater is a largely built-out community which means planning and policy development is geared more toward infill development and redevelopment rather than growth management. With only 5.6% of the city's land area characterized as vacant by the Pinellas County Property Appraiser's Office, the development of unoccupied, greenfield sites will have a limited impact on the city's future.

Chapter policies focus on:

- Directing new investment to appropriate locations;
- Ensuring compatibility between development and surrounding neighborhoods;
- Promoting neighborhood livability and programming;
- Expanding arts, history, and cultural opportunities; and
- Attracting jobs that offer community and fiscal benefits.

Planning Context

Land Use Planning

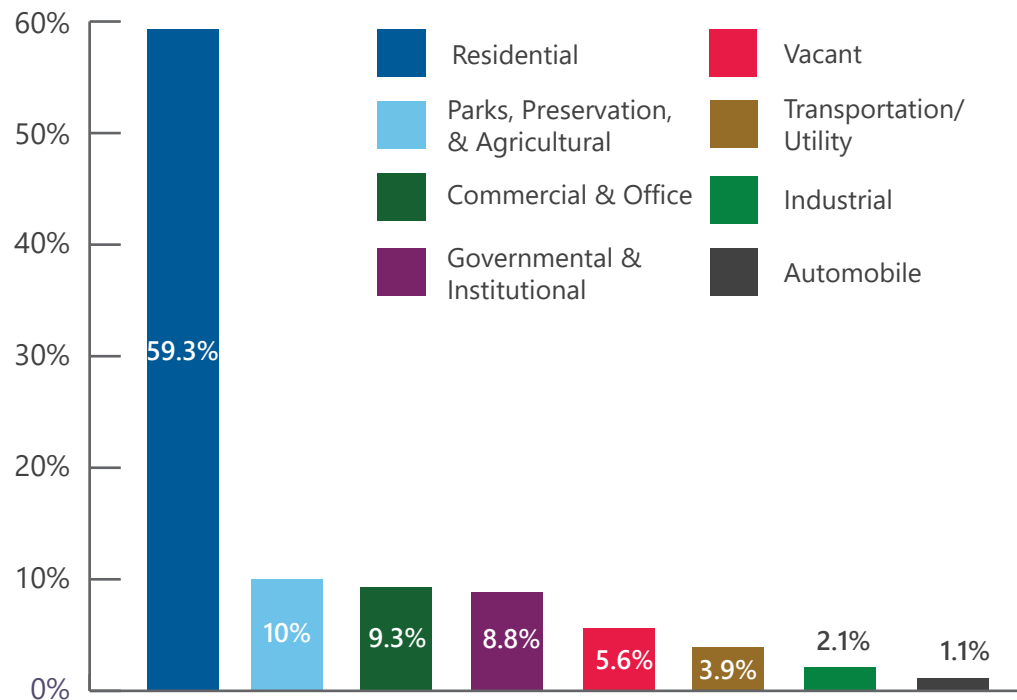
Future land use designations are used to establish where broad categories of uses can be built and at what density or intensity with the goal of creating development patterns that are orderly and rational. For example, the city's Future Land Use Map identifies land that will be preserved; where mixed-use development is allowed; and where high density and intensity uses are encouraged. The city governs residential development by density or units per acre (UPA) and nonresidential development by intensity or floor area ratio (FAR). Certain uses such as assisted living facilities are considered residential equivalent uses and a density of beds per unit per acre is established. Overnight accommodations are governed by units per acre; however, rooms per acre may also be used. These are further detailed in **Table QP 1. Future Land Use Categories**, and **Map QP 3. Future Land Use** shows the city's growth pattern.

Nearly 60% of the city is currently developed with residential uses, however, future opportunities for new housing are limited. The remainder of the city is comprised of recreation and open space uses (10%), commercial and office uses (9%), governmental and institutional uses (9%), transportation/utility uses (4%), industrial uses (2%), and automobile-related uses (1%) as shown in **Figure 4. Existing Land Uses Percentages**.

Land for recreation, parkland, and open space uses account for 10% of the land use in the city. These are scattered throughout the city and include neighborhood parks, golf courses, natural preserve areas, and uses such as bowling alleys, mini-golf, or campgrounds. Recreation and open space uses are important in providing a high quality of life through opportunities to improve both physical and mental health, as well as the ability to increase property values and economic development opportunities.

Commercial and office uses account for 9% of the land use in the city and can largely be found along the US 19 and Gulf to Bay Boulevard corridors, intersections such as Belcher Road and Sunset Point Road or McMullen Booth Road and SR 590, as well as along Drew Street. Commercial uses on Clearwater Beach are mostly hotels and restaurants and are an outlier in that they are within a more walkable environment. Typically, commercial uses are highly auto oriented and other than Clearwater and Countryside Malls are older buildings built post-WWII through the early 1990s.

Figure 4. Existing Land Uses Percentages



Commercial uses, including hotels, support the city's tourism and provide additional employment opportunities and the largest tax base.

Industrial and manufacturing uses account for only 2% of the land use in the city but provide an important economic base and are primarily within the Hercules Employment District, although there are other smaller pockets of industrial land located along the CSX train line. Like most of the development in the city, these structures are older and likely need major renovations to remain viable uses. Industrial uses provide the city with important employment opportunities and tax base.

Housing

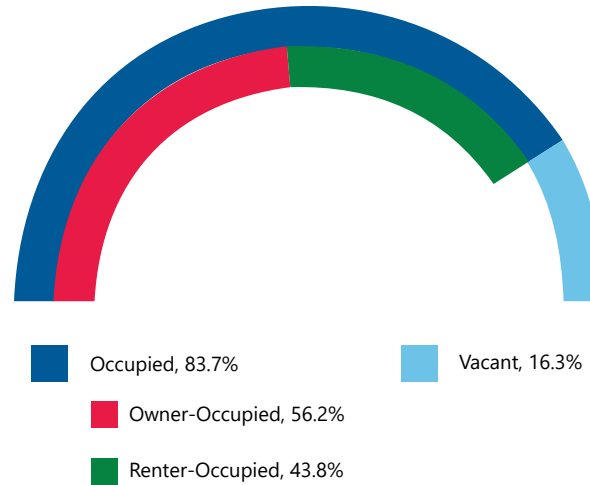
With well over half of the land in the city being used for residential uses, the stability of housing is important. According to the 2020 census, there are 62,330 housing units within the city, with nearly 84% being occupied and 16% being vacant. Of the occupied housing units, 56% are owner-occupied with the remaining 44% being renter-occupied as shown in **Figure 5. Occupied vs. Vacant Housing**. Most of the vacant housing units in the city are used for seasonal, recreational, or occasional use, like second homes, and nearly one-third are for rent or sale. The city does not permit short-term rentals, which are rentals of less than 30 days, within its residential zoning districts; however, enforcement remains challenging.

While the city aspires to provide housing to residents at all income levels, the ability is influenced by many factors. Land use and transportation must be looked at together, plans and programs should be coordinated, and cooperation between all entities that have a role in housing is necessary. Housing policies continue to focus on creating affordable and workforce housing throughout the city while protecting the existing neighborhoods. There is a mixture of legally restricted and naturally occurring affordable housing (LRAH and NOAH) within the city, both of which are important contributors to meeting the city's affordable housing needs. Recently, the city has seen several mobile home parks redevelop into market-rate rental apartment complexes which are also needed;

QUALITY PLACES

however, this could lead to displacement of residents. Plan policies address ways to protect both affordable housing and the tenants that face displacement. There are many affordable and workforce housing programs available to eligible residents including those that might be facing displacement. Additionally, the city offers programs to assist with home purchase and rehabilitation.

Figure 5. Occupied vs. Vacant Housing



Into the Future

Neighborhood Livability

The city anticipates its residential neighborhoods to remain primarily as strong single-family areas; therefore, a focus on ensuring proper maintenance of these homes is crucial to maintaining neighborhood stability. The protection of affordable housing, specifically NOAH units, also needs to be a major focus, and creative solutions will need to be researched and implemented. Infill development provides opportunities to increase housing and affordability through enabling “missing middle” options such as duplexes and accessory dwelling units. However, such development will



Countryside Mall

need to complement and support existing neighborhoods. Increased neighborhood placemaking projects and programming helps strengthen neighborhoods, supporting their uniqueness and increasing artistic vibrancy.

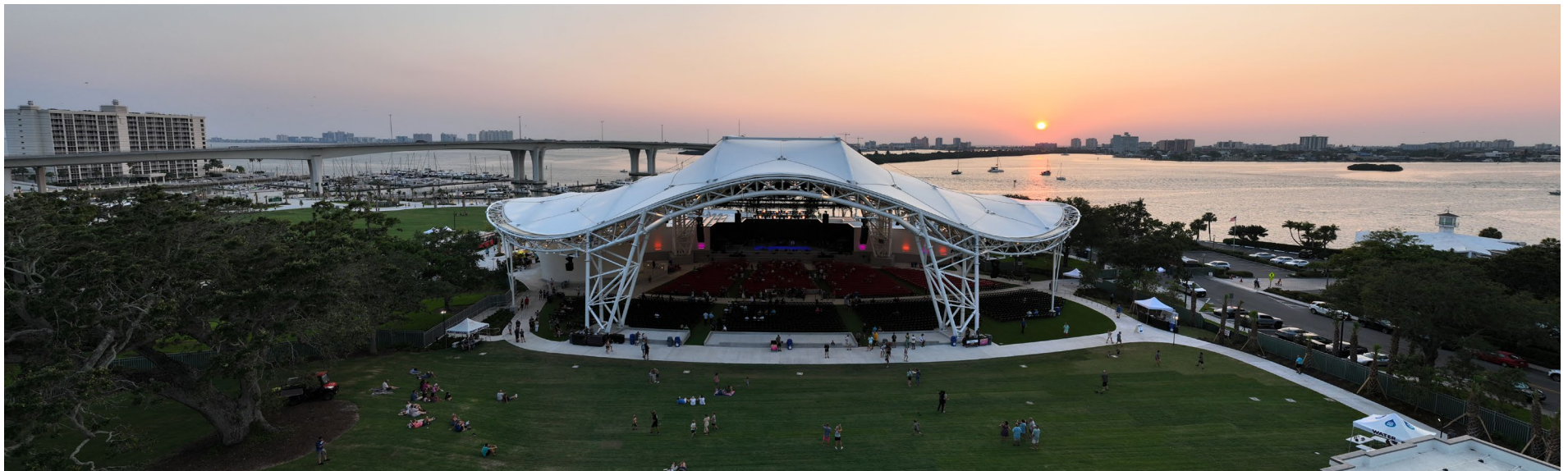
Trees provide many benefits to improve the livability of the city and its neighborhoods like boosting mental and physical health, cleaning the air, and cooling down places by providing shade. The city will work to find a balance between trees located on public and private property when prioritizing the creation of a long-lived tree canopy that will improve the livability of neighborhoods and the health and wellbeing of its residents.

Downtown Clearwater

New, larger-scale multifamily development will continue to occur in the city's Downtown and US 19 activity centers. The new Coachman Park is expected to be a catalyst for additional development in Downtown, achieving the city's long-time vision for a vibrant Downtown that can also serve as a "third day" activity for visitors. Downtown also aims to be a traditional urban environment, with a renewed focus on high density and intensity uses built around walkability.

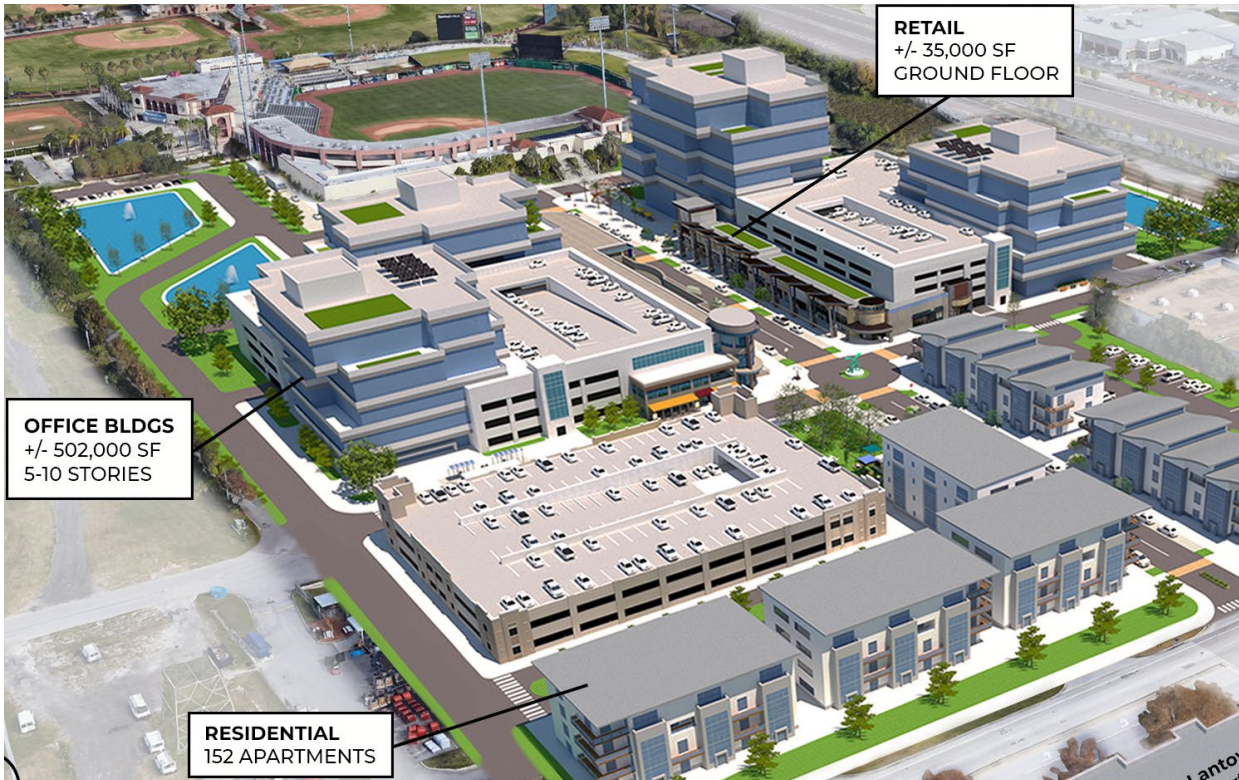
Economic Development

Planning efforts encourage employment uses to follow the growth of residential developments. As older shopping and retail centers become obsolete, there will be redevelopment opportunities and sites with potential for mixed-use campuses, which would allow for living, working, and entertainment within walkable communities.



The Sound at Coachman Park during sunset

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Development concept for the northwest corner of Drew Street and US 19

Neighborhood Connection

Additionally, as older, auto-oriented commercial developments and corridors start to redevelop, this redevelopment should prioritize reconnections to nearby neighborhoods or other commercial developments, to increase opportunities for walkability and bikeability between neighborhoods and other commercial developments.

Framework Map

Map QP 1. Framework delineates the city's Neighborhoods; Corridors; Activity, Mixed-Use, and Neighborhood Centers; and the Hercules Employment District, establishing a framework for policies to address these unique areas to ensure the city's viability into the future. Those areas already guided by redevelopment plans and standards, such as Downtown, Clearwater Beach, and US 19, will continue to be governed by those plans and policies.

Goals QP 1 through QP 4 implement the Framework Map, and the objectives and policies specifically apply to those mapped areas, while Goals QP 5 through QP 8 cover a wide range of topics that impact the entire city.

Neighborhoods

Neighborhoods are the foundation, the building blocks of the city that offer a wide range of housing and lifestyle options to meet the needs of residents. Goals, objectives, and policies for neighborhoods are meant to protect these neighborhoods into the future, through ideas such as expanding neighborhood programming, ensuring infill or redevelopment is compatible with and complements existing development, and implementing the *North Greenwood CRA Plan*.

Corridors & Neighborhood Centers

Corridors are the main commercial corridors through the city and Neighborhood Centers are small-scale and neighborhood-serving commercial nodes. These are the hubs for shopping, dining, and services that serve the daily and weekly needs of nearby neighborhoods. Goals, objectives, and policies focus on improving connectivity to neighborhoods and increasing opportunities for pedestrian activities, such as biking or walking.

Mixed-Use Centers

Mixed-Use Centers are mainly located along US 19, but the area around Morton Plant Hospital on Fort Harrison Avenue is also identified as a mixed-use center. These centers are important areas for living, working, and shopping, and will bring new life and opportunity to formerly underutilized and mostly auto-oriented places.

Activity Centers

The city's Activity Centers are Clearwater Beach and Downtown Clearwater, which are dense, walkable areas that serve as the city's primary economic engine. These centers are the city's traditional centers of living, working, shopping, and entertainment.

Employment District(s)

The Hercules Employment District, located north and east of Clearwater Airpark, is the city's traditional center for smaller-scale manufacturing, assembly, repairs, and other "maker" enterprises. While this is currently the only Employment District, there is a new study that will allow the city to create others if desired.

Chapter Goals

This chapter contains eight goals:

Goal QP 1. Neighborhoods

Sustain and improve the livability, stability, and attractiveness of neighborhoods.

Goal QP 2. Mixed-Use Corridors

Promote mixed-use development, walkable and transit-supportive redevelopment, and infill development in areas designated as Corridors or Mixed-Use or Neighborhood Centers on **Map QP 1. Framework**.

Goal QP 3. Activity Centers

Support the on-going transformation of the Downtown and Clearwater Beach Activity Centers as high intensity, walkable, and attractive regional centers for living, working, shopping, and entertainment.

Goal QP 4. Employment Districts

Protect and improve the Hercules Employment District and areas identified in the **Target Employment and Industrial Lands Study (TEILS)**, as primary locations for office uses; light industrial, manufacturing and assembly, and research and development, warehouse and distribution uses.

Goal QP 5. Future Land Use

Plan and regulate land use and development in the city to protect public health and safety and promote high quality development.

Goal QP 6. Housing

Encourage the development of housing units in a variety of types, costs, and locations that diversify housing options and provides housing that meets the evolving needs of Clearwater residents.

Goal QP 7. Arts, History, & Culture








Celebrate the unique qualities of Clearwater neighborhoods and preserve and enhance significant historic and cultural places and districts.

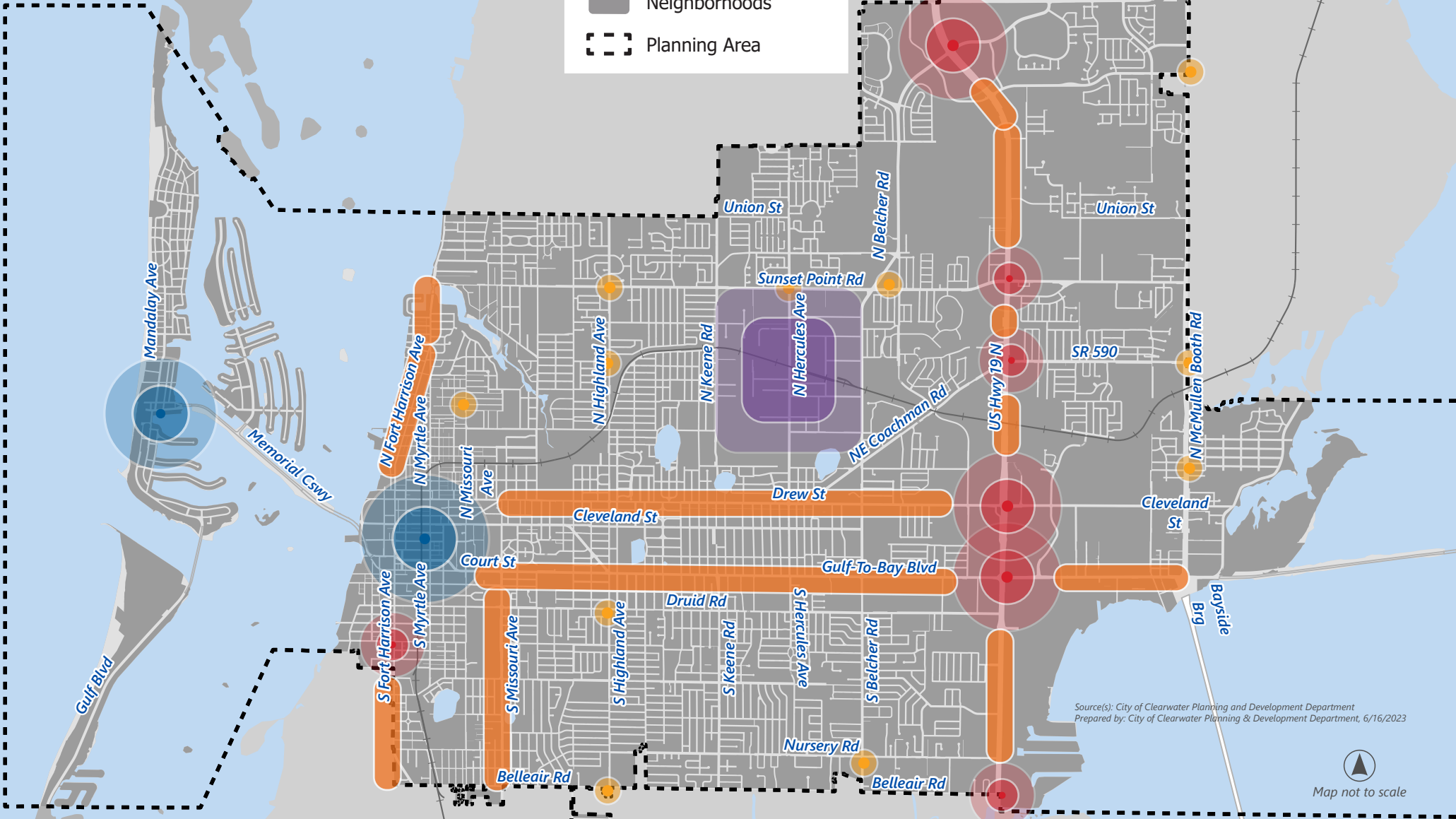
Goal QP 8. Causeways & View Corridors

Protect and enhance the Courtney Campbell Causeway, Memorial Causeway, city gateways, and view corridors as natural, recreational, scenic, historic, and cultural resources.

QP 1. Framework

The Framework Map establishes the city's Neighborhoods; Corridors; Activity, Mixed-Use, and Neighborhood Centers; and Hercules Employment District. The following goals, objectives, and policies guide development, redevelopment, and investment within the areas identified above.

-  Activity Centers
-  Mixed-Use Centers
-  Hercules Employment District
-  Neighborhood Centers and Corridors
-  Neighborhoods
-  Neighborhoods
-  Planning Area



Source(s): City of Clearwater Planning and Development Department
 Prepared by: City of Clearwater Planning & Development Department, 6/16/2023

Goal QP 1

Sustain and improve the livability, stability, and attractiveness of neighborhoods.

Objective QP 1.1

Ensure programs and investments are designed to support the long-term livability, sustainability, attractiveness, and safety of existing neighborhoods.

Policies

QP 1.1.1

Incorporate public health and safety considerations in neighborhood planning to improve resident health outcomes, improve safety and security, reduce risks, and improve quality of life.

QP 1.1.2

Consider expanding existing neighborhood-focused programs, services, and initiatives to strengthen neighborhood identity, celebrate history and heritage, and build new channels of communication to address the unique challenges of different neighborhoods.

QP 1.1.3

Consider creating a neighborhood planning program to identify opportunities for conservation, redevelopment, and reinvestment in existing neighborhoods.

QP 1.1.4

Prioritize neighborhood planning to support stabilization and revitalization of older and under-resourced neighborhoods, including those identified as having the greatest need for support in the city's *Consolidated Plan* and *Annual Action Plan*.

Objective QP 1.2

Guide development and public investment in neighborhoods to preserve community character and promote strategic infill development and redevelopment.

Policies

QP 1.2.1

Evaluate standards in the *Community Development Code (CDC)* to promote compact and walkable forms of mixed-income housing, ensure new and infill housing complements the character of the existing neighborhood, and ensure projects create interconnected street networks and provide effective transitions in scale.

QP 1.2.2

Amend the *CDC* to modify minimum lot sizes, setbacks, and development techniques such as the use of clustered development for zoning districts consistent with the Residential Estate (RE) and Residential Suburban (RS) future land use categories.

QP 1.2.3

Encourage the provision of neighborhood-serving uses and amenities in locations planned for increased housing density, including in Downtown and in designated centers along the US 19 corridor.

QP 1.2.4

Protect the established character of South Martin Luther King, Jr. Avenue from Lakeview Road to Woodlawn Street by limiting future land use and zoning amendments to key locations that support neighborhood commercial uses.

QP 1.2.5

Consider future land use or zoning amendments along Lakeview Road from South Fort Harrison Avenue to South Martin Luther King, Jr. Avenue that support the emerging character of the area and Morton Plant Hospital.



Mural in the North Greenwood community

QP 1.2.6

Consider future land use and zoning amendments that promote affordable and mixed-income housing and mixed-use development along South Fort Harrison Avenue from A Street to E Street to support the emerging character of Morton Plant Hospital.

QP 1.2.7

Encourage lot consolidation, streetscape improvements, and the creation of affordable housing and mixed-use development along Missouri Avenue from Drew Street to Belleair Road.

QP 1.2.8

Encourage the creation of walkable and livable neighborhoods on Drew Street from Myrtle Avenue to Old Coachman Road.

Objective QP 1.3

Support the vision of the North Greenwood area through implementation of the strategies in the *North Greenwood Community Redevelopment Area (CRA) Plan*.

Policies

QP 1.3.1

Continue to support the tax increment financing program and redevelopment efforts of the North Greenwood area through activities of the Community Redevelopment Agency.

QP 1.3.2

Review the *North Greenwood CRA Plan* periodically to ensure that goals and strategies are being met and consider revisions if needed.

QP 1.3.3

Update the *North Greenwood CRA Plan* by 2033 to identify tax increment financing projects and strategies for the final ten years of the planning period from 2033 through 2042.

QP 1.3.4

Work to retain the existing neighborhood character of North Greenwood when evaluating the creation of form-based standards or amendments to the *CDC*.

QP 1.3.5

Consider amendments to the *CDC* to create missing middle housing and infill development opportunities.

QP 1.3.6

Utilize findings from the North Martin Luther King, Jr. Avenue Design Charrette to guide amendments to the *CDC* to facilitate redevelopment along the North Martin Luther King, Jr. Avenue Corridor.

Goal QP 2

Promote mixed-use development, walkable and transit-supportive redevelopment, and infill development in areas designated as Corridors or Mixed-Use or Neighborhood Centers on Map QP 1. Framework.

Objective QP 2.1

Support opportunities for corridor planning and mixed-use or neighborhood-scale development.

Policies

QP 2.1.1

Initiate corridor planning to identify opportunities for conservation, redevelopment, and reinvestment along existing commercial and mixed-use corridors.

QP 2.1.2

Support the adoption and utilization of future land use categories made available by the *Countywide Plan for Pinellas County* to prioritize infill development and redevelopment along corridors identified as Investment Corridors in the *Advantage Pinellas, Long Range Transportation Plan*.

QP 2.1.3

Advocate for mixed-use development that includes a combination of compatible land uses having functional interrelationships and design and build human-scale active, attractive designs that encourage walking, cycling, and the use of transit.

QP 2.1.4

Identify target areas for mixed-use development opportunities.

QP 2.1.5

Explore the potential to establish a neighborhood main street program which could serve as a foundation for promoting reinvestment in older neighborhood-serving commercial areas.

QP 2.1.6

Consider creating development standards to facilitate neighborhood-serving commercial development consistent with the Commercial Neighborhood (CN) or Commercial Limited (CL) future land use categories.

Objective QP 2.2

Continue to promote redevelopment along the US 19 Corridor through implementation of the *US 19 Redevelopment Plan* and application of the *US 19 Zoning District and Development Standards*.

Policies

QP 2.2.1

Review the *US 19 Zoning District and Development Standards* to ensure provisions encourage transit-supportive and walkable forms of development while allowing sufficient levels of flexibility to address unique development opportunities and constraints.

QP 2.2.2

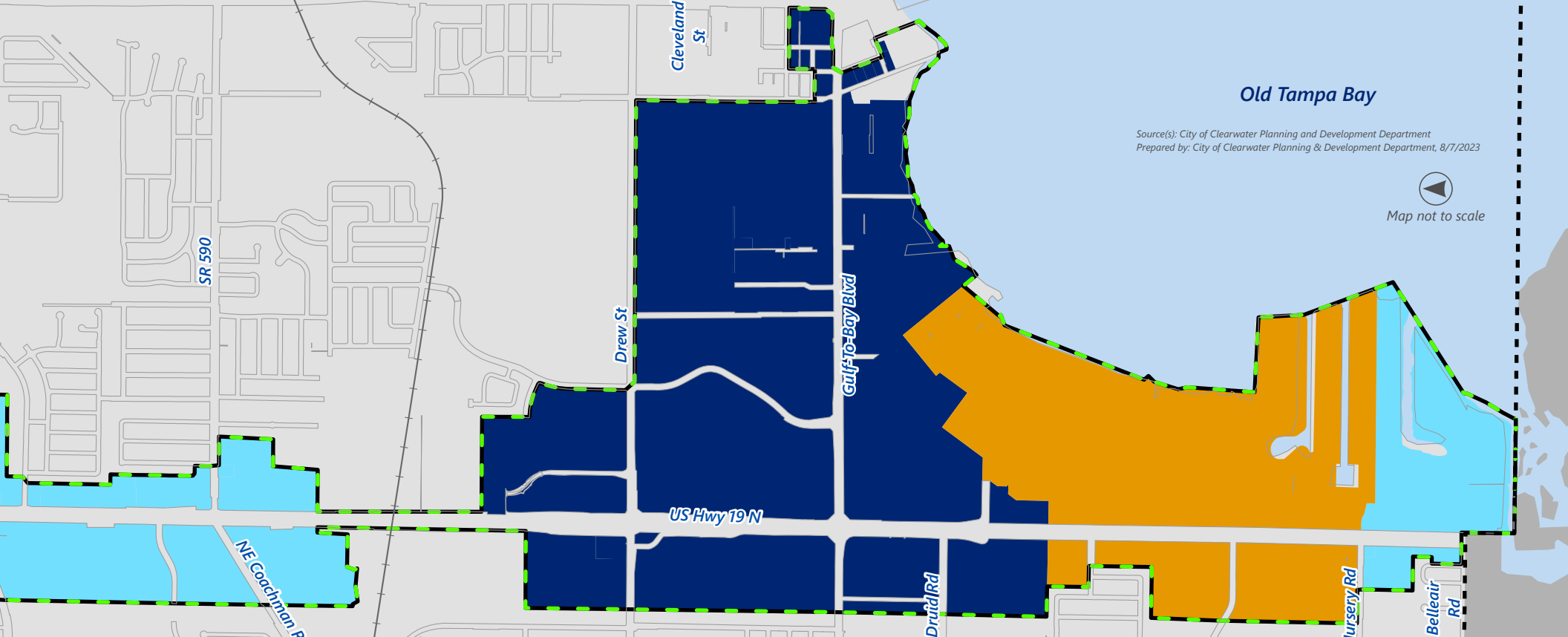
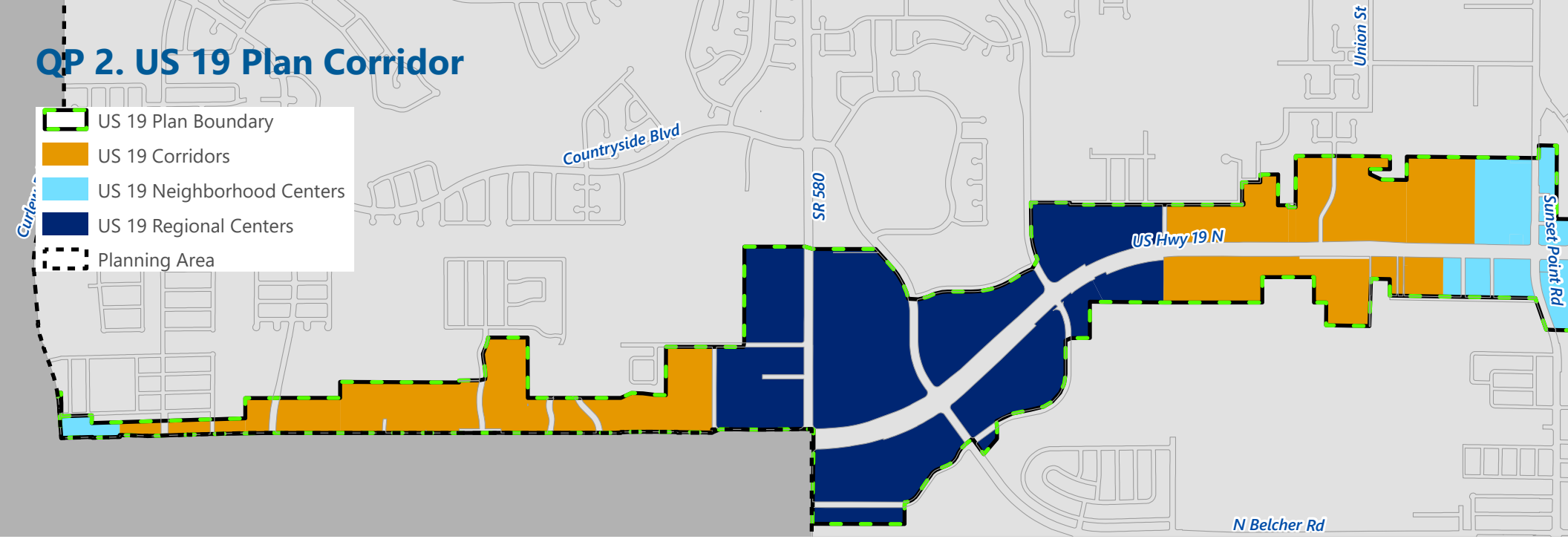
Designate unincorporated property within the US 19 Corridor redevelopment area, upon annexation, to a future land use category consistent with the US 19 Regional Center (US 19-RC), US 19 Neighborhood Center (US 19-NC), and US 19 Corridor (US 19-C) boundaries depicted on **Map QP 2. US 19 Plan Corridor**.

QP 2.2.3

Continue to market preferred sites and pursue opportunities for property assemblage within the US 19 Corridor that have the greatest potential for employment-intensive and mixed uses.

QP 2. US 19 Plan Corridor

- US 19 Plan Boundary
- US 19 Corridors
- US 19 Neighborhood Centers
- US 19 Regional Centers
- Planning Area





Harn Boulevard through the Morningside Neighborhood



Cleveland Street corridor through Skycrest Neighborhood

Objective QP 2.3

Protect and preserve the character of neighborhoods and corridors.

Policies

QP 2.3.1

Preserve the residential character of the designated Scenic/ Noncommercial Corridor of Belcher Road north of Sunset Point Road and south of Druid Road.

QP 2.3.2

Limit expansion of existing commercial uses at the intersections of Belcher Road with Sunset Point Road and Nursery Road.

QP 2.3.3

Support the continued existence of the residential and institutional character along Nursery Road between Belcher Road and U.S. 19.

QP 2.3.4

Continue to preserve the limited large-lot residential character of neighborhoods designated as Residential Estate (RE) and Residential Suburban (RS) by discouraging Future Land Use Map Amendments to higher-density or intensity future land use categories.

QP 2.3.5

Protect and preserve the golf course community character of the Countryside neighborhood.

QP 2.3.6

Preserve the scenic water views and residential character of North Clearwater Beach, Sand Key, Island Estates, and Old Bay.

Goal QP 3

Support the on-going transformation of the Downtown and Clearwater Beach Activity Centers as high intensity, walkable, and attractive regional centers for living, working, shopping, and entertainment.

Objective QP 3.1

Continue to protect and enhance waterfront uses that promote tourism and recreation within the city.

Policies

QP 3.1.1

Continue to invest in the Downtown and Clearwater Beach marinas to provide safe and efficient access for all users of the marinas and ferry service.

QP 3.1.2

Encourage the preservation of recreational and commercial working waterfronts, marinas, and other water-dependent facilities.

QP 3.1.3

Discourage Future Land Use Map and Zoning Atlas Amendments of recreational and commercial working waterfronts.

Objective QP 3.2

Continue to promote reinvestment and revitalization in Downtown through implementation of the *Clearwater Downtown Redevelopment Plan* and application of the *Downtown District and Development Standards*.

Policies

QP 3.2.1

Evaluate the *Clearwater Downtown Redevelopment Plan* and *Downtown District and Development Standards* periodically to determine if amendments are necessary to guide redevelopment and public investment.

QP 3.2.2

Update the *Master Streetscape Plan* within the *Clearwater Downtown Redevelopment Plan*.

QP 3.2.3

Continue to support the tax increment financing program and redevelopment efforts of the Downtown area through activities of the Community Redevelopment Agency.

QP 3.2.4

Activate streets and sidewalks to support local businesses through various Community Redevelopment Agency projects or programs.

QP 3.2.5

Recognize the unique topographic bluff features throughout Downtown Clearwater and consider those features during review of development along the Downtown waterfront.

QP 3.2.6

Encourage the continued presence and concentration of public uses Downtown, including city and county governmental uses.

QP 3.2.7

Explore integrated parking management and pricing strategies to reduce parking demand and maximize the benefits of publicly available on-street parking and public parking resources.

QP 3.2.8

Incentivize residential development, including full-time occupancy, in Downtown to create a larger and more stable population base.

QP 3.2.9

Continue to utilize the Public Amenities Incentive Pool as established in the *Clearwater Downtown Redevelopment Plan* to incentivize development.



Cleveland Street is a hub of activity in Downtown Clearwater

Objective QP 3.3

Continue to use *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines (Beach by Design)* to guide development, redevelopment, and placemaking on Clearwater Beach.

Policies

QP 3.3.1

Guide the on-going transformation of Clearwater Beach through by *Beach by Design* and periodically evaluate the plan to determine if amendments are necessary to meet changing conditions or needs.

QP 3.3.2

Recognize the area governed by *Beach by Design* on the Countywide Plan Map as a Community Redevelopment District, which is indicated on the map as Activity Center with Special Center subcategory. This area is bounded on the north by the line dividing the block between Acacia Street and Somerset Street, the Gulf of Mexico on the west, Clearwater Harbor on the east, excluding Island Estates, and the Sand Key Bridge on the south, excluding Devon Avenue and Bayside Drive. Beachfront and public property located adjacent to the Gulf of Mexico and the Intracoastal Waterway with a future land use designation of Recreation/Open Space (R/OS) shall be excluded from the Community Redevelopment District.

QUALITY PLACES

QP 3.3.3

Permit the use of the Destination Resort Density Pool of additional hotel rooms established in *Beach by Design* in the following areas:

- a. The land located between Mandalay Avenue and the Gulf of Mexico between Rockaway Street and Papaya Street; and
- b. The land located south of the Pier 60 parking lot and north of the southerly lot lines of Lots 77 and 126 of the Lloyd-White-Skinner Subdivision between South Gulfview Boulevard and Coronado Drive.

QP 3.3.4

Continue to utilize the Hotel Density Reserve allocation as established in *Beach by Design* to facilitate hotel development on Clearwater Beach.

QP 3.3.5

Continue to administer a tracking system for and monitor the allocation of units from the Destination Resort Density Pool and the Hotel Density Reserve permitted by *Beach by Design*.



Beach Walk and Clearwater Beach. Photo credit: Pinellas County

Goal QP 4

Protect and improve the Hercules Employment District and areas identified in the *Target Employment and Industrial Lands Study (TEILS)*, as primary locations for office uses; light industrial, manufacturing and assembly, and research and development, warehouse and distribution uses.

Objective QP 4.1

Update the *Comprehensive Plan* to be consistent with the *Countywide Rules*, as amended, based on the accepted *TEILS*.

Policies

QP 4.1.1

Map Target Employment Center (TEC) overlays and establish TEC standards to protect and improve these TECs in the *Comprehensive Plan* and *CDC* based on the accepted *TEILS* and any subsequent amendments to the *Countywide Rules*.

QP 4.1.2

Support investments in infrastructure, mixed-use, and employment-intensive uses consistent with *TEILS*.



Hercules Employment District

Objective QP 4.2

Establish policies and programs to ensure the continued viability of small-scale manufacturing, assembly, and related uses in the Hercules Employment District and smaller industrial areas throughout the city.

Policies

QP 4.2.1

Continue to limit the potential for retail and office development, with the exception of allowing for smaller-scale supportive uses that directly serve the primary light industrial functions.

QP 4.2.2

Continue to ensure that adequate buffering and transitions exist to minimize off-site impacts to surrounding neighborhoods.

Goal QP 5

Plan and regulate land use and development in the city to protect public health and safety and promote high quality development.

Objective 5.1

Use **Table QP 1. Future Land Use Categories** and **Map QP 3. Future Land Use** to guide development in the city consistent with the **Countywide Plan Map** and implemented through the **CDC**.

Policies

QP 5.1.1

Recognize the consistency between the Countywide future land use categories, the city's future land use categories, and the city's zoning districts as shown in **Table QP 1. Future Land Use Categories**.

QP 5.1.2

Interpret the land uses on the city's Future Land Use Map as indicated in **Table QP 1. Future Land Use Categories**.

QP 5.1.3

Utilize **Table QP 1. Future Land Use Categories** for maximum permitted density and intensity standards for each future land use category, except where otherwise permitted by special area or redevelopment plans approved by the City Council.

QP 5.1.4

Ensure that an adequate number of future land use categories exist in the city, as established in **Table QP 1. Future Land Use Categories**, and that land uses transition from higher density and intensity to lower density and intensity away from commercial corridors.

Future Land Use Categories & the Future Land Use Map

Table QP 1. Future Land Use Categories establishes the city's future land use categories and provides the maximum development potential for each land use category. The following standards are also set forth, as applicable, for each future land use category: impervious surface ratio, primary uses, the consistent Countywide future land use category, and consistent city zoning district(s).

The purpose of the future land use categories is to depict those areas of the city that are now developed, or are appropriate to be developed, in a manner consistent with the category's general description included in **Table QP 1. Future Land Use Categories**. Parcels are designated with one or more categories, as shown on **Map QP 3. Future Land Use**, the city's Future Land Use Map. The **CDC** further refines these standards and prescribes additional regulations that affect a building's form, character, and use.

Development potential is measured as follows:

- Residential Density: Dwelling Units per Acre
- Overnight Accommodations Density: Overnight Accommodation Units per Acre
- Residential Equivalent Density: 3.0 Beds per Unit (based on Residential Density)
- Nonresidential Intensity: Floor Area Ratio

Applicable *Countywide Rules* related to acreage thresholds for certain uses can be found in the **CDC**.

Overlay categories have no assigned development potential, and are set "on top" of a future land use category. They are used to establish density or intensity bonuses or depict features such as easements.

Table QP 1. Future Land Use Categories

Residential Estate (RE)	Residential Suburban (RS)	Residential Low (RL)
<p>The Residential Estate category is intended to recognize areas appropriate for estate residential uses that are consistent with the suburban, non-intensive qualities and natural resource characteristics of such areas.</p>	<p>The Residential Suburban category is intended to recognize areas appropriate for residential uses where development characteristics are suburban, low-density residential in nature.</p>	<p>The Residential Low category is intended to recognize areas appropriate for residential uses that are consistent with low-density, non-intensive qualities and serve as transitions between more suburban and more urban residential areas.</p>
<p>Maximum Development Potential:</p> <p>Residential: 1.0 UPA Nonresidential: 0.30 FAR ISR: 0.60</p>	<p>Maximum Development Potential:</p> <p>Residential: 2.5 UPA Nonresidential: 0.30 FAR ISR: 0.60</p>	<p>Maximum Development Potential:</p> <p>Residential: 5.0 UPA Nonresidential: 0.40 FAR ISR: 0.65</p>
<p>Consistent Countywide Plan Category: Residential Very Low (RVL)</p>	<p>Consistent Countywide Plan Category: Residential Low Medium (RLM)</p>	<p>Consistent Countywide Plan Category: Residential Low Medium (RLM)</p>
<p>Consistent Zoning District(s): Low Density Residential (LDR)</p>	<p>Consistent Zoning District(s): Low Density Residential (LDR)</p>	<p>Consistent Zoning Districts(s): Low Density Residential (LDR) Low Medium Density Residential (LMDR)</p>

UPA = Units per Acre | FAR = Floor Area Ratio | ISR = Impervious Surface Ratio

QUALITY PLACES

Table QP 1. Future Land Use Categories (con't)

Residential Urban (RU)	Residential Low Medium (RLM)	Residential Medium (RM)
<p>The Residential Urban category is intended to recognize areas appropriate for residential and residential equivalent uses, consistent with urban qualities. These areas are appropriate to locations between commercial and employment centers, and serve as a transition between more suburban and more urban residential areas.</p>	<p>The Residential Low Medium category is intended to recognize areas for residential and residential equivalent uses consistent with urban qualities in a low- to moderately-intensive residential manner, and served by a range of urban services and transit. These areas act as a transition between low-density and high-density residential areas.</p>	<p>The Residential Medium category is intended to recognize areas appropriate for residential and residential equivalent uses in a moderately intensive residential manner in close proximity to major employment centers. These areas serve as a transition between less urban and more urban residential and mixed-use areas, and have a range of urban services and transit service available.</p>
<p>Maximum Development Potential:</p> <p>Residential: 7.5 UPA Nonresidential: 0.40 FAR ISR: 0.65</p>	<p>Maximum Development Potential:</p> <p>Residential: 10 UPA Nonresidential: 0.50 FAR ISR: 0.75</p>	<p>Maximum Development Potential:</p> <p>Residential: 15 UPA Nonresidential: 0.50 FAR ISR: 0.75</p>
<p>Consistent Countywide Plan Category: Residential Low Medium (RLM)</p>	<p>Consistent Countywide Plan Category: Residential Low Medium (RLM)</p>	<p>Consistent Countywide Plan Category: Residential Medium (RM)</p>
<p>Consistent Zoning District(s): Low Medium Density Residential (LMDR) Medium Density Residential (MDR)</p>	<p>Consistent Zoning District(s): Medium Density Residential (MDR) Mobile Home Park (MHP)</p>	<p>Consistent Zoning District(s): Medium Density Residential (MDR) Medium High Density Residential (MHDR)</p>

UPA = Units per Acre | FAR = Floor Area Ratio | ISR = Impervious Surface Ratio

Table QP 1. Future Land Use Categories (con't)

Residential High (RH)	Residential/Office Limited (R/OL)	Residential/Office General (R/OG)
<p>The Residential High category is intended to recognize areas appropriate for residential and residential equivalent uses developed in a highly intensive manner and areas well-suited for these uses and transportation facilities. These areas are served by a complete range of urban services with particular emphasis on the availability of enhanced transit.</p>	<p>The Residential/Office Limited category is intended to recognize areas appropriate for residential, residential equivalent, or limited office uses and provide a transition from more intensive nonresidential use to low-density residential or less intensive public/semi-public use.</p>	<p>The Residential/Office General category is intended to recognize areas appropriate for residential, residential equivalent, office, or employment uses in areas well-suited for a mix of uses with residential and office character. These areas serve as a transition from a high intensity activity center or more intensive nonresidential use to low-density residential or public/semi-public use.</p>
<p>Maximum Development Potential:</p> <p>Residential: 30 UPA Nonresidential: 0.60 FAR ISR: 0.85</p>	<p>Maximum Development Potential:</p> <p>Residential: 7.5 UPA Nonresidential: 0.40 FAR ISR: 0.75</p>	<p>Maximum Development Potential:</p> <p>Residential: 15 UPA Nonresidential: 0.50 FAR ISR: 0.75</p>
<p>Consistent Countywide Plan Category: Residential High (RH)</p> <p>Consistent Zoning District(s): Medium High Density Residential (MHDR) High Density Residential (HDR)</p>	<p>Consistent Countywide Plan Category: Office (O)</p> <p>Consistent Zoning District(s): Office (O)</p>	<p>Consistent Countywide Plan Category: Office (O)</p> <p>Consistent Zoning District(s): Medium Density Residential (MDR) Office (O)</p>

UPA = Units per Acre | FAR = Floor Area Ratio | ISR = Impervious Surface Ratio

QUALITY PLACES

Table QP 1. Future Land Use Categories (con't)

Residential/Office/Retail (R/O/R)	Commercial Neighborhood (CN)	Commercial Limited (CL)																						
<p>The Residential/Office/Retail category is intended to recognize residential, office, or retail commercial uses in areas appropriate for employment uses and have a mix of uses with residential/office/retail character. These areas serve as a transition from more intensive nonresidential uses or major roadways to residential, office, or public/semi-public uses.</p>	<p>The Commercial Neighborhood category is intended to recognize areas appropriate for local, neighborhood-scale convenience commercial goods and services in areas adjacent to and on the periphery of large residential neighborhoods. These areas are well-suited for neighborhood commercial use consistent with the need, scale, and character of adjoining residential areas which they serve.</p>	<p>The Commercial Limited (CL) category is intended to recognize areas appropriate for local, neighborhood-scale commercial goods and services in areas adjacent to and on the periphery of large residential neighborhoods. These areas are well-suited for commercial use consistent with the need, scale, and character of adjoining residential areas which they serve.</p>																						
<p>Maximum Development Potential:</p> <table border="0"> <tr> <td>Residential:</td> <td>18 UPA</td> </tr> <tr> <td>Overnight Accommodations:</td> <td>30 UPA</td> </tr> <tr> <td>Nonresidential:</td> <td>0.60 FAR</td> </tr> <tr> <td>ISR:</td> <td>0.85</td> </tr> </table>	Residential:	18 UPA	Overnight Accommodations:	30 UPA	Nonresidential:	0.60 FAR	ISR:	0.85	<p>Maximum Development Potential:</p> <table border="0"> <tr> <td>Residential:</td> <td>10 UPA</td> </tr> <tr> <td>Nonresidential:</td> <td>0.40 FAR</td> </tr> <tr> <td>ISR:</td> <td>0.80</td> </tr> </table>	Residential:	10 UPA	Nonresidential:	0.40 FAR	ISR:	0.80	<p>Maximum Development Potential:</p> <table border="0"> <tr> <td>Residential:</td> <td>18 UPA</td> </tr> <tr> <td>Overnight Accommodations:</td> <td>30 UPA</td> </tr> <tr> <td>Nonresidential:</td> <td>0.45 FAR</td> </tr> <tr> <td>ISR:</td> <td>0.85</td> </tr> </table>	Residential:	18 UPA	Overnight Accommodations:	30 UPA	Nonresidential:	0.45 FAR	ISR:	0.85
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Nonresidential:	0.45 FAR																							
ISR:	0.85																							
<p>Consistent Countywide Plan Category: Retail & Services (R&S)</p>	<p>Consistent Countywide Plan Category: Retail & Services (R&S)</p>	<p>Consistent Countywide Plan Category: Retail & Services (R&S)</p>																						
<p>Consistent Zoning District(s): Medium Density Residential (MDR) Commercial (C) Office (O)</p>	<p>Consistent Zoning District(s): Commercial (C)</p>	<p>Consistent Zoning District(s): Commercial (C)</p>																						

UPA = Units per Acre | FAR = Floor Area Ratio | ISR = Impervious Surface Ratio

Table QP 1. Future Land Use Categories (con't)

Commercial General (CG)	Institutional (I)	Resort Facilities High (RFH)																																
<p>The Commercial General category is intended to recognize areas designed to provide community or regional commercial goods and provide for employment uses. Residential uses can be located in these areas when appropriate and consistent with the objective of encouraging a mix of uses. These areas are typically found along major corridors or intersections of major corridors.</p>	<p>The Institutional category is intended to recognize areas appropriate for public/semi-public uses while being consistent with the scale of the surrounding areas. These areas provide for uses to serve the community, including educational, health, public safety, civic, religious, and similar uses.</p>	<p>The Resort Facilities High category is intended to recognize areas appropriate for residential, overnight accommodations, and resort attached dwellings, usually situated in close proximity to unique recreational assets or resort areas.</p>																																
<p>Maximum Development Potential:</p> <table border="0"> <tr> <td>Residential:</td> <td>24 UPA</td> </tr> <tr> <td>Overnight Accommodations:</td> <td>40 UPA</td> </tr> <tr> <td>Nonresidential:</td> <td>0.55 FAR</td> </tr> <tr> <td>Nonresidential Bonus*:</td> <td>1.1 FAR</td> </tr> <tr> <td>ISR:</td> <td>0.90</td> </tr> </table> <p><i>*For Office and Research & Development Uses in a Target Employment Center (TEC).</i></p>	Residential:	24 UPA	Overnight Accommodations:	40 UPA	Nonresidential:	0.55 FAR	Nonresidential Bonus*:	1.1 FAR	ISR:	0.90	<p>Maximum Development Potential:</p> <table border="0"> <tr> <td>Residential:</td> <td>12.5 UPA</td> </tr> <tr> <td>Nonresidential:</td> <td>0.65 FAR</td> </tr> <tr> <td>Nonresidential Bonus*:</td> <td>1.0 FAR</td> </tr> <tr> <td>ISR:</td> <td>0.85</td> </tr> </table> <p><i>*For Hospital Uses as detailed in Objective QP 5.10.</i></p>	Residential:	12.5 UPA	Nonresidential:	0.65 FAR	Nonresidential Bonus*:	1.0 FAR	ISR:	0.85	<p>Maximum Development Potential:</p> <table border="0"> <tr> <td>Residential:</td> <td>30 UPA</td> </tr> <tr> <td>Overnight Accommodations:</td> <td>50 UPA</td> </tr> <tr> <td>Nonresidential:</td> <td>1.2 FAR</td> </tr> <tr> <td>ISR:</td> <td>0.95</td> </tr> </table> <p>Clearwater Beach Overnight Accommodation Uses*:</p> <table border="0"> <tr> <td><1 acre</td> <td>70 UPA; 2.0 FAR</td> </tr> <tr> <td>1-3 acres</td> <td>90 UPA; 3.0 FAR</td> </tr> <tr> <td>>3 acres</td> <td>110 UPA; 4.0 FAR</td> </tr> </table> <p><i>*Consistent with applicable Alternative Temporary Lodging provisions of the Countywide Rules.</i></p>	Residential:	30 UPA	Overnight Accommodations:	50 UPA	Nonresidential:	1.2 FAR	ISR:	0.95	<1 acre	70 UPA; 2.0 FAR	1-3 acres	90 UPA; 3.0 FAR	>3 acres	110 UPA; 4.0 FAR
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<p>Consistent Countywide Plan Category: Retail & Services (R&S)</p>	<p>Consistent Countywide Plan Category: Public/Semi-Public (P/SP)</p>	<p>Consistent Countywide Plan Category: Resort (R)</p>																																
<p>Consistent Zoning District(s): Commercial (C)</p>	<p>Consistent Zoning District(s): Institutional (I)</p>	<p>Consistent Zoning District(s): High Density Residential (HDR) Commercial (C) Tourist (T)</p>																																

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QUALITY PLACES

Table QP 1. Future Land Use Categories (con't)

Central Business District (CBD)

The Central Business District category is intended to recognize Downtown Clearwater, for which a special area plan and development standards have been adopted. General uses include: moderate- to high-density residential, office, public/semi-public, and others as indicated in the *Clearwater Downtown Redevelopment Plan* and the *Downtown District and Development Standards*.

Maximum Development Potential:

As set forth in the *Clearwater Downtown Redevelopment Plan*.

Consistent Countywide Plan Category:

Activity Center (AC)/Special Center

Consistent Zoning District(s):

Downtown (D)

US 19 Regional Center (US 19-RC)

The US 19 Regional Center category is intended to recognize areas of the *US 19 Redevelopment Plan* that provide for the highest intensity of development. General uses include: office, high density residential, retail sales & service, overnight accommodations, research & development, and light manufacturing.

Maximum Development Potential:

All uses: 2.5 FAR

Consistent Countywide Plan Category:

Activity Center (AC)/Major Center

Consistent Zoning District(s):

US 19

US 19 Neighborhood Center (US 19-NC)

The US 19 Neighborhood Center category is intended to recognize areas of the *US 19 Redevelopment Plan* that provide for neighborhood-serving development. General uses include: office, high density residential, retail sales & service, overnight accommodations, research & development, and light manufacturing.

Maximum Development Potential:

All uses: 1.5 FAR

Consistent Countywide Plan Category:

Activity Center (AC)/Community Center

Consistent Zoning District(s):

US 19

UPA = Units per Acre | FAR = Floor Area Ratio | ISR = Impervious Surface Ratio

Table QP 1. Future Land Use Categories (con't)

<p align="center">US 19 Corridor (US 19-C)</p>	<p align="center">Industrial Limited (IL)</p>	<p align="center">Industrial General (IG)</p>
<p>The US 19 Corridor category is intended to recognize areas of the <i>US 19 Redevelopment Plan</i> that provide for development that falls between exits along US 19. General uses include: office, high density residential, institutional, warehouse, light manufacturing, and research & development.</p>	<p>The Industrial Limited category is intended to recognize areas appropriate for a broad range of employment uses, such as light/medium manufacturing, research and development, and wholesale uses along with overnight accommodations. These areas allow for internal service areas and have access to transportation and utility facilities.</p>	<p>The Industrial General category is intended to recognize areas appropriate for development with heavy industrial uses, including wholesale, warehouse, research & development, vehicular salvage, and all manufacturing uses. These areas provide for internal service access and buffer impacts to neighboring properties, and have good access to transportation and utility facilities.</p>
<p>Maximum Development Potential:</p>	<p>Maximum Development Potential:</p>	<p>Maximum Development Potential:</p>
<p>All uses: 1.5 FAR</p>	<p>Overnight Accommodations: 50 UPA Overnight Accommodations Bonus¹: 75 UPA Nonresidential: 1.0 FAR Nonresidential Bonus¹: 1.5 FAR Nonresidential Bonus²: 1.3 FAR ISR: 0.85</p>	<p>Nonresidential: 0.75 FAR Nonresidential Bonus*: 1.5 FAR ISR: 0.95</p>
<p><i>1. Development potentials subject to applicable Alternative Temporary Lodging provisions of the Countywide Rules. 2. For Manufacturing, Office, and Research & Development Uses in a TEC.</i></p>		<p><i>*For Manufacturing, Office, and Research & Development Uses in a TEC.</i></p>
<p>Consistent Countywide Plan Category: Multi Modal Corridor (MMC)/Primary</p>	<p>Consistent Countywide Plan Category: Employment (E)</p>	<p>Consistent Countywide Plan Category: Industrial (I)</p>
<p>Consistent Zoning District(s): US 19</p>	<p>Consistent Zoning District(s): Industrial, Research & Technology (IRT)</p>	<p>Consistent Zoning District(s): Industrial, Research, & Technology (IRT)</p>

UPA = Units per Acre | FAR = Floor Area Ratio | ISR = Impervious Surface Ratio

QUALITY PLACES

Table QP 1. Future Land Use Categories (con't)



Target Employment Center (TEC) Overlay

The Target Employment Center Overlay is intended to recognize areas appropriate for the development of uses that include high-wage jobs and increase the employment base. These TECs are based upon *TEILS* and associated provisions found within the *Countywide Rules*. General uses include office, manufacturing, and research & development.

Maximum Development Potential:

100% intensity bonus for Manufacturing, Office, and Research & Development Uses; otherwise, density, FAR, and ISR are based upon the underlying future land use category.

Consistent Countywide Plan Category:

Target Employment Center (TEC)

Consistent Zoning District(s):

Commercial (C)
Office (O)
Institutional (I)
Industrial, Research, & Technology (IRT)



Recreation/Open Space (R/OS)

The Recreation/Open Space category is intended to recognize areas appropriate to be developed with recreational and open space uses, including public or private open space, recreational facilities, and beach or water access.

Maximum Development Potential:

Nonresidential: 0.25 FAR
ISR: 0.60

Consistent Countywide Plan Category:

Recreation/Open Space (R/OS)

Consistent Zoning District(s):

Open Space/Recreation (OS/R)



Preservation (P)

The Preservation (P) category is intended to recognize and protect those areas of the city that are ecologically sensitive, including natural or undeveloped water features, beaches and dunes, and environmental parks.

Maximum Development Potential:

Nonresidential: 0.10 FAR
ISR: 0.20

Consistent Countywide Plan Category:

Preservation (P)

Consistent Zoning District(s):

Preservation (P)

UPA = Units per Acre | FAR = Floor Area Ratio | ISR = Impervious Surface Ratio

Table QP 1. Future Land Use Categories (con't)



Transportation/Utility (T/U)

The Transportation/Utility category is intended to recognize areas appropriate to be developed with transportation and utility related uses, including airports, marinas, or utility facilities.

Maximum Development Potential:

Nonresidential: 0.70 FAR
 ISR: 0.90

Consistent Countywide Plan Category:

Public/Semi-Public (P/SP)

Consistent Zoning District(s):

Institutional (I)



Transportation/Utility (T/U) Overlay

The Transportation/Utility Overlay is intended to recognize utility transmission lines which are located in easements.

Maximum Development Potential:

Density, FAR, and ISR are based upon the underlying future land use category; applicable to properties less than 10 acres.

Consistent Countywide Plan Category:

Public/Semi-Public (P/SP)

Consistent Zoning District(s):

All zoning districts



Water

The Water category is intended to recognize water bodies that are greater than 3 acres in size, typically ponds, lakes, or submerged lands.

Maximum Development Potential:

There is no development potential associated for property designated as Water.

Consistent Countywide Plan Category:

Not designated on the Countywide Map

Consistent Zoning District(s):

All zoning districts

UPA = Units per Acre | FAR = Floor Area Ratio | ISR = Impervious Surface Ratio

QUALITY PLACES

Table QP 1. Future Land Use Categories (con't)



Drainage Feature Overlay

The Drainage Feature Overlay is intended to recognize drainage ditches, channels, or easements and those water bodies that are less than 3 acres in size, which are typically used for stormwater.

Maximum Development Potentials:

Based upon the underlying future land use category.

Consistent Countywide Plan Category:

Not designated on the Countywide Map

Consistent Zoning District(s):

All zoning districts



Water feature at Coachman Park

UPA = Units per Acre | FAR = Floor Area Ratio
ISR = Impervious Surface Ratio

QP 3. Future Land Use

Residential

- (RE) Residential Estate
- (RS) Residential Suburban
- (RL) Residential Low
- (RU) Residential Urban
- (RLM) Residential Low Medium
- (RM) Residential Medium
- (RH) Residential High
- (R/OL) Residential/Office Limited

Commercial

- (R/OG) Residential/Office General
- (R/O/R) Residential/Office/Retail
- (CN) Commercial Neighborhood
- (CL) Commercial Limited
- (CG) Commercial General
- (CBD) Central Business District
- (RFH) Resort Facilities High

Industrial

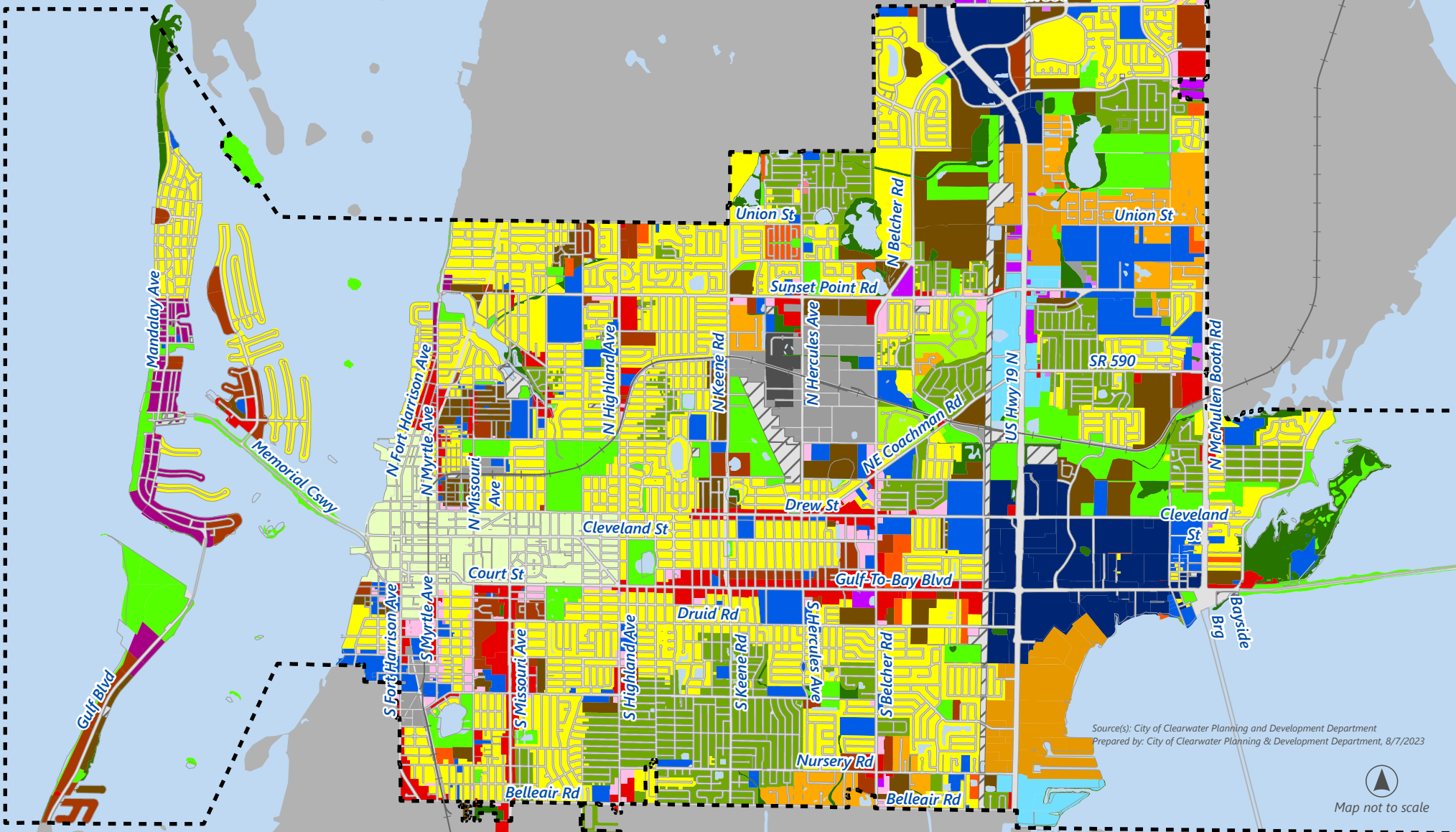
- US 19 Corridor
- US 19 Neighborhood Center
- US 19 Regional Center
- (IL) Industrial Limited
- (IG) Industrial General

Public & Education

- (I) Institutional

Other Designations

- (T/U) Transportation/Utility
- (WATER) Water
- Planning Area



Source(s): City of Clearwater Planning and Development Department
 Prepared by: City of Clearwater Planning & Development Department, 8/7/2023

Objective QP 5.2

Continue to review and evaluate amendments to the Future Land Use Map to ensure proposed uses and density or intensity are compatible with surrounding areas and consistent with the *Countywide Rules*.

Policies

QP 5.2.1

Continue to maintain consistency between the Countywide Map and the city's Future Land Use Map.

QP 5.2.2

Complete a detailed comparison of the city's Future Land Use Map, the Countywide Plan Map, and the city's Zoning Atlas to ensure consistency and identify amendments to address inconsistencies.

QP 5.2.3

Continue to ensure Future Land Use Map Amendments are consistent with the Countywide Plan's Scenic/Noncommercial Corridors.

QP 5.2.4

Continue to limit amendments that are on a single parcel where the requested future land use designation does not exist adjacent to the subject parcel.

QP 5.2.5

Direct amendments of higher density and intensity future land use categories to Multimodal Corridors or Future Transit Corridors as delineated by the Land Use Strategy Map in the *Countywide Rules*.

QP 5.2.6

Evaluate proposed amendments to ensure there are appropriate density and intensity transitions within neighborhoods.

QP 5.2.7

Ensure proposed amendments will not create uses, densities, or intensities that are incompatible with the surrounding neighborhood or any applicable special area or redevelopment plans.

QP 5.2.8

Continue to evaluate that sufficient public facilities are available to support proposed increases to density or intensity and require mitigation strategies if sufficient public facilities will not be available.

QP 5.2.9

Review proposed Future Land Use Map Amendments for properties near the Clearwater Airpark to ensure there are no conflicts with requirements found in the *Airport Master Plan*.



Edgewater Drive is a scenic/noncommercial corridor

QP 5.2.10

Continue to deny Future Land Use Map Amendments that result in an increase of residential density or intensity within the Coastal Storm Area (CSA) unless applicable statutory requirements and the following balancing criteria found in the *Countywide Rules* are met:

- 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 the Gulf of Mexico, inland waterways (such as Stevenson Creek), and Tampa Bay.
- e. Water Dependent Use. The requested amendment is for uses which are water dependent.
- f. Part of a Community Redevelopment Plan. The requested amendment is included in a Community Redevelopment Plan, as defined by Florida Statutes for a downtown or other designated development area.
- 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 coastal storm area.

- h. Clustering of Uses. The requested amendment within the CSA provides for the clustering of uses on a portion of the site outside the CSA.
- i. Integral Part of Comprehensive Planning Process. The requested amendment has been initiated by the local government as an integral part of its comprehensive planning process, consistent with the local government comprehensive plan.

Objective QP 5.3

Continue to promote redevelopment and infill development that is consistent and compatible with the surrounding properties.

Policies

QP 5.3.1

Support the adoption and utilization of future land use categories that promote infill development and desired redevelopment along corridors.

QP 5.3.2

Ensure compatibility with surrounding properties by encouraging development transitions between higher density and intensity development and surrounding residential neighborhoods.

QP 5.3.3

Encourage context-sensitive redevelopment and promote infill development of economically underutilized sites, corridors, and districts through land assembly opportunities, incentives, and public investments.

QP 5.3.4

Facilitate the redevelopment of abandoned, brownfield, or underutilized properties and buildings, bringing them back into productive use.

QUALITY PLACES

QP 5.3.5

Continue to allow the transfer of development rights (TDRs), consistent with the *CDC*, between properties to help facilitate redevelopment within special area and redevelopment plans, or to protect historical structures or environmentally sensitive lands outside of special area plans.

QP 5.3.6

Continue to use development agreements to allow for redevelopment that is compatible with surrounding properties.

Objective QP 5.4

Encourage the use of graywater systems in development or redevelopment.

Policy

QP 5.4.1

Create a density bonus for residential development or redevelopment that utilizes graywater systems within the *CDC*.

Objective QP 5.5

Continue to ensure development, redevelopment, or renovations of city-owned properties or buildings meet the *Florida Accessibility Code* and *Americans with Disabilities Act (ADA)*.

Policies

QP 5.5.1

Continue to implement the *City of Clearwater ADA Transition Plan* to reduce noncompliance.

QP 5.5.2

Ensure publicly accessible buildings or portions of buildings are compliant or incorporate renovations to increase compliance as feasible.



The Wyndham Grand resort used a development agreement

Objective QP 5.6

Ensure quality landscaping and tree protection throughout the city.

Policies

QP 5.6.1

Continue to protect trees during site development or redevelopment through standards in the *CDC*.

QP 5.6.2

Ensure new development is sited to reduce impacts to trees within rights-of-way.

QP 5.6.3

Continue to pursue and achieve the designation of Tree City USA.

QP 5.6.4

Maintain and enhance the existing landscaped medians throughout the city to preserve the natural beauty and character of the community.

QP 5.6.5

Consider establishing enhanced landscaping standards in the *CDC* for scenic corridors.

QP 5.6.6

Promote the use of native plants and xeriscaping during site development or redevelopment.

Objective QP 5.7

Prioritize the creation of a sustainable and long-lived tree canopy on public and private properties during development or redevelopment.

Policies

QP 5.7.1

Support the retention of tree canopies over and within public rights-of-way by developing strategies for maintaining, re-establishing, and enhancing those tree canopies.



Resident receiving a tree during an Arbor Day tree giveaway

QUALITY PLACES

QP 5.7.2

Preserve a shade tree canopy on private property by continuing to limit shade tree removal and ensuring shade trees are replaced/replanted in appropriate locations.

QP 5.7.3

Survey the city's current tree canopy and set a goal to increase the canopy coverage in accordance with *Greenprint 2.0*.

QP 5.7.4

Ensure development or redevelopment provides appropriate amounts of Florida-friendly shade trees to improve stormwater runoff and provide heat reduction, noise abatement, buffering, and aesthetic beauty.

QP 5.7.5

Research possible amendments to the *CDC* to incorporate arboricultural and horticultural standards for development or redevelopment initiatives.

Objective QP 5.8

Ensure standards of the *CDC* and applicable building codes are met and properties are maintained through building inspections and code enforcement activities.

Policies

QP 5.8.1

Continue to educate property owners and residents on city standards established within city codes.

QP 5.8.2

Continue to enforce and uphold city standards through code enforcement procedures to help protect property values and increase quality of life.

QP 5.8.3

Continue to administer the *Florida Building Code* and the permitting process in a fair and equitable manner to create safe buildings.

QP 5.8.4

Continue to administer the minimum housing and unsafe structures codes to maintain a stable building stock and property values.

Objective QP 5.9

Require all signage within the City of Clearwater to be consistent with the Clearwater sign code, as found within the *CDC*, and evaluate all proposed signs to determine their effectiveness in reducing visual clutter and in enhancing the safety and attractiveness of the streetscape.

Policies

QP 5.9.1

Continue to restrict commercial signs in the city to discourage the proliferation of visual clutter, promote community aesthetics, provide for highway safety, and allow the identification of business locations.

QP 5.9.2

Continue to prohibit the proliferation of billboards along major collector and arterial streets as is currently provided in the *CDC*.

Objective QP 5.10

Support the recruitment, retention, and expansion of existing industries through economic opportunity and creation of jobs and workforce training.

Policies

QP 5.10.1

Continue to recognize tourism as a substantial economic base and support the enhancement of tourism throughout the city.

QP 5.10.2

Evaluate city-owned properties for possible expansion of economic opportunities or industries before being declared surplus.

QP 5.10.3

Encourage prospective businesses to work with city staff to find locations and potential incentives for locating within the city.

QP 5.10.4

Encourage the formation and growth of small and minority-owned businesses.

QP 5.10.5

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

QP 5.10.6

Continue partnering with area colleges to promote awareness about business-related curriculums and degrees.

QP 5.10.7

Continue promoting and supporting workforce training grant programs.

QP 5.10.8

Create programs or policies that work to reduce employment disparities across race, geography, and educational attainment status.



Yo Mama's Foods opened their headquarters in Clearwater

Objective QP 5.11

Continue to provide a FAR bonus for hospital uses that meet additional bonus criteria established by and consistent with the *Countywide Rules*.

Policies

QP 5.11.1

Continue to allow hospital uses to develop up to 1.0 FAR provided all of the following conditions are met:

- a. The hospital use must not exceed an ISR of 0.85;
- b. The hospital use must be based upon and subject to an approved final master plan or site plan; and
- c. The master plan or site plan must include any and all adjacent, contiguous, or touching property, structures, facilities, and uses which are: attributable to common ownership; or part of a common plan of operation, administration, promotion, advertising, service, or business; or voluntarily sharing facilities or infrastructure; or used in any way in conjunction with the hospital use.

QP 5.11.2

Continue to create transition areas to ensure respect for and compatibility with the physical and visual character, intensity of development, and type of use where the municipal boundary of any adjoining local government is contiguous to or within one hundred fifty (150) feet of the hospital use utilizing this bonus by limiting the hospital use to 0.65 FAR for the uses located this transition area.

QP 5.11.3

Any proposed use within one hundred fifty (150) feet shall be so designed and located as to specifically consider each of the following:

- a. The height of any building or structure in relationship to the distance from adjoining property and buildings in the adjoining jurisdiction(s) to ensure minimum negative visual impact based on the standards for setback, separation distance and buffering in the adjoining local government(s).
- b. The separation distance and landscape buffer provisions for any vehicular use, storage, or service area or structure, consistent with the character and use of the adjoining property based on the standards for such buffer area in the adjoining local government(s).
- c. The landscape treatment, including the type, size and intensity of vegetative buffer areas consistent with the character and use of the adjoining property based on the standards for such landscape treatment in the adjoining local government(s).
- d. That no use shall constitute a nuisance with respect to noise, odor, air quality, fire or explosive hazard, vibration or electromagnetic interference based on the performance standards in the adjoining local government(s).

QP 5.11.4

Continue to provide adjoining local government(s) an opportunity to review and comment on the master plan or site plan, or any amendment thereto, as it applies to the property within one hundred fifty (150) feet of the municipal boundary by providing at a minimum the following:

- a. Transmittal of two (2) copies of the master plan or site plan, or any amendment thereto, to the adjoining local government(s) not less than thirty (30) days prior to scheduled action by the approving local government; and
- b. The opportunity and specific process by which to provide comments and recommendations by the adjoining local government(s) so as to be timely and meaningfully considered by the approving local government.

QP 5.11.5

Review and approval of a final master plan or site plan, or any amendment thereto, for hospitals utilizing this bonus provision will only be conducted after full and fair consideration of its impact on the adjoining local government(s) with the objective of maintaining the integrity of the land use plan, land development regulations and existing use of land in the adjoining local government(s).



Morton Plant Hospital

Goal QP 6

Encourage the development of housing units in a variety of types, costs, and locations that diversify housing options and provide housing that meets the evolving needs of Clearwater residents.

Objective QP 6.1

Provide opportunities for the creation of affordable housing.

Policies

QP 6.1.1

Continue to promote and further fair housing goals and programs so that a variety of housing choices are available to households without regard to religion, disability, age, race, national origin, or marital status.

QP 6.1.2

Support the continuation of the Clearwater Housing Authority's and Habitat for Humanity's programs for affordable housing opportunities.

QP 6.1.3

Continue to provide information, incentives, and technical assistance to promote housing production that meets the needs of very low- to moderate-income households.

QP 6.1.4

Maintain sufficient residentially-zoned acreage of varying densities and locations to accommodate existing and future housing needs.

QP 6.1.5

Continue to provide density bonuses for affordable housing developments consistent with the *CDC*. Such bonuses shall not be provided to properties within in the Coastal Storm Area unless preempted by state legislation.

QP 6.1.6

Establish missing middle and senior housing density bonuses and standards in the *CDC* consistent with provisions of the *Countywide Rules*.

QP 6.1.7

Support amendments to the *CDC* to enable greater housing diversity and affordability, such as accessory dwelling units and other missing middle housing types.

QP 6.1.8

Develop standards to implement state legislation allowing affordable housing to be built on any parcel of land zoned for commercial or industrial use.

QP 6.1.9

Review and, if necessary, amend the *CDC* to determine if barriers exist that slow the delivery of housing development.

QP 6.1.10

Allow accessory dwelling units in all residential zoning districts and exempt them from density provisions to provide additional and diverse housing options integrated into existing neighborhoods. Such accessory dwelling units shall not be used for short-term rental purposes.

QP 6.1.11

Continue to identify surplus city-owned lands with potential to support affordable housing development and publish a list of properties on the city's website.

QP 6.1.12

Identify other publicly or semi-publicly owned lands suitable for workforce and affordable housing and partner with property owners for potential development.

QP 6.1.13

Support the creation of affordable housing and mixed-use development along Investment Corridors found in the most recently approved *Advantage Pinellas, Long Range Transportation Plan*.



Increasing the availability of quality, affordable housing is a critical objective

Objective QP 6.2

Develop policies and strategies to address housing disinvestment and displacement.

Policies

QP 6.2.1

Continue to track neighborhood change, development, and housing costs to identify areas of the city that are experiencing, or likely to experience, displacement pressures.

QP 6.2.2

Create and expand programs to minimize displacement from the loss of rental housing units due to demolition or conversion, and the financial hardships created by rising rents.

QP 6.2.3

Identify residential areas, including mobile home parks, at risk of disinvestment, demolition, or redevelopment, and prepare regulatory, financial, and other programs to preserve or address replacement of naturally occurring affordable housing units.

QP 6.2.4

Assist with identifying relocation options for mobile home park tenants being displaced by the closure of any mobile home park.

QP 6.2.5

Consider mechanisms to provide temporary relocation assistance or counseling to enable the rehabilitation of substandard housing or to assist in the clearance of dangerously deteriorated houses.

QP 6.2.6

Encourage the renovation, rehabilitation, or removal and replacement of substandard housing units through code enforcement activities, housing programs, or strategic capital investments.

Objective QP 6.3

Strengthen outreach, partnerships, funding, and capacity to deliver workforce and affordable housing projects.

Policies

QP 6.3.1

Expand city outreach to low-income and housing insecure neighborhoods to develop a better understanding of housing needs and promote existing assistance and support programs.

QP 6.3.2

Continue meeting with the Neighborhood & Affordable Housing Board (NAHAB) and the Affordable Housing Advisory Committee (AHAC) to help facilitate the construction of affordable housing units within the city.

QP 6.3.3

Continue to provide assistance to qualified residents to retrofit housing in order to be barrier free and accessible to accommodate households with special needs.

QP 6.3.4

Partner with public and private sector entities to explore funding opportunities and other financial tools to support the delivery of affordable housing.

QP 6.3.5

Promote efforts to strengthen the capacity of existing and create new not-for-profit entities (e.g., Community Based Development Organizations or community land trust) with the potential to own, manage, and construct affordable and workforce housing.

Objective QP 6.4

Continue to provide zoning and land use regulations which allow the establishment of group homes, foster care facilities, and special needs housing subject to minimum state requirements.

Policies

QP 6.4.1

Establish population-based standards for group homes and foster care facilities in concert with knowledgeable state and community human services organizations.

QP 6.4.2

Encourage and assist human service agencies and other community groups in developing special living facilities at a level appropriate to Clearwater's population and needs.

QP 6.4.3

Periodically review and adjust the separation requirement for group homes as found in the *CDC* so that the requirement continues to function to provide broad dispersion without inhibiting these facilities.

QP 6.4.4

Continue to permit licensed group homes in all residential districts provided the use meets the minimum separation requirement of the State of Florida and development standards found in the *CDC*.

QP 6.4.5

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

Objective QP 6.5

Encourage the rehabilitation and preservation of the existing housing stock through both public and private resources.

Policies

QP 6.5.1

Continue to use Community Development Block Grant (CDBG), Home Investment Partnerships Program (HOME), State Housing Initiatives Partnership Program (SHIP), and any other available funds for housing rehabilitation and preservation.

QP 6.5.2

Continue the city's Owner-Occupied and Multifamily Rehabilitation Programs provided for through the *Local Housing Assistance Plan*.

QP 6.5.3

Continue providing housing rehabilitation programs such as owner-occupied rehabilitation or multifamily rental rehabilitation for households earning less than or equal to 120% area median income (AMI).

QP 6.5.4

Involve private lending institutions in the development of programs to encourage investments in affordable housing, community services targeted to low- and moderate-income individuals, promotion of economic development, or revitalization or stabilization of very low- to moderate-income neighborhoods.

QP 6.5.5

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

QUALITY PLACES

Goal QP 7

Celebrate the unique qualities of Clearwater neighborhoods and preserve and enhance significant historic and cultural places and districts.

Objective QP 7.1

Use the *Cultural Arts Strategic Plan* to provide support for arts and culture.

Policies

QP 7.1.1

Create art projects and programs that help shape the city's image, strengthen civic connectivity through art placement in community facilities and parks, and support neighborhood identity with programs such as the Storm Drain and Signal Box Programs that create attraction points.

QP 7.1.2

Explore the creation of an artist-in-residence program to expand artistic offerings throughout the city.

QP 7.1.3

Designate Downtown as an Arts District, from Coachman Park to the Mercado, and explore the feasibility of an incentive program to support the viability of arts and culture programming.

QP 7.1.4

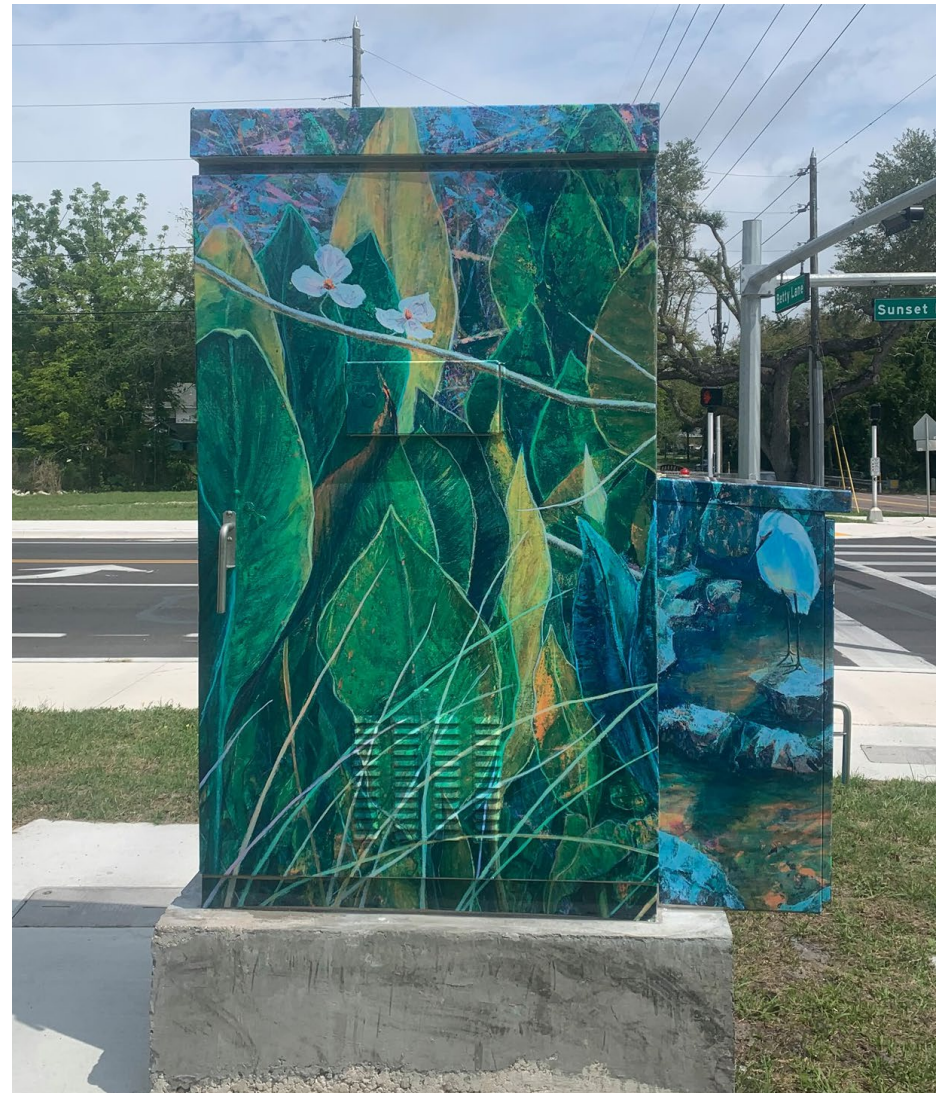
Expand cultural arts programming to neighborhood parks, libraries, and recreation centers, and determine the feasibility of creating a community arts center.

QP 7.1.5

Explore the creation of a Sister Cities Program cultural exchange.

QP 7.1.6

Continue to implement the *Clearwater Cultural Plan* as funds become available.



Signal box artwork

Objective QP 7.2

Preserve the authenticity of the built environment and celebrate historic places as shown on Map QP 4. Historic Sites.

Policies

QP 7.2.1

Encourage the implementation of historic overlay districts.

QP 7.2.2

Continue to protect, preserve, and maintain existing historic properties, housing, and neighborhoods through the preservation provisions in the CDC.

QP 7.2.3

Review and update the historic preservation provisions in the CDC.

QP 7.2.4

Conduct new surveys to update, identify, and evaluate potential historic sites and districts, including publicly owned sites and buildings eligible for local designation.

QP 7.2.5

Increase public awareness of the city's history and benefits of historic preservation through outreach, education, and installation of historical markers and interpretive signage.

QP 7.2.6

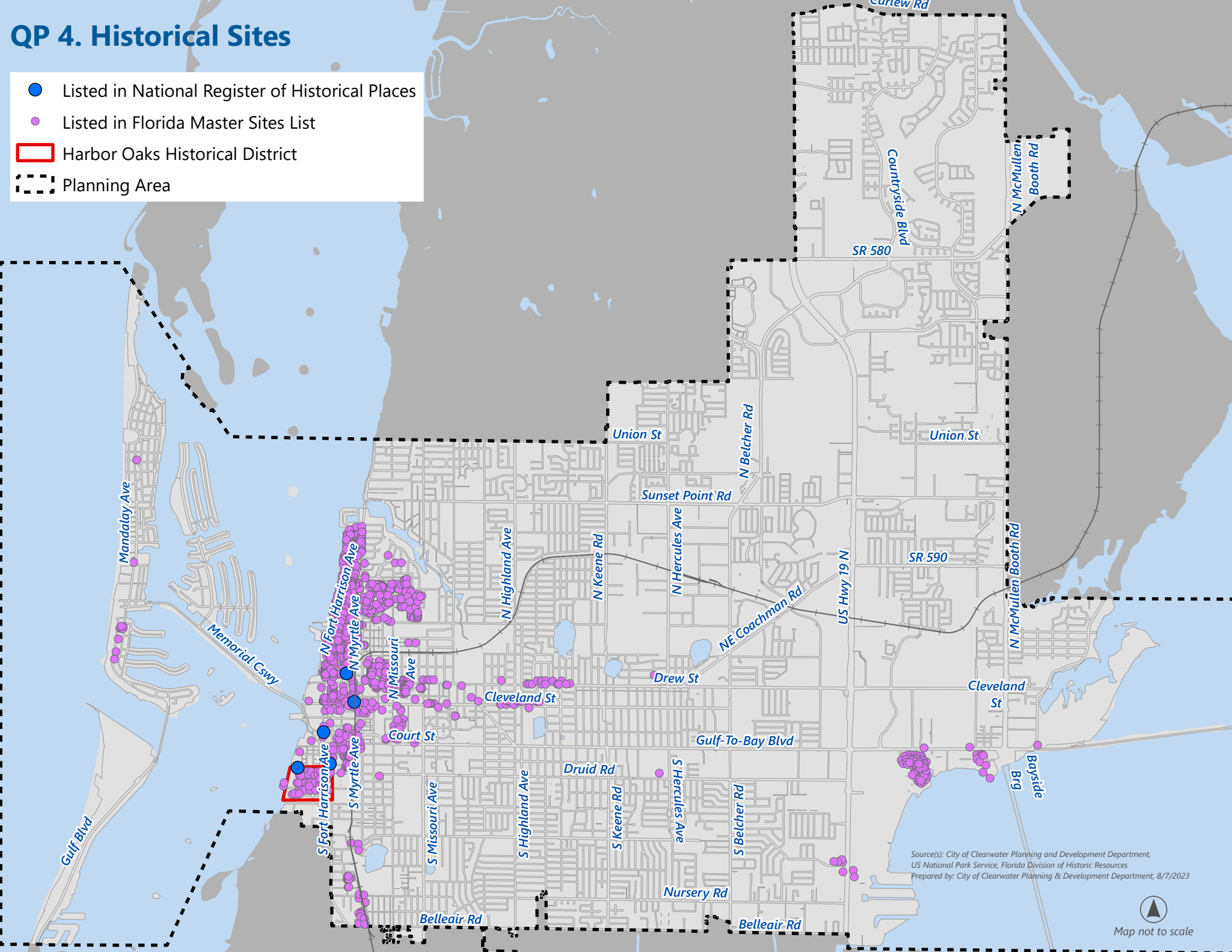
Work with property owners in the Harbor Oaks Neighborhood Association to determine whether there is interest in pursuing local historic district designation of the city's only National Register Historic District.



Historical view of Cleveland Street looking west in Downtown

QP 4. Historical Sites

- Listed in National Register of Historical Places
- Listed in Florida Master Sites List
- Harbor Oaks Historical District
- Planning Area



Source(s): City of Clearwater Planning and Development Department,
 US National Park Service, Florida Division of Historic Resources
 Prepared by: City of Clearwater Planning & Development Department, 8/7/2023

Goal QP 8

Protect and enhance the Courtney Campbell Causeway, Memorial Causeway, city gateways, and view corridors as natural, recreational, scenic, historic, and cultural resources.

Objective QP 8.1

Preserve the existing character of the Courtney Campbell and Memorial Causeways.

Policies

QP 8.1.1

Continue to promote educational programs and community partnerships that work to preserve natural and recreational features of the Courtney Campbell and Memorial Causeways.

QP 8.1.2

Establish the causeways as tourist points of interest through maintenance and enhancement of the recreational opportunities provided by the causeways.

QP 8.1.3

Continue to work with volunteer groups through the Adopt-a-Park, -Street, and -Trail Programs to facilitate litter cleanup days to maintain the natural environment of the causeways.

QP 8.1.4

Continue to support the vision, goals, and objectives of the Courtney Campbell Causeway Florida Scenic Highway designation.

QP 8.1.5

Support efforts to retain the current physical cross-sectional character of the Courtney Campbell Causeway reminiscent of its historic origin.

QP 8.1.6

Maintain the natural coastal-style landscaping and scenic views from the Courtney Campbell Causeway.

QP 8.1.7

Maintain the iconic native Florida landscaping and scenic views from the Memorial Causeway.



Aerial image of the Courtney Campbell Causeway looking east

QUALITY PLACES

Objective QP 8.2

Maintain and preserve the unique water views along Edgewater Drive, the Bayside Bridge, Bayshore Boulevard, and the Sand Key Bridge as gateways into the city.

Policy

QP 8.2.1

Consider developing gateway beautification projects.

Objective QP 8.3

Preserve view corridors identified on **Map QP 5. View Corridors** that provide a clear view of the water from the abutting street.

Policies

QP 8.3.1

Review site plans near view corridors to ensure view corridors will not be negatively impacted.

QP 8.3.2

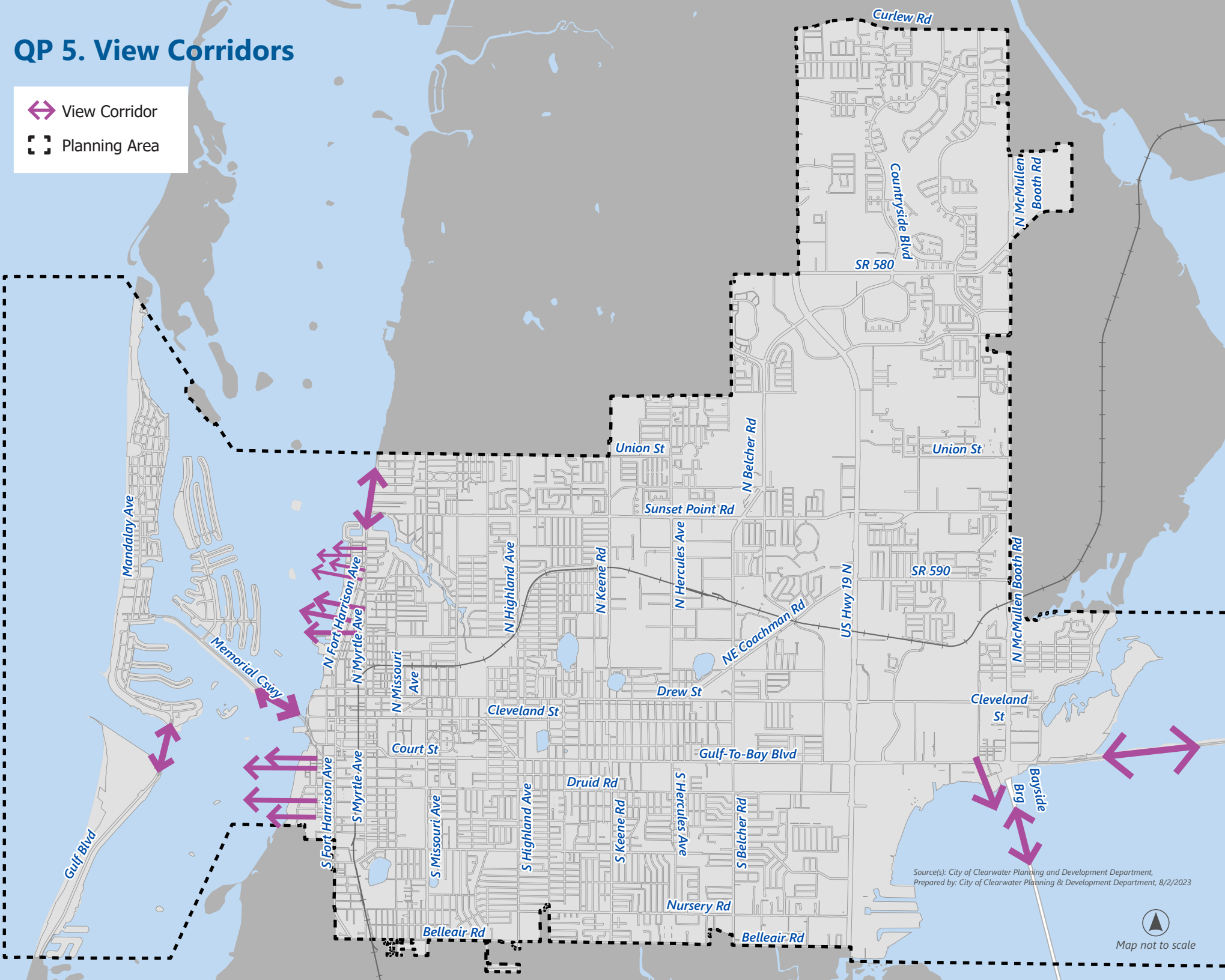
Preserve and maintain public access to right-of-way ends that are protected by the city charter.



Magnolia Street view corridor and fishing pier


















QP 5. View Corridors

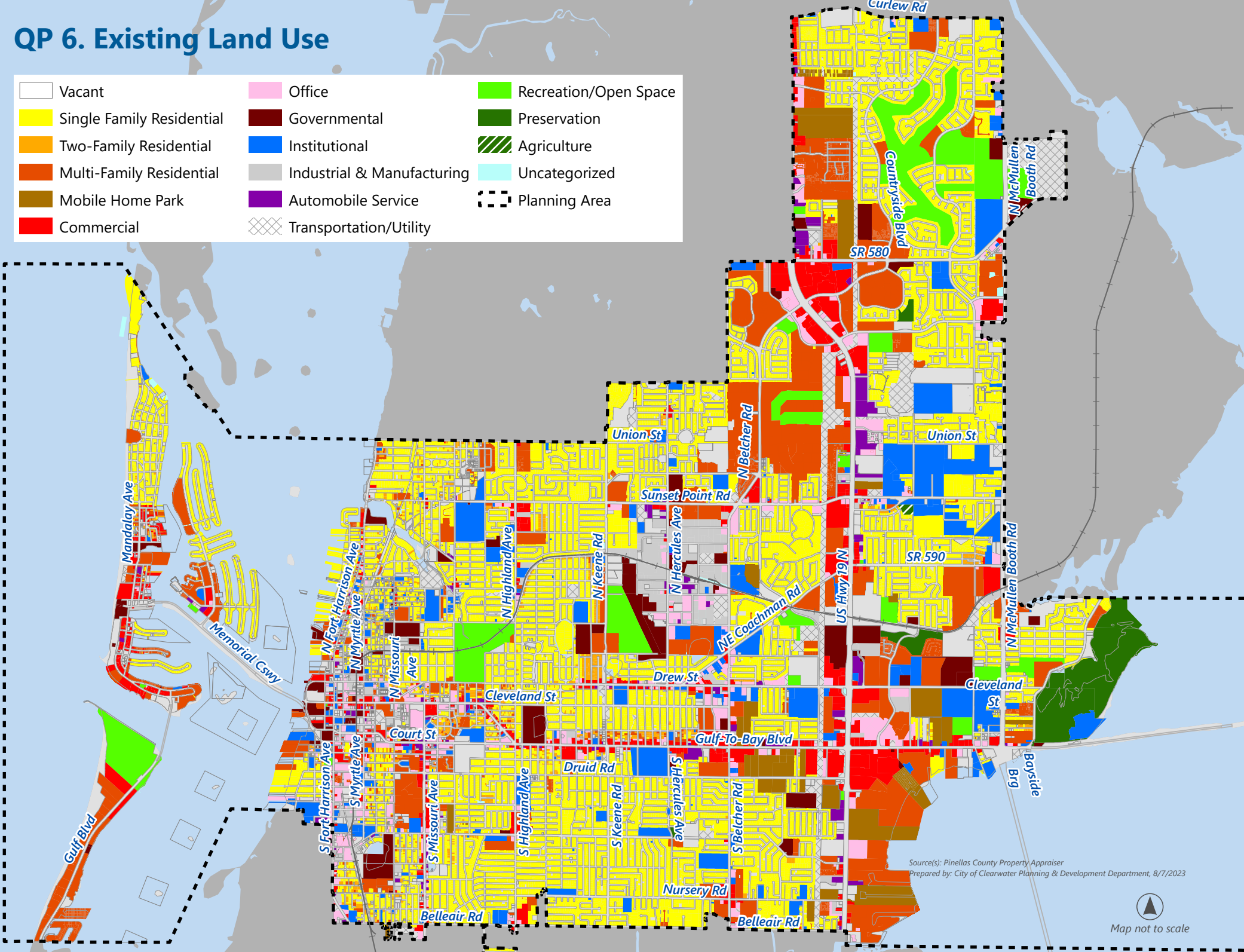
↔ View Corridor
[] Planning Area



Source(s): City of Clearwater Planning and Development Department,
Prepared by: City of Clearwater Planning & Development Department, 8/2/2023

QP 6. Existing Land Use

	Vacant		Office		Recreation/Open Space
	Single Family Residential		Governmental		Preservation
	Two-Family Residential		Institutional		Agriculture
	Multi-Family Residential		Industrial & Manufacturing		Uncategorized
	Mobile Home Park		Automobile Service		Planning Area
	Commercial		Transportation/Utility		



Source(s): Pinellas County Property Appraiser
 Prepared by: City of Clearwater Planning & Development Department, 8/7/2023





228184

CAUTION
STAND CLEAR AT
ALL TIMES
WHEN CONTAINER
IS OFF GROUND





Mobility

Transportation Element

CLEARWATER | 20
A bright and beautiful future. 45



Introduction

The Mobility Chapter offers guidance for the creation of a safe, efficient, equitable, and sustainable transportation system serving the needs of residents, businesses, and visitors.

The city's position as an established and largely built-out community creates unique mobility challenges that shape the economic vitality and quality of life. Right-of-way constraints make it difficult to add capacity along major corridors; transit use, walking, and biking are not always safe or accessible alternatives to driving, especially in more auto-oriented places; and seasonal shifts in travel demand impact the daily lives of residents, workers, and business operators.

Chapter policies focus on:

- Maximizing capacity on the existing transportation network;
- Improving travel safety and accessibility for system users;
- Supporting improved connectivity and reinvestment in Downtown, in activity centers along US 19, and along key multimodal corridors; and
- Expanding options for alternative forms of travel, including transit use, walking, and biking.

Planning Context

The Existing System

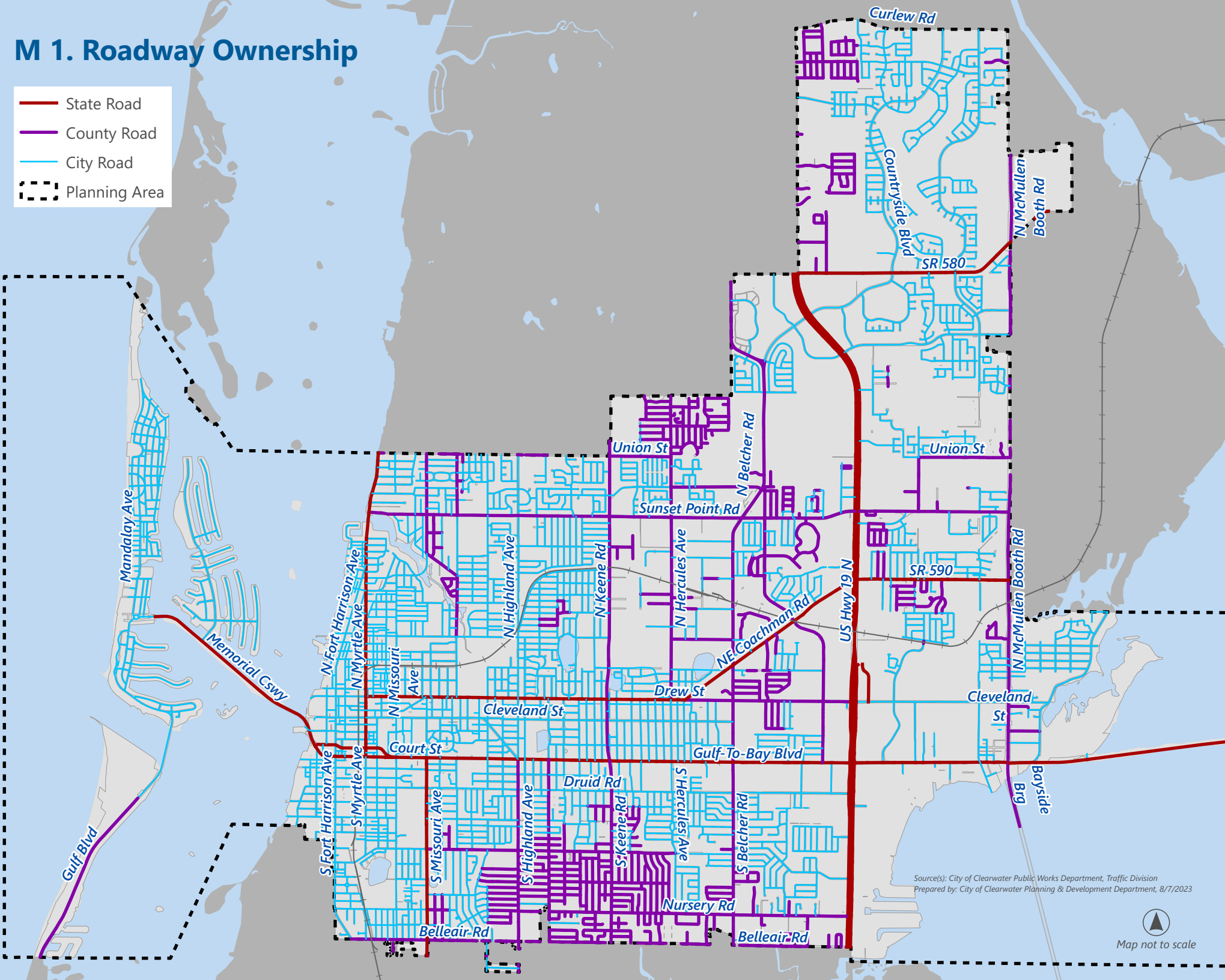
The city's transportation network includes approximately 532 miles of roads broken down into four classifications: arterials, collectors, local streets, and neighborhood streets. Of these classifications, approximately 78% are considered local or neighborhood streets. Collectors and arterials each account for 11% of the remaining mileage with 58.1 miles of collectors and 56.9 miles of arterials.

Street ownership is divided between one of three jurisdictions, the State of Florida, Pinellas County, or the City of Clearwater as shown on **Map M 1. Roadway Ownership**. Excluding neighborhood street classifications, the city owns approximately 56 miles of streets, Pinellas County owns approximately 44 miles, and the State of Florida owns approximately 32 miles. In several cases, ownership changes along a single corridor. For example, all three jurisdictions control segments along the Drew Street corridor, thus resulting in the need for careful coordination among the city and either Pinellas County or the State of Florida.

In addition to the over 500 miles of roads, the city contains over 500 miles of sidewalks, with Clearwater Beach and Downtown and the neighborhoods immediately surrounding having the best sidewalk coverage. While the Countryside and Morningside areas also have good coverage, large sidewalk network gaps exist in communities to the east and north of Downtown. Additionally, walking and biking is served by nearly 65 miles of bicycle facilities and trails. Bicycle facilities include bike lanes, marked shared lane facilities or "sharrows", and buffered or separated facilities. Trails include the Pinellas Trail, Druid Trail, and Duke Energy Trail, among others.

M 1. Roadway Ownership

- State Road
- County Road
- City Road
- Planning Area



Congestion & Capacity

During peak morning and evening travel periods, arterials across the city, including segments of Gulf to Bay Boulevard, McMullen Booth Road, and US 19, operate at or above capacity. During winter and spring months, congestion worsens as tourist traffic contributes to increased use of the network. Given right-of-way constraints, road widening is not often feasible or cost-effective, so planning activities focus on defining strategies to maximize operational efficiency, expand travel alternatives, and manage demand across the network.

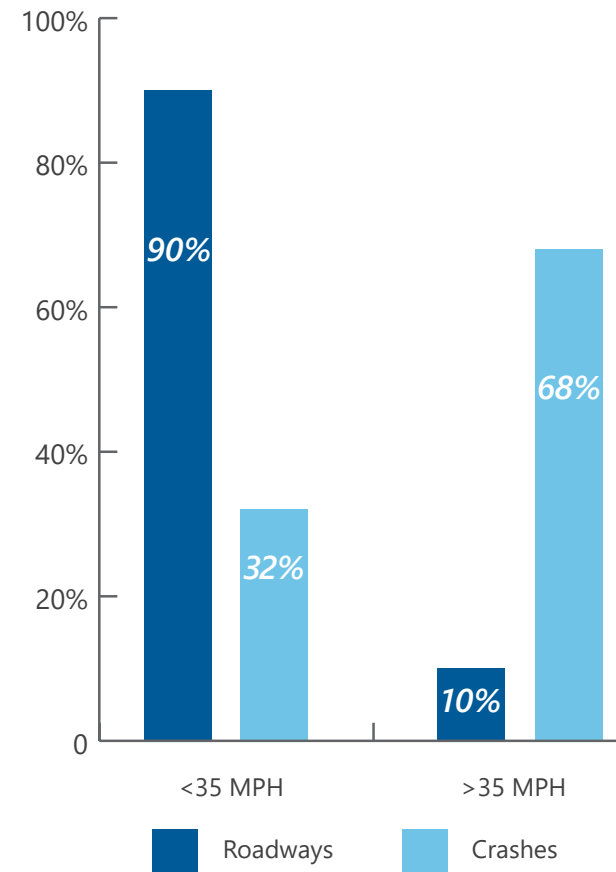
Travel Safety

Travel safety is a significant city concern. Between 2016 and 2020, there were nearly 19,000 crashes in the city, over two thirds of which occurred on roadways with speed limits above 35 MPH. (Roadways where the speed limit is over 35 MPH only account for about 10% of the entire road network.) **Figure 1. Percentage of Crashes vs. Speed** shows the percentage of roadways within the city with speed limits above or below 35MPH compared to the percentage of crashes on the roadways based on their speed. Crashes that occur at speeds above 35 MPH have a greater potential to result in fatalities or incapacitating injuries as shown in **Figure 7. Injury Rate vs Speed in Crashes**. Specific crash hotspots were identified at the following intersections: Gulf to Bay Boulevard at US 19 and at Belcher Road; US 19 and Drew Street; and Coronado Drive and South Gulfview Boulevard.

Crashes between vehicles and either pedestrians or bicyclists accounted for about 3% of the total crashes, but due to the higher travel speeds on road segments where the crashes occurred, nearly 19% of the pedestrian and bicyclist crashes resulted in fatalities or incapacitating injuries. Bike crashes were concentrated at intersections along Gulf to Bay Boulevard at Keene Road, Belcher Road, Old Coachman Road, and McMullen Booth Road.

Forward Pinellas' Safe Streets Pinellas Action Plan identifies several locations as part of Pinellas County's High Injury Network (HIN), which identifies roadways with especially high incidences of fatalities and serious injuries. The city has signed on with Forward Pinellas to adopt a Vision Zero approach to dealing with crashes on the HIN through adoption of Resolution No. 22-12. This Vision Zero approach aims to identify and implement projects and programs that work towards reducing the number of serious injuries and fatalities on roads within the city, with the ultimate goal of having zero serious injuries or fatalities by 2045.

Figure 6. Percentage of Crashes vs. Speed



Transit Service

Pinellas Suncoast Transit Authority (PSTA) operates bus service within the city as well as throughout Pinellas County. Within the city there are 19 routes including six core service routes, one frequent service route, 10 supporting service routes, and two trolley service routes as shown in **Figure 8. PSTA Services**. These existing routes provide an important transportation alternative for the local workforce and a critical lifeline to transit-dependent communities across the city. (Nearly 10% of the occupied households within the city do not have access to a personal vehicle.)

General Aviation

Clearwater also has a general aviation airport, Clearwater Airpark. The airport has about 125 aircraft based at the airport with nearly 50,000 annual operations. There is only one runway, designated 16/34, that is 4,108 feet in length with a parallel taxiway. Clearwater Airpark is the highest airport in Pinellas County at an elevation of 71 feet above sea level, making it an important component to recovery efforts after storms or disasters. The airport is currently leased to FlyUSA and is governed by a Federal Aviation Administration (FAA) mandated airport master plan, recently updated in 2020.

Figure 8. PSTA Services

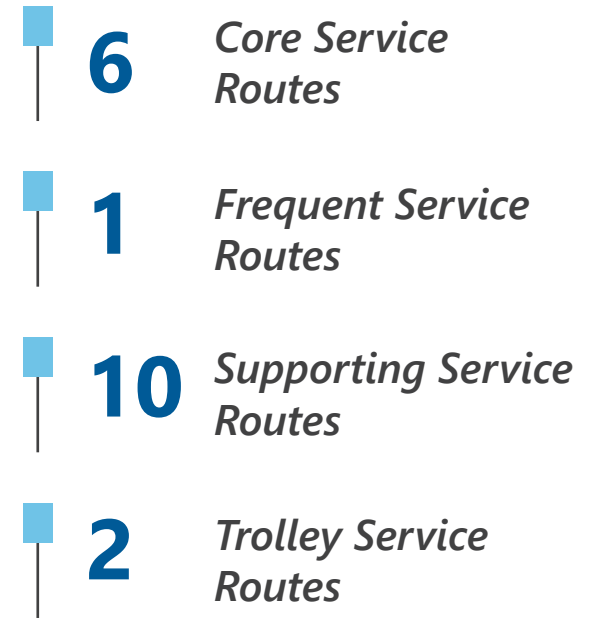
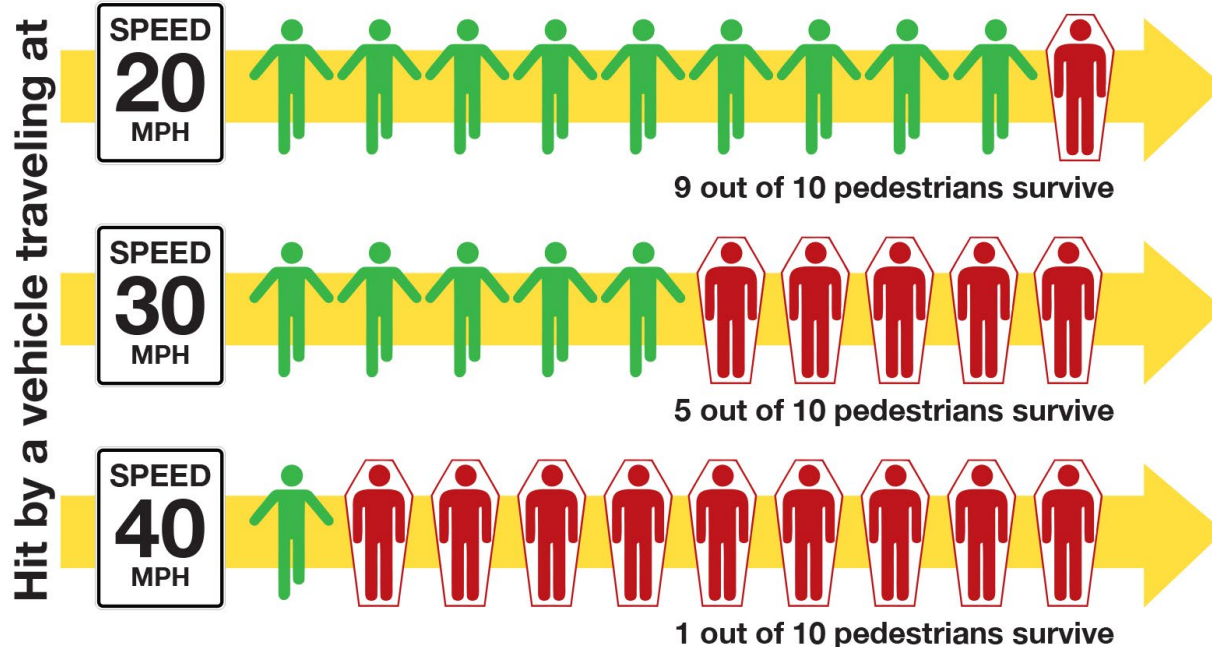


Figure 7. Injury Rate vs Speed in Crashes



Into the Future

Vision Zero Focus

Planning policies and programs presented in this chapter reinforce the city's Vision Zero approach to reduce roadway fatalities to zero and create a safe system that meets the needs of all users. Goals, objectives, and policies focus on identifying and prioritizing improvements in places with the highest incidents of fatalities and severe injuries. A Vision Zero approach can also lead to shifts in travel patterns and travel behaviors. Support for transit and active transportation can lead to reductions in single-occupancy vehicle trips and trip lengths, thus reducing crash exposure and conflict potential. Adopting a safe systems approach, which takes all users into consideration so that potential conflicts are minimized and eliminated, is a critical step in securing safe travel.

System Optimization

With limited opportunities to increase roadway capacity, the city is working to maximize operations on the existing network. From increasing efficiency through coordinated and adaptive traffic signal timing to planning for the introduction of autonomous and connected vehicles, the city is working with local partners to find innovative system design and management solutions to address long-standing challenges.

Transit Potential

Transit has the potential to play a stronger role in serving the travel needs of city residents, visitors and workers. This chapter called for the city to work with PSTA improve the quality and frequency of service along core routes and create better walking and biking connections between transit stops and nearby neighborhoods, employment centers, and mixed-use destinations. Through support

for signal prioritization and improvements like intersection queue jumps along key corridors, transit can become a more attractive and reliable alternative to driving and better serve local and regional needs, including the critical needs of transit-dependent populations.



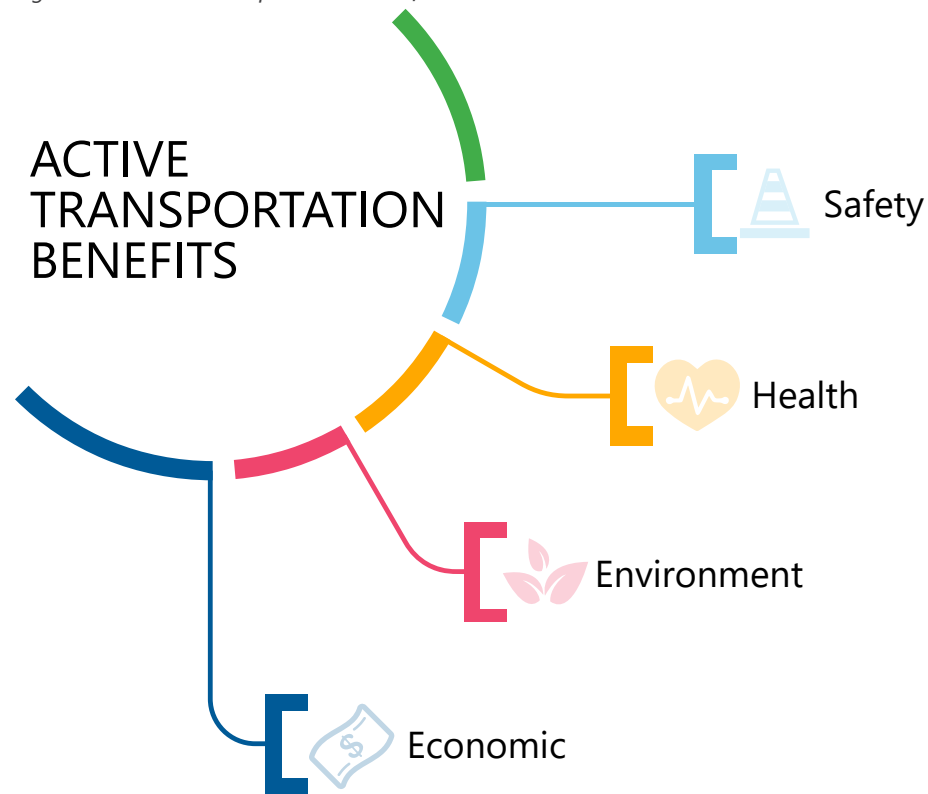
Jolley Trolley on Clearwater Beach

Active Transportation & Micromobility

Chapter goals, objectives, and policies recognize the ways walking, biking and micromobility use, especially in and around more walkable, mixed-use places, improves accessibility, enhances livability, and promotes resilience and sustainability. Walking, biking and micromobility use offer important benefits to the city, including reduced roadway congestion and crash exposure, lower greenhouse gas emissions, and increased economic activity Downtown, on Clearwater Beach, and in activity centers across the city. As highlighted in **Figure 9. Active Transportation Benefits**, there is an important correlation between the presence of active transportation infrastructure and improved safety, health, economic, and environmental impacts.

Micromobility is a broad term used to describe transportation over short distances by lightweight, low to moderate speed, usually less than single-person wheeled vehicles, including e-bikes, electric scooters, electric skateboards, and shared bicycle fleets. These modes are meant to help people commute over shorter distances without using single-occupancy vehicles and provide a “last mile” mobility alternative for transit users. “Last mile” options connect transit users to their final destinations in places where there’s no scheduled transit service.

Figure 9. Active Transportation Benefits



Land Use & Transportation

Integration

Leveraging the mobility benefits of compact, mixed-use development is a central part of the city's strategic direction. Land use strategies included in the Quality Places Chapter are designed to reduce single-occupancy vehicle travel and promote the use of transit, walking, and biking as safe and convenient alternatives to single-occupancy vehicle travel.

Emerging Technologies

Other areas of focus include new and emerging technologies such as connected autonomous vehicles (CAV) and air taxis or vertiports. The city should focus efforts on expanding fiber optic connectivity throughout the city so that these future technologies can be accommodated on the roadway network in a safe and efficient manner.

Freight Movement

As populations and tourism activities increase, delivery services will continue to need safe opportunities for delivery of goods. Options to consider include creating delivery times for different areas of the city, creating off-street delivery zones, or including development standards that specifically address delivery vehicles so that deliveries are made in a safe manner without impeding traffic flow, especially during peak travel times.

Regional Collaboration

Transportation is not just a city issue or a city problem. A regional approach needs to be considered and coordination efforts need to continue with regional partners to best address transportation not only within Clearwater, but also within Pinellas County as well as the Tampa Bay Region.

Chapter Goals

This chapter contains four goals:

Goal M 1. Transportation System

Provide a convenient, efficient, and interconnected transportation system that is safe and equitable for all users, expands opportunity, and improves access to local and regional destinations.

Goal M 2. Multimodal Mobility

Increase transportation alternatives to lessen dependence on single-occupancy vehicle trips by expanding multimodal travel options.

Goal M 3. Airport

Plan for the safe and efficient operation of the Clearwater Airpark.

Goal M 4. Freight & Logistics

Plan for the safe and efficient movement and delivery of goods throughout the city.

Goal M 1

Provide a convenient, efficient, and interconnected transportation system that is safe and equitable for all users, expands opportunity, and improves access to local and regional destinations.

Objective M 1.1

Maintain transportation network performance that furthers development of a multimodal transportation system and improves mobility and safety for all roadway users - pedestrians, bicyclists, transit users, and motorists.

Policies

M 1.1.1

Preserve and protect existing and future transportation corridors.

M 1.1.2

Continue to monitor transportation conditions in the city, including roadway level of service, active transportation, and travel safety by user group.

M 1.1.3

Monitor seasonal changes in travel demand and traffic patterns and operations.

M 1.1.4

Expand alternative transportation strategies to address seasonal congestion.

M 1.1.5

Continue implementation of the current Mobility Management System, including the multimodal impact fee, through the *Community Development Code (CDC)* to generate funding for multimodal mobility improvements.

M 1.1.6

Continue directing expenditures towards alleviating the city's most severe congestion problems while providing continuity in roadway lane arrangements and providing for economic development and redevelopment needs.

M 1.1.7

Evaluate the feasibility of creating a Transportation Management Association to implement a Transportation Demand Management Program for Downtown Clearwater and Clearwater Beach.

M 1.1.8

Develop traffic management plans for use on Clearwater Beach, Downtown, and other locations with significant fluctuations in demand due to special events or seasonal impacts.

M 1.1.9

Consider implementing a multimodal screening tool to evaluate multimodal elements, such as sidewalks, bike lanes, or transit access, during the review of site plans or Future Land Use Map or Zoning Atlas Amendment applications.

M 1.1.10

Analyze impacts of roadway design on the ability to evacuate populations during emergencies.

M 1.1.11

Evaluate the impacts of prolonged road closures on road performance, mobility, and safety of all users.

M 1.1.12

Study the use and effects of micromobility within the city and use the findings to prioritize future projects and programs.

M 1.1.13

Support educational and outreach initiatives to promote safe travel behavior and increase public awareness of alternative forms of transportation, including transit, active transportation, and micromobility.

M 1.1.14

Evaluate opportunities to re-establish a transportation grid and improve pedestrian connectivity.

M 1.1.15

Review right-of-way vacation requests to ensure vehicular and pedestrian connectivity is not reduced and superblocks are not created.

M 1.1.16

Continue to limit or consolidate direct access points (curb cuts), require cross-access easements, and prohibit new access points for out-parcels through the site plan review process.

M 1.1.17

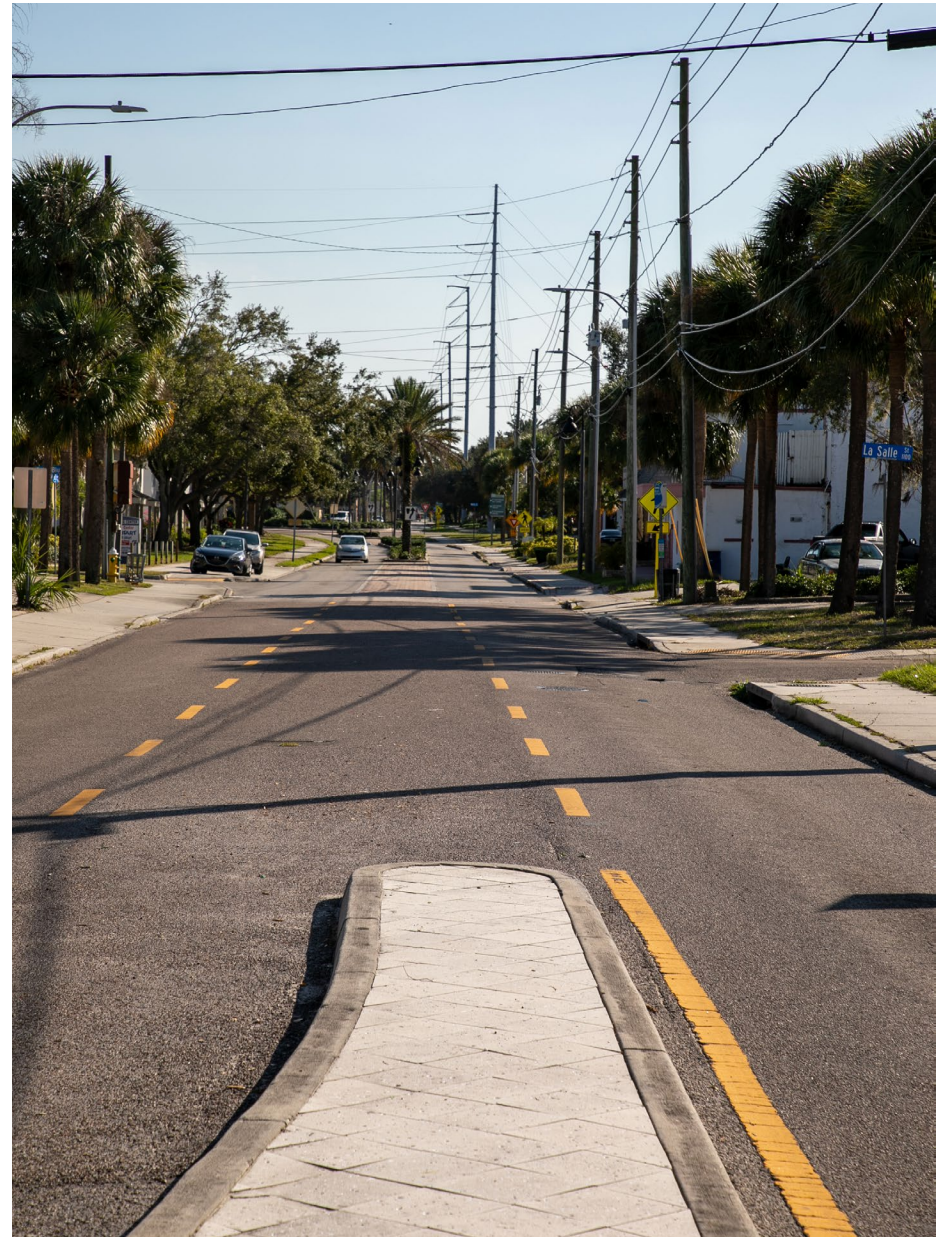
Consider completing a comprehensive mobility study throughout the city.

M 1.1.18

Encourage the consolidation of public surface parking facilities into structured parking facilities open to the public.








M 1.1.19

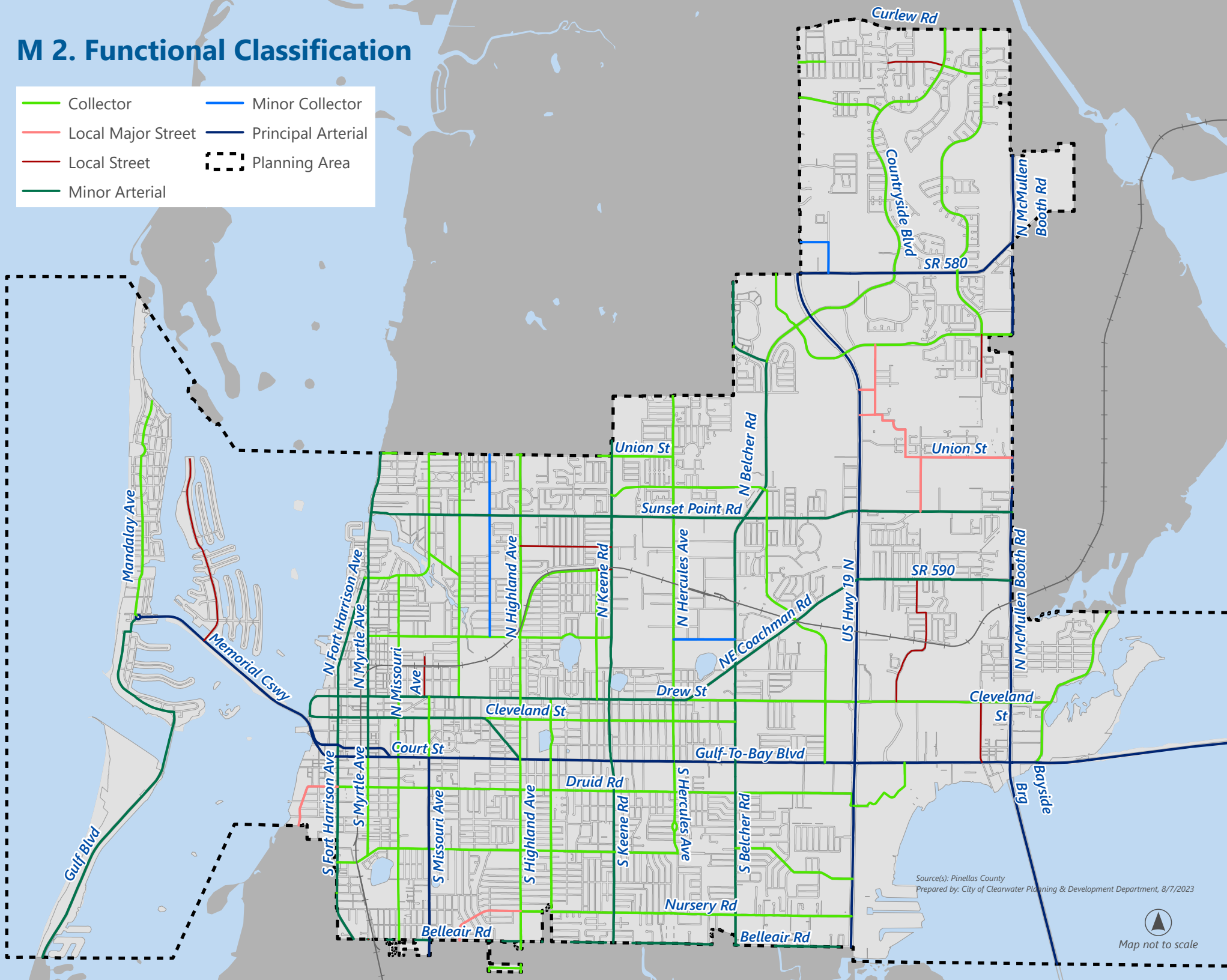
Evaluate the functional classifications found on **Map M 2. Functional Classifications** and coordinate updates to the map with Forward Pinellas and Pinellas County.



North Martin Luther King, Jr. Avenue Corridor

M 2. Functional Classification

	Collector		Minor Collector
	Local Major Street		Principal Arterial
	Local Street		Planning Area
	Minor Arterial		



Source(s): Pinellas County
 Prepared by: City of Clearwater Planning & Development Department, 8/7/2023

Objective M 1.2

Provide an equitable transportation system that delivers equal outcomes regardless of age, race, ethnicity, income, ability, or disability.

Policies

M 1.2.1

Consider conducting a needs assessment to inventory and assess mobility needs of city residents.

M 1.2.2

Continue to fund maintenance, retrofit, and construction of sidewalks to meet *Florida Accessibility Code* and Americans with Disabilities Act (ADA) standards.

M 1.2.3

Continue to upgrade right-of-way signage during scheduled replacements with ADA-compliant signage as set forth in the *City of Clearwater ADA Transition Plan*.

M 1.2.4

Support the creation of expanded transportation service options and types to service traditionally underserved neighborhoods.

M 1.2.5

Study and design transportation network improvements that harmonize with the context of the adjacent neighborhood and ensure that all users are considered and are not disproportionately affected.

M 1.2.6

Develop capital planning strategies that improve sidewalk and trail connections for underserved neighborhoods and populations to access opportunities and services.



Crossing guards allowing students to cross a street

Objective M 1.3

Recognize safety as the number one transportation priority through implementation of the Vision Zero approach.

Policies

M 1.3.1

Address travel safety and utilize the Federal Highway Administration’s Safe System elements as part of all transportation planning, complete streets, active transportation, and transit planning processes.

M 1.3.2

Identify crash hotspots and assess the feasibility of data-driven safety countermeasures in all transportation improvement projects within the city, whether undertaken by Florida Department of Transportation (FDOT), Pinellas County, the city, or Pinellas Suncoast Transit Authority (PSTA).

M 1.3.3

Focus education and enforcement activities in areas identified as crash hotspots.

M 1.3.4

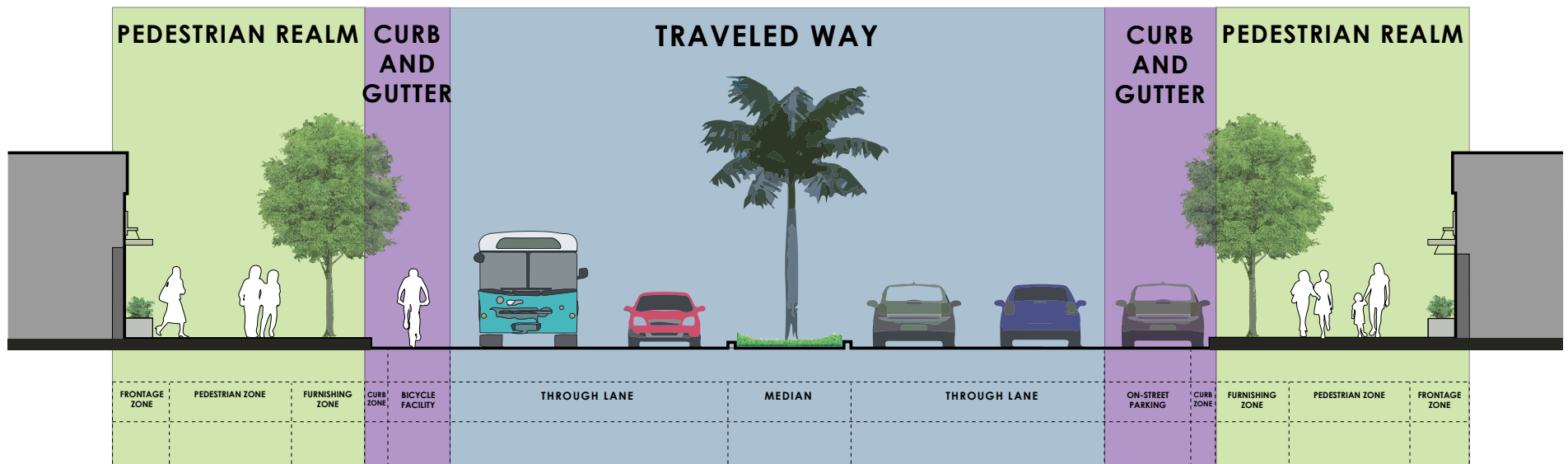
Focus improvements to the transportation network on those High-Injury Network (HIN) roadways as found within the *Safe Streets Pinellas Action Plan*.

M 1.3.5

Continue to provide access to residential, commercial, and recreational areas by providing direct routes such as continuous trails and sidewalks between destinations in order to minimize potential conflicts between pedestrians and motor vehicles.

M 1.3.6

Research grant opportunities to re-establish a Safe Routes to School Program.



Typical Complete Streets concept plan

Objective M 1.4

Promote travel safety and support multimodal mobility through city codes.

Policies

M 1.4.1

Establish complete streets and context classifications design standards in the *CDC* consistent with the approved *Complete Streets for Clearwater Implementation Plan*.

M 1.4.2

Continue to evaluate the *CDC* for opportunities to include and enhance safety measures for vehicular stacking, vehicular and pedestrian connections, circulation, and cross-parcel access.

M 1.4.3

Review and update the *CDC* to address multimodal or new forms of transportation such as e-bikes and scooters.

M 1.4.4

Explore the feasibility of permitting low-speed, non-motorized vehicles, such as golf carts, to operate on certain city roads.

M 1.4.5

Establish requirements for electric vehicle (EV) charging infrastructure in new development and redevelopment.

M 1.4.6

Create standards for bicycle parking in new development or redevelopment.

M 1.4.7

Develop curb management solutions to address impacts of ride-share services such as Uber and Lyft.

M 1.4.8

Provide safe on-site traffic circulation and connections to adjacent roadways consistent with FDOT, Institute of Traffic Engineers (ITE), National Association of City Transportation Officials (NACTO), or other applicable roadway design standards, policies, and guidelines.



Bicycle parking

Objective M 1.5

Research, develop, and deploy technological applications and projects to support connected vehicles, enhanced mobility, and safety while minimizing impacts to equity, livability, and sustainability.

Policies

M 1.5.1

Utilize 5G technologies for near-term implementation and expansion of the city's fiber network to allow for enhanced traffic and parking management projects and programs.

M 1.5.2

Evaluate and implement the use of integrated parking management systems and pricing to best-utilize the city's public parking lots and garages.

M 1.5.3

Encourage private-sector participation in a city-run integrated parking management system.

M 1.5.4

Research projects and programs to best support Connected Autonomous Vehicles (CAV) and their safe movement throughout the city.

M 1.5.5

Research the use of "air-taxis" and study the feasibility of allowing "vertiports" to be constructed within the city.

M 1.5.6

Consider implementing standards for aerial or other autonomous delivery methods.

M 1.5.7

Develop programs to educate the public about new technologies.



The Autonomous Vehicle Advantage (AVA) connected autonomous vehicle

Objective M 1.6

Continue to plan for and implement improvements to the transportation system as recommended in *Greenprint 2.0*.

Policies

M 1.6.1

Develop street design standards, including pedestrian realm improvements, that maximize energy efficiency and minimize heat island effect.

M 1.6.2

Support improvements to enable increased use of transit, walking, and cycling for a greater percentage of overall travel and reduce the number and length of vehicle trips.

M 1.6.3

Reduce the greenhouse gas emissions of the city vehicle fleet by shifting to cleaner fuels and more fuel-efficient vehicles.

M 1.6.4

Expand publicly accessible electric vehicle (EV) charging infrastructure, especially at city facilities and future park-and-ride locations.



EV charging station at Sand Key Park. Photo credit: Pinellas County

Goal M 2

Increase transportation alternatives to lessen dependence on single-occupancy vehicle trips by expanding multimodal travel options.

Objective M 2.1

Design future improvements to transportation corridors to support multimodal mobility, land use, and economic development.

Policies

M 2.1.1

Collaborate with local and regional partners to promote the safe use and enjoyment of multimodal mobility systems serving the city.

M 2.1.2

Continue to implement complete streets design in roadway redesign projects to provide for safe and alternative means of transportation.

M 2.1.3

Create internal guidelines or policies that assist in determining which roadway projects should prioritize complete streets.

M 2.1.4

Implement priority recommendations from the *Complete Streets for Clearwater Implementation Plan* to incorporate into the Capital Improvement Program and develop a monitoring and reporting program to track progress.

M 2.1.5

Utilize pilot or quick-build projects on roadways to analyze the operational effects of complete streets techniques.

M 2.1.6

Improve access, safety, and walkability through the provision of improved pedestrian and bicycle connections and enhanced transit accommodations.

M 2.1.7

Connect commercial and employment areas to neighborhoods with sidewalks or other pedestrian pathways.

M 2.1.8

Develop a program to prioritize the use of the city trails as alternative modes of transportation to help reduce vehicle trips and miles traveled.

M 2.1.9

Continue exploring options to expand the operational hours and safety measures of the Pinellas Trail to allow for increased usage.



Pinellas Trail

Objective M 2.2

Encourage mobility investments that support increased levels of internal trip capture, reduce vehicle trips and miles traveled, and promote walking and biking as attractive alternatives to driving.

Policies

M 2.2.1

Prioritize capital investments to support walking, biking, and micromobility that connect city neighborhoods to Downtown, Clearwater Beach, and commercial areas.

M 2.2.2

Prioritize pedestrian safety along sidewalks and crosswalks through solutions such as better lighting, pedestrian scrambles, rectangular rapid flashing beacons (RRFBs), leading pedestrian intervals, and raised crosswalks.

M 2.2.3

Continue to implement the pedestrian and bicycle improvement policies and design guidelines set forth in *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines*.

M 2.2.4

Update the city's *Shifting Gears: Bicycle and Pedestrian Master Plan*, building on the research and analysis conducted to support the *Advantage Pinellas: Active Transportation Plan*.

M 2.2.5

Promote educational and awareness programs to ensure physical safety of non-motorized transportation users in accordance with the city's *Shifting Gears: Bicycle and Pedestrian Master Plan*, the *Advantage Pinellas: Active Transportation Plan*, and the *Safe Street Pinellas Action Plan*.

M 2.2.6

Use the *Parks and Recreation System Master Plan* to guide development of new and enhance existing trail systems throughout the city.

M 2.2.7

Consider opportunities to improve the city-owned portion of the Pinellas Trail through Downtown to increase usage.



Bicycle parking on Clearwater Beach. Photo credit: Pmsmith455

Objective M 2.3

Support transit projects and initiatives that expand the multimodal mobility network.

Policies

M 2.3.1

Support the implementation of operational techniques that allow the prioritization of high-ridership bus routes such as dedicated bus lanes, signal prioritization, or queue jumps.

M 2.3.2

Continue active participation and support for transit feasibility and project development activities for transit service improvement projects and initiatives.

M 2.3.3

Work with developers, PSTA, and other partners to determine the best locations for park-and-ride services and promote these services to the public.

M 2.3.4

Coordinate with partner agencies to increase micromobility options for aging populations.

M 2.3.5

Prioritize capital investments that support transit use and improve transit stop accessibility.

M 2.3.6

Ensure development plans provide safe and accessible connections to transit stops.

M 2.3.7

Support the free spring break Jolley Trolley service through free parking at city-owned parking lots.

M 2.3.8

Promote more intense, walkable, and transit-supportive forms of development along corridors identified as Multimodal Corridors and Future Transit Corridors on the Countywide Plan Map.

M 2.3.9

Continue to explore surface, aerial, and waterborne transit opportunities to increase mobility options throughout the city and from Downtown Clearwater to Clearwater Beach.



Clearwater Ferry

Goal M 3

Plan for the safe and efficient operation of the Clearwater Airpark.

Objective M 3.1

Support long-range planning for expenditures, maintenance, improvement, and possible expansion of the Clearwater Airpark.

Policies

M 3.1.1

Continue implementation of recommendations in the *Airport Master Plan*.

M 3.1.2

Update the *Airport Master Plan* by 2040 to ensure compliance with Federal Aviation Administration (FAA) safety standards.

M 3.1.3

Review proposed developments to ensure they are consistent with requirements found in the *Airport Master Plan*.

M 3.1.4

Encourage aviation-related industrial uses to be developed on any surplus airport or adjacent city-owned land.

M 3.1.5

Continue exploring federal, state, and county funding sources to supplement city expenditures for airport operations.

M 3.1.6

Continue maintaining aviation facilities through funds from facility users, grants, and enterprise and general funds.

M 3.1.7

Continue to review and approve all leases, planned facility improvements, and airpark management with the city retaining ownership of land.



Clearwater Airpark runway. Photo credit: Google Earth

Goal M 4

Plan for the safe and efficient movement and delivery of goods throughout the city.

Objective M 4.1

Ensure delivery service (e.g. UPS, FedEx, Amazon) access is considered in planning to serve new development and redevelopment.

Policies

M 4.1.1

Ensure that *CDC* standards adequately address safety and functionality for delivery services within the city.

M 4.1.2

Evaluate existing and proposed truck routes to ensure safe and efficient movement of goods while protecting neighborhoods.




M 4.1.3

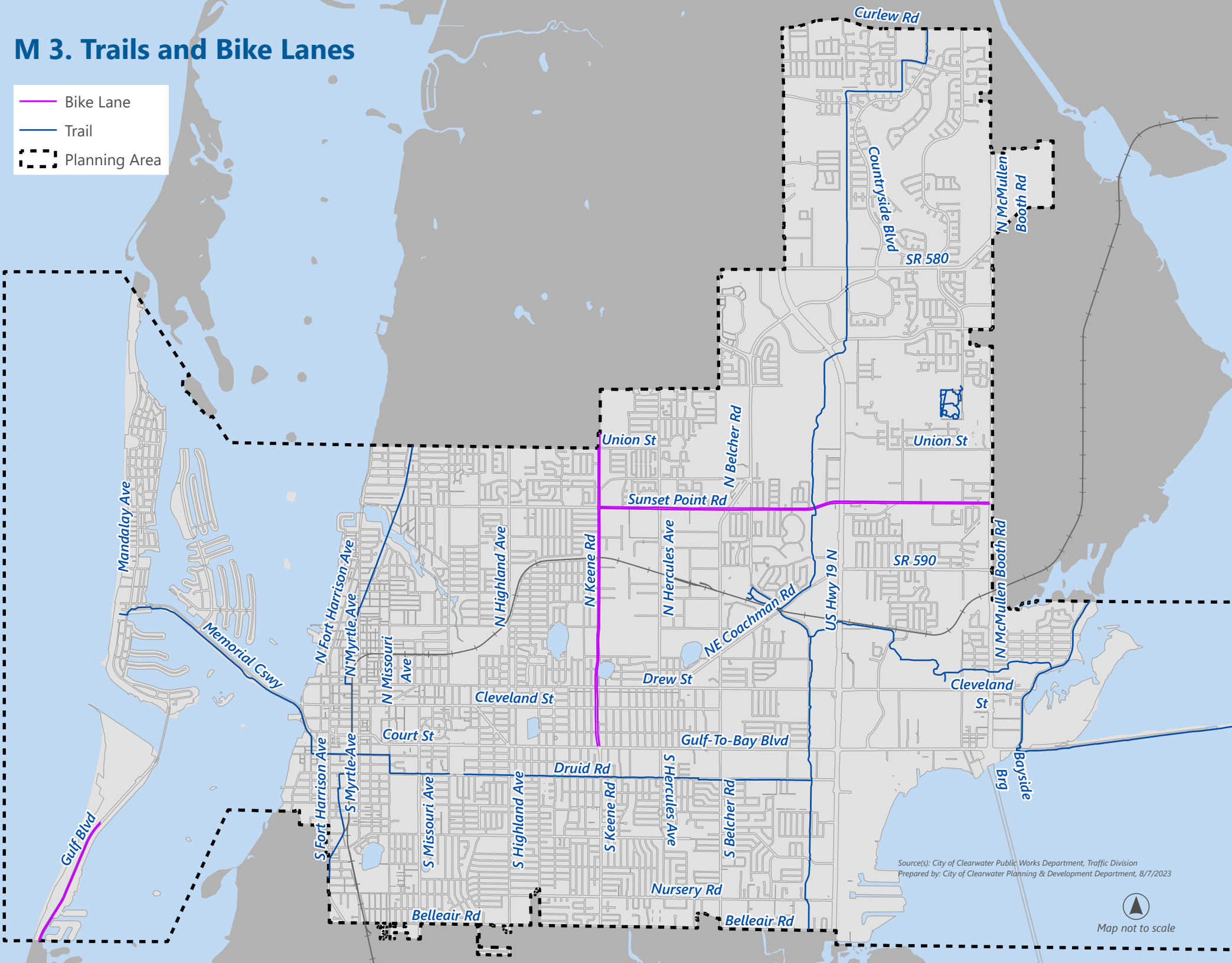
Evaluate potential areas for on-street loading/delivery zones on Clearwater Beach and in Downtown Clearwater.



UPS delivery truck. Photo credit: Newsnation, Getty Images

M 3. Trails and Bike Lanes



-  Bike Lane
-  Trail
-  Planning Area

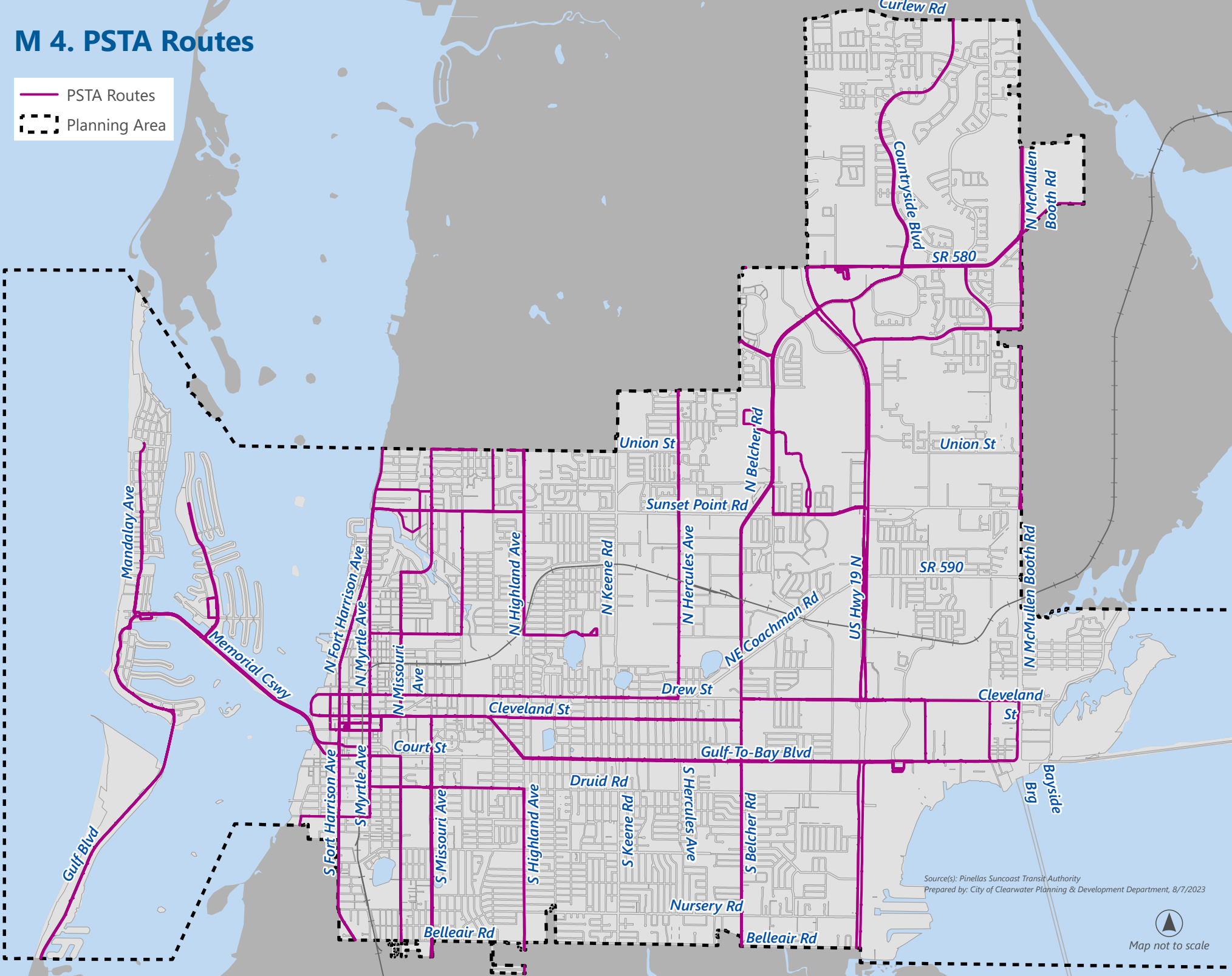


Source(s): City of Clearwater Public Works Department, Traffic Division
Prepared by: City of Clearwater Planning & Development Department, 8/7/2023



M 4. PSTA Routes

-  PSTA Routes
-  Planning Area



Source(s): Pinellas Suncoast Transit Authority
Prepared by: City of Clearwater Planning & Development Department, 8/7/2023







Parks & Public Places

Recreation and Open Space Element

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Introduction

The Parks and Public Places Chapter provides guidance to ensure the city's parks system provides opportunities for all residents and visitors; that parks are located and improved to meet the evolving needs of the community; that natural features are conserved and protected; and that parks and recreation impact fees are collected and expended to improve the parks system.

Trails, open spaces, and parks and recreation facilities provide important livability, sustainability, and economic benefits. City parks and recreational resources provide residents with opportunities to improve physical and mental health and improve social bonds. Trails, open spaces, and parks and recreation facilities contribute to healthy local economy, impacting property value and attracting investment. The city's system of green spaces, natural areas, and waterfronts offer environmental benefits and help mitigate the impacts of major storm and flooding events. Trees and plants help reduce the urban heat island effect while open spaces and parks and recreation facilities can provide refuge and habitats for numerous wildlife.

Chapter policies focus on:

- Ensuring the city has trails, open spaces, and parks and recreation facilities that are equitably located and designed to accommodate and meet the diverse needs of the residents and visitors;

- Preserving areas with environmental, historic, or natural areas of significance; and
- Utilizing impact fees to improve the city's parks system.

Planning Context

Park Inventory

There are currently 109 city-owned and/or operated parks, including community, environmental, neighborhood, and open space parks and special facilities. Special facilities include baseball and softball fields, or other multi-use fields. The city's parks system supports numerous programs, such as athletic leagues and tournaments, special events, regional tourism, and environmental education. The city also controls approximately 380 acres of vacant land purchased for future neighborhood parks.

Figure 10. Parks Facilities



7 Community Parks



28 Environmental Parks



24 Neighborhood Parks



23 Open Space Parks



27 Special Facilities

Level of Service

The adopted level of service (LOS) is 4 acres of parkland per 1,000 persons within the city and is based upon nationwide standards which are starting to be phased out. The city currently has over 1,700 acres of parkland which equates to just over 15 acres of parkland per 1,000 persons, well above the adopted level of service.

Shifting Focus

With over 100 parks in its current portfolio, the city has shifted focus from new park development to renovation and renewal of its existing facilities. Some recent and ongoing projects are minor in nature, such as replacing aging playground equipment, while others involve significant changes and investment like those completed at Crest Lake Park. Equity and accessibility are also important concerns as evidenced by the recent purchase of beach wheelchairs and installation of three beach accessibility mats to facilitate movement on sand.

Into the Future

As the city navigates into the future, the focus should continue to be reconstruction and improvement of existing park facilities. Additionally, since nationwide LOS standards are being phased out, the formal adoption of local, performance-based standards should be considered. These standards would allow for the city to account for the varying geographical, cultural, and socio-economic characteristics when determining a LOS for a facility, and the department to remain responsive to shifting community priorities.

Master Plan Update

The city maintains a 10-year parks master plan, which was last updated in 2013. It provides guidance on the types and locations of parks. Since the master plan is currently aligned with national level of service standards, the city is exploring shifting to use community performance-based models, which provide greater abilities to remain responsive to community priorities. When the next master plan is approved, any necessary amendments to the Comprehensive Plan should be adopted as needed for implementation.

Evolving Needs

Plan goals, objectives and policies are designed to promote trails, open spaces, and parks and recreation facilities that meet the needs of all potential users. Equity and accessibility are important factors shaping city decision-making regarding park access and circulation, the design and placement of play and sports equipment, and improvement and activities that serve users with diverse needs. Equity and equitable design should be considered as the city evaluates parks and recreational needs and prioritizes future investments.

New Opportunities

Vacant lands controlled by the city presents interesting opportunities which will be addressed in the city's park master planning effort. The decision to conserve the vacant land or develop it as a new park is based on numerous management conditions including existing community preferences, available fiscal resources, and the ability to maintain landscapes concurrent with adopted citywide standards and expectations.

Chapter Goals

This chapter contains four goals:

Goal PPP 1. Equitable Design

Promote the equitable design of trails, open spaces, and parks and recreation facilities to make it safe and easy for residents to be physically active, regardless of their age, race, ethnicity, income, ability, or disability.

Goal PPP 2. Parks Facilities

Ensure that trails, open spaces, and parks and recreation facilities are located throughout the city.

Goal PPP 3. Natural Features Preservation

Preserve and expand natural features of the city.

Goal PPP 4. Impact Fee

Utilize the parks and recreation impact fee to improve open spaces and parks and recreation facilities and to create new trails.



Crest Lake Park

Goal PPP 1

Promote the equitable design of trails, open spaces, and parks and recreation facilities to make it safe and easy for residents to be physically active, regardless of their age, race, ethnicity, income, ability, or disability.

Objective PPP 1.1

Ensure the city's system of trails, open spaces, and parks and recreation facilities equitably serves diverse community needs.

Policies

PPP 1.1.1

Ensure that parks and open space amenities provide equal opportunities for all users.

PPP 1.1.2

Consider a program that would assist residents with disabilities to easily access the city's trails, open spaces, and parks and recreation facilities.

PPP 1.1.3

Evaluate and update the *Aging Well Master Plan* as necessary.

PPP 1.1.4

Expand access to beach-friendly wheelchairs and the use of beach-accessible mats on public beaches.

PPP 1.1.5

Continue to provide accessible bicycle parking at all parks and recreation facilities and consider providing accessible bicycle parking within open spaces and along trails.

PPP 1.1.6

Promote healthy living through the use of trails, open spaces, and parks and recreation facilities for active and passive recreation, organized sports, picnic facilities, environmental programs, youth and adult programs, and special events.

PPP 1.1.7

Ensure parks and recreation plans account for the city's diverse population and needs.



Beach Wheelchair

Goal PPP 2

Ensure that trails, open spaces, and parks and recreation facilities are located throughout the city.

Objective PPP 2.1

To maintain an adequate level of service (LOS) for existing and future populations.

Policy

PPP 2.1.1

Continue to use four acres of parkland for every 1,000 persons as the parkland LOS and to determine the availability for development or redevelopment.

Objective PPP 2.2

Continue to increase the supply of trails, open spaces, and parks and recreation facilities in areas needing additional facilities.

Policies

PPP 2.2.1

Continue to acquire parkland where geographical deficiencies are identified.

PPP 2.2.2

Continue to review service radii and primary service guidelines for recreation facilities.

PPP 2.2.3

Continue to locate new community parks adjacent to arterial streets and/or transit routes whenever possible.

PPP 2.2.4

Continue to locate new neighborhood parks near schools, local or collector roads, and transit routes if feasible.

PPP 2.2.5

Continue to provide and expand recreation and open space opportunities in the Downtown and Clearwater Beach Activity Centers.

PPP 2.2.6

Continue to develop greenways and trails as identified in *Shifting Gears: Bicycle and Pedestrian Master Plan*.

PPP 2.2.7

Encourage the protection of existing lands designated as Recreation/Open Space (R/OS) on the Future Land Use Map and maintain the provisions of the city charter regarding the required referendum prior to approval of the sale of parklands to ensure adequate public recreation and open space lands within the city.

Objective PPP 2.3

Implement and periodically evaluate and update the city's *Parks and Recreation System Master Plan* to guide park development throughout the city.

Policies

PPP 2.3.1

Continue to implement the priority, medium- and long-term actions, and continuous actions/policies as detailed in the *Parks and Recreation System Master Plan* as funds become available.

PPP 2.3.2

Complete the process of updating the *Parks and Recreation System Master Plan* by the end of 2023.

PPP 2.3.3

Incorporate findings from the *Parks and Recreation System Master Plan* into the Comprehensive Plan by 2025.



Children playing basketball at Belmont Park

Goal PPP 3

Preserve and expand natural features of the city.

Objective PPP 3.1

Preserve natural open space areas which constitute aesthetic or ecological community assets.

Policies

PPP 3.1.1

Provide natural open space areas which have the diversity of resources necessary for nature study and the enjoyment of natural assets in order to assure environmental understanding whenever possible.

PPP 3.1.2

Continue to administer landscape, drainage, and impervious surface regulations in the *Community Development Code (CDC)* to maintain adequate natural open space within the city.

PPP 3.1.3

Continue to enhance and maintain existing or create new access to waterbodies.

PPP 3.1.4

Coordinate recreation planning with other plans concerning water quality, stormwater management, fish and wildlife management, and environmental education.

Objective PPP 3.2

Preserve, enhance, and maintain the city's existing and future trails, open space, and park and recreation facilities.

Policies

PPP 3.2.1

Preserve areas of ecological, historical, or archaeological value for open space and parklands when possible.

PPP 3.2.2

Continue to maintain environmental integrity of city-owned open spaces and parklands.

PPP 3.2.3

Continue to enhance city-owned open space and parkland areas by restoring degraded natural communities and eradicating non-native or invasive vegetation.

PPP 3.2.4

Create additional natural open space through green permeable areas in easements, traffic islands, etc., consistent with the city's *CDC*.

PPP 3.2.5

Utilize xeriscaping techniques where suitable in an effort to conserve potable water while providing aesthetically pleasing landscape.

PPP 3.2.6

Prohibit future land use categories with potential adverse impacts from locating near open space and parkland areas.

PPP 3.2.7

Encourage developments with potential adverse impacts to provide mitigation techniques to protect open space and parkland areas.

PPP 3.2.8

Designate appropriate city-owned lands as Preservation (P) or Recreation/Open Space (R/OS) on the Future Land Use Map whenever feasible.

Goal PPP 4

Utilize the parks and recreation impact fee to improve open spaces and parks and recreation facilities and to create new trails.

Objective PPP 4.1

Continue administration of the parks and recreation impact fee.

Policies

PPP 4.1.1

Continue to enforce the adopted impact fee requirements of Chapter 54 of the city's *CDC*.

PPP 4.1.2

Expend impact fee funds throughout the city for trails, open space, and parks and recreation facilities.

PPP 4.1.3

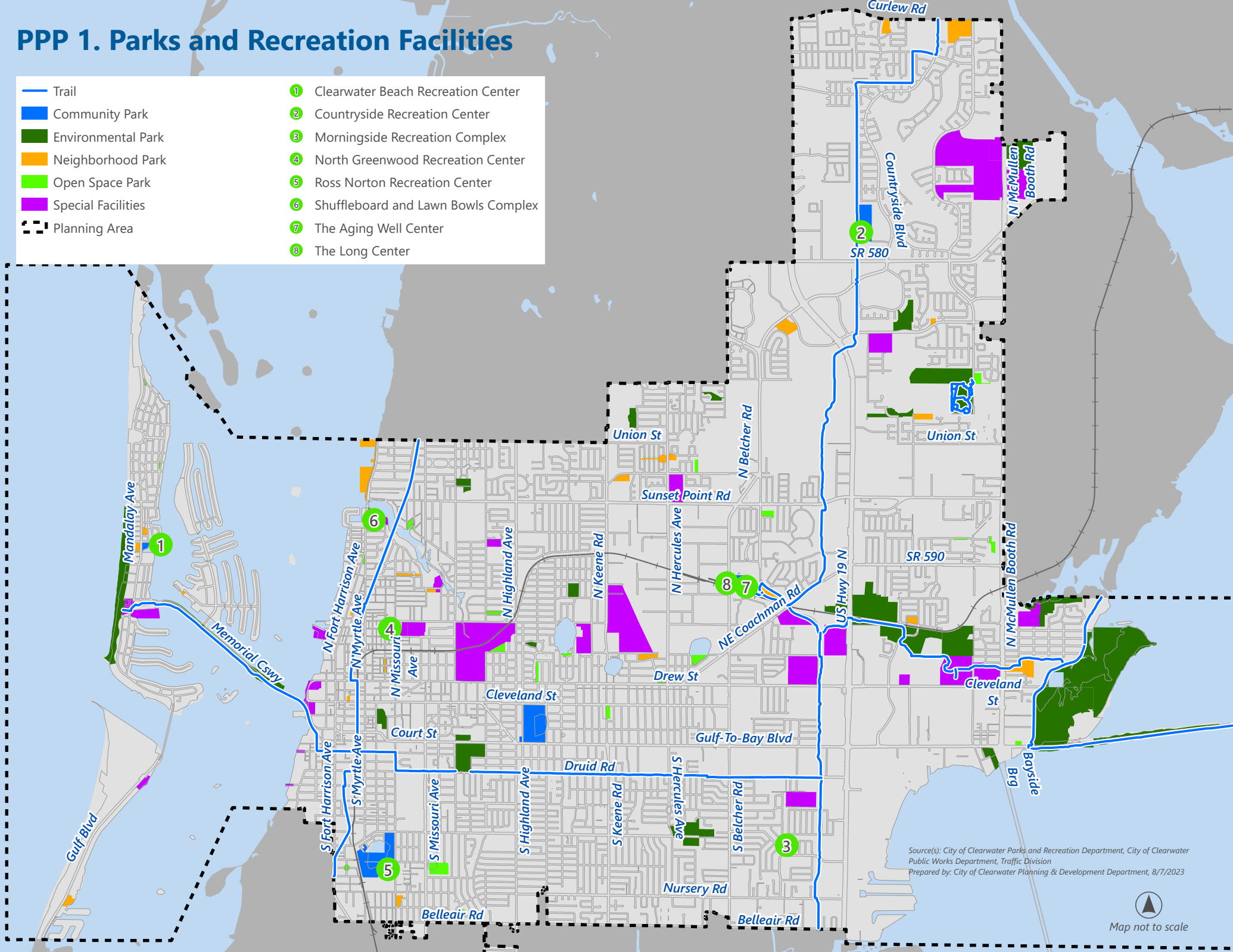
Provide a reduced impact fee to incentivize the development of affordable housing.



Bicyclist using the Ream Wilson Trail

PPP 1. Parks and Recreation Facilities

- Trail
 - Community Park
 - Environmental Park
 - Neighborhood Park
 - Open Space Park
 - Special Facilities
 - Planning Area
-
- 1 Clearwater Beach Recreation Center
 - 2 Countryside Recreation Center
 - 3 Morningside Recreation Complex
 - 4 North Greenwood Recreation Center
 - 5 Ross Norton Recreation Center
 - 6 Shuffleboard and Lawn Bowls Complex
 - 7 The Aging Well Center
 - 8 The Long Center



Source(s): City of Clearwater Parks and Recreation Department, City of Clearwater Public Works Department, Traffic Division
 Prepared by: City of Clearwater Planning & Development Department, 8/7/2023









Conservation & Coastal Management

Conservation & Coastal Management Elements

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Introduction

The Conservation & Coastal Management Chapter provides guidance on natural and built environment protection; improving air quality; sustainability and resiliency; post disaster redevelopment; and educational opportunities.

The city is uniquely situated between Old Tampa Bay, Clearwater Harbor, and the Gulf of Mexico. This location increases the city's vulnerability to flooding, tide, and storm events, and these vulnerabilities need to be assessed with every development or expenditure that occurs within the city, public or private.

Chapter policies focus on:

- Protecting natural resources from development and contamination;
- Protecting residents, visitors, properties, and public facilities and infrastructure from storm events and flooding;
- Promoting sustainability and resiliency through city programs, building techniques, and Greenprint 2.0;
- Ensuring post-disaster redevelopment complies with current code to reduce future losses; and
- Providing outreach and education on sustainability and disaster related topics.

Planning Context

Conservation, Sustainability, & Resilience

Conservation, sustainability, and resilience are overlapping themes guiding policy direction throughout this chapter.

- Conservation involves the careful preservation and protection of finite resources. The city currently has protections for sensitive lands within the *Community Development Code (CDC)* and works with other agencies to protect and preserve sensitive coastal and other natural resources.
- Sustainability focuses on addressing the interdependence of environmental, social, and economic systems through careful planning and management. The city committed to sustainability with its adoption of Greenprint 2.0, a policy document that when implemented will lower the city's reliance on fossil fuels and reduce the city's carbon footprint with actions such as transitioning to solar energy and fleet conversions to electric vehicles.
- Resilience refers to the capacity of systems to recover quickly after adverse situations such as disruptions or disasters. The city is committed to resilience with its hazard mitigation and disaster preparedness efforts as well as proactively seeking out resilient protections to include in the *CDC* to address sea level rise and storm-related events.

Climate Change and Sea Level Rise

Climate change is playing a role in sea level rise (SLR) and impacts are already being felt on the beach and in other low-lying areas of the city. Clearwater Beach, Island Estates, and Sand Key are experiencing increases in water pooling after rain events, during high-tide or king-tide, and “sunny day” flooding events. King-tide events occur when the moon causes high-tides to rise to even higher than normal levels. Sunny day events can occur during king-tide events, or even when winds or water currents push sea water through stormwater systems back into streets or yards. These events occur due to stormwater outfalls being constructed decades ago when high tides rose to lower elevations. With SLR, high tides now rise to higher elevations and can partially or completely block these outfalls, leading the stormwater to exit onto streets or into yards.

Protecting populations from the effects of flooding is another important component of this chapter. The state requires adoption of a Coastal High Hazard Area (CHHA) in coastal communities, which is the area below the elevation of a category 1 storm surge line as determined by Sea, Lake, and Overland Surges from Hurricanes (SLOSH) model. The city has adopted a Coastal Storm Area (CSA) for flood prone areas to remove permanent populations and certain uses from these areas. The CSA is based off the CHHA, and includes all lands connected to the mainland of Clearwater by bridges or causeways, isolated areas that are inundated by a category 2 hurricane and above that are surrounded by

the CHHA or the CHHA and a body of water, and all land located within the Velocity (VE) Zone as designated by the Federal Emergency Management Agency (FEMA). In addition to those criteria, a parcel of land is within the CSA if 20% or more of that parcel falls within the CSA, excluding specific parcels located on the bluffs of Clearwater Harbor. **Map CCM 5. CSA & CHHA** denote these areas.

Flood Risk

With a large portion of the city’s economy being from tourism, development is plentiful on Clearwater Beach, and there are numerous homes and businesses on the shorelines of Clearwater Harbor and Old Tampa Bay, and inland around waterbodies such as Stevenson Creek. The development of Clearwater Beach over the past 20 years has allowed for new structures to be built to higher development standards, but North Clearwater Beach is still mainly comprised of single-family homes built prior to the 1960s. These older structures are more susceptible to flooding and storm-related damages, and with increases in high tide and king tide flooding events, these older structures are likely to experience increased flooding. Currently, the city participates in the National Flood Insurance Program (NFIP) Community Rating System (CRS) and maintains a Class 6 CRS rating. The higher a class rating equates to larger discounts on homeowner’s insurance for residents.

Sensitive Ecosystems & Wildlife

With Clearwater being between three waterbodies, habitat and wildlife ecosystems including mangrove forests, seagrass and oyster beds, and beach and dune systems are present and include species of special concern which need additional protection. These areas are sensitive to events such as pollution, water quality degradation, red tide, and cold stress. There has been a slight decline in total seagrass, which can impact the marine ecosystem in numerous ways, including loss of food for marine organisms, decline in water quality, and destabilization of the sea floor. Mangroves and seagrasses help provide habitats for many aquatic plants and animals, but they also help provide shoreline and sea floor stability from storm surge and erosion. These natural protections are often the first line of defense during storms.

Additional species of special concern include megafauna like bottlenose dolphins and the Florida manatee; five species of sea turtles; and bird species including the American Oystercatcher, Snowy Plover, Black Skimmer, and Least Terns. All these species of special concern are sensitive to development and other human activities. Birds are protected through the federal U.S. Migratory Bird Treaty Act and through the Florida Endangered and Threatened Species Rule. The megafauna is protected by the federal Endangered Species Act or the Marine Mammal Protection Act in addition to Florida Fish and Wildlife Conservation Commission provisions which limit speed zones for vessels. Portions of

CONSERVATION & COASTAL MANAGEMENT

Clearwater Harbor and Old Tampa Bay are assigned the most restrictive year-round speed zones. Mangroves and seagrasses are protected by state laws; mangroves through the Mangrove Trimming and Preservation Act (1996), and seagrasses through imposing fines on boaters who damage seagrass with their boat propellers, through Section 253.04(3)(a), F.S.

Into the Future

Disaster Mitigation

As the city navigates to 2045, sea level rise and flooding will continue to increase, and additional steps will be needed to better protect structures, habitats, and people. Protections for mangroves and seagrass will need to be continued, and the use of natural shorelines using mangroves, seagrass, or other native vegetation as well as creating a dune system with native vegetation will be crucial in creating a strong first line of defense from storm surge events.

Redevelopment & Risk Reduction

After a storm event occurs, post disaster redevelopment needs to occur in a manner that reduces risks to populations and the built environment. Considerations will be needed to ensure that the built environment remains

resilient to future storm events including flooding and wind damage. Properties that experience repetitive losses to storms events should be relocated to limit risk, and methods and strategies to accomplish relocation will need to be studied as well.



Mangroves and baby mangroves along Old Tampa Bay

Sustainable Strategies

Focus will also need to shift to utilizing more sustainable and resilient techniques or strategies. The city should implement findings from the solar feasibility study by prioritizing a list of municipal buildings that should receive solar installations. This would allow the city to operate buildings using clean and renewable energy.

Additional techniques or strategies include the establishment of development standards for biophilic planning, which is a design technique that focuses on including natural objects such as trees, waterways, and plants into development, and utilizing natural shapes like curves or irregular arcs to mottle light. This type of design can improve mental health and air quality, both of which impact public health overall. Urban farming and food production standards should also be established or expanded. Both items allow for residents to grow their own food and process it locally, which can help protect against transportation inefficiencies or service disruptions, while also reducing stormwater runoff during heavy rainfall.

Education & Outreach

The city should sustain and expand educational and outreach efforts to build greater understanding about risk, mitigation, and adaptation planning. Wide ranging educational materials through assorted mediums can assist in spreading information to explain why these initiatives, techniques, and strategies are important to the widest audience possible, including residents, businesses, and visitors. For example, explaining that increased CRS scores can lead to lower homeowners' insurance rates could lead to greater support for flood reduction techniques. City staff will utilize various methods to share information including social media, the city's website, printed materials, and in person opportunities at events throughout the community.

Chapter Goals

This chapter contains six goals:

Goal CCM 1. Natural Resource Protection

Continue to protect, enhance, and conserve natural resources within the city to provide for the long-term accessibility, enhancement, safety, economic viability, and environmental integrity of those resources.

Goal CCM 2. Built Environment Protection

Protect development, redevelopment, and public facility investment from storm events, hurricane winds, and flood risks related to flooding, high-tide events, wind, and sea level rise to reduce property losses.

Goal CCM 3. Air Quality

Work to increase air quality in the city to improve quality of life and reduce air pollution-related health effects.

Goal CCM 4. Sustainability and Resiliency

Integrate sustainable and resilient techniques into land use, transportation, housing, and infrastructure planning, decision making, and development.

Goal CCM 5. Post Disaster Redevelopment

Ensure post-disaster redevelopment occurs in a manner that minimizes public and private vulnerability to future disasters.

Goal CCM 6. Education

Educate the public on storm hazard-related risks, flood insurance, the natural environment, and sustainability initiatives and best practices.

Goal CCM 1

Continue to protect, enhance, and conserve natural resources within the city to provide for the long-term accessibility, enhancement, safety, economic viability, and environmental integrity of those resources.

Objective CCM 1.1

Continue to protect natural shorelines, dunes, and beaches from encroachment and development.

Policies

CCM 1.1.1

Continue to restore and enhance disturbed or degraded dune and beach areas using native vegetation plantings such as sea oats, seagrasses, mangroves, or other natural materials in lieu of hardened structures to provide stabilization, shoreline protection, and erosion control.

CCM 1.1.2

Continue to minimize disturbances to natural shorelines, dunes, and beaches which provide stabilization and protect landward areas from storm impacts.

CCM 1.1.3

Continue to prohibit the disturbance or destruction of dunes and beach areas from any form of construction except for access to and from the beach utilizing elevated walkways.

CCM 1.1.4

Continue to prohibit unauthorized vehicles from operating or parking on dunes and beaches within the city, unless within designated areas.



Dunes and native vegetation are the first line of protection

Objective CCM 1.2

Continue to protect floodplains, drainage ways, and all other natural resources from encroachment and development.

Policies

CCM 1.2.1

Guide proposed development or redevelopment away from environmentally sensitive areas.

CCM 1.2.2

Continue to prohibit development seaward of the Coastal Construction Control Line unless approved by the Florida Department of Environmental Protection (FDEP) and the city.

CCM 1.2.3

Ensure that any construction within the 100-year floodplain (Zones A and AE, **Map CCM 1. Flood Zones**) complies with all applicable building requirements and codes.

CCM 1.2.4

Ensure that proposed development or redevelopment does not encroach on, disturb, or remove natural wetlands without appropriate and approved mitigation techniques.

CCM 1.2.5

Require mitigation plans for alteration of non-jurisdictional wetlands, floodplains, or lakes at not less than a 1:1 ratio as approved by applicable city departments or divisions and in coordination with the Southwest Florida Water Management District (SWFWMD).

CCM 1.2.6

Continue to require development or redevelopment to use stormwater facilities or natural filtration techniques to improve the quality and slow the amount of stormwater runoff into drainage basins.

CCM 1.2.7

Continue to use erosion control management programs during site development or redevelopment to contain site runoff and protect water quality.

CCM 1.2.8

Protect natural resources and systems through application of local, state, and regional regulations, mitigation and management plans, and permitting procedures as well as through locally instituted land purchase programs.





CCM 1.2.9

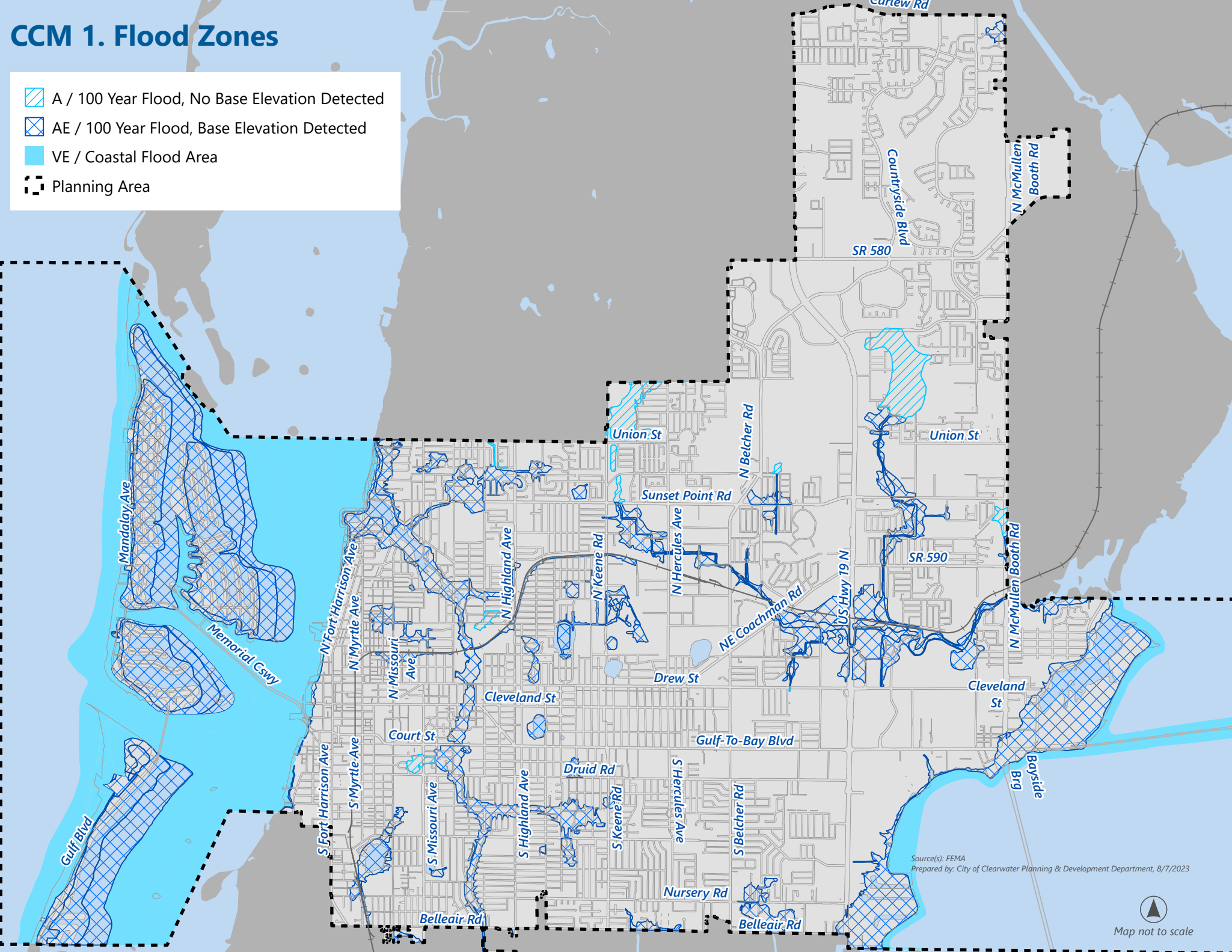
Continue to restore and enhance disturbed or degraded drainage systems and estuaries through upstream detention of stormwater, maintenance of existing drainage channels, widening of bridges, culverts, and other stormwater conveyance systems, limiting impacts to wetlands, and controlling operations of water-dependent uses.

CCM 1.2.10

Continue to prohibit marinas or similar uses near areas of environmental significance unless appropriate and approved mitigation techniques are provided.

CCM 1. Flood Zones

-  A / 100 Year Flood, No Base Elevation Detected
-  AE / 100 Year Flood, Base Elevation Detected
-  VE / Coastal Flood Area
-  Planning Area



Source(s): FEMA
 Prepared by: City of Clearwater Planning & Development Department, 8/7/2023



Objective CCM 1.3

Continue to protect, maintain, enhance, and manage wetlands, estuaries, wildlife habitats, conservation areas, and city-owned lands that are in their natural state from unnatural disturbances or adverse impacts from development.

Policies

CCM 1.3.1

Continue to prohibit development that unnecessarily disturbs or destroys native vegetation as found on **Map CCM 2. Vegetation**.

CCM 1.3.2

Protect and conserve wetlands found on **Map CCM 3. Wetlands** by directing incompatible or hazardous future land uses away from wetlands and through prohibition of dredging or filling wetlands other than by natural phenomena.

CCM 1.3.3

Continue to protect natural and mitigated wetlands, estuaries, conservation lands, marine life, shoreline vegetation, and wildlife habitats, especially threatened or endangered species, through professional wildlife management and habitat restoration techniques.

CCM 1.3.4

Continue to administer regulations providing for the protection of threatened and endangered species and species of special concern.

CCM 1.3.5

Continue to protect and preserve riverine floodways and wetlands from disturbance and destruction through application of the *CDC*.

CCM 1.3.6

Continue the city's program to remove invasive species from city-owned wetlands, stormwater ponds, or other public lands and encourage residents to remove invasive species from their property.



Black Skimmers are protected birds. Photo credit: Pinellas County

CONSERVATION & COASTAL MANAGEMENT

CCM 1.3.7

Provide support to county and state efforts to protect mangroves.

CCM 1.3.8

Continue to protect and recognize the importance of natural ecosystems and city parks as integral parts of the city's urban environment.

CCM 1.3.9

Coordinate recreation planning with other plans concerning water quality, stormwater management, fish and wildlife management, and environmental education.

CCM 1.3.10

Continue to designate environmentally sensitive wetlands, floodways, or other environmentally significant areas with the Preservation (P) future land use category and zoning district.









CCM 1.3.11

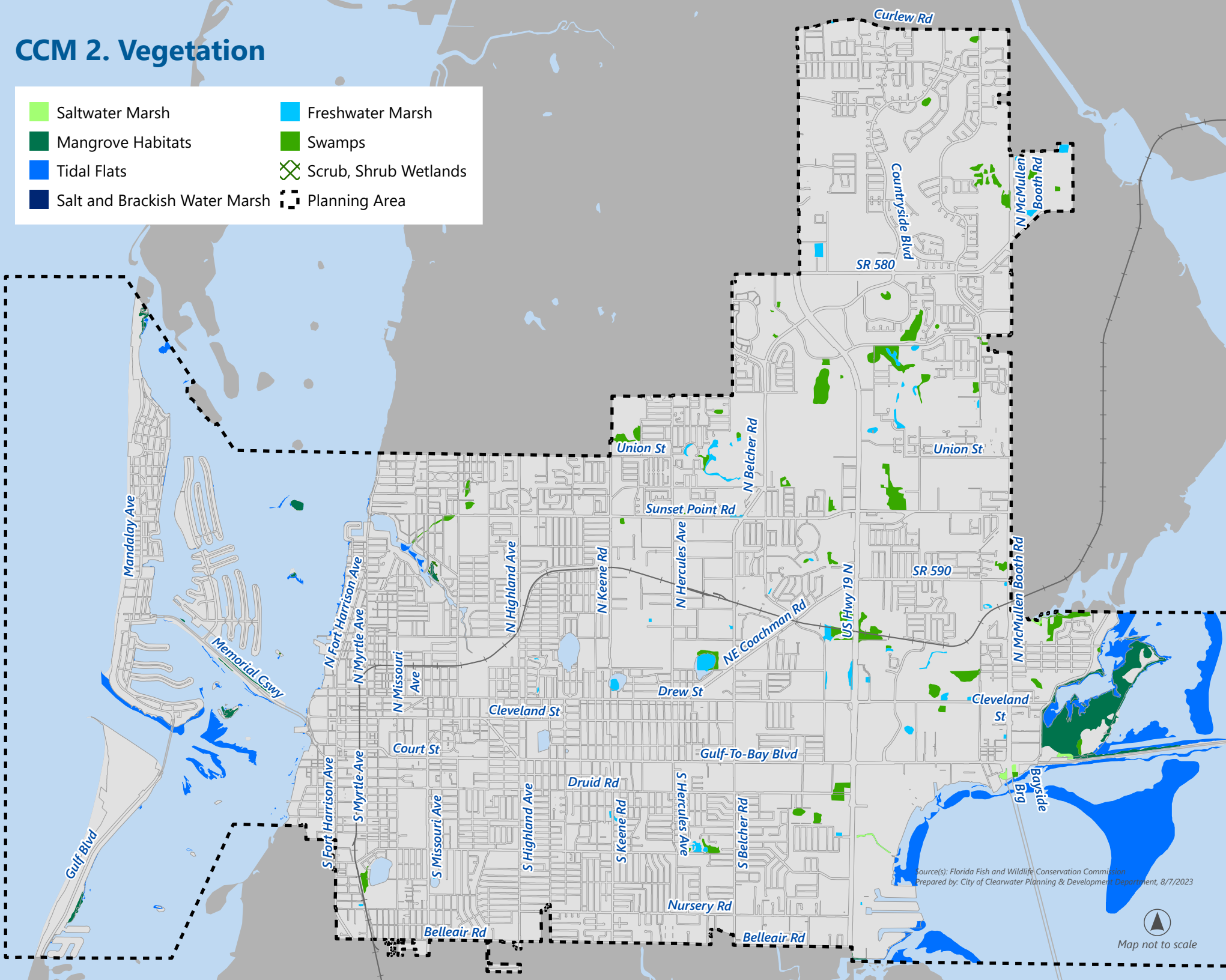
Support the Cooper's Point water quality project consisting of a new bridge opening in the Courtney Campbell Causeway and the restoration of a channel through Cooper's Bayou.



Kayak launching point at Coopers Bayou









CCM 2. Vegetation

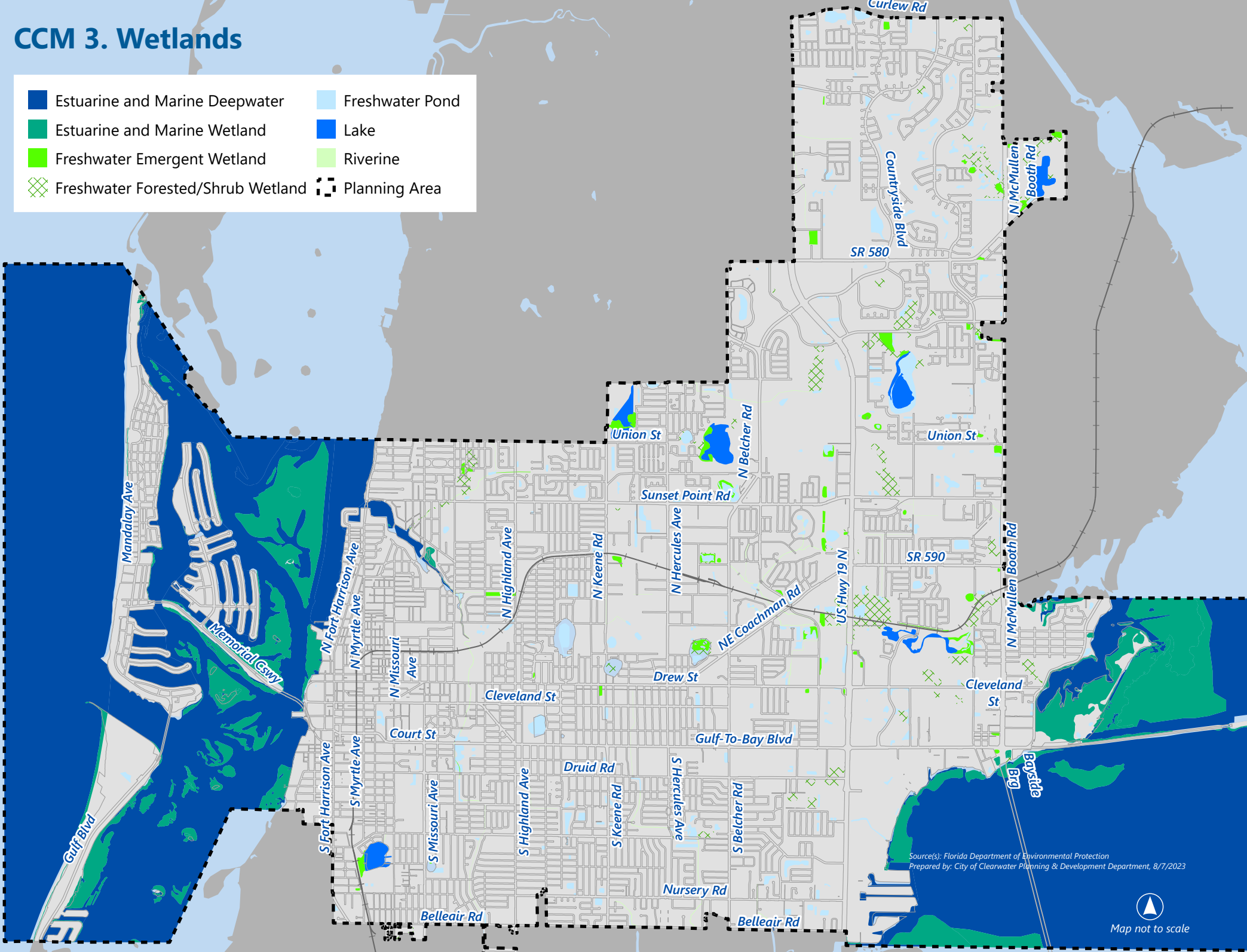
	Saltwater Marsh		Freshwater Marsh
	Mangrove Habitats		Swamps
	Tidal Flats		Scrub, Shrub Wetlands
	Salt and Brackish Water Marsh		Planning Area



Source(s): Florida Fish and Wildlife Conservation Commission
 Prepared by: City of Clearwater Planning & Development Department, 8/7/2023

CCM 3. Wetlands

	Estuarine and Marine Deepwater		Freshwater Pond
	Estuarine and Marine Wetland		Lake
	Freshwater Emergent Wetland		Riverine
	Freshwater Forested/Shrub Wetland		Planning Area



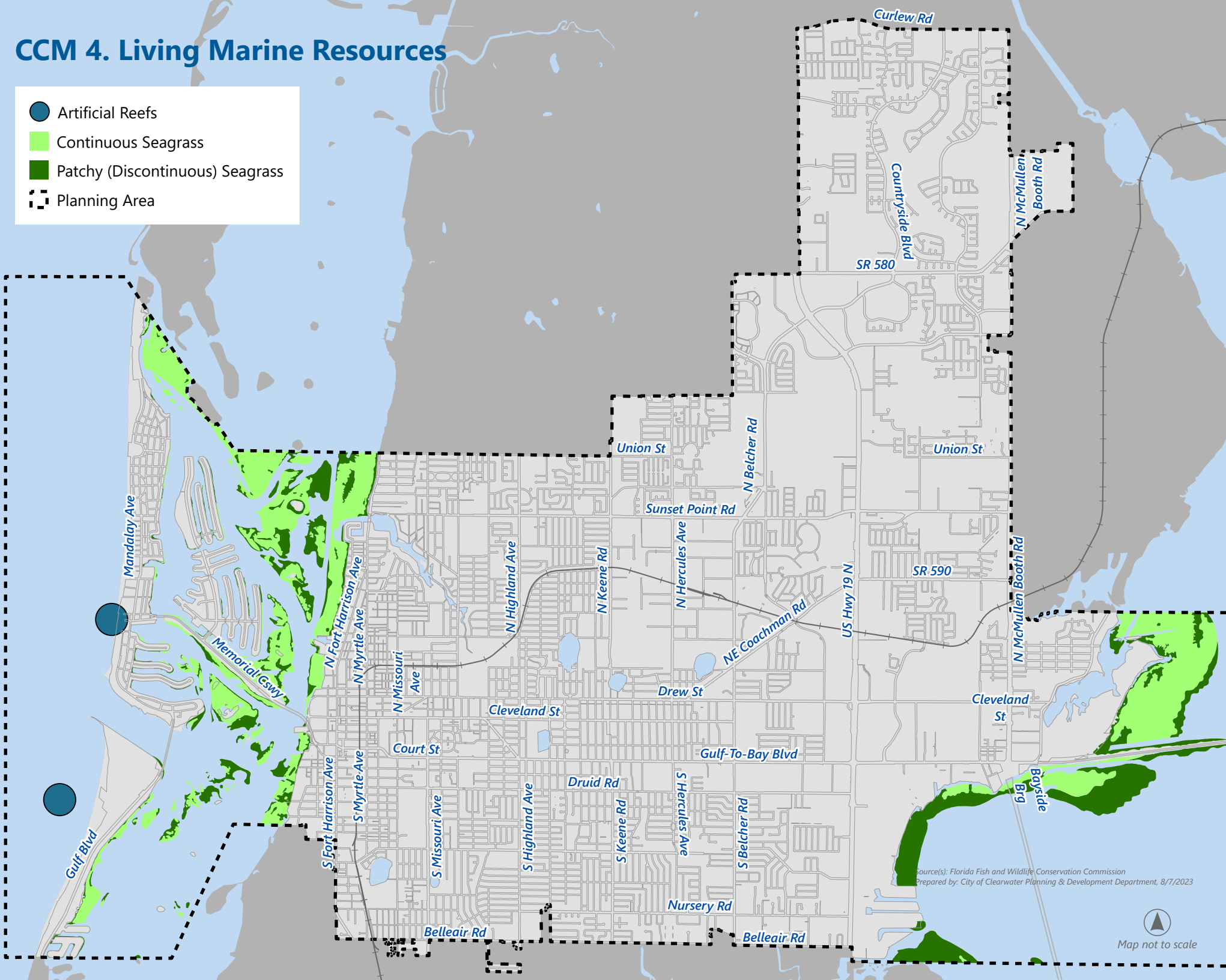
Source(s): Florida Department of Environmental Protection
 Prepared by: City of Clearwater Planning & Development Department, 8/7/2023



Map not to scale

CCM 4. Living Marine Resources

- Artificial Reefs
- Continuous Seagrass
- Patchy (Discontinuous) Seagrass
- Planning Area



Source(s): Florida Fish and Wildlife Conservation Commission
Prepared by: City of Clearwater Planning & Development Department, 8/7/2023

Objective CCM 1.4

Continue to protect all city-owned and maintained potable water wells from contamination and conserve current and future water sources.

Policies

CCM 1.4.1

Continue to administer a wellfield protection ordinance to protect potable water wells and wellfields from contamination.

CCM 1.4.2

Continue to prohibit uses with hazardous materials or waste from locating within protection zones or within the 25-year floodplain.

CCM 1.4.3

Consider adopting performance standards to reduce the current rates of potable water consumption.

CCM 1.4.4

Continue to expand reclaimed water service for use in irrigation to limit the use of potable water for irrigation.

CCM 1.4.5

Continue to study the feasibility of implementing the Groundwater Replenishment Project to recharge the Floridan Aquifer.

Objective CCM 1.5

Manage stormwater discharges to preserve, protect, and enhance the water quality of stormwater runoff into receiving waterbodies.

Policies

CCM 1.5.1

Update the stormwater manual to address new technologies and best practices.

CCM 1.5.2

Review and update waterbody management plans in accordance with the Surface Water Improvement and Management (SWIM) program and develop plans for waterbodies with known or suspected water quality problems as needed.

CCM 1.5.3

Prepare watershed management plans, including both water quality and flood control considerations, and recommend and update funding sources as necessary.



WATERGOAT stormwater system at Lake Bellevue

CCM 1.5.4

Implement city-approved watershed management plans as appropriate and feasible.

CCM 1.5.5

Revise stormwater plans to include the use of natural features, low-impact development techniques, native vegetation, or other strategies to reduce and improve stormwater runoff from developments.

CCM 1.5.6

Continue to use stormwater ordinances to regulate stormwater runoff from private developments.

CCM 1.5.7

Develop water quality specific level of service criteria as required within the provisions of the National Pollution Discharge Elimination System (NPDES) permit issued to Pinellas County.

CCM 1.5.8

Continue to develop management plans on an ongoing basis for waterbodies with known or suspected water quality problems in the city including Tampa Bay, Clearwater Harbor, Stevenson Creek, Allen's Creek, and Alligator Creek.

CCM 1.5.9

Seek to meet applicable goals, guidelines, and regulations established to provide flood protection and pollution abatement in all stormwater management improvements.



Stormwater management system in Kapok Park

Goal CCM 2

Protect development, redevelopment, and public facility investment from storm events, hurricane winds, and flood risks related to flooding, high-tide events, wind, and sea level rise to reduce property losses.

Objective CCM 2.1

Ensure proposed development or redevelopment follows applicable codes to reduce risk and losses due to flooding events and impacts of sea level rise.

Policies

CCM 2.1.1

Ensure proposed development or redevelopment within floodplains is consistent with applicable city plans, the *CDC*, the Florida Building Code, and the NFIP CRS Program.

CCM 2.1.2

Continue to bring non-compliant structures into conformance with FEMA standards, applicable building codes, and the *CDC*.

Objective CCM 2.2

Research and implement standards for sustainable and resilient protection within the city's *CDC* to address flooding, sea level rise, and storm events for all development in flood-prone and coastal areas of the city.

Policies

CCM 2.2.1

Evaluate current standards to determine if there is a need to require additional flood proofing techniques such as additional freeboard, elevated finished floors, or wet/dry flood proofing for new development or substantial improvements to existing development.

CCM 2.2.2

Consider revising the city's substantial improvement and substantial damage regulatory threshold to reduce the number of non-compliant structures.

CCM 2.2.3

Research and implement resilient standards for dune, beach, natural shoreline, and seawall protection.

CCM 2.2.4

Consider amendments to permit the installation and use of renewable energy technologies such as solar or scaled wind turbines.

CCM 2.2.5

Research and incorporate biophilic planning, the strategy of including natural objects and shapes into development, development standards into the *CDC* to improve air quality and reduce urban heat effects.

CCM 2.2.6

Consider allowing community gardens to locate within additional zoning districts and allow for expanded urban agriculture and food production activities where appropriate.

CCM 2.2.7

Provide additional low-impact development techniques in the *CDC*.

CCM 2.2.8

Continue to review and update development standards for sea turtle lighting.

CCM 2.2.9

Establish appropriate development standards for floating solar facilities.

CCM 2.2.10

Evaluate findings from the *Pinellas County Sea Level Rise and Storm Surge Vulnerability Assessment, Tampa Bay Climate Science Advisory Panel Report*, or other similar assessments and consider including recommendations.

Objective CCM 2.3

Evaluate city funded projects to assess vulnerabilities to maximize effective life spans.

Policies

CCM 2.3.1

Prepare a report that identifies public facilities and infrastructure that is at risk from sea level rise.

CCM 2.3.2

Utilize vulnerability assessments to determine if a public facility or infrastructure should be built, rebuilt, modified, or relocated.

CCM 2.3.3

Use the most recent sea level rise planning scenario identified in the *Tampa Bay Climate Science Advisory Panel Report* when designing critical city infrastructure to ensure that infrastructure lifespans are maximized to the fullest extent possible.

CCM 2.3.4

During construction or reconstruction, evaluate incorporating stabilization or armoring of roadway shoulders and embankments where flood waters tend to wash roads out.

CCM 2.3.5

Evaluate the feasibility of elevating roadways above base flood elevations to limit roadway flooding and allow roadways to be used during flooding events.

Objective CCM 2.4

Direct permanent populations and certain uses away from the Coastal Storm Area (CSA, as shown on Map CCM 5. CSA & CHHA, which includes the CHHA).

Policies

CCM 2.4.1

Prohibit the location of new or expansion of existing mobile home parks, hospitals, nursing homes, assisted living facilities, or other similar uses within the CSA.

CCM 2.4.2

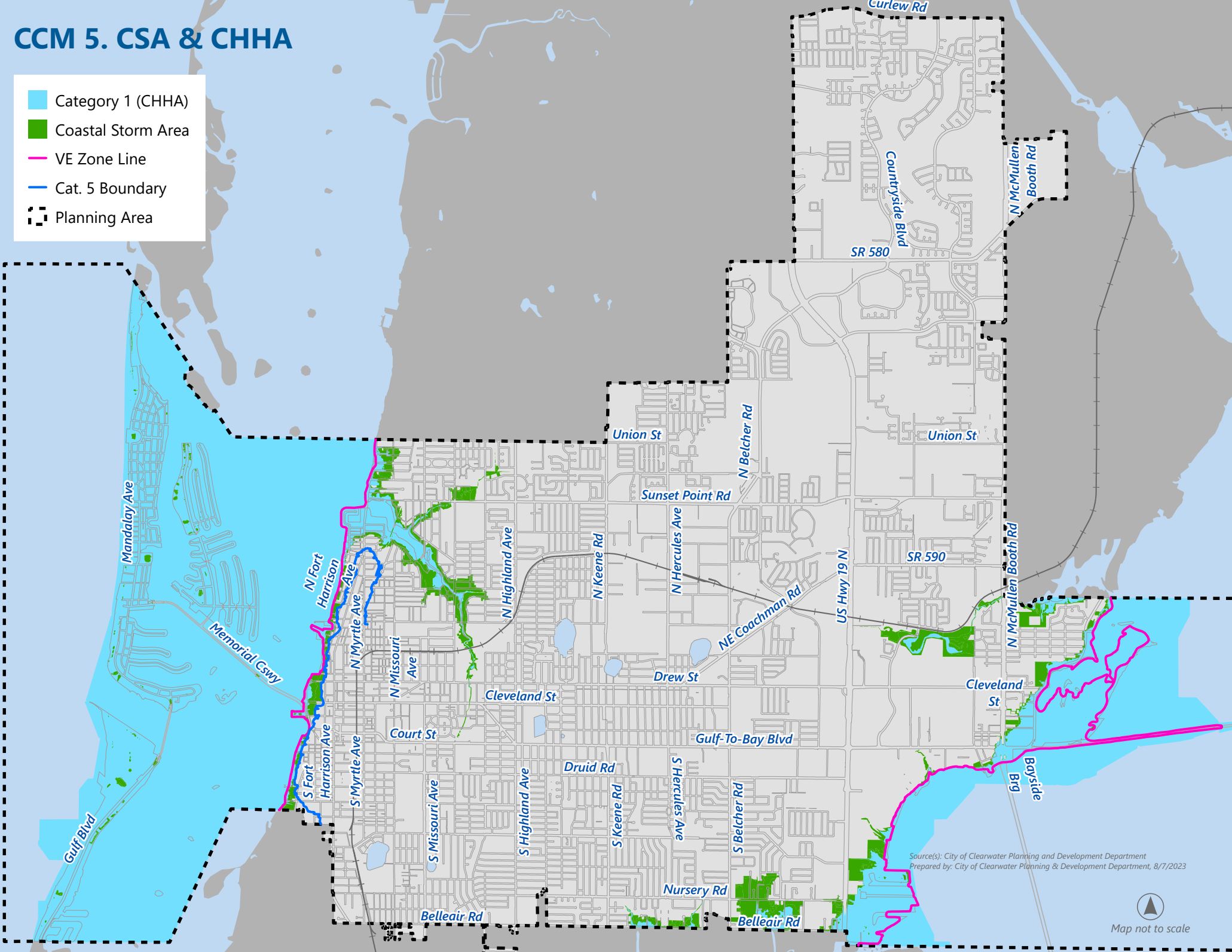
Prohibit the transfer of density or intensity and density or intensity averaging of properties or portions of properties within the CSA from outside of the CSA.

CCM 2.4.3

Limit residential densities on those portions of properties within the CSA in the US 19 Corridor to those that were in place prior to implementation of the US 19 future land use categories as shown on Map CCM 6. US 19 2016 Future Land Uses in CSA and those portions of properties within the CSA in Downtown Clearwater as identified in the *Clearwater Downtown Redevelopment Plan*.

CCM 5. CSA & CHHA

- Category 1 (CHHA)
- Coastal Storm Area
- VE Zone Line
- Cat. 5 Boundary
- Planning Area

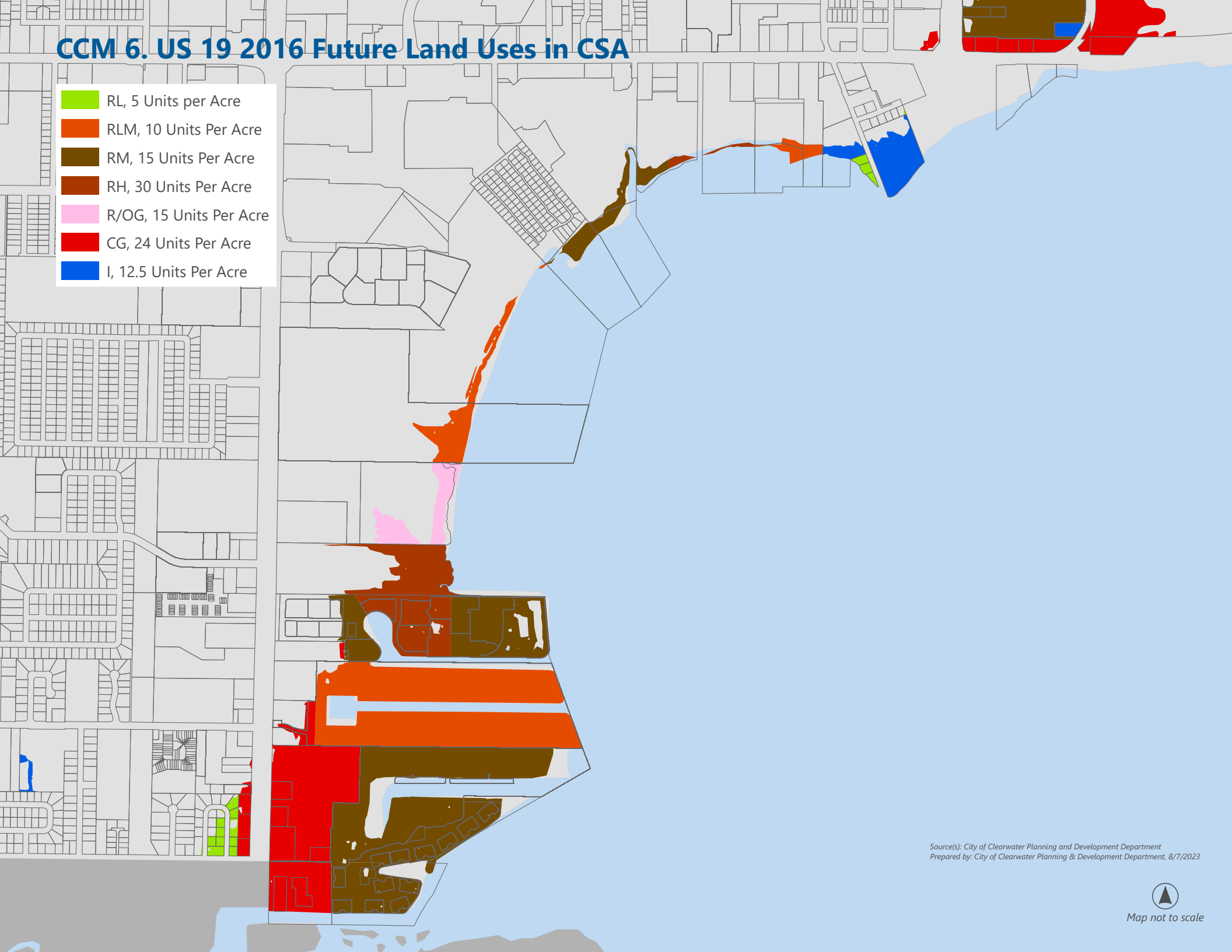


Source(s): City of Clearwater Planning and Development Department
 Prepared by: City of Clearwater Planning & Development Department, 8/7/2023



CCM 6. US 19 2016 Future Land Uses in CSA

- RL, 5 Units per Acre
- RLM, 10 Units Per Acre
- RM, 15 Units Per Acre
- RH, 30 Units Per Acre
- R/OG, 15 Units Per Acre
- CG, 24 Units Per Acre
- I, 12.5 Units Per Acre



Source(s): City of Clearwater Planning and Development Department
Prepared by: City of Clearwater Planning & Development Department, 8/7/2023

CCM 2.4.4

Continue to allow development and redevelopment consistent with adopted densities and intensities and standards within the *CDC and Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines*.

Objective CCM 2.5

Ensure that certain uses have approved disaster or evacuation plans, that adequate hurricane evacuation times are maintained, and evaluate ways to reduce evacuation times.

Policies

CCM 2.5.1

Require disaster plans for hospitals, nursing homes, assisted living facilities, or other similar uses as required by law, to be sent to Pinellas County Emergency Management and kept on file with the city's Emergency Management Coordinator.

CCM 2.5.2

Require new or redeveloped, and encourage existing, overnight accommodation uses located within the CSA to have a city-approved hurricane evacuation plan for all guests.

CCM 2.5.3

Continue to use 16-hours (Evacuation Zone A) as the adopted level of service standard for out-of-county hurricane evacuation clearance time for a category 5 storm event.

CCM 2.5.4

Evaluate development on Clearwater Beach or Sand Key to ensure evacuation mitigation strategies are provided if it is evident that such development will impede adopted evacuation times.

CCM 2.5.5

Continue to utilize the hurricane evacuation zones identified on **Map CCM 7. Evacuation Zones**, during storm warnings and update the map as needed.

CCM 2.5.6

Continue to review and update **Map CCM 8. Evacuation Routes**, as necessary to ensure populations can safely evacuate during storm events.

CCM 2.5.7

Ensure that all appropriate efforts are made to evacuate vulnerable populations during storm events.

Objective CCM 2.6

Explore designating **Adaptation Action Areas (AAAs)** for areas vulnerable to flooding and sea level rise.

Policies

CCM 2.6.1

Map designated AAAs and define strategies applicable to development, redevelopment, and investment in public facilities, infrastructure, and utilities.

CCM 2.6.2

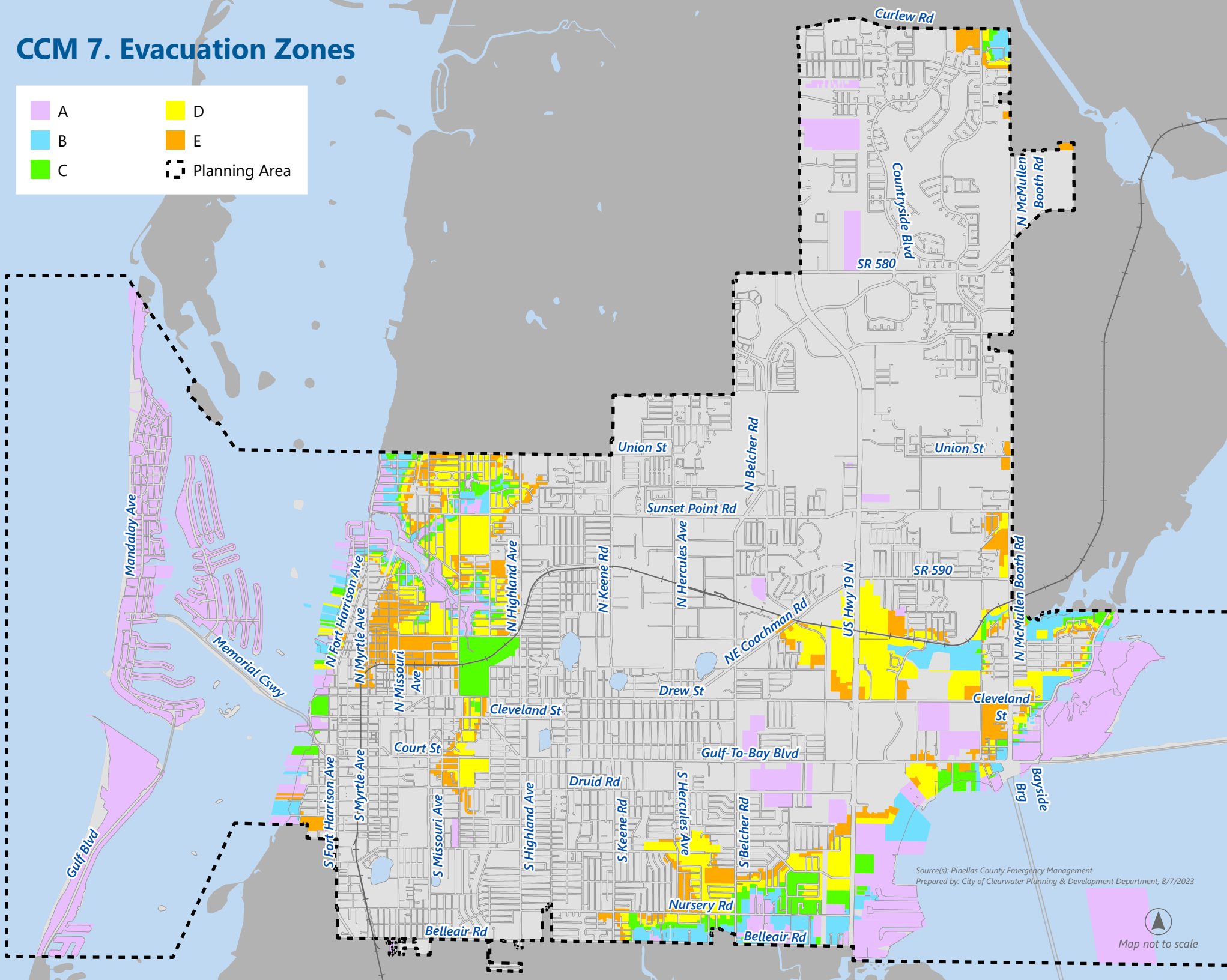
Evaluate the costs and benefits of adaptation alternatives in the design and siting of new infrastructure or the fortification or retrofitting of existing infrastructure.

CCM 2.6.3

Evaluate strategies after adoption and mapping to ensure the use of the most up-to-date data for vulnerability assessments in AAAs.

CCM 7. Evacuation Zones

 A	 D
 B	 E
 C	 Planning Area

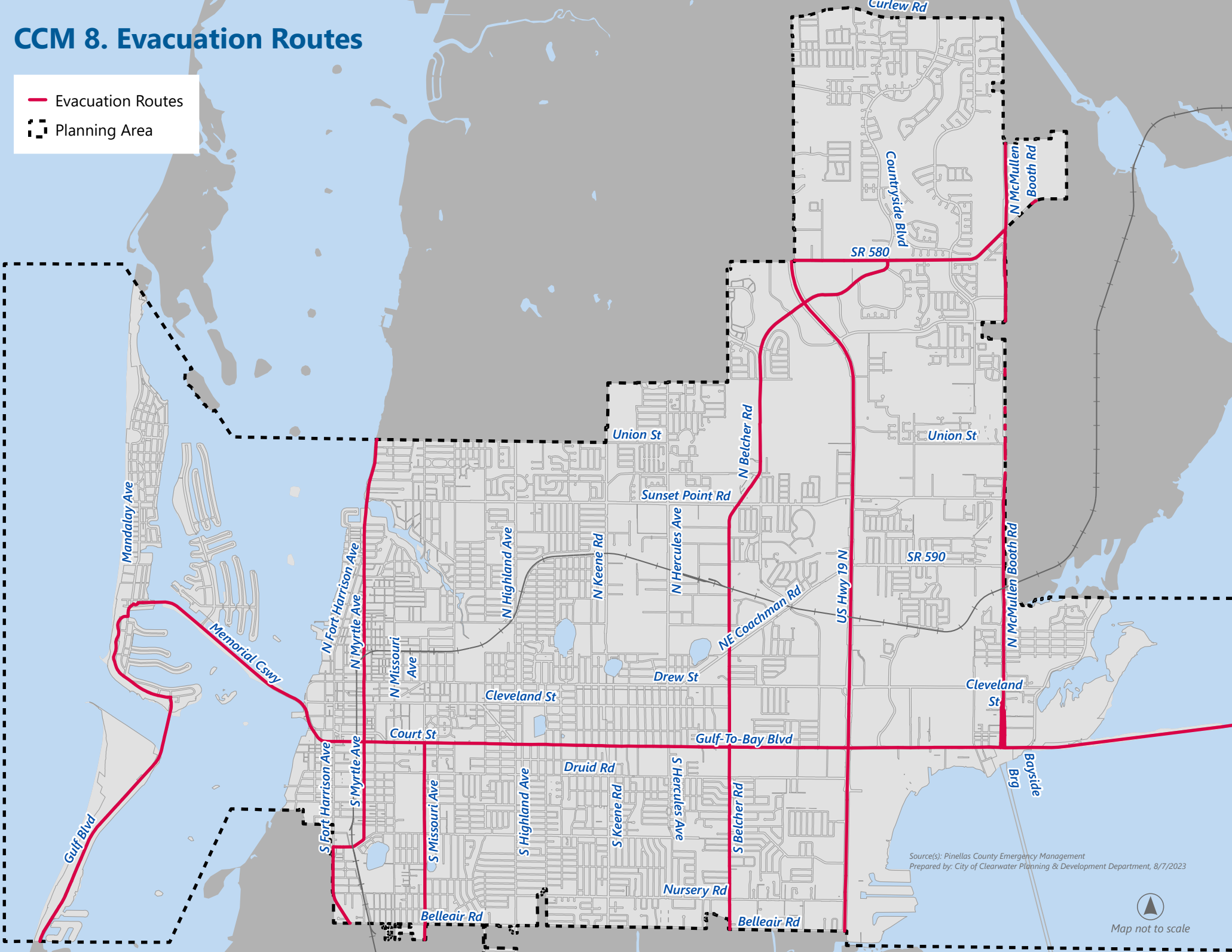


Source(s): Pinellas County Emergency Management
Prepared by: City of Clearwater Planning & Development Department, 8/7/2023



CCM 8. Evacuation Routes

- Evacuation Routes
- - - Planning Area



Source(s): Pinellas County Emergency Management
Prepared by: City of Clearwater Planning & Development Department, 8/7/2023



Objective CCM 2.7

Continue to protect and preserve access to public beaches.

Policies

CCM 2.7.1

Enhance access to public beaches through development of recreational lands, land acquisition or easements, and maintenance of public access and parking to beaches renourished with public funds.






CCM 2.7.2

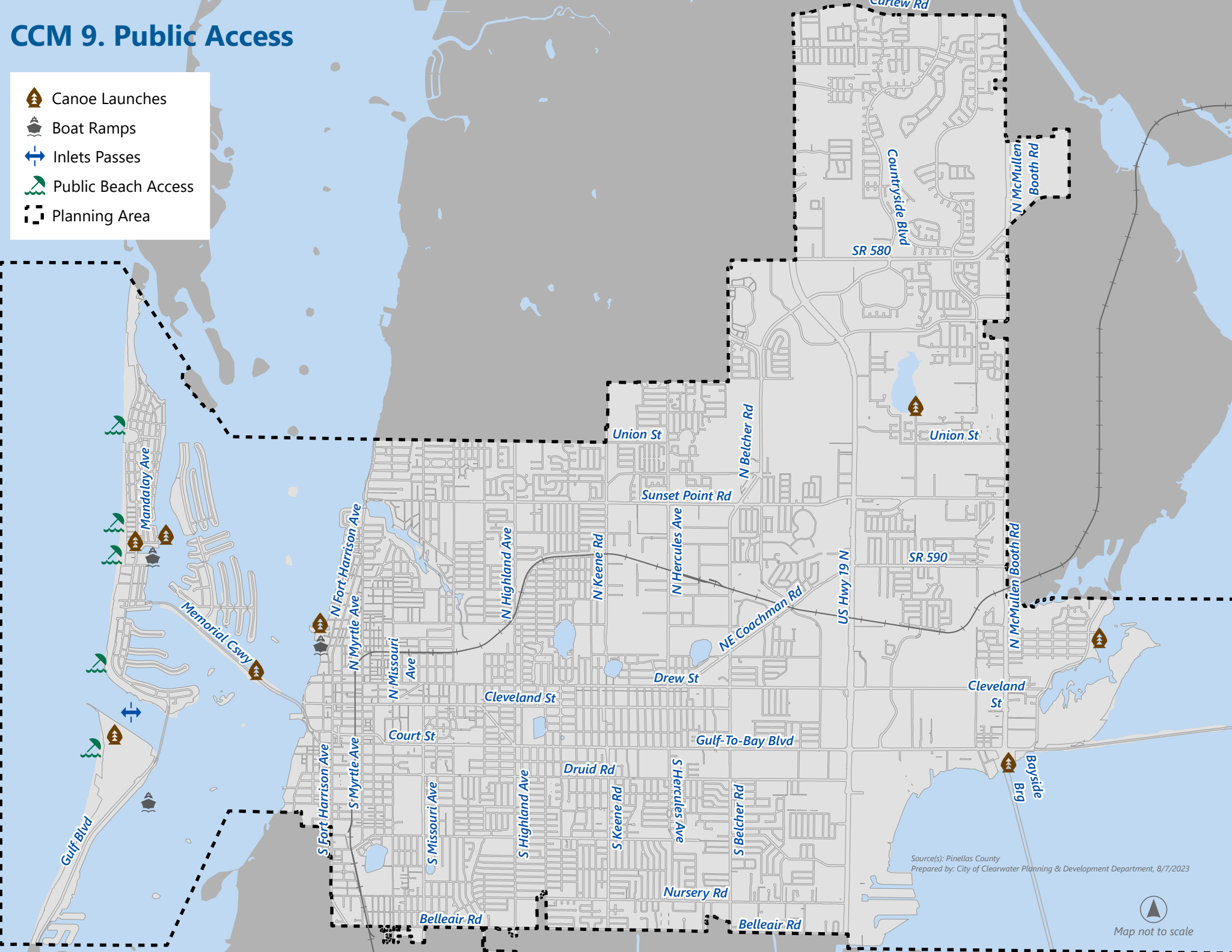
Continue to enforce the Coastal Zone Protection Act of 1985 by prohibiting vacations of existing or future beach access ways and recognizing that all public access ways, street ends, waterfront parks, and parking areas are beach access easements.



Public beach access on North Clearwater Beach

CCM 9. Public Access

-  Canoe Launches
-  Boat Ramps
-  Inlets Passes
-  Public Beach Access
-  Planning Area



Source(s): Pinellas County
 Prepared by: City of Clearwater Planning & Development Department, 8/7/2023



Goal CCM 3

Work to increase air quality in the city to improve quality of life and reduce air pollution-related health effects.

Objective CCM 3.1

Support and implement policies and programs that reduce the city's carbon footprint and protect or improve air quality.

Policies

CCM 3.1.1

Continue to protect and improve ambient air quality through administration of applicable standards in the *Florida Administrative Code*, FDEP rules, or other codes.

CCM 3.1.2

Research methods and strategies, such as anti-idling policies, to reduce air pollution caused by motor vehicles or other equipment.

CCM 3.1.3

Continue to promote the use of clean energy resources that do not degrade air quality.



Child standing behind a butterfly garden at Plaza Park

Goal CCM 4

Integrate sustainable and resilient techniques into land use, transportation, housing, and infrastructure planning, decision making, and development.

Objective CCM 4.1

Increase the use of sustainable and resilient programs or techniques.

Policies

CCM 4.1.1

Consider developing a pilot program for commercial composting.

CCM 4.1.2

Continue to support residential composting through the Clearwater Creates Compost online course.

CCM 4.1.3

Explore the creation of a vertical oyster garden at suitable municipal locations.

CCM 4.1.4

Consider creating a residential rain barrel program.

CCM 4.1.5

Explore restarting a solar co-op program.

CCM 4.1.6

Consider creating community garden or other grants to help increase the use of sustainable or resilient techniques.

Objective CCM 4.2

Promote the use of sustainable and resilient building techniques and renewable energy sources in development, renovation, and rehabilitation.

Policies

CCM 4.2.1

Encourage and incentivize the use of green building standards by using resources such as those available through Global Green USA.

CCM 4.2.2

Encourage affordable housing projects to utilize US Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) principles or the Florida Green Building Coalition's (FGBC) Green Land Development and Building Standards.

CCM 4.2.3

Develop incentives for LEED- and FGBC-certified buildings.

CCM 4.2.4

Increase the supply of sustainable residential units that reduce greenhouse gas emissions through the use of sustainable designs and land development practices.

CCM 4.2.5

Consider creating and implementing development incentives for energy-efficient infill development or redevelopment within activity centers and commercial corridors.

CCM 4.2.6

Transition city operations to 100% renewable, zero-emission, clean energy electricity by 2040, and citywide by 2050 in accordance with the Ready for 100 Program.

Objective CCM 4.3

Continue to implement and evaluate *Greenprint 2.0* to decrease energy consumption and increase the city's resiliency and sustainability.

Policies

CCM 4.3.1

Continue to implement energy management and conservation programs by reducing energy demand and maximizing efficiency in all city facilities and operations.

CCM 4.3.2

Transition the city's fleet into alternative fuel vehicles by 2040 as vehicles are replaced.

CCM 4.3.3

Evaluate the findings from the *Solar Feasibility Study* and implement solar installations on municipal buildings.

CCM 4.3.4

Encourage the restoration and reuse of buildings as an alternative to demolition.

CCM 4.3.5

Identify public and semi-public lands that would be suitable for food production pilot projects.



Solar installation on The Sound

Goal CCM 5

Ensure post-disaster redevelopment occurs in a manner that minimizes public and private vulnerability to future disasters.

Objective CCM 5.1

Ensure that post-disaster redevelopment reduces future risks, restores natural resources, and limits public expenditures to only those necessary.

Policies

CCM 5.1.1

Prepare an inventory of properties for acquisition and removal by the city with clear criteria for use of acquisition resources.

CCM 5.1.2

Continue to review FEMA's inventory of repetitive loss properties and work with state officials to improve the process of reducing vulnerability and loss for listed properties.

CCM 5.1.3

Establish criteria to limit future development or redevelopment in areas that experience repeated damage or properties that suffer repetitive losses.

CCM 5.1.4

Consider declaring building moratoriums when 50% or more of the homes in the CSA have been destroyed to evaluate impacts and feasibility of redevelopment.

CCM 5.1.5

Allow for redevelopment of structures in AE and V Zones where damage is greater than 50% of the assessed value prior to damages, consistent with adopted densities or as-built densities at the time of storm damage in accordance with applicable building codes, the CDC, and FEMA requirements.

CCM 5.1.6

Continue to require that structures rebuild to current building codes, CDC provisions, and FEMA requirements.

CCM 5.1.7

Prioritize public expenditures that restore or enhance natural resources including program improvements.

CCM 5.1.8

Ensure that necessary infrastructure improvements are constructed in a phased approach to coincide with development demands to reduce the risk of loss.

CCM 5.1.9

Continue to manage, repair, or rebuild damaged critical infrastructure and facilities that are necessary to serve populations and minimize future storm and flooding damages.

CCM 5.1.10

Evaluate relocating non-critical public infrastructure and facilities outside of flood prone areas.

Goal CCM 6

Educate the public on storm hazard-related risks, flood insurance, the natural environment, and sustainability initiatives and best practices.

Objective CCM 6.1

Continue to conduct community outreach and education campaigns.

Policies

CCM 6.1.1

Create and provide clear, credible, and compelling information on sustainability in a wide variety of venues and formats.

CCM 6.1.2

Partner with AMPLIFY Clearwater to develop informational programs about hurricane preparedness for local businesses.

CCM 6.1.3

Continue to communicate about flood-related risks and hazards and conduct NFIP community workshops on the benefits of acquiring flood insurance, and future requirements to have flood insurance.

CCM 6.1.4

Promote educational programs encouraging the preservation of the natural environment at parks and recreation facilities.

CCM 6.1.5

Continue to promote environmental education through various programs and communications channels including social media, websites, television, brochures, lectures, and other innovative methods.

CCM 6.1.6

Educate the public on the benefits and promote the use of “Florida friendly” and drought tolerant vegetation and ground cover as it relates to conserving potable water.

CCM 6.1.7

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









CCM 6.1.8

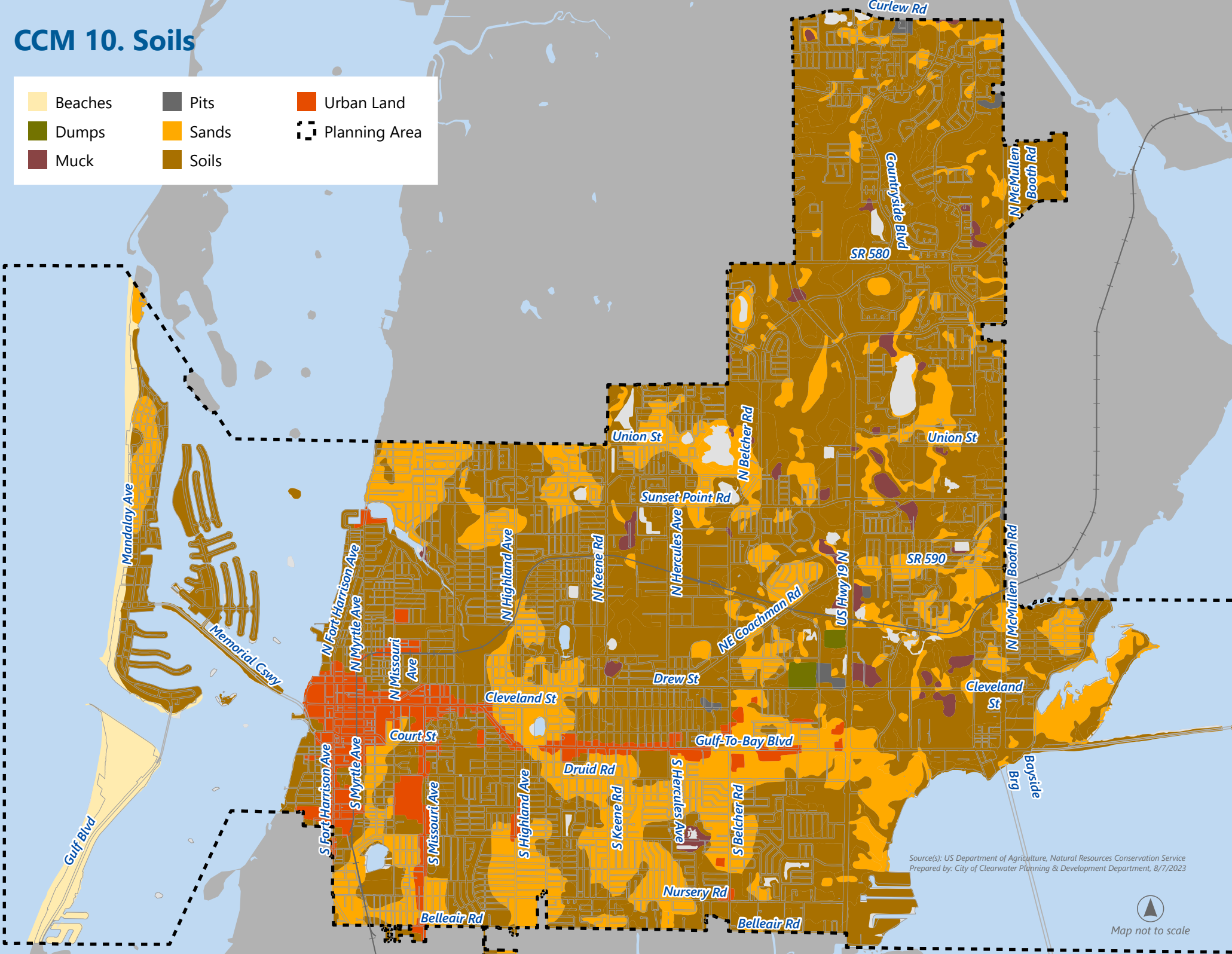
Educate residents on the benefits of using energy-efficient appliances and fixtures.



Sustainability community outreach event

CCM 10. Soils

 Beaches	 Pits	 Urban Land
 Dumps	 Sands	 Planning Area
 Muck	 Soils	



Source(s): US Department of Agriculture, Natural Resources Conservation Service
 Prepared by: City of Clearwater Planning & Development Department, 8/7/2023

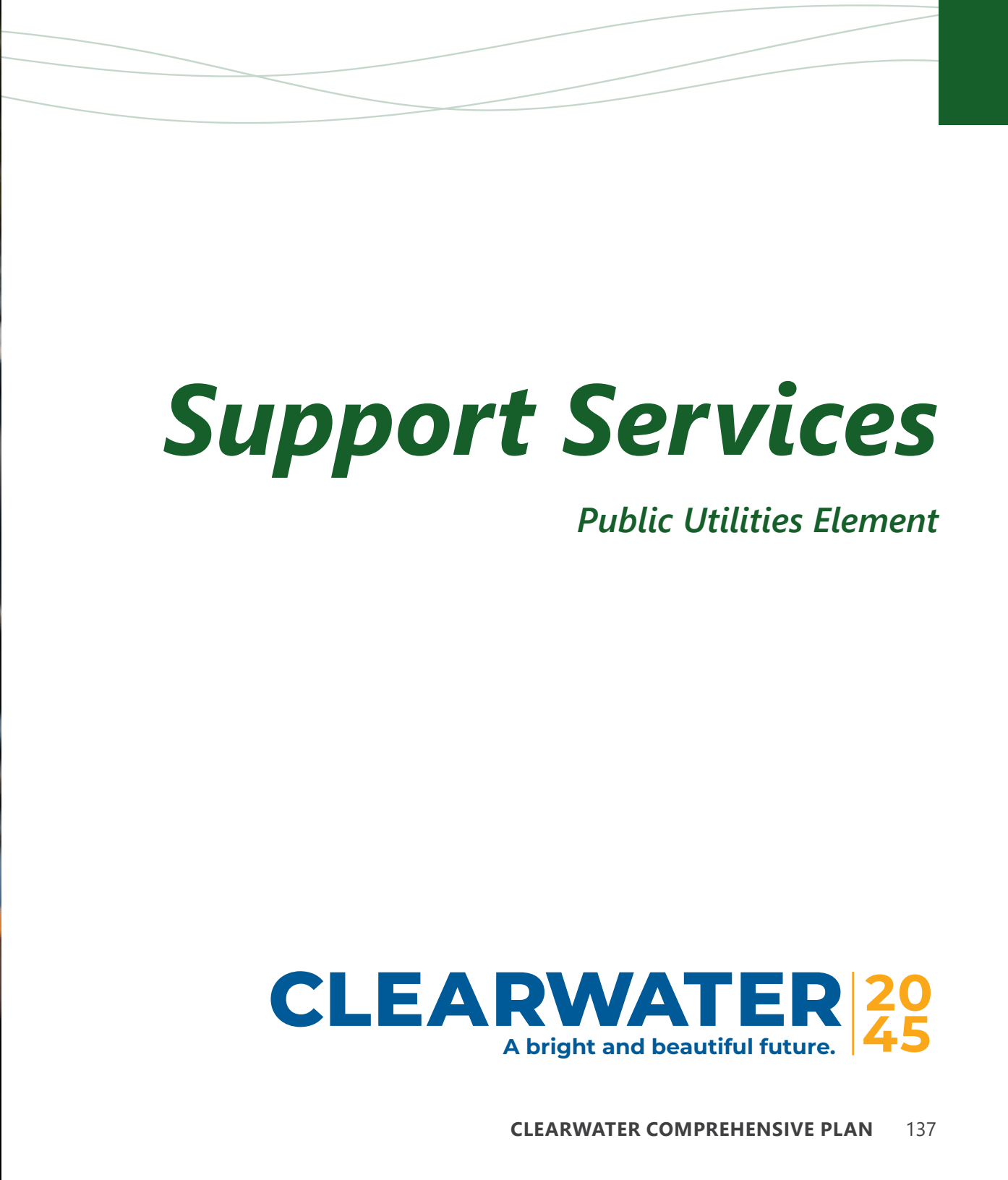






CLEARWATER
PUBLIC UTILITIES

590
Super N



Support Services

Public Utilities Element

CLEARWATER | 20
A bright and beautiful future. 45



Introduction

The Support Services Chapter offers guidance for the provision and maintenance of the city's operational functions including public utilities, solid waste and recycling, stormwater management, Clearwater Gas System, police, fire and emergency medical services (EMS), emergency management, library services, and other general support services.

This chapter addresses conventional public utilities including potable water, sanitary sewer, reclaimed water, stormwater, and solid waste and recycling. Additionally, gas, police, fire and EMS, library, and general support services are also addressed because the Plan should be all inclusive of services that impact future growth and capital investment decisions.

Chapter policies focus on:

- Ensuring public utilities and solid waste and recycling services are provided to all properties within the city at acceptable levels of service;
- Reducing and improving stormwater runoff;
- Exploring with Clearwater Gas the expansion into the renewable energies market;
- Updating emergency management and hazard mitigation plans regularly; and
- Providing public services to meet the needs of the residents, tourists, and businesses of Clearwater.

Planning Context

Potable Water & Sanitary Sewer

The city maintains potable water and sanitary sewer (wastewater) systems with over 580 miles of water pipes and over 410 miles of sewer pipes. The potable water system is governed by a master plan and must be consistent with Southwest Florida Water Management District (SWFWMD) plans. Likewise, the sanitary sewer system is governed by a master plan that must be consistent with Florida Department of Environmental Protection (FDEP) plans.

As with most cities that were incorporated in the early 1900's, the city's potable water and sanitary sewer pipes are nearing the end of their useful lifespans. The city is focused on repair and replacement of potable water and sanitary sewer systems rather than expansion to areas without sanitary sewer service to ensure that existing services are not interrupted.

Reclaimed Water

Reclaimed water, commonly referred to as "purple pipes", is available in Island Estates, Skycrest, Del Oro Groves, Morningside, and Harbor Oaks and on Clearwater Beach. There are also areas of Lake Belleview, North Greenwood, and neighborhoods near Baycare Ballpark, Lake Chautauqua, and Glen Oaks Park where reclaimed is available. The city has over 140 miles of reclaimed water pipes that are primarily used for irrigation to conserve potable water use.

Stormwater

The city maintains numerous stormwater systems including ponds, lakes, ditches, pipes, or other stormwater structures typically located in a city road right-of-way or within an easement. The city has over 150 miles of stormwater pipes and over 115 miles of stormwater underdrains, which are perforated pipes in a gravel bed used in soils with poor filtration rates to allow stormwater to percolate through and move downstream.

Any new development or redevelopment is required to account for their potential stormwater runoff and meet the guidelines outlined in the stormwater manual. City stormwater plans are determined by the Surface Water Improvement and Management (SWIM) program and provisions of the National Pollution Discharge Elimination System (NPDES).

Solid Waste

The city handles solid waste and recycling collection for over 27,000 customers, including approximately 3,600 commercial dumpsters, 28,000 black and blue barrels for solid waste and recycling, 400 multifamily recycling carts, 210 roll-off containers, and 90 compactors. The current city solid waste and recycling facility was built in 1994, is not storm resistant, and no longer meets the demands for storage of recyclable materials. In 2020, a new transfer station was opened which can handle approximately 650 tons of solid waste and has built-in excess capacity for up to three days of waste. Additionally, the department has recently converted all 71 of their heavy vehicles to use compressed natural gas (CNG) rather than diesel. CNG burns cleaner and emits cleaner emissions into the atmosphere.

Clearwater Gas

Clearwater Gas System is a unique utility in that it provides natural gas for city residents and businesses, as well as to customers throughout northern Pinellas County into

Pasco County and to numerous beach communities south to Redington Beach. Clearwater Gas has replaced 72 miles of pipelines over the past 15 years, 52 miles of bare steel and 20 miles of cast iron. These types of pipes have not been utilized in gas construction since 1971, and the removal of this pipe has resulted in lower gas and methane leaks on the system, which create a more reliable and safe distribution system for nearly 32,000 customers.

Police

Police personnel serve the city through three districts with nearly 400 employees and over 350 vehicles. The department also maintains three substations located in the North Greenwood, Lake Belleview, and Wood Valley neighborhoods. In North Greenwood, the department partners with United Way and provides youth and adult vocational assistance as well as other social services, and police staff using the Lake Belleview building share it with a dental clinic.

Fire & Rescue

Fire and rescue personnel serve in an all-hazards fire department that is the second largest in Pinellas County. The term "all-hazards" simply means the department responds to any type of disaster including fires, crashes, or building collapses. The department has 195 certified firefighters, along with approximately 27 civilian staff which includes the city's lifeguards. Services are provided through eight stations

throughout the city and eight lifeguard towers located on Clearwater Beach. **Map SS 2. Public Services Facilities** shows the locations of the police and fire stations and the city's libraries.

Emergency Management

Emergency management personnel oversee preparation of city departments, staff, and residents for disasters that could occur, namely tropical storms and hurricanes. Staff is working to gather relevant information from all city departments and reviewing it against the *Continuity of Operations Plan (COOP)* to determine where deficiencies exist. Emergency management personnel will perform voluntary vulnerability assessments upon request for businesses to assist them in preparation for and protection against future disasters.

Library

The city's libraries provide numerous programs and have over 531,000 items in circulation for residents of all ages through use of the five library branches. The items in circulation include books, DVDs, computer stations, video games, and boardgames. Some of the programs offered through the library are continuing education, tutoring, small business assistance, and tax preparation assistance. There are 99 employees within the library system, of which 40 are librarians.

General Support

The general support personnel are responsible for and oversee the care of 180

SUPPORT SERVICES

city-owned or leased buildings which total just over 1.8 million square feet. They are also responsible for and oversee the care of 6,000 tons of mechanical equipment, which includes fleet vehicles, HVAC systems, and others.

Into the Future

As the city moves into the future, the focus should continue to be providing public utilities and services in a safe, efficient, and cost-effective manner while maintaining adequate capacity and levels of service to accommodate the existing population.

Potable Water & Sanitary Sewer

Future projects related to the potable and reclaimed water and sanitary sewer systems will be based on findings from updated master plans, Supervisory Control & Automated Data (SCADA) Master Plans, and other regulatory initiatives. The city will be consolidating the three wastewater reclamation facilities (WRFs) into one combined facility, so future sanitary sewer projects will work to achieve that direction.

Reclaimed Water

A reclaimed water master plan is currently being developed and is anticipated to include areas for expansion and means to address recent legislation calling for

increased reclaimed water availability. The city is currently working to expand reclaimed water service to additional areas of the city, and coordinating those expansions as other utility or infrastructure work is being done to keep construction-related disturbances to a minimum.

Stormwater

Future stormwater projects will be based on updated operating permits or SWIM plans. Large-scale stormwater projects will be dependent upon property acquisition to enable restoration of natural floodplains. The city will need to continue to evaluate its stormwater and watershed plans to provide up-to-date best management practices and to maximize the efficiency of systems.

Solid Waste

The city will continue to evaluate options to convert vehicles over to CNG or electric to reduce greenhouse gas emissions. Additionally, the city has begun discussions on reconstruction of the solid waste and recycling facility to provide more space for recycling as well as create a more storm-resistant structure. Educating residents about contamination and its impact on recycling and working with other jurisdictions on a consistent recycling message will improve the success of the city's recycling program.



Reverse Osmosis Plant #2

Clearwater Gas

While the Gas System currently offers retail sales of and repairs of appliances, that portion of their operation is not as widely known as it could be. Future efforts will include opportunities to better market not only the Gas System as a whole, but with specific campaigns to highlight the underutilized retail sales and appliance repair. Additionally, Clearwater Gas is exploring selling off their propane operations and expanding into the renewable energies market. Propane accounts for nearly 430,000 gallons per year in sales, and propane (i.e. liquified petroleum) is a heavier hydrocarbon compared to natural gas (methane), and does not burn as clean as natural gas.

Police

Additional staff, including police officers, detectives, or others, will likely be needed to continue to provide progressive and effective crime prevention. The city will need to continue to evaluate law enforcement buildings and vehicles to determine if additional resources are needed.

Fire & Rescue

Clearwater 2045 calls for continued growth within the city's activity centers, which will likely take the form of multi-family development and mixed-use buildings, and result in increased traffic until the county's transit system is more robust. In Downtown and the city's older neighborhoods, rights-of-way widths are sometimes limited. Fire and rescue personnel must continue to follow best practices for serving the community as its population grows and form of development continues to evolve. Other types of apparatus may be needed to serve these areas, and staffing levels will need to be evaluated to ensure that the baseline response time of 7 ½ minutes continues to be met.

Emergency Management

For the city to be best prepared before, during, and after storm events or other disasters, emergency management personnel are looking to build a central location that will store all necessary emergency equipment, such as generators or vehicles. A Community Emergency Response Team (CERT) is being considered which would also allow for better and quicker responses after disasters.

Library

As the needs of residents evolve over the coming years, the Library System will be looking to increase space for community meetings, group collaboration, and individual and group study. Library personnel will be looking to facilitate the discovery and exploration of specialized interests such as science, technology, engineering, and mathematics (STEM) and science, technology, engineering, arts, and mathematics (STEAM) by adding new technology and equipment throughout the libraries.

General Support

The building and maintenance personnel are committed to providing quality planning, design, and management of all city-owned and leased buildings and equipment.

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Chapter Goals

This chapter contains 11 goals:

Goal SS 1. Potable Water

Continue to provide and maintain a permanent potable water supply system to meet anticipated demand while providing maximum practical protection to the environment at a cost consistent with the public's ability and willingness to pay.

Goal SS 2. Sanitary Sewer

Continue to provide high quality, reliable, and efficient sanitary sewer service in an environmentally sound manner to protect public health and safety.

Goal SS 3. Reclaimed Water

Continue to provide, develop, and maintain a permanent reclaimed water supply system at a cost consistent with the public's ability and willingness to pay.

Goal SS 4. Stormwater

Continue to provide the most cost effective and efficient provision of stormwater management and discharge and provide maximum practical protection to persons, property, and the natural environment.

Goal SS 5. Solid Waste

Continue to provide solid waste collection and disposal services that balance reliability, environmental impacts, costs, and safety.

Goal SS 6. Clearwater Gas

Continue to provide and expand cost effective gas energy solutions and related products to customers in Pinellas and Pasco Counties.

Goal SS 7. Police

Continue to provide effective, professional, and dependable law enforcement services to every resident, visitor, and business.

Goal SS 8. Fire & Rescue

Continue to provide emergency services with a focus on quality, cost effectiveness, and all-hazard mitigation for all residents, visitors, and businesses.

Goal SS 9. Emergency Management

Support emergency management initiatives to increase hazard mitigation and preparation to protect the city's residents, visitors, businesses, and structures.

Goal SS 10. Library System

Continue to provide quality information, continuous learning, and innovative services at city libraries that anticipate and support the needs of residents, visitors, and businesses.

Goal SS 11. General Support Services

Continue to provide building and maintenance services that produce timely, quality, and cost-effective solutions.



Inside of the Countryside Library

Goal SS 1

Continue to provide and maintain a permanent potable water supply system to meet anticipated demand while providing maximum practical protection to the environment at a cost consistent with the public's ability and willingness to pay.

Objective SS 1.1

Continue to maintain an adequate level of service (LOS) for existing and future populations.

Policy

SS 1.1.1

Continue to use 100 gallons per capita per day (GPCD) at a minimum pressure of 40-45 pounds per square inch as the potable water LOS and to determine the availability for development or redevelopment.

Objective SS 1.2

Continue to provide sound fiscal management for the operation and maintenance of potable water service in the city's service area.

Policies

SS 1.2.1

Continue utilizing fees charged to users of water service to cover system operating costs, repayments of capital costs, and allow for repair and replacement of existing facilities.

SS 1.2.2

Evaluate new rate structures as necessary.

SS 1.2.3

Continue to refine the water conservation rate structure for residential water meters, lawn meters, and all other water meters permitted by the city.

SS 1.2.4

Prioritize and schedule major improvements associated with the water system as a component of the capital improvement program.

SS 1.2.5

Continue to seek financial support for the water system through grant programs administered by appropriate state and federal agencies.

Objective SS 1.3

Continue to maintain the water system in a safe, sound, and efficient manner.

Policies

SS 1.3.1

Update the *Water Supply Facilities Work Plan* within 18 months after SWFWMD updates their *Regional Water Supply Plan*.

SS 1.3.2

Monitor the operation of the water distribution system with the intent of proactively repairing and replacing deficient portions of the system.

SS 1.3.3

Require, at the time of application for connection to the potable water system, that minimum fire flows and hydrant spacing be consistent with fire district standards and that proper sized water pipes are installed to provide desired fire flow rates based on the most recent *Insurance Service Office (ISO) Report*.

SUPPORT SERVICES

SS 1.3.4

Require private fire hydrants to be owned and maintained by the property owner(s) pursuant to city regulations.

Objective SS 1.4

Provide adequate quantity and quality of potable water service to all customers of the Clearwater service area.

Policies

SS 1.4.1

Continue to construct potable water system improvements which will provide adequate quantity, pressure, and duration of fire flows.

SS 1.4.2

Continue to identify, acquire, and develop sources of potable water supply and methods of potable water treatment to meet existing and future demand through techniques such as well rehabilitation or exploration of drilling new wells in accordance with the most recent version of the adopted *Water Supply Facilities Work Plan*.

SS 1.4.3

Continue to provide water service to properties within unincorporated Pinellas County that reside in the city's service area where sufficient capacity and quality of water exists.

SS 1.4.4

Analyze the condition and adequacy of any potable water distribution system that the city may inherit through annexation and require the property owner or developer to prepare cost estimates for upgrading those systems to meet city requirements. Costs for such improvements shall be the responsibility of the property owner or developer.

SS 1.4.5

Prior to issuance of a building permit, a design for potable water distribution system improvements shall be prepared by the developer and approved by the city. The developer shall pay the costs of any necessary improvements to the existing potable water distribution system to accommodate the new development.

SS 1.4.6

Continue to extend water services to jurisdictions outside the city's service area through interlocal or other agreement.

Objective SS 1.5

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

Policies

SS 1.5.1

Continue implementation of the most current Water Restriction Ordinance.

SS 1.5.2

Continue providing educational awareness and materials to inform citizens of the need and opportunities for conserving potable water.

SS 1.5.3

Continue to develop strategies aimed at reducing potable water consumption.

SS 1.5.4

Research and evaluate potable water re-use alternatives.

SS 1.5.5

Ensure that potable water management projects are designed and operated to maintain and enhance natural systems, as well as man-made systems, by working closely with SWFWMD when proposing new projects and potable water management programs.

Objective SS 1.6

Continue to protect all natural recharge areas having functional hydrological characteristics.

Policies

SS 1.6.1

Continue to protect groundwater quality by enforcing the Wellhead Protection Ordinance within the areas identified on **Map SS 1. Potable Water Wells**.

SS 1.6.2

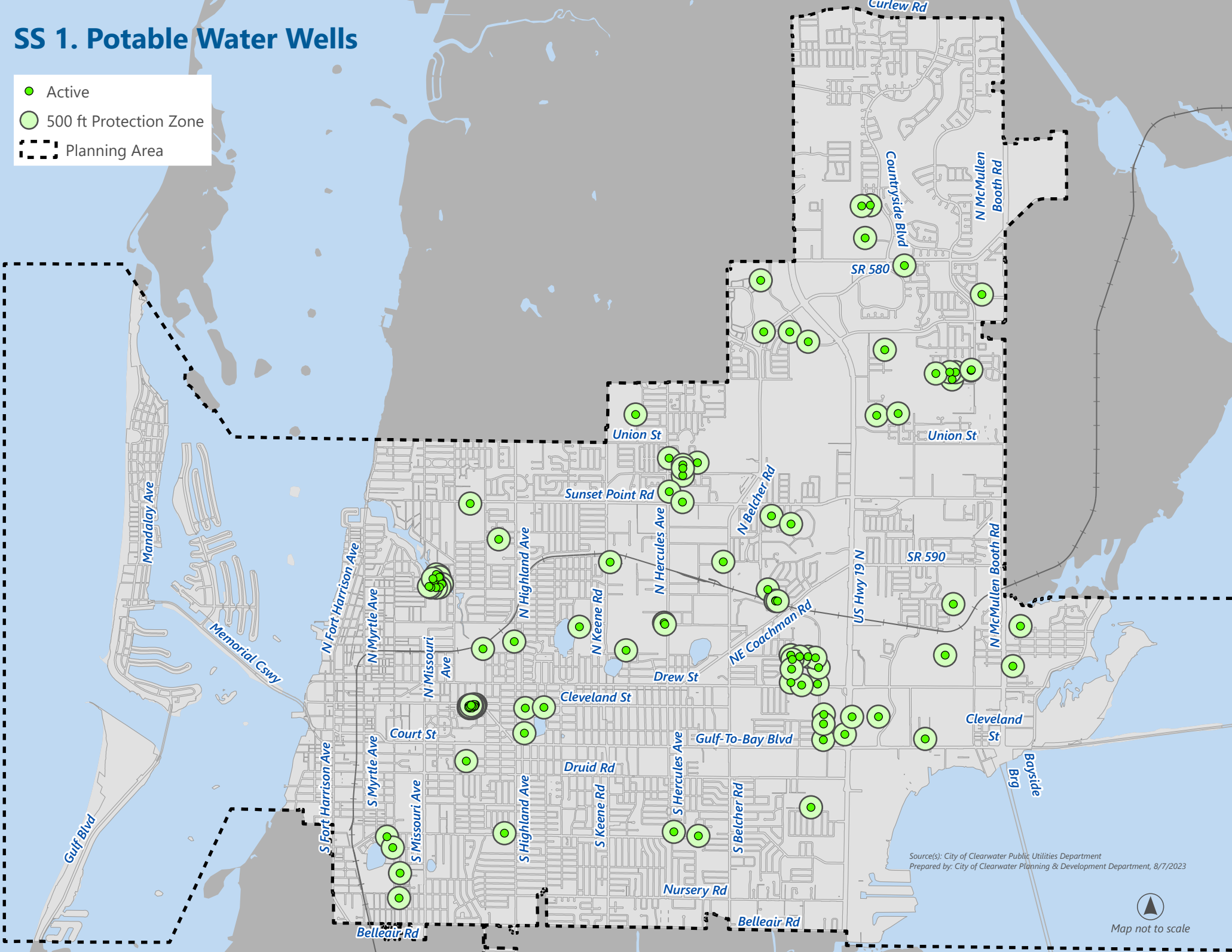
Recognize the importance of groundwater aquifer recharge in the hydrological process and the need for natural groundwater recharge as an integral component of the city's urban environment.



Potable water plant

SS 1. Potable Water Wells

- Active
- 500 ft Protection Zone
- ⬡ Planning Area



Source(s): City of Clearwater Public Utilities Department
Prepared by: City of Clearwater Planning & Development Department, 8/7/2023

Goal SS 2

Continue to provide high quality, reliable, and efficient sanitary sewer service in an environmentally sound manner to protect public health and safety.

Objective SS 2.1

Continue to maintain an adequate LOS for existing and future populations.

Policy

SS 2.1.1

Continue to use an average of 100 GPCD as the sanitary sewer LOS and to determine the availability for development or redevelopment.

Objective SS 2.2

Continue to provide sound fiscal management for the operation and maintenance of the sanitary sewer system in the city's service area.

Policies

SS 2.2.1

Continue utilizing fees charged to users of wastewater collection and treatment service to fund all system operations and maintenance costs.

SS 2.2.2

Ensure sanitary sewer charges reflect all operational costs consistent with the amount of wastewater generated by each user.

SS 2.2.3

Periodically evaluate new rate structures as necessary per requirements of FDEP and U.S. Environmental Protection Agency (EPA).

SS 2.2.4

Continue to require the wastewater collection and treatment systems to be a self-sustaining utility enterprise with rates based on sound engineering and economic principles.

SS 2.2.5

Ensure that sanitary sewer revenues are sufficient to fund repair and replacement projects on a pay-as-you-go basis.

Objective SS 2.3

Continue maintaining the sanitary sewer service system in a safe, sound, and efficient manner.

Policies

SS 2.3.1

Continue to maintain the wastewater collection system to serve existing development.

SS 2.3.2

Require properties with failing septic tanks and package treatment plants, as determined by the Pinellas County Health Department or the FDEP to have an adverse impact on the environment, to connect to the city's sewer system. When such connections can be made, the system must be upgraded to city standards.

SS 2.3.3

Encourage annexation of developments which have deficient sewer systems. Prior to annexation, a design for sewer system improvements shall be prepared by the property owner or developer and approved by the city, and the costs for such improvements shall be the responsibility of the property owner or developer.

SUPPORT SERVICES

SS 2.3.4

Continue to allow the extension of sanitary sewer services to properties outside the corporate limits of the city through the agreement to annex or annexation process including review to ensure sufficient capacity exists to serve the areas committed to city service, as well as those proposed for service.

SS 2.3.5

Prior to issuance of a building permit, a design for sewer system improvements if required shall be prepared by the developer and approved by the city. The developer shall pay the costs of any necessary improvements to the existing wastewater collection system to accommodate the new development.

SS 2.3.6

Fully implement improvements to comply with Senate Bill 64 (2021), plans to eliminate nonbeneficial surface water discharges, by January 1, 2032 or as amended.

Objective SS 2.4

Continue to produce advanced wastewater treatment (AWT) effluent at all water reclamation facilities (WRFs) in accordance with FDEP and U.S. EPA requirements.

Policies

SS 2.4.1

Continue to improve/expand the wastewater systems to accommodate future development, recognizing that certain developments may be required to fund such improvements.

SS 2.4.2

Continue to pursue project improvements to WRFs which will minimize energy, water, and other resource needs in order to preserve these valuable resources.

SS 2.4.3

Continue to implement projects that support the city's decision to consolidate the WRFs.

SS 2.4.4

Include measures to address odors emitted from WRFs in capital projects, where appropriate.



Marshall Street WRF

Goal SS 3

Continue to provide, develop, and maintain a permanent reclaimed water supply system at a cost consistent with the public's ability and willingness to pay.

Objective SS 3.1

Continue to maintain the reclaimed water system in a safe, sound, and efficient manner.

Policies

SS 3.1.1

Monitor water quality and the operation of the reclaimed water distribution system with the intent of repairing and replacing deficient portions of the system as a component of the capital improvement program.

SS 3.1.2

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

SS 3.1.3

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

Objective SS 3.2

Continue to provide sound fiscal management for the operation and maintenance of reclaimed water service in the city's service area.

Policies

SS 3.2.1

Continue utilizing fees charged to users of reclaimed water service to cover system operating costs, repayments of capital costs, and allow for repair and replacement of existing facilities.

SS 3.2.2

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

SS 3.2.3

Prioritize and schedule major improvements associated with the reclaimed water system as a component of the capital improvement program.

Objective SS 3.3

Continue to develop a reclaimed water system that is compatible with the environment and seeks to conserve and protect sensitive natural resources.

Policy

SS 3.3.1

Expand the reclaimed water system in accordance with the *Reclaimed Water Master Plan*, after final approval, in an effort to optimize potable water conservation efforts.

Goal SS 4

Continue to provide the most cost effective and efficient provision of stormwater management and discharge and provide maximum practical protection to persons, property, and the natural environment.

Objective SS 4.1

Continue to maintain an adequate LOS for existing and future populations.

Policy

SS 4.1.1

Continue to use the following LOS standards for stormwater design:

- For all new street development, use the 10-year storm frequency using the rational design method.
- Use the 25-year storm frequency with positive outfall for major storm systems with basin time of intensities controlling the duration*.
- For development or redevelopment with no outfall and discharge to street right-of-way, use the 50-year storm frequency.
- For development or redevelopment with no outfall and discharge across private property, use the 100-year storm frequency.

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

Objective SS 4.2

Continue to provide sound fiscal management of the stormwater management systems in accordance with the watershed management plans and concurrent with their implementation.

Policies

SS 4.2.1

Continue to finance the operation and maintenance of the stormwater management systems through revenues from the city's stormwater utility fee.

SS 4.2.2

Evaluate new rate structures as necessary.

SS 4.2.3

Continue to utilize stormwater fees to fund public improvements.

SS 4.2.4

Continue to provide and maintain a stormwater management systems throughout the city that will afford the most economically feasible protection to residents and property.

SS 4.2.5

Continue to upgrade or improve all stormwater management systems where deficiencies exist.

Objective SS 4.3

Seek unique funding opportunities to improve stormwater systems throughout the city and the region.

Policies

SS 4.3.1

Continue to seek and be on notice of financial support for system improvements through grant programs administered by state and federal agencies.

SS 4.3.2

Evaluate methods of financing stormwater management system improvements and new stormwater infrastructure construction to determine the most feasible and equitable arrangement, both citywide and in local problem areas.

SS 4.3.3

Pursue a system of regional stormwater management which is both economically and environmentally sound.

Objective SS 4.4

Ensure development and redevelopment meet applicable stormwater management standards and utilize design techniques and strategies that maximize efficiency of stormwater systems.

Policies

SS 4.4.1

Periodically review and amend the stormwater manual to include updated best practices or other design standards.

SS 4.4.2

Require development and redevelopment activities to comply with all stormwater management design standards and criteria.

SS 4.4.3

Prohibit structural development where it is determined that such development will have an adverse impact on stormwater storage areas, increase flood prone areas, significantly increase rates of runoff, or cause other unfavorable drainage conditions.

SS 4.4.4

Limit development that will result in buildings constructed within or over stormwater retention ponds, streams, or channels.

SS 4.4.5

Ensure proper access to stormwater systems for effective operation and maintenance.

SS 4.4.6

Continue to provide a program of regular maintenance to the stormwater management system to ensure maximum efficiency and performance.

SS 4.4.7

Utilize natural and man-made wetlands as a means to provide stormwater management wherever possible.

SS 4.4.8

Continue to utilize multiple use facilities, such as recreational open space uses, as stormwater management systems, where appropriate.

SS 4.4.9

Continue to designate wetlands as Preservation (P) on the Future Land Use Map.

Objective SS 4.5

Protect and enhance the quality of receiving waterbodies through the use of best management practices in accordance with adopted watershed management plans.

Policies

SS 4.5.1

Continue to comply with applicable SWFWMD, state, and federal requirements, including SWIM plans.

SS 4.5.2

Continue to require the use of best management practices before, during, and after construction activities to prevent water pollution resulting from erosion and siltation.

SS 4.5.3

Continue to require vegetated swales, sodding, and appropriate landscaping as components of the drainage system for natural filtration before final discharge into receiving waterbodies.

SS 4.5.4

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

SS 4.5.5

Continue to identify impaired waterbodies and prioritize them for improvement and enhancement.

SS 4.5.6

Monitor major stormwater management outfalls and receiving waterbodies to identify the quality of stormwater runoff and the impact on receiving waterbodies.

SS 4.5.7

Continue to upgrade and retrofit city-owned drainage system facilities and include stormwater treatment for water quality in accordance with the stormwater management plans.

SS 4.5.8

Continue utilizing the street sweeping schedule to aid in reduction of pollution into stormwater systems and add appropriate sized street sweeping vehicles to be used on trails, complete streets, or similar applications.



Stormwater pond with an egret

Goal SS 5

Continue to provide solid waste collection and disposal services that balance reliability, environmental impacts, costs, and safety.

Objective SS 5.1

Continue to maintain an adequate LOS for existing and future populations.

Policy

SS 5.1.1

Continue to use 1.3 tons per person per year (7.12 pounds per person per day) as the solid waste LOS and to determine the availability for development or redevelopment.

Objective SS 5.2

Continue to provide sound fiscal management for solid waste collection, transport, disposal, and recycling.

Policies

SS 5.2.1

Ensure solid waste and recycling fees charged to users of solid waste services cover system operating costs, repayments of capital costs, and allow for repair and replacement of existing facilities.

SS 5.2.2

Ensure solid waste resources are sufficient to withstand instability, such as labor shortages and equipment failures, within reason.

SS 5.2.3

Maintain a master plan for solid waste facilities that ensures facility upgrades necessary to meet standards of efficiency are planned appropriately.

Objective SS 5.3

Continue to provide solid waste collection service to residents and businesses within the city.

Policies

SS 5.3.1

Prohibit collection of solid waste to properties outside the city limits unless sufficient capacity exists to serve the areas committed to city services as well as the properties proposed for service.

SS 5.3.2

Require interlocal or other agreements to provide solid waste service to properties or areas outside of the city limits.

Objective SS 5.4

Support the countywide goal of zero waste to the county landfill.

Policies

SS 5.4.1

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

SS 5.4.2

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

SUPPORT SERVICES



Yard waste being collected by a solid waste worker

SS 5.4.3

Create an educational campaign to inform residents about impacts caused by contaminated recycling.

SS 5.4.4

Create strategies to reduce residents' usage of single-use items and products.

Objective SS 5.5

Focus on data collection and active route management as a tool to achieve efficiency.

Policies

SS 5.5.1

Seasonally review local traffic patterns to help determine route length and timing of pick up in an effort to reduce vehicle idle time and limit impact of solid waste vehicles on local traffic.

SS 5.5.2

Utilize weight data, distance to the transfer station, and optimal vehicle operating loads to determine optimal times when to dump waste loads in an effort to minimize vehicle costs and emissions, while ensuring vehicle idle time at the transfer station is minimized.

SS 5.5.3

Evaluate opportunities to shift from active waste collection (solid waste sending vehicles out to collect certain waste types) to passive waste collection (residents bringing certain waste items to a central location) for disposal.

Objective SS 5.6

Mitigate the impact of solid waste collection and disposal to natural resources.

Policies

SS 5.6.1

Continue to work to limit carbon emissions of fleet vehicles through the use of emerging technologies.

SS 5.6.2

Identify and implement opportunities for carbon sequestration or other methods of carbon emission offset.

SS 5.6.3

Continue to utilize voluntary residential curbside source separation for both single-family and multifamily units for the Clearwater recycling effort.

SS 5.6.4

Continue commercial source separation on an open competitive basis with registered private recycling companies.

SS 5.6.5

Direct residents to authorized sites for disposal and transfer or to temporary storage facilities located in Pinellas County for hazardous household waste.

SS 5.6.6

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

SUPPORT SERVICES

Goal SS 6

Continue to provide and expand cost effective natural gas energy solutions and related products to customers in Pinellas and Pasco Counties.

Objective SS 6.1

Update the *Clearwater Gas System Strategic Action Plan*.

Policy

SS 6.1.1

Revise the department's mission, vision, & core value statements.

Objective SS 6.2

Identify opportunities to repair, rehabilitate, or replace natural gas distribution pipelines and improve safety of the system.

Policies

SS 6.2.1

Apply for a grant from the Pipeline Hazardous Materials Safety Administration (PHMSA) for funding.

SS 6.2.2

Upgrade above ground infrastructure that will help reduce methane gas released into the atmosphere.

SS 6.2.3

Continue to increase safety and reliability of gas distribution system through repairs and replacements as needed.

Objective SS 6.3

Revise and implement a new sales and marketing plan for Clearwater Gas System.

Policies

SS 6.3.1

Execute a messaging plan that advertises all Clearwater Gas System services to customers.

SS 6.3.2

Increase marketing efforts to potential infill customers where gas infrastructure is already installed and ready to serve.

SS 6.3.3

Include information that details incentives for converting to or installing natural gas appliances within residences and businesses.

SS 6.3.4

Educate customers and residents on the ability of Clearwater Gas to install customer-owned gas piping and appliances, both inside and outside of a home or business.

SS 6.3.5

Ensure that customers and residents are aware that Clearwater Gas offers repair services for gas appliances.

Objective SS 6.4

Research the feasibility of entering renewable energy markets.

Policies

SS 6.4.1

Determine if providing renewable energy products and services would be profitable as a stand-alone business unit for Clearwater Gas System to operate on behalf of the city.

SS 6.4.2

Consider implementing a pilot project for renewable energy products and services to test the market.



Gas torchiers at Coachman Park

Goal SS 7

Continue to provide effective, professional, and dependable law enforcement services to every resident, visitor, and business.

Objective SS 7.1

Continue to maintain and replace law enforcement building infrastructure and vehicles as needed.

Policies

SS 7.1.1

Continue to anticipate and schedule maintenance for District Stations II and III, including significant structural components such as new roofs or other mechanical components such as HVAC systems.

SS 7.1.2

Determine if District Station I should be rebuilt or refurbished.

SS 7.1.3

Continue to evaluate the best uses and partnerships for the substations located in the North Greenwood, Lake Belleview, and Wood Valley neighborhoods.

SS 7.1.4

Monitor the demand and evaluate the necessity for neighborhood policing substations in the North Greenwood, Lake Belleview, Wood Valley, and other neighborhoods.

SS 7.1.5

Determine appropriate locations for and construct a K9 kennel and storage facility for large vehicles.

SS 7.1.6

Continue to ensure that appropriate number of law enforcement vehicles, generally 10% above daily needs, are available to account for law enforcement vehicles that are crashed, damaged, or undergoing maintenance.

SS 7.1.7

Continue to work towards upgrading to hybrid law enforcement vehicles and consider upgrading certain vehicles to electric vehicles when electric vehicle charging stations become available and as electric vehicles evolve to safe and efficient rapid charging.

Objective SS 7.2

Continue to monitor crime and activity metrics and compare against other local agencies through Uniform Crime Reporting (UCR).

Policies

SS 7.2.1

Upgrade monitoring systems to state and national incident-based reporting system to continue to actively monitor crime and activity metrics.

SS 7.2.2

Procure, configure, implement, and provide governance for a regional Computer Aided Dispatch (CAD) and Records Management System (RMS) that promotes the efficient sharing of resources and information.

Objective SS 7.3

Continue to build expertise, staffing, and capacity to adequately address cybercrime, synthetic drugs, process digital evidence, and other quality of life issues.

Policies

SS 7.3.1

Identify and implement progressive staffing models that are cost effective and advance the efficient and effective prevention, detection, and prosecution of crime.

SS 7.3.2

Seek opportunities for the deployment of bicycle teams, liaisons, and specialty teams to address crime and quality of life issues.



City of Clearwater Police Officers at Coachman Park

Goal SS 8

Continue to provide emergency services with a focus on quality, cost effectiveness, and all-hazard mitigation for all residents, visitors, and businesses.

Objective SS 8.1

Continue to ensure adequate staffing levels, equipment, and apparatus are maintained.

Policies

SS 8.1.1

Continue to achieve the baseline response time of 7 ½ minutes for first unit arrival to a response call.

SS 8.1.2

Evaluate the purchase of vehicles that better serves and supports compact urban development.

SS 8.1.3

Continue the testing process for future employee advancement.

SS 8.1.4

Research methods to account for low employment pools while maintaining appropriate staffing levels.

Objective SS 8.2

Maintain and replace infrastructure, equipment, and apparatus on a regular schedule.

Policies

SS 8.2.1

Complete the Fire Station 46 reconstruction project by the end of 2023.

SS 8.2.2

Finalize design plans for Fire Station 47 by the end of 2023 and complete construction by the end of 2025.

SS 8.2.3

Continue the process of replacing the training tower and lifeguard towers.

SS 8.2.4

Continue replacement of rescues, engines, and ladders after scheduled frontline and reserve service times.

Objective SS 8.3

Research methods and best practices to account for increases in future demand, construction, populations, and tourism.

Policies

SS 8.3.1

Research and determine means to maintain service times through increases in traffic.

SS 8.3.2

Determine strategies to account for increases in high-rise and multifamily developments.

SS 8.3.3

Research strategies to fund the construction of station repairs or replacements as well as maintenance and replacement of equipment and apparatus.



City of Clearwater Fire and Rescue staff on a fire engine

Goal SS 9

Support emergency management initiatives to increase hazard mitigation and preparation to protect the city's residents, visitors, businesses, and structures.

Objective SS 9.1

Continually review and update plans, programs, and contracts.

Policies

SS 9.1.1

Update the *Continuity of Operations Plan (COOP)* and *Comprehensive Emergency Management Plan (CEMP)* by 2025.

SS 9.1.2

Provide annual annex updates to the *COOP* and *CEMP*.

SS 9.1.3

Continue to achieve annual recertification in the Florida Recovery Obligation Calculation (FROC) program.

SS 9.1.4

Update the *Post Disaster Redevelopment Plan (PDRP)* by 2027.

SS 9.1.5

Renegotiate the Debris Management and Program Delivery Manager contracts by 2027.

SS 9.1.6

Receive accreditation through the Emergency Management Accreditation Program, based on the Emergency Management Standard of 16 elements, by 2029.

Objective SS 9.2

Provide adequate and appropriate educational or training opportunities for both city staff and residents.

Policies

SS 9.2.1

Increase emergency management training opportunities for city staff and residents by 2025.

SS 9.2.2

Continue outreach efforts to support a culture of preparedness.

Objective SS 9.3

Work to consolidate storage of emergency management equipment and related supplies to one centralized location.

Policy

SS 9.3.1

Construct a stormproof central disaster warehouse to store necessary supplies and equipment by 2029.

Objective SS 9.4

Research and implement strategies or methods to increase emergency awareness and responses throughout the city.

Policies

SS 9.4.1

Create a City of Clearwater Emergency Alert System to alert residents and visitors of impending storms or other emergencies by 2025.

SS 9.4.2

Implement a City of Clearwater Community Emergency Response Team (CERT) by 2025.

SS 9.4.3

Increase staffing levels to include review of vulnerabilities for certain uses during site plan review or through individual requests by 2027.



Emergency Operations Center (EOC)

SUPPORT SERVICES

Goal SS 10

Continue to provide quality information, continuous learning, and innovative services at city libraries that anticipate and support the needs of residents, visitors, and businesses.

Objective SS 10.1

Continue to provide sound fiscal management for the operation of facilities and library services.

Policy

SS 10.1.1

Ensure library funding is expended on materials collection and programming that are relevant, appropriate, and meet the needs of the community.

Objective SS 10.2

Continue to maintain and replace library building infrastructure as needed.

Policies

SS 10.2.1

Continue to schedule maintenance repairs and upgrades for all five library locations.

SS 10.2.2

Continue to replenish furniture, fixtures, and equipment as needed.

SS 10.2.3

Determine if the North Greenwood Branch Library should be renovated or refurbished.

SS 10.2.4

Continue the planning process for renovating the Main Library.

Objective SS 10.3

Ensure libraries evolve to meet the changing needs of library users.

Policies

SS 10.3.1

Study the feasibility of increasing meeting space in libraries to allow for more community meetings, group collaborations, or individual or group studies.

SS 10.3.2

Evaluate equipment and technological needs to allow users to discover and explore a number of interests such as music or video production, coding or web design, or photography.

SS 10.3.3

Continue to provide numerous programs and services for users of all ages.

SS 10.3.4

Continue to review hours of operation to ensure community needs are evaluated and met.

SS 10.3.5

Develop strategies to educate the public of the many programs offered through the Library System.

Goal SS 11

Continue to provide building and maintenance services that produce timely, quality, and cost-effective solutions.

Objective SS 11.1

Continue providing radio solutions that are technologically advanced, reliable, and capable of operating through disasters.

Policies

SS 11.1.1

Ensure that all departments are equipped with appropriate types and amounts of communications equipment.

SS 11.1.2

Maintain adequate supplies of backup communications equipment for use during emergencies.

Objective SS 11.2

Ensure city facilities and their related building systems are maintained at desired levels of reliability, availability, cleanliness, and occupant safety.

Policies

SS 11.2.1

Continue providing maintenance, project, and capital improvement services for all city-owned and leased properties.

SS 11.2.2

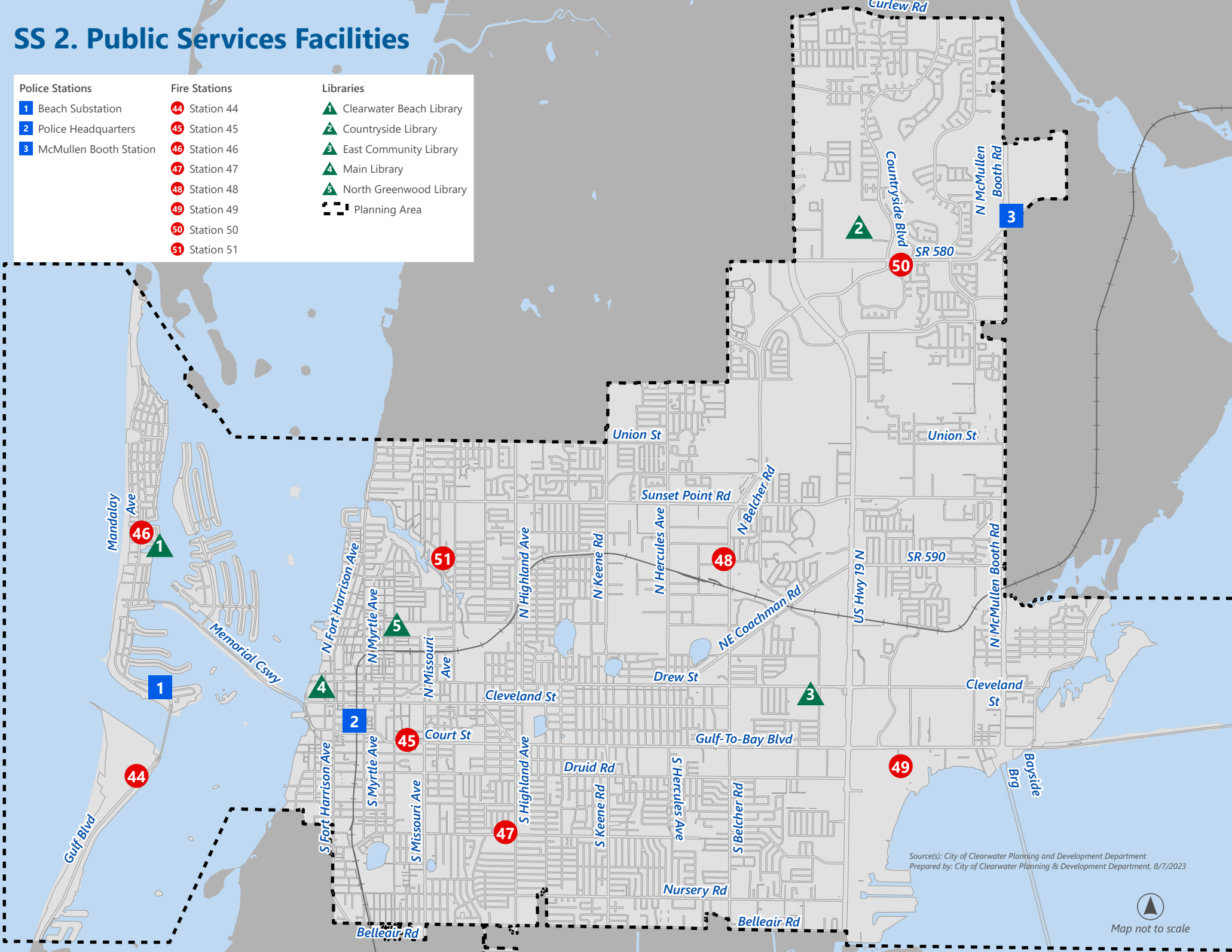
Promote the use of equipment that is cost effective, is maintenance friendly, and retains its value over time.

SS 11.2.3

Maintain a regular schedule of inspection, maintenance, and replacement of equipment, software, hardware, and infrastructure.

SS 2. Public Services Facilities

Police Stations	Fire Stations	Libraries
1 Beach Substation	44 Station 44	▲ Clearwater Beach Library
2 Police Headquarters	45 Station 45	▲ Countryside Library
3 McMullen Booth Station	46 Station 46	▲ East Community Library
	47 Station 47	▲ Main Library
	48 Station 48	▲ North Greenwood Library
	49 Station 49	▭ Planning Area
	50 Station 50	
	51 Station 51	



Source(s): City of Clearwater Planning and Development Department
 Prepared by: City of Clearwater Planning & Development Department, 8/7/2023





CLEARWATER COUNTRYSIDE LIBRARY

2642

Clearwater
Countryside Library
Hours of Operation
Monday - Friday
10:00 AM - 5:00 PM
Saturday
10:00 AM - 4:00 PM
Sunday
12:00 PM - 4:00 PM



**EDDIE C. MOORE
FIELD 8**

BALL	STRIKE								OUT	RUNS
	1	2	3	4	5	6	7	8		
NORTHWESTER	2	2								4
TEXASTECH	1	1								2

AMERICA'S BEST BEACHES





Plan Implementation

*Intergovernmental Coordination, Capital Improvements,
and Property Rights Elements*

CLEARWATER | 20
A bright and beautiful future. | 45



Introduction

The Plan Implementation Chapter offers guidance for city leaders and staff related to the Capital Improvement Program (CIP); intergovernmental coordination of natural resources, housing, transportation, public utilities, and emergency management; dispute resolution; annexations; and private property rights.

The city must coordinate and communicate with other jurisdictions, entities, and agencies on numerous topics including transportation, utilities, emergency management, and conservation. This includes reviewing applicable plans to ensure no major conflicts and working together to complete capital improvement projects.

Chapter policies focus on:

- Continuing coordination of plans, programs, and projects with applicable agencies and other jurisdictions;
- Protecting natural resources and improving air quality;
- Expanding housing and reducing homelessness;
- Maintaining and improving the transportation system;
- Planning regionally for disasters and preparedness;
- Protecting private property rights;
- Reducing the unincorporated enclaves within the city's planning area; and

- Providing public utilities and facilities to residents and visitors.

Planning Context

Collaborative Planning & Service Delivery

The city currently coordinates with numerous jurisdictions and entities for nearly all the city's operations. Coordination efforts occur for utilities, roadways, conservation, land planning, schools, and public transit. Though not an all-inclusive list, other jurisdictions, entities, and agencies include Southwest Florida Water Management District (SWFWMD), Pinellas County, Forward Pinellas, Pinellas Suncoast Transit Authority (PSTA), Pinellas County School District, Florida Department of Transportation (FDOT), Florida Department of Commerce (DOC), and Florida Department of Environmental Protection (FDEP).

Emergency management and response is coordinated with Pinellas County through the Local Mitigation Strategy Work Group. This allows for a holistic approach to not only post-disaster recovery, but also mitigation

strategies that can be implemented before a disaster occurs.

Annexing Unincorporated Enclaves

Annexations of unincorporated properties within enclaves occur on a voluntary basis for those properties within the Clearwater Planning Area. Most requests are so the property can receive city services such as connection to the city's sewer system or receipt of solid waste service, but some also annex specifically to receive reduced rates for using the city's recreation centers and leagues. For those properties that are not eligible for immediate annexation, the city offers property owners the option to enter into an agreement to annex, whereby services can be provided in the near term, but the city maintains the right to later annex the property when it is contiguous to city limits. Properties that enter into an agreement to annex will be charged a 25% municipal service taxing unit (MSTU), or surcharge, for receiving city services while within unincorporated Pinellas County.

Capital Improvement Planning

The CIP is a yearly budgetary exercise that lays out capital improvement projects for city departments on a 5-year schedule. This schedule is updated every year based on prioritization of projects and cost of projects. Funds for the CIP come from numerous sources such as the city's General Fund, the voter-approved Penny for Pinellas, or reimbursement funds. **Figure 11. CIP Cumulative Total Expenditures** shows the percentage of the total amount budgeted by funding type for the current fiscal year plus the next five fiscal years. A detailed list of the 5-year schedule of improvements and list of expenditures is shown on **Table PI 2. Capital Improvement Program Expenditure Summary**.

Into the Future

Expanding Collaboration

The city will need to continue coordination with all its other jurisdictions and entities and will likely need to increase coordination efforts into the future. As the city and the region continue to grow in population, some coordination efforts will likely need to occur on a regional scale.

Planning for Investment

The CIP will remain the centerpiece of the city's planning for major capital investments. The CIP plays a critical role in ensuring that adequate public facilities are available to serve future development or redevelopment. As recognized in this chapter, the annual CIP evaluation and update process is a critical tool in plan implementation.

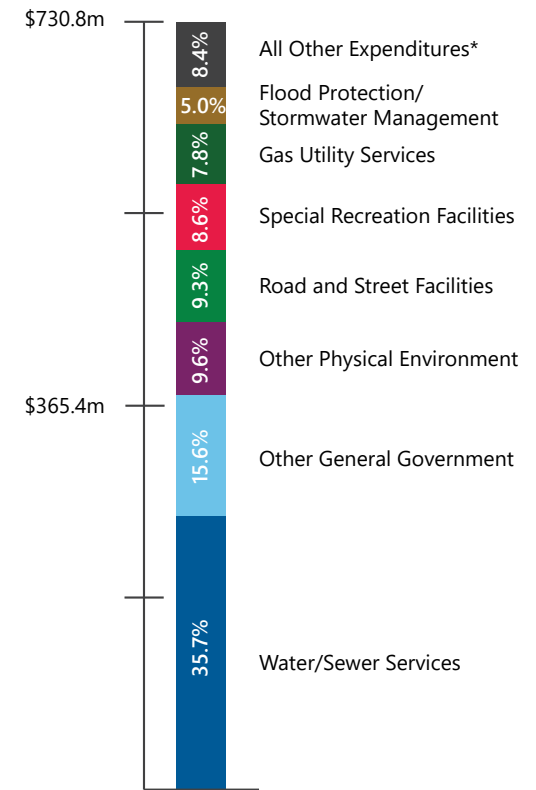
Efficiencies through Annexation

Plan objectives and policies recognize the benefits of annexation. Although annexations will continue on a voluntary basis, the city will work with Pinellas County to reduce or eliminate remaining enclaves within the city, thus allowing for greater efficiency in service delivery, including delivery of services such as police and solid waste collection.

Protecting Property Rights

As called for by state statutes, this chapter also recognizes the importance of protecting the rights of property owners and ensuring fairness and transparency in planning and decision-making processes.

Figure 11. CIP Cumulative Total Expenditures



*Police Protection, Fire Protection, Fire Rescue Services, Gas Utility Services, Solid Waste Control Services, Airports, Water Transportation Systems, Parking Facilities, Other Transportation, Libraries, Parks & Recreation, Cultural Services

PLAN IMPLEMENTATION

Chapter Goals

This chapter has ten goals:

Goal PI 1. Intergovernmental Coordination

Initiate and/or participate in the intergovernmental coordination mechanisms necessary to ensure consistency among local, county, and regional government plans and policies.

Goal PI 2. Natural Resources

Recognize the importance of protecting the environment through regional partnerships.

Goal PI 3. Housing

Expand opportunities to increase housing within the city while working to reduce homelessness.

Goal PI 4. Transportation

Continue to work with other jurisdictions and agencies to ensure the transportation system is maintained and improved.

Goal PI 5. Public Utilities

Ensure that public utilities are provided in a safe, sound, and efficient manner through coordination with other jurisdictions and agencies.

Goal PI 6. Emergency Management

Recognize disaster planning is a regional effort and continue working with other jurisdictions and agencies.

Goal PI 7. Conflict Resolution

Maintain regular means of communication for addressing and resolving issues of mutual interest.

Goal PI 8. Property Rights

Consider all relevant information including that of the property owner and the public health, safety, and welfare in all land use decisions.

Goal PI 9. Annexation

Coordinate the delivery of urban services and annexation of property in the Clearwater Planning Area to provide for coordination of land use and utility service demands and encourage an orderly pattern of urban growth and services.

Goal PI 10. Capital Improvement Program

Continue to provide essential public facilities in a timely, efficient, and fiscally sound manner through applicable codes, plans, or ordinances.



Harn Boulevard pedestrian overpass being installed

Goal PI 1

Initiate and/or participate in the intergovernmental coordination mechanisms necessary to ensure consistency among local, county, and regional government plans, projects, and policies.

Objective PI 1.1

Participate with Forward Pinellas on committees and to ensure the city's *Comprehensive Plan* is consistent with the *Countywide Rules* and other programs or plans.

Policies

PI 1.1.1

Support the efforts of Forward Pinellas, in its capacity as the Pinellas Planning Council (PPC), to coordinate land use categories that achieve a consistent system countywide.

PI 1.1.2

Continue collaborating with Forward Pinellas on consistency in the city through participation on the Planners Advisory Committee (PAC).

PI 1.1.3

Review and use population and employment projections provided by Forward Pinellas in the *Comprehensive Plan* to account for future growth.

Objective PI 1.2

Continue to coordinate the *Comprehensive Plan* with plans of the Pinellas County School District.

Policies

PI 1.2.1

Implement the Public Schools Interlocal Agreement, which covers items such as site selection, work program, conflict resolution, and enrollment and population projections, in coordination with the School District and the other local government jurisdictions that are signatories to the agreement.

PI 1.2.2

Continue to expand, as necessary, joint use agreements for recreational facilities with the School District and other recreation facility providers.

Objective PI 1.3

Continue coordination with Pinellas County and other partners on economic development opportunities.

Policies

PI 1.3.1

Work with Pinellas County or other partners to expand economic opportunities within the city and in unincorporated areas of the Clearwater Planning Area.

PI 1.3.2

Work with Pinellas County to establish an economic development plan through interlocal agreement or resolution.

PLAN IMPLEMENTATION

Objective PI 1.4

Continue coordination with appropriate agencies to facilitate use agreements, review plans and activities, and manage open space acreage.

Policies

PI 1.4.1

Continue existing and facilitate new joint use agreements between the city and other private and public organizations including the Pinellas County School District, St. Petersburg College, Pinellas County, and other jurisdictions.

PI 1.4.2

Coordinate the city's parks and recreation plans and activities with all other appropriate city departments, other jurisdictions, and local community groups when appropriate.

PI 1.4.3

Coordinate with the state or other jurisdictions, and/or non-profit organizations to manage natural areas and open space when appropriate.



Baycare Ballpark

Goal PI 2

Recognize the importance of protecting the environment through regional partnerships.

Objective PI 2.1

Collaborate with other jurisdictions and agencies on the protection of Clearwater Beach as a natural asset.

Policies

PI 2.1.1

Coordinate and cooperate with all applicable local, regional, state, and federal jurisdictions and agencies relating to the protection of Gulf of Mexico coastal waters and beach renourishment projects.

PI 2.1.2

Provide support to Pinellas County for the use of state funds for beach renourishment projects.

Objective PI 2.2

Ensure protection of natural resources through participation and coordination with other jurisdictions and agencies.

Policies

PI 2.2.1

Continue to participate with the Agency on Bay Management and the Tampa Bay National Estuary Program in its partnership approach to the protection and restoration of Tampa Bay.

PI 2.2.2

Continue implementation of the Tampa Bay Estuary *Comprehensive Conservation and Management Plan (CCMP)*, and related plans, as a means of achieving mutual local and regional resource management and restoration goals for Tampa Bay.

PI 2.2.3

Coordinate and cooperate with other jurisdictions and agencies through such methods as interlocal agreements to ensure adequate sites for water-dependent uses, prevent estuarine pollution, control surface water runoff, protect living marine resources, reduce exposure to natural hazards, and ensure public access.

PI 2.2.4

Support the efforts of Pinellas County and neighboring municipalities to maintain and upgrade the condition of Clearwater Harbor.

Objective PI 2.3

Work with Pinellas County and other agencies to monitor, maintain, and improve air quality.

Policies

PI 2.3.1

Cooperate with the Tampa Bay Regional Planning Council (TBRPC) and Pinellas County to develop plans for monitoring and improving air quality.

PI 2.3.2

Continue to work with regional agencies to reduce air pollution levels below Environmental Protection Agency (EPA) benchmarks to decrease health risks to the public.

PLAN IMPLEMENTATION

Goal PI 3

Expand opportunities to increase housing within the city while working to reduce homelessness.

Objective PI 3.1

Cooperate with Pinellas County and other jurisdictions and organizations to provide additional housing opportunities.

Policies

PI 3.1.1

Continue to work with Pinellas County and other jurisdictions that are signatories to implement the *Advantage Pinellas Housing Compact Housing Action Plan* to facilitate the development of affordable housing.

PI 3.1.2

Continue to work with the Clearwater Housing Authority in providing a public housing supply that is consistent with the existing and future needs of the residents of the city.

PI 3.1.3

Continue to work with the U.S. Department of Housing and Urban Development (HUD), the Florida Housing Finance Corporation, and other jurisdictions to protect dedicated affordable housing revenues.

PI 3.1.4

Continue collaboration with Pinellas County to provide transitional housing for qualifying households with special needs, and promote equal opportunity for all persons, regardless of race, sex, age, or marital status in obtaining adequate housing.

PI 3.1.5

Implement all existing and future city or county housing programs without regard to race, sex, age, marital status, national origin, or disability.

Objective PI 3.2

Support Pinellas County, the Homeless Leadership Alliance of Pinellas County serving as the Continuum of Care Agency, and other organizations to seek an end to homelessness.

Policies

PI 3.2.1

Continue to participate in the Pinellas Continuum of Care and Homeless Leadership Alliance, including the Funder's Council.

PI 3.2.2

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

PI 3.2.3

Continue collaboration with Pinellas Continuum of Care and homeless service providers to provide short-term emergency housing for the homeless.

Goal PI 4

Continue to work with other jurisdictions and agencies to ensure the transportation system is maintained and improved.

Objective PI 4.1

Actively participate with other jurisdictions and agencies in planning for and implementing transportation improvement projects and initiatives.

Policies

PI 4.1.1

Actively participate in technical committees and agency boards in the preparation, adoption, update, and implementation of Forward Pinellas, PSTA, Pinellas County, and FDOT plans, studies, and programs.

PI 4.1.2

Work with Forward Pinellas to evaluate and propose changes to the roadway functional classifications and **Map M 1. Functional Classifications**.

PI 4.1.3

Coordinate with state and county governments to ensure multimodal access and connectivity issues are addressed in public facility planning and design.

PI 4.1.4

Continue working with Pinellas County on operating and upgrading the countywide Advanced Traffic Management System/Intelligent Transportation System (ATMS/ITS).

PI 4.1.5

Provide Forward Pinellas with available up-to-date traffic data, such as signal timings and traffic counts, to assist with level of service monitoring and development of the *Advantage Pinellas, Long Range Transportation Plan*.

PI 4.1.6

Work with Pinellas County to increase operational hours and improve connectivity to and the function of the Pinellas Trail through the city.

Objective PI 4.2

Coordinate with other jurisdictions and agencies on design, safety, and operation of county and state roadways.

Policies

PI 4.2.1

Strengthen coordination efforts with Forward Pinellas, Pinellas County, FDOT, and other jurisdictions to establish, measure, and maintain the level of service standards for roadways in the Strategic Intermodal System and other state and county roads.

PI 4.2.2

Continue to cooperate with FDOT on traffic signal access requests that impact the state highway system.

PI 4.2.3

Collaborate with Pinellas County and FDOT to ensure context classifications established for roadways controlled by the county and FDOT are consistent with the city's multimodal mobility, land use, and economic development vision.

PI 4.2.4

Coordinate efforts with FDOT to incorporate bicycle and pedestrian-friendly provisions in the design and construction of expansion and resurfacing projects on state roads, where feasible.

PLAN IMPLEMENTATION

PI 4.2.5

Coordinate with FDOT on implementation of Vision Zero and Target Zero initiatives on state roads.

Objective PI 4.3

Actively participate with PSTA in planning for and implementing transit improvement projects and initiatives.

Policies

PI 4.3.1

Continue to coordinate with PSTA to support plans, projects, or initiatives for transit.

PI 4.3.2

Actively participate in PSTA transit system development planning efforts to ensure integration of planning for land use and development and transportation improvements.

PI 4.3.3

Continue collaboration with PSTA on the development of the new transit center in Downtown Clearwater.

PI 4.3.4

Continue working with PSTA to increase Jolley Trolley route frequency that serves to reduce vehicular day trips to Clearwater Beach.

PI 4.3.5

Continue to work with PSTA to maintain and increase a viable and reliable waterborne transit service between Downtown Clearwater, Clearwater Beach, and Downtown Dunedin.

PI 4.3.6

Work with PSTA to increase transit service to underserved populations.



Rendering of the new transit center in Downtown Clearwater. Photo credit: PSTA

Goal PI 5

Ensure that public utilities are provided in a safe, sound, and efficient manner through coordination with other jurisdictions and agencies.

Objective PI 5.1

Participate on a technical and policy level in the preparation, planning, funding, coordination, and implementation of stormwater management plans with other jurisdictions, SWFWMD, FDEP, and other affected parties.

Policies

PI 5.1.1

Coordinate and cooperate with appropriate local, state, regional, and federal jurisdictions and agencies in implementation of Pinellas County and City of Clearwater stormwater management plans.

PI 5.1.2

Participate in interlocal agreements to study and evaluate stormwater quality and stormwater runoff management issues consistent with the National Pollutant Discharge Elimination System (NPDES).

PI 5.1.3

Participate in interlocal agreements to implement and fund stormwater management plan improvements.

PI 5.1.4

Coordinate and cooperate with SWFWMD on stormwater management plans.

PI 5.1.5

Continue to coordinate with and supplement the surface water monitoring program and planning of Pinellas County.

Objective PI 5.2

Continue to coordinate the availability, compliance, and improvement of the sanitary sewer system with other jurisdictions and agencies.

Policies

PI 5.2.1

Continue coordination with FDEP to ensure wastewater facilities maintain compliance and protect public health.

PI 5.2.2

Monitor and update the interlocal agreement with Safety Harbor to provide for continued availability of capacity for sewage treatment.

PI 5.2.3

Coordinate and cooperate with appropriate local, state, regional, and federal jurisdictions and agencies in implementing the sanitary sewer system plan.

PLAN IMPLEMENTATION

Objective PI 5.3

Continue to coordinate the availability, supply, compliance, and improvement of the potable water system with other jurisdictions and agencies.

Policies

PI 5.3.1

Continue coordinating with SWFWMD in matters pertaining to consumptive use, wellfield mapping, the wellfield Environmental Monitoring Program (EMP), and water conservation as identified in the SWFWMD *Regional Water Supply Plan*.

PI 5.3.2

Ensure continued potable water delivery to all users through interlocal agreements and participation with Pinellas County.

PI 5.3.3

Coordinate, develop, and implement innovative techniques to augment existing water supplies to provide for future needs through participation with SWFWMD, Tampa Bay Water, Pinellas County, Pinellas County Health Department, FDEP, and the EPA.

PI 5.3.4

Continue to cooperate with SWFWMD and Tampa Bay Water in developing environmental and hydrologic data that will identify safe and reliable potable water yields in existing and future wellfields.



East Water Reclamation Facility

Objective PI 5.4

Continue to coordinate availability, programs, and improvement of solid waste disposal and recycling with other jurisdictions.

Policies

PI 5.4.1

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

PI 5.4.2

Require interlocal or other agreements to provide solid waste and/or recycling service to properties or areas outside of the city limits.

PI 5.4.3

Continue to support the Household Chemical Collection Program in conjunction with Pinellas County.

PI 5.4.4

Continue to coordinate with Pinellas County for the provision of countywide facilities for solid waste disposal.



Clearwater recycling truck

PLAN IMPLEMENTATION

Goal PI 6

Recognize disaster planning is a regional effort and continue working with other jurisdictions and agencies.

PI 6.1.4

Work with local jurisdictions and other appropriate agencies to address the public shelter deficit.

PI 6.1.5

Partner with AMPLIFY Clearwater to develop informational programs about hurricane preparedness for local businesses.

Objective PI 6.1

Continue to coordinate hurricane and disaster preparedness with Pinellas County, Pinellas County School District, TBRPC, the State of Florida, and other jurisdictions and agencies.

Policies

PI 6.1.1

Forward notice of proposed *Comprehensive Plan* policies related to hurricane shelters and evacuation routes, as well as Future Land Use Map Amendments resulting in an increase in population within the Coastal Storm Area, to the TBRPC and the Pinellas County Emergency Management Department (EMD) to determine hurricane shelter space and the effect of increased evacuation clearance times and routes.

PI 6.1.2

Cooperate with Pinellas County to evaluate critical links and major evacuation routes to determine where operational improvements, such as allowing for one-way direction of traffic, rerouting of traffic, or preempting signals, can be made to reduce delays during evacuation.

PI 6.1.3

Cooperate with Pinellas County Emergency Management toward reducing the out-of-county hurricane evacuation clearance time of 50 hours, as determined in the *Statewide Regional Evacuation Study*, for a category 5 storm event (Evacuation Zone E) as measured on the Saffir-Simpson scale.



Hurricane evacuation route traffic sign. Photo credit: Pinellas County

Objective PI 6.2

Continue to collaborate with other jurisdictions and agencies on hazard mitigation and response opportunities.

Policies

PI 6.2.1

Continue to coordinate with and participate on the Pinellas County Local Mitigation Strategy (LMS) Work Group to develop operating policies that address post-disaster redevelopment needs to facilitate permissible reconstruction in a timely manner.

PI 6.2.2

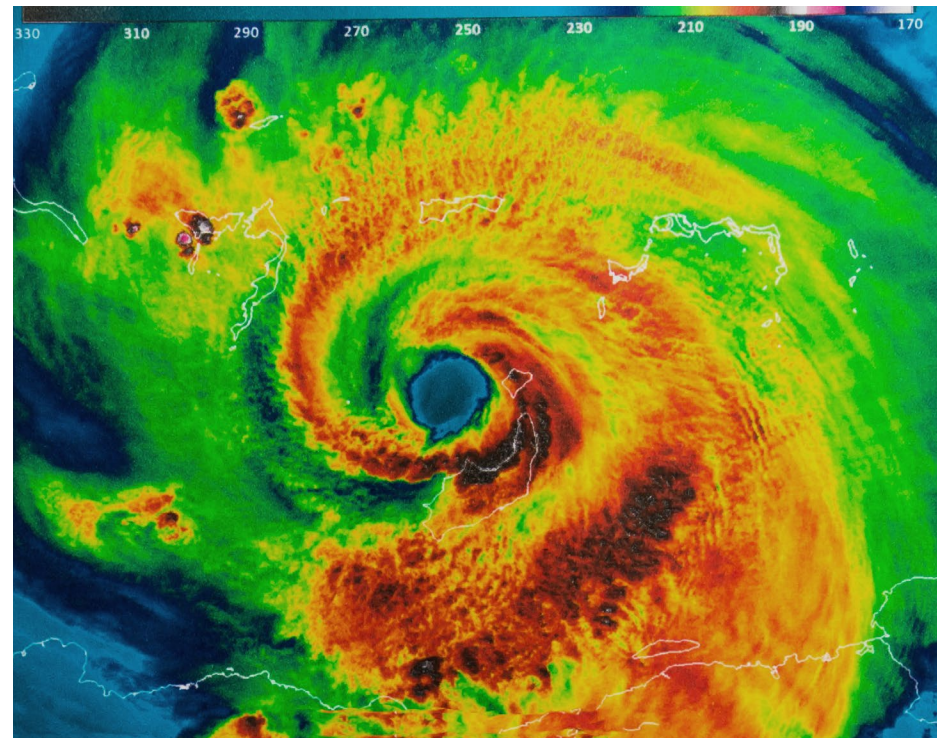
Evaluate the feasibility of incorporating recommendations from the LMS Work Group and other intergovernmental hazard planning initiatives into the *Comprehensive Plan* and *CDC*.

PI 6.2.3

Work with local, state, and federal jurisdictions and agencies in the continued assessment of vulnerabilities and the development of mitigation and adaptation strategies to address the impacts of sea level rise.

PI 6.2.4

Work with local, state, and regional jurisdictions and agencies to identify funding sources to support adaptation projects located within Adaptation Action Areas, when established.



Satellite radar image of a hurricane. Photo credit: Pinellas County

PLAN IMPLEMENTATION

Goal PI 7

Maintain regular means of communication for addressing and resolving issues of mutual interest.

Objective PI 7.1

Continue to achieve effective coordination with other jurisdictions and agencies to solve problems of a regional nature.

Policies

PI 7.1.1

Pursue a coordinated approach to inter-jurisdictional problems, by providing support of both staff and officials to participate in conservation efforts with Pinellas County and the TBRPC.

PI 7.1.2

Continue to participate in regional and countywide studies to seek solutions for problems of a regional nature.

Objective PI 7.2

Continue to review the mandated plans of neighboring municipalities for major substantial conflicts with the city's *Comprehensive Plan* and pass formal resolutions as needed to establish a framework to address inconsistencies.

Policies

PI 7.2.1

Submit any major substantive conflicts to TBRPC's dispute resolution process.

PI 7.2.2

Consider other minor or non-substantive conflicts and transmit comments to the appropriate jurisdiction.

PI 7.2.3

Participate in and support regional conflict resolution mechanisms as appropriate.

Objective PI 7.3

Bring intergovernmental disputes to closure in a timely manner through the use of voluntary dispute resolution processes.

Policies

PI 7.3.1

Utilize the existing countywide planning process, as appropriate, to resolve local jurisdiction future land use plan disputes, as well as other planning related intergovernmental disputes.

PI 7.3.2

Utilize the TBRPC's role as a mediator and conciliator as outlined in the *Florida Administrative Code*, to reconcile differences on planning and growth management issues.

Goal PI 8

Consider all relevant information including that of the property owner and the public health, safety, and welfare in all land use decisions.

Objective PI 8.1

Ensure private property rights are considered in local decision making.

Policies

PI 8.1.1

Consider the following property rights:

- a. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
- b. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or the use of any other person, subject to state law and local ordinances.
- c. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
- d. The right of a property owner to dispose of his or her property through sale or gift.

PI 8.1.2

Recognize the overriding Constitutional principle that private property shall not be taken without due process of law and the payment of just compensation, which principle is restated in Section 163.3194(4)(a), F.S.



Old Pinellas County Courthouse

Goal PI 9

Coordinate the delivery of urban services and annexation of property in the Clearwater Planning Area to provide for coordination of land use and utility service demands and encourage an orderly pattern of urban growth and services.

Objective PI 9.1

Continue to work with Pinellas County in the orderly annexation of the city's existing enclaves.

Policies

PI 9.1.1

Continue to implement the existing interlocal agreement with Pinellas County for the exercise of planning authority relating to county enclaves and other adjacent areas for possible future voluntary annexation.

PI 9.1.2

Continue to process voluntary annexations for single-family residential properties upon request.

PI 9.1.3

Allow voluntary annexations for noncontiguous properties that are within an enclave as defined by Section 171.031(13)(a), F.S. and as authorized by the 2014 Interlocal Service Boundary Agreement (ISBA) between Pinellas County and municipalities, including the City of Clearwater.

PI 9.1.4

Promote voluntary annexation through the implementation of a strategic annexation program focused on eliminating enclaves and other unincorporated areas within the Clearwater Planning Area.

PI 9.1.5

Explore with Pinellas County the annexation of select enclaves of 10 acres or less by interlocal agreement pursuant to Chapter 171, F.S.

PI 9.1.6

Consider the following when evaluating and prioritizing areas to annex:

- a. Whether sanitary sewer service is currently available;
- b. Whether the property could be efficiently served with solid waste service even though sanitary sewer service is not readily available;
- c. Whether the property is located in an enclave;
- d. Whether the annexation would alleviate conflicts for public safety services;
- e. Whether property already receives sanitary sewer service;
- f. Size of unincorporated area; and
- g. Extent of neighborhood currently located within city boundaries.

PI 9.1.7

Support annexation of properties in the Clearwater Planning Area needing city services prior to development when the existing and/or proposed use and development are consistent with *CDC*.

PI 9.1.8

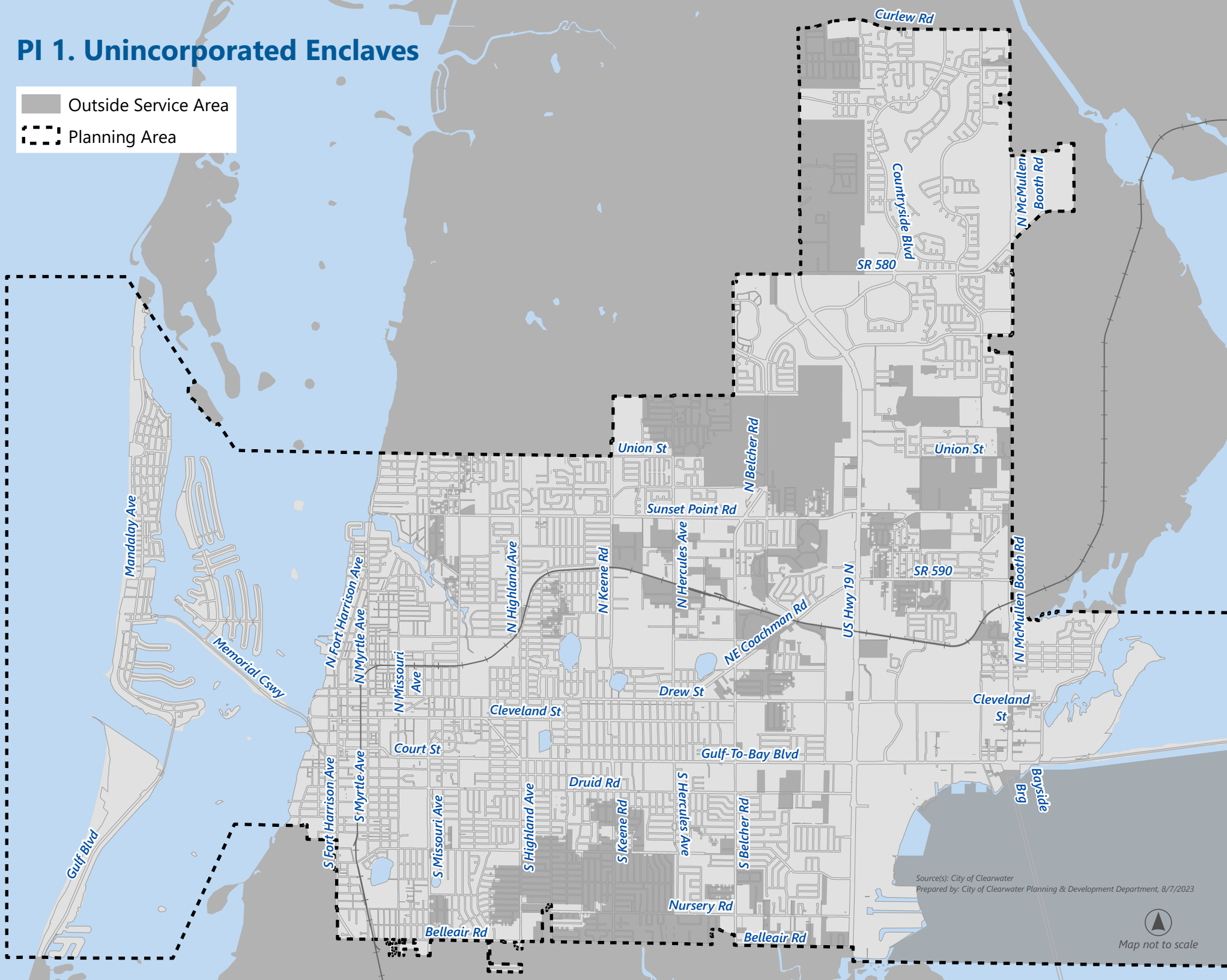
Consider using agreements to annex where annexation is not possible for properties to receive applicable city services.

PI 9.1.9

Invoke agreements to annex where properties located within enclaves meet the contiguity requirements of Chapter 171, F.S.

PI 1. Unincorporated Enclaves

■ Outside Service Area
⋯ Planning Area



Source(s): City of Clearwater
Prepared by: City of Clearwater Planning & Development Department, 8/7/2023

PLAN IMPLEMENTATION

Goal PI 10

Continue to provide essential public facilities in a timely, efficient, and fiscally sound manner through applicable codes, plans, or ordinances.

Objective PI 10.1

Continue to review and fund the Capital Improvements Program (CIP) of the city.

Policies

PI 10.1.1

Review and update the CIP in accordance with Section 163.3177, F.S. in order to maintain a (minimum) 5-year schedule of capital improvements, shown on **Table PI 2, Capital Improvement Program Expenditure Summary**.

PI 10.1.2

Maintain the Local Government Infrastructure Surtax, better known as Penny for Pinellas, to supplement current revenue sources to fund capital improvements called for in the city's *Comprehensive Plan*.

PI 10.1.3

Review and comment on the proposed Capital Improvement Programs and provide input to other jurisdictions relative to consistency with Clearwater's *Comprehensive Plan*.

Objective PI 10.2

Coordinate policies of the *Comprehensive Plan* and *CDC* to address necessary public facilities needed to support development or redevelopment prior to issuance of development orders.

Policies

PI 10.2.1

Determine, prior to the issuance of development orders, whether sufficient capacity of essential public facilities to meet the minimum standards for levels of service for the existing population and a proposed development will be available concurrent with the impacts of the proposed development.

PI 10.2.2

Require a developer to consult with the applicable water supplier prior to the issuance of a building permit to ensure potable water will be available prior to the issuance of a certificate of occupancy.

PI 10.2.3

Utilize those standards established in the Support Services Chapter and outlined in **Table PI 3. Level of Service Summary Table** standards for the minimum level of service for essential public facilities within the jurisdiction of the City of Clearwater.

PI 10.2.4

Allow developers to propose developments in stages or phases so that facilities needed for each phase will be available.

Objective PI 10.3

Maintain adopted levels of service by assessing impact fees that are proportionate to the cost of facility improvements to future development.

Policies

PI 10.3.1

Continue to implement impact fee ordinances to finance public facility improvements necessitated by development and to adequately maintain adopted level of service standards.

PI 10.3.2

Continue to require development or redevelopment that generates new trips to pay an impact fee in accordance with the Countywide Multimodal Impact Fee Ordinance.

PI 10.3.3

Work cooperatively with Pinellas County and other jurisdictions to update the Multimodal Impact Fee Ordinance.

Objective PI 10.4

Continue to administer the City of Clearwater Mobility Management System and concurrency management for all other utilities and services.

Policies

PI 10.4.1

Continue to coordinate with Pinellas County on the collection and use of multimodal impact fees.

PI 10.4.2

Require development to be consistent with the provisions of the Mobility Management System established in Policy M 1.1.5.

PI 10.4.3

Ensure proposed development is in conformance with existing and planned support facilities for parkland, potable water, sanitary sewer, solid waste, and stormwater and that such facilities and services are available at the adopted level of service standards, concurrent with the impacts of development.

PI 10.4.4

Include a reference to backlogged roads as identified through the annual Forward Pinellas *Level of Service Report*, including facilities operating at peak hour level of service (LOS) E and F and/or volume-to-capacity ratio 0.9 or greater without a mitigating improvement scheduled for construction within three years, in the CIP.

PI 10.4.5

Review the plans and independent special district facility reports of the PSTA and SWFWMD and identify and resolve conflicts with the city's *Comprehensive Plan*, including concurrency related items.



Construction of a stormwater system

PLAN IMPLEMENTATION

Table PI 1. Capital Improvement Program Revenue Summary

General Sources							
	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
General Fund Revenue	\$14,819,980	\$16,255,420	\$13,279,340	\$11,598,820	\$13,607,780	\$12,500,930	\$82,062,270
Road Millage	\$4,050,410	\$4,181,520	\$4,264,250	\$4,348,630	\$4,434,700	\$4,522,490	\$25,802,000
Penny for Pinellas	\$22,948,630	\$24,994,030	\$13,292,610	\$3,400,000	\$6,460,000	\$3,127,220	\$74,222,490
Multimodal Impact Fee	\$140,000	\$140,000	\$140,000	\$140,000	\$140,000	\$140,000	\$840,000
Local Option Fuel Tax	\$1,327,150	\$1,327,150	\$1,327,150	\$1,327,150	\$1,327,150	\$1,327,150	\$7,962,900
Special Program Fund	\$50,000	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$325,000
Grants - Other Agencies	\$200,000	\$2,429,280	\$10,430,000	\$10,130,000	\$12,830,000	\$9,610,000	\$45,629,280
Over Governmental Revenue	\$0	\$0	\$0	\$6,358,000	\$10,000,000	\$0	\$16,358,000
County Fire Reimbursements	\$340,170	\$365,780	\$191,590	\$0	\$505,780	\$102,180	\$1,505,500
Donations	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
Subtotal General Sources	\$43,876,340	\$49,898,180	\$42,979,940	\$37,357,600	\$49,360,410	\$31,384,970	\$254,857,440

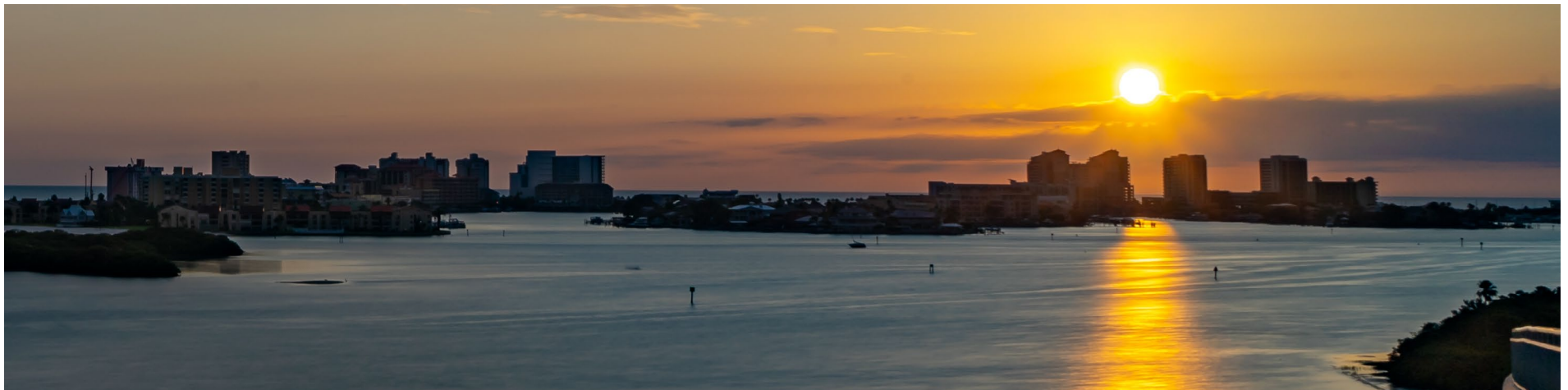
Self-Supporting Funds							
	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Marina Revenue	\$1,400,000	\$1,150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$3,150,000
Clearwater Harbor Marina Revenue	\$175,000	\$175,000	\$175,000	\$175,000	\$175,000	\$175,000	\$1,050,000
Airpark Revenue	\$75,000	\$632,320	\$325,000	\$25,000	\$1,965,000	\$25,000	\$3,047,320
Parking Revenue	\$11,295,000	\$11,025,000	\$1,236,980	\$1,044,000	\$1,146,000	\$1,028,300	\$26,775,280
Water Revenue	\$10,606,750	\$10,158,140	\$17,281,370	\$26,703,120	\$14,090,420	\$11,901,000	\$90,740,800
Sewer Revenue	\$11,691,790	\$11,709,360	\$16,804,320	\$12,312,540	\$14,601,270	\$4,888,770	\$72,008,050
Water Impact Fees	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$960,000
Sewer Impact Fees	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Utility R&R	\$12,225,590	\$17,917,190	\$21,717,140	\$21,971,680	\$22,226,450	\$8,990,000	\$105,048,050
Stormwater Utility Revenue	\$6,958,010	\$7,444,280	\$9,546,950	\$8,719,200	\$8,977,500	\$9,201,840	\$50,847,780
Gas Revenue	\$13,625,000	\$12,225,000	\$9,225,000	\$7,375,000	\$7,125,000	\$7,125,000	\$56,700,000
Solid Waste Revenue	\$450,000	\$7,200,000	\$7,200,000	\$450,000	\$450,000	\$450,000	\$16,200,000
Subtotal Self-Supporting Funds	\$68,712,140	\$79,846,290	\$83,871,760	\$79,135,540	\$71,116,640	\$44,144,910	\$426,827,280

Table PI 1. Capital Improvement Program Revenue Summary (con't)

Internal Service Funds							
	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
General Services Fund Revenue	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$110,000	\$610,000
Garage Fund Revenue	\$260,000	\$310,500	\$331,530	\$368,110	\$630,270	\$318,030	\$2,218,440
Administrative Services Revenue	\$1,900,000	\$1,525,000	\$1,325,000	\$1,275,000	\$1,275,000	\$1,175,000	\$8,475,000
Central Insurance Fund Revenue	\$172,000	\$175,000	\$176,520	\$177,320	\$128,920	\$129,780	\$959,540
Subtotal Internal Service Funds	\$2,432,000	\$2,110,500	\$1,933,050	\$1,920,430	\$2,134,190	\$1,732,810	\$12,262,980

Borrowing Internal Service Funds							
	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Lease Purchase - Garage	\$9,791,700	\$9,231,290	\$9,692,860	\$10,177,500	\$10,686,380	\$11,220,700	\$60,800,430
Lease Purchase - Administrative Services	\$450,000	\$450,000	\$400,000	\$400,000	\$350,000	\$350,000	\$2,400,000
Subtotal Borrowing Internal Service Funds	\$10,241,700	\$9,681,290	\$10,092,860	\$10,577,500	\$11,036,380	\$11,570,700	\$63,200,430

Total All Funding Sources	\$125,262,180	\$141,536,260	\$138,877,610	\$128,991,070	\$133,647,620	\$88,833,390	\$757,148,130
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Sunset from Memorial Causeway bike trail. Photo credit: Edspaceman

PLAN IMPLEMENTATION

Table PI 2. Capital Improvement Program Expenditure Summary

Other General Government								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Lift Stations	General Fund	\$80,000	\$80,000	\$80,000	\$0	\$80,000	\$55,000	\$375,000
ADA Transition Plan	General Fund	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000
Greenprint Implementation	General Fund	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$120,000
Studio/Production Equipment R&R	General Fund	\$25,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$175,000
New City Hall	Infrastructure Sales Tax/Penny	\$7,000,000	\$7,000,000	\$6,300,000	\$0	\$0	\$0	\$20,300,000
Air Conditioners-City Wide Replacement	General Fund	\$300,000	\$325,000	\$325,000	\$350,000	\$350,000	\$350,000	\$2,000,000
Flooring for Facilities	General Fund	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,200,000
Roof Repair and Replacements	General Fund	\$550,000	\$500,000	\$300,000	\$300,000	\$300,000	\$300,000	\$2,250,000
Painting of Facilities	General Fund	\$250,000	\$300,000	\$300,000	\$250,000	\$250,000	\$200,000	\$1,550,000
Fencing of Facilities	General Fund	\$10,000	\$10,000	\$10,000	\$15,000	\$15,000	\$15,000	\$75,000
Light Replacement & Repair	General Fund	\$25,000	\$25,000	\$25,000	\$50,000	\$50,000	\$50,000	\$225,000
Elevator Refurbish & Modernization	General Fund	\$100,000	\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Building Systems	General Fund	\$500,000	\$550,000	\$600,000	\$700,000	\$800,000	\$900,000	\$4,050,000
New A/C System Chiller	General Fund	\$400,000	\$400,000	\$400,000	\$300,000	\$300,000	\$300,000	\$2,100,000
General Services R&R	General Services Fund	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$110,000	\$610,000
Generator Maintenance	General Fund	\$20,000	\$20,000	\$25,000	\$25,000	\$50,000	\$50,000	\$190,000
General Facility Building Renovation	General Fund	\$700,000	\$700,000	\$700,000	\$50,000	\$50,000	\$50,000	\$2,250,000
Motorized Equip Replacement - Cash	Garage Fund	\$210,000	\$220,500	\$231,530	\$243,110	\$255,270	\$268,030	\$1,428,440
Motorized Equip Replace - L/P	Lease Purchase Proceeds	\$7,011,700	\$7,362,290	\$7,730,410	\$8,116,930	\$8,522,780	\$8,948,920	\$47,693,030
Motorized Equip Purchase - L/P	Lease Purchase Proceeds	\$1,780,000	\$1,869,000	\$1,962,450	\$2,060,570	\$2,163,600	\$2,271,780	\$12,107,400
Fleet Facility Repair & Replacement	Garage Fund	\$50,000	\$40,000	\$50,000	\$75,000	\$325,000	\$50,000	\$590,000

Table PI 2. Capital Improvement Program Expenditure Summary (con't)

Other General Government								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
P25 Radio Equipment & Infrastructure	Garage Fund	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$200,000
	Lease Purchase Proceeds	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Citywide Connectivity Infrastructure	Administrative Services Fund	\$200,000	\$100,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
Geographic Information System	Administrative Services Fund	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Financial System Upgrades	Administrative Services Fund	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
CIS Upgrades	Administrative Services Fund	\$75,000	\$75,000	\$50,000	\$50,000	\$50,000	\$50,000	\$350,000
MS/Licensing Upgrades	Administrative Services Fund	\$150,000	\$150,000	\$100,000	\$100,000	\$100,000	\$100,000	\$700,000
Accela Permitting & Code Enforcement Upgrade	Administrative Services Fund	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Citywide Cameras System	Administrative Services Fund	\$100,000	\$100,000	\$100,000	\$50,000	\$100,000	\$50,000	\$500,000
City Enterprise Time Keeping System	Administrative Services Fund	\$50,000	\$50,000	\$50,000	\$25,000	\$25,000	\$25,000	\$225,000
Granicus Agenda Management System	Administrative Services Fund	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Business Process Review & Implementation	Administrative Services Fund	\$150,000	\$150,000	\$150,000	\$150,000	\$100,000	\$150,000	\$850,000
Citywide Audio/Video Solutions	Administrative Services Fund	\$200,000	\$200,000	\$100,000	\$100,000	\$100,000	\$100,000	\$800,000
Telecommunications Upgrade	Administrative Services Fund	\$500,000	\$200,000	\$100,000	\$100,000	\$100,000	\$50,000	\$1,050,000
IT Disaster Recovery	Lease Purchase Proceeds	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
	Administrative Services Fund	\$125,000	\$150,000	\$150,000	\$150,000	\$150,000	\$100,000	\$825,000
Network Infrastructure & Server R&R	Lease Purchase Proceeds	\$350,000	\$350,000	\$300,000	\$300,000	\$250,000	\$250,000	\$1,800,000
	Administrative Services Fund	\$75,000	\$75,000	\$100,000	\$100,000	\$100,000	\$100,000	\$550,000
City EOC Maintenance	Administrative Services Fund	\$25,000	\$25,000	\$25,000	\$50,000	\$50,000	\$50,000	\$225,000
Total Other General Government		\$22,981,700	\$22,176,790	\$21,664,390	\$15,110,610	\$16,036,650	\$16,193,730	\$114,163,870

PLAN IMPLEMENTATION

Table PI 2. Capital Improvement Program Expenditure Summary (con't)

Police Protection								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Police Vehicles	Infrastructure Sales Tax/Penny	\$150,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,150,000
Police Equipment	General Fund	\$130,000	\$120,000	\$120,000	\$110,000	\$110,000	\$110,000	\$700,000
Police Information Systems	General Fund	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000
Total Police Protection		\$305,000	\$345,000	\$345,000	\$335,000	\$335,000	\$335,000	\$2,000,000

Fire Protection								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Fire Engine Replacement	Infrastructure Sales Tax/Penny	\$648,630	\$694,030	\$742,610	\$0	\$0	\$827,220	\$2,912,490
	County Fire Reimbursements	\$80,170	\$85,780	\$91,730	\$0	\$0	\$102,180	\$359,860
Thermal Imaging Cameras (TIC)	General Fund	\$25,000	\$25,750	\$26,500	\$27,300	\$28,150	\$29,000	\$161,700
Personal Protection Equipment	General Fund	\$100,000	\$140,000	\$150,000	\$200,000	\$250,000	\$250,000	\$1,090,000
Fire Hose Replacement	General Fund	\$15,450	\$20,000	\$20,600	\$21,220	\$21,860	\$0	\$99,130
Fire Command Bus Replacement	General Fund	\$0	\$0	\$808,240	\$0	\$0	\$0	\$808,240
	County Fire Reimbursements	\$0	\$0	\$99,860	\$0	\$0	\$0	\$99,860
Fire Squad Unit Replacement	General Fund	\$0	\$0	\$0	\$0	\$1,644,970	\$0	\$1,644,970
	County Fire Reimbursements	\$0	\$0	\$0	\$0	\$205,780	\$0	\$205,780
Fire Training Tower	General Fund	\$175,000	\$25,000	\$25,000	\$25,000	\$30,000	\$30,000	\$310,000
Total Fire Protection		\$1,044,250	\$990,560	\$1,964,540	\$273,520	\$2,180,760	\$1,238,400	\$7,692,030

Table PI 2. Capital Improvement Program Expenditure Summary (con't)

Fire Rescue Services								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Replace & Upgrade Air Packs	General Fund	\$140,000	\$150,000	\$150,000	\$150,000	\$150,000	\$100,000	\$840,000
Rescue Vehicle	County Fire Reimbursement	\$260,000	\$280,000	\$0	\$0	\$300,000	\$0	\$840,000
Auto External Defibrillator (AED) Program	Central Insurance Fund	\$22,000	\$25,000	\$26,520	\$27,320	\$28,920	\$29,780	\$159,540
Extrication Tools	General Fund	\$0	\$0	\$0	\$0	\$80,000	\$0	\$80,000
Beach Guard Towers	Parking Fund	\$66,000	\$66,000	\$67,980	\$70,000	\$72,000	\$74,300	\$416,280
Beach Guard Administrative Building	Parking Fund	\$50,000	\$50,000	\$60,000	\$50,000	\$50,000	\$30,000	\$290,000
Total Fire Rescue Services		\$538,000	\$571,000	\$304,500	\$297,320	\$680,920	\$234,080	\$2,625,820

Gas Utility Services								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Line Relocation Pinellas - Maintenance	Gas Fund	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000
Gas Meter Change Out - Pinellas Capitalized	Gas Fund	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000
Line Relocation Pinellas - Capitalized	Gas Fund	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000
Line Relocation Pasco - Maintenance	Gas Fund	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000
Pinellas New Mains & Service Lines	Gas Fund	\$5,800,000	\$5,900,000	\$3,100,000	\$2,000,000	\$2,000,000	\$2,000,000	\$20,800,000
Pasco New mains & Service Lines	Gas Fund	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$15,000,000
Gas Meter Change Out - Pasco Capitalized	Gas Fund	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,200,000
Line Relocation Pasco - Capitalized	Gas Fund	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000

PLAN IMPLEMENTATION

Table PI 2. Capital Improvement Program Expenditure Summary (con't)

Gas Utility Services								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Gas Inventory - Work Management System	Gas Fund	\$750,000	\$750,000	\$750,000	\$0	\$0	\$0	\$2,250,000
Expanded Energy Conservation	Gas Fund	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$1,250,000	\$7,500,000
Natural Gas Vehicle	Gas Fund	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$400,000
Future IMS Software & Hardware	Gas Fund	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000
Gas System - Pasco Building	Gas Fund	\$250,000	\$250,000	\$250,000	\$250,000	\$0	\$0	\$1,000,000
Pasco Gate Station	Gas Fund	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000
Pinellas Building - Equipment Replacement and Repair	Gas Fund	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,200,000
Total Gas Utility Services		\$13,625,000	\$12,225,000	\$9,225,000	\$7,375,000	\$7,125,000	\$7,125,000	\$56,700,000

Solid Waste Control Services								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Underground Refuse System	Solid Waste Fund	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,500,000
Rebuild Solid Waste Admin Complex	Solid Waste Fund	\$0	\$6,750,000	\$6,750,000	\$0	\$0	\$0	\$13,500,000
Solid Waste Facility R&R	Solid Waste Fund	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,200,000
Total Solid Waste Control Services		\$450,000	\$7,200,000	\$7,200,000	\$450,000	\$450,000	\$450,000	\$16,200,000

Table PI 2. Capital Improvement Program Expenditure Summary (con't)

Water-Sewer Combination Services								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Sanitary Sewer Upgrade/Improvements	Sewer Revenue	\$0	\$1,250,000	\$1,250,000	\$1,360,000	\$3,416,230	\$3,416,230	\$10,692,460
Marshall Street Upgrade/Improvements	Sewer Revenue	\$4,300,000	\$4,250,000	\$3,134,000	\$450,000	\$1,000,000	\$0	\$13,134,000
East Plant Upgrades/Improvements	Sewer Revenue	\$1,000,000	\$700,000	\$2,567,000	\$500,000	\$0	\$0	\$4,767,000
North East Plan Upgrades/Improvements	Sewer Revenue	\$3,000,000	\$526,820	\$711,690	\$3,200,000	\$2,445,000	\$0	\$9,883,510
Pump Station R&R	Utility R&R	\$0	\$0	\$0	\$550,000	\$2,296,800	\$0	\$2,846,800
Utilities Admin Building Upgrades/Improvements	Water Revenue	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$250,000
	Sewer Revenue	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$250,000
Sanitary Sewer Extensions	Sewer Impact Fees	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
	Sewer Revenue	\$87,540	\$187,540	\$187,540	\$187,540	\$187,540	\$187,540	\$1,025,240
Sanitary Sewer Relocation Accommodation	Utility Revenue	\$0	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$300,000
Facilities Upgrade & Improvement	Sewer Revenue	\$0	\$270,000	\$320,000	\$300,000	\$250,000	\$0	\$1,140,000
Water Pollution Control R&R	Utility R&R	\$3,000,000	\$2,895,000	\$1,775,000	\$1,115,000	\$1,800,000	\$0	\$10,585,000
	Sewer Revenue	\$0	\$375,000	\$2,000,000	\$2,000,000	\$2,000,000	\$220,000	\$6,595,000
Sanitary Sewer R&R	Utility R&R	\$6,000,000	\$5,256,400	\$7,233,670	\$6,640,450	\$5,000,000	\$5,000,000	\$35,130,520
	Sewer Revenue	\$0	\$2,100,000	\$2,900,000	\$2,900,000	\$2,000,000	\$0	\$9,900,000
Pump Station Upgrade & Improvement	Sewer Revenue	\$2,000,000	\$2,000,000	\$2,000,000	\$1,365,000	\$3,252,500	\$1,065,000	\$11,682,500
System R&R - Maintenance	Water Revenue	\$6,500,000	\$625,000	\$250,000	\$250,000	\$250,000	\$250,000	\$8,125,000
	Utility R&R	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$5,000,000
Line Relocation Maintenance	Water Revenue	\$426,500	\$850,000	\$750,000	\$750,000	\$1,500,000	\$0	\$4,276,500
	Utility Revenue	\$200,000	\$1,600,000	\$1,005,000	\$600,000	\$1,000,000	\$0	\$4,405,000
Reclaimed Water Distribution System	Water Revenue	\$300,000	\$950,000	\$450,000	\$650,000	\$500,000	\$0	\$2,850,000
Line Relocation - Improvements	Water Revenue	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$0	\$800,000

PLAN IMPLEMENTATION

Table PI 2. Capital Improvement Program Expenditure Summary (con't)

Water-Sewer Combination Services								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
System Expansion	Water Impact Fee	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$960,000
	Water Revenue	\$76,000	\$76,000	\$76,000	\$76,000	\$76,000	\$76,000	\$456,000
R.O. Plan Reservoir #1 Upgrades & Improvements	Water Revenue	\$0	\$630,000	\$0	\$150,000	\$1,350,000	\$0	\$2,130,000
R.O. Plant at Reservoir #1 Upgrades & Improvements	Water Revenue	\$1,000,000	\$1,000,000	\$3,200,000	\$3,200,000	\$500,000	\$75,000	\$8,975,000
Groundwater Replenishment Facility	Governmental Revenue	\$0	\$0	\$0	\$6,358,000	\$10,000,000	\$0	\$16,358,000
	Water Revenue	\$0	\$0	\$0	\$17,900,000	\$0	\$0	\$17,900,000
R.O. Plant at WTP #3	Water Revenue	\$1,000,000	\$4,000,000	\$4,000,000	\$500,000	\$1,267,500	\$8,000,000	\$18,767,500
Water System Upgrades/Improvement	Water Revenue	\$0	\$1,350,000	\$2,070,000	\$2,275,000	\$3,000,000	\$3,200,000	\$11,895,000
Reclaimed Water Distribution System R&R	Utility R&R	\$1,000,000	\$1,670,450	\$1,547,450	\$3,651,680	\$3,366,650	\$200,000	\$11,436,230
Feasibility Studies/Evaluations - Water System	Utility R&R	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Devices & Equipment - Water System	Water Revenue	\$0	\$225,000	\$675,000	\$200,000	\$200,000	\$300,000	\$1,600,000
Marshall Street Plan R&R	Utility R&R	\$0	\$1,855,000	\$3,155,000	\$2,100,000	\$1,100,000	\$590,000	\$8,800,000
Northeast Plant R&R	Utility R&R	\$250,000	\$1,040,000	\$535,000	\$525,000	\$4,865,000	\$125,000	\$7,340,000
East Plant R&R	Utility R&R	\$0	\$1,000,000	\$1,785,000	\$1,100,000	\$688,000	\$250,000	\$4,823,000
Reverse Osmosis #1 R&R	Utility R&R	\$0	\$100,000	\$100,000	\$300,000	\$300,000	\$1,015,000	\$1,815,000
Reverse Osmosis #2 R&R	Utility R&R	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Water Treatment Plant #3 R&R	Utility R&R	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Total Water-Sewer Combination Services		\$30,500,040	\$39,102,210	\$45,997,350	\$63,473,670	\$55,931,220	\$25,989,770	\$260,994,260

Table PI 2. Capital Improvement Program Expenditure Summary (con't)

Flood Protection/Stormwater Management								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Stormwater Vehicles & Equip	Stormwater Fund	\$1,307,550	\$1,358,200	\$1,500,000	\$1,500,010	\$1,500,000	\$1,500,000	\$8,665,760
Stormwater Pipe System Improvement	Stormwater Fund	\$3,033,440	\$652,670	\$3,609,120	\$467,140	\$1,412,140	\$1,969,680	\$11,144,190
Allen's Creek	Stormwater Fund	\$497,360	\$405,460	\$979,100	\$489,510	\$1,111,890	\$424,360	\$3,907,680
Stormwater System Expansion	Stormwater Fund	\$244,160	\$119,270	\$0	\$0	\$83,810	\$398,330	\$845,570
Stevenson Creek	Stormwater Fund	\$565,220	\$231,030	\$696,590	\$500,000	\$0	\$1,035,410	\$3,028,250
Coastal Basin	Stormwater Fund	\$615,570	\$477,440	\$1,058,200	\$591,920	\$561,690	\$668,470	\$3,973,290
Alligator Creek Watershed	Stormwater Fund	\$694,710	\$231,030	\$1,068,280	\$500,000	\$474,760	\$1,728,600	\$4,697,380
Total Flood Protection/SW Management		\$6,958,010	\$3,475,100	\$8,911,290	\$4,048,580	\$5,144,290	\$7,724,850	\$36,262,120

Other Physical Environment								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Dredging of City Waterways	General Fund	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Coopers Point	TBD - Grant	\$0	\$0	\$10,130,000	\$10,130,000	\$10,130,000	\$9,610,000	\$40,000,000
Citywide Docks & Seawall	General Fund	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Environ Assessment & Cleanup	General Fund	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$420,000
Public Works Complex	General Fund	\$0	\$55,140	\$1,271,000	\$1,133,000	\$1,211,000	\$577,130	\$4,247,270
	Infrastructure Sales Tax/Penny	\$0	\$0	\$4,600,000	\$0	\$2,600,000	\$0	\$7,200,000
	Stormwater Fund	\$0	\$1,909,180	\$3,610	\$29,480	\$555,930	\$0	\$2,498,200
	Water Revenue	\$0	\$202,140	\$5,560,370	\$502,120	\$5,196,920	\$0	\$11,461,550
Environ Park Remediation & Protection	Infrastructure Sales Tax/Penny	\$0	\$750,000	\$750,000	\$0	\$0	\$0	\$1,500,000
	General Fund	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$250,000
Right of Way Tree Management Program	General Fund	\$150,000	\$150,000	\$150,000	\$150,000	\$100,000	\$100,000	\$800,000
	Central Ins Fund	\$150,000	\$150,000	\$150,000	\$150,000	\$100,000	\$100,000	\$800,000
Total Other Physical Environment		\$570,000	\$3,486,460	\$22,884,980	\$12,364,600	\$20,163,850	\$10,607,130	\$70,077,020

PLAN IMPLEMENTATION

Table PI 2. Capital Improvement Program Expenditure Summary (con't)

Road and Street Facilities								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Fort Harrison Reconstruction	General Fund	\$0	\$732,000	\$732,000	\$997,800	\$997,800	\$997,800	\$4,457,400
	Stormwater Fund	\$0	\$2,060,000	\$632,050	\$4,641,140	\$3,277,280	\$1,441,990	\$12,052,460
	Water Revenue	\$1,254,250	\$0	\$0	\$0	\$0	\$0	\$1,254,250
	Sewer Revenue	\$1,254,250	\$0	\$1,684,090	\$0	\$0	\$0	\$2,938,340
	Utility R&R	\$1,725,590	\$690,340	\$2,771,020	\$3,579,550	\$0	\$0	\$8,766,500
Bridge Maintenance & Improvements	Fuel Tax	\$1,046,750	\$1,046,750	\$1,046,750	\$1,046,750	\$1,046,750	\$1,046,750	\$6,280,500
Streets & Sidewalks	Road Millage	\$4,005,420	\$4,136,530	\$4,219,260	\$4,303,640	\$4,389,710	\$4,477,500	\$25,532,060
	General Fund	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$4,200,000
City-Wide Intersections Improvement	Multi-Modal Impact	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
	Fuel Tax	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Traffic Signals	Multi-Modal Impact	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000
	Fuel Tax	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,200,000
Traffic Safety Infrastructure	Road Millage	\$44,990	\$44,990	\$44,990	\$44,990	\$44,990	\$44,990	\$269,940
	Multi-Modal Impact	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
	Fuel Tax	\$30,400	\$30,400	\$30,400	\$30,400	\$30,400	\$30,400	\$182,400
Total Road and Streets Facilities		\$10,451,650	\$9,831,010	\$12,250,560	\$15,734,270	\$10,876,930	\$9,129,430	\$68,273,850

Airports								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Airpark Maintenance & Repair	Airpark Fund	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000
Apron Replacement	Airpark Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	FDOT Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Aviation Oper Center	Airpark Fund	\$0	\$0	\$300,000	\$0	\$1,940,000	\$0	\$2,240,000
	FDOT Grant	\$0	\$0	\$300,000	\$0	\$2,700,000	\$0	\$3,000,000
	Infrastructure Sale Tax/Penny	\$0	\$0	\$0	\$0	\$760,000	\$0	\$760,000
Total Airports		\$25,000	\$25,000	\$625,000	\$25,000	\$5,425,000	\$25,000	\$6,150,000

Table PI 2. Capital Improvement Program Expenditure Summary (con't)

Water Transportation Systems								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Waterway Maintenance	General Fund	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
Total Water Transportation Systems		\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000

Parking Facilities								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Parking Lot Resurfacing	Parking Fund	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Parking Lot Improvements	Parking Fund	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
Parking Garages	Parking Fund	\$459,000	\$184,000	\$379,000	\$184,000	\$284,000	\$184,000	\$1,674,000
Downtown Parking Garage	Parking Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Seminole Boat Launch Maintenance	Parking Fund	\$20,000	\$25,000	\$30,000	\$40,000	\$40,000	\$40,000	\$195,000
Total Parking Facilities		\$679,000	\$409,000	\$609,000	\$424,000	\$524,000	\$424,000	\$3,069,000

Other Transportation								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Miscellaneous Engineering	General Fund	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Survey Equipment Replacement	General Fund	\$6,500	\$6,500	\$6,500	\$6,500	\$6,500	\$6,500	\$39,000
	Stormwater Fund	\$0	\$0	\$0	\$0	\$0	\$35,000	\$35,000
Total Other Transportation		\$56,500	\$56,500	\$56,500	\$56,500	\$56,500	\$91,500	\$374,000

Libraries								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Library FF&E Repair and Replacement Project	General Fund	\$135,000	\$85,000	\$85,000	\$85,000	\$85,000	\$85,000	\$560,000
Library Technology	General Fund	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000
Main Library Renovation	General Fund	\$575,000	\$0	\$0	\$0	\$0	\$0	\$575,000
Total Libraries		\$735,000	\$110,000	\$110,000	\$110,000	\$110,000	\$110,000	\$1,285,000

PLAN IMPLEMENTATION

Table PI 2. Capital Improvement Program Expenditure Summary (con't)

Parks & Recreation								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Bicycle Paths-Bridges	Infrastructure Sales Tax/Penny	\$1,250,000	\$1,250,000	\$0	\$0	\$0	\$0	\$2,500,000
Special Events Equipment R&R	Special Program Fund	\$50,000	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$325,000
Misc Parks & Rec Contract Services	General Fund	\$250,000	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$525,000
Neighborhood Park Renovations	Infrastructure Sales Tax/Penny	\$400,000	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000	\$1,200,000
Woodgate Park Renovation	Infrastructure Sales Tax/Penny	\$0	\$0	\$0	\$0	\$1,800,000	\$0	\$1,800,000
McMullen Tennis Renovation	Infrastructure Sales Tax/Penny	\$0	\$0	\$0	\$0	\$0	\$700,000	\$700,000
Parks & Beautification R&R	General Fund	\$1,200,000	\$1,265,000	\$1,293,750	\$1,350,000	\$1,437,500	\$1,625,000	\$8,171,250
Athletic Fields R&R	General Fund	\$915,000	\$1,006,500	\$1,052,250	\$960,000	\$875,000	\$942,500	\$5,751,250
Total Parks & Recreation		\$4,065,000	\$3,731,500	\$2,556,000	\$2,520,000	\$4,322,500	\$3,777,500	\$20,972,500

Cultural Services								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Miscellaneous Public Art Fund	General Fund	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000	\$150,000
Cultural Arts Strategic Plan Implementation	General Fund	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$90,000
Total Cultural Services		\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$240,000

Table PI 2. Capital Improvement Program Expenditure Summary (con't)

Special Recreation Facilities								
Name	Funding Source	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Clearwater Harbor Marina Facility Maintenance R&R	Clearwater Harbor Marina Fund	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$450,000
Fuel System R&R	Marina Fund	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
Pier 60/Sailing Center Maintenance	General Fund	\$100,000	\$500,000	\$500,000	\$100,000	\$100,000	\$100,000	\$1,400,000
Beach Marina Upgrade	Infrastructure Sales Tax/Penny	\$11,500,000	\$11,500,000	\$0	\$0	\$0	\$0	\$23,000,000
	Marina Fund	\$1,250,000	\$1,000,000	\$0	\$0	\$0	\$0	\$2,250,000
	General Fund	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
Clearwater Harbor Marina Replace & Upgrade	Clearwater Harbor Marina Fund	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
	Infrastructure Sales Tax/Penny	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000
Athletic Fields & Facility Renovation/Improvements	Infrastructure Sales Tax/Penny	\$0	\$250,000	\$300,000	\$2,100,000	\$0	\$0	\$2,650,000
Long Center Major Renovations	Infrastructure Sales Tax/Penny	\$2,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$5,000,000
	General Fund	\$3,000,000	\$2,000,000	\$0	\$0	\$0	\$0	\$5,000,000
Soccer Field Reno EC Moore	General Fund	\$60,000	\$1,000,000	\$0	\$0	\$0	\$0	\$1,060,000
McKay Play Field Improvements	Donation Revenue	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000
	General Fund	\$0	\$275,000	\$0	\$0	\$0	\$0	\$275,000
Frank Tack Improvements	Infrastructure Sales Tax/Penny	\$0	\$250,000	\$300,000	\$0	\$0	\$0	\$550,000
Marine Facility Maint & Dock R&R	Marina Fund	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Carpenter & Baycare R&R	General Fund	\$1,703,030	\$2,477,030	\$1,046,500	\$972,000	\$1,012,500	\$1,625,000	\$8,836,060
Recreation Center R&R	General Fund	\$600,000	\$1,017,500	\$667,000	\$846,000	\$762,500	\$1,248,000	\$5,141,000
Beach Walk/Pier 60 Park R&R	General Fund	\$550,000	\$330,000	\$345,000	\$360,000	\$375,000	\$390,000	\$2,350,000
Total Special Recreation Facilities		\$21,338,030	\$24,074,530	\$3,483,500	\$5,703,000	\$3,575,000	\$4,688,000	\$62,862,060

PLAN IMPLEMENTATION

Table PI 3. Level of Service Summary

Facilities	Chapter	Level of Service (LOS) Standard
Potable Water	Support Services	100 gallons per day per capita (GPCD) at a minimum pressure between 40-45 Pounds per Square Inch (PSI)
Sanitary Sewer	Support Services	100 GPCD
Stormwater	Support Services	Design storm: <ul style="list-style-type: none"> • 10-year storm frequency for all new street development using the rational design method. • 25-year storm frequency with positive outfall for major storm systems with basin time of intensities controlling the duration.* • 50-year storm frequency when no outfall and discharge is to street right-of-way.* • 100-year storm frequency when no outfall and discharge is across private property.*
Parks	Parks & Public Places	4 acres of parkland per 1,000 persons
Hurricane Evacuation	Conservation & Coastal Management	16 hours (out of county for a category 5 storm event as measured on the Saffir-Simpson scale)

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



Courtney Campbell Causeway looking west. Photo credit: Pinellas County

